[Shore-to-Shore Bicycle-Pedestrian-Maintenance Pathway]

Resolution urging the California State Legislature and Metropolitan Transportation Commission to include funding for the West Span Bicycle-Pedestrian-Maintenance Pathway as part of any revenue plan, including a toll increase, intended to pay for the cost overruns related to the East Span replacement project.

WHEREAS, The San Francisco-Oakland Bay Bridge is a crucial transportation link that is a recognized part of the 400-mile San Francisco Bay Trail, initially sanctioned in 1988 when Senator Bill Lockyer’s SB 100 was signed into law; and

WHEREAS, An extensive public planning process for the East Span replacement structure resulted in the inclusion of a 15.5 foot wide pathway from West Oakland to Yerba Buena Island as part of the new bridge; and

WHEREAS, Caltrans has provided guarantees that regardless of which East Span design is selected, that it will include a pathway for pedestrians, cyclists, and Caltrans maintenance vehicles; and

WHEREAS, In May of 2001, Caltrans released a major $2 million feasibility study examining the addition of a cantilever pathway or pathways to the West Span to complete non-motorized access across the Bay, and this study found that such a pathway is feasible and would have multiple benefits for Bay Area travelers; and

WHEREAS, A shore to shore pathway on the Bay Bridge would complete a gap in the San Francisco Bay Trail, provide world class views of downtown San Francisco from the upper deck, be an attraction that would draw significant additional tourist traffic to the City, and enhance the Embarcadero Promenade; and

Supervisors Ammiano, Daly, Mirkarimi, Alejo,-Pier, Duffy

BOARD OF SUPERVISORS
WHEREAS the pathway would benefit motorists by providing an emergency refuge in case of breakdown, and allow Caltrans crews to use the pathway for many maintenance activities, eliminating the need to close lanes on the Bay Bridge, reducing congestion and the number of collisions, and

WHEREAS, A pathway on the Bay Bridge would provide an alternate access route in case of natural or manmade disaster that affected the Bay Bridge or the Transbay Tube; and

WHEREAS, An ambitious redevelopment plan for Treasure Island is in the works, proposing 2800 units of new housing including at least 300 affordable units, and these new residents will be relatively isolated from San Francisco and the East Bay if a pathway is not provided; and

WHEREAS, The pathway would be used by potentially millions of cyclists every year, traveling between Oakland and San Francisco, and is the most cost effective means to increase capacity on this heavily congested corridor; and

WHEREAS, The Governor of California in 1998 signed AB2038 (Migden) to allow for a bicycle/pedestrian path to be built on the western span of the Bay Bridge using the locally generated toll-bridge surcharge money; be it therefore

RESOLVED, That the San Francisco Board of Supervisors urges the California State Legislature and Metropolitan Transportation Commission to include funding for the West Span Bicycle-Pedestrian-Maintenance Pathway as part of any revenue plan, including a toll increase, intended to pay for the cost overruns related to the East Span replacement project.

Supervisors Ammiano
BOARD OF SUPERVISORS
Resolution urging the California State Legislature and Metropolitan Transportation Commission to include funding for the West Span Bicycle-Pedestrian-Maintenance Pathway as part of any revenue plan, including a toll increase, intended to pay for the cost overruns related to the East Span replacement project.

March 22, 2005 Board of Supervisors — ADOPTED

Ayes: 11 - Alioto-Pier, Ammiano, Daly, Dufty, Elsbernd, Ma, Maxwell, McGoldrick, Mirkarimi, Peskin, Sandoval

File No. 050466

I hereby certify that the foregoing Resolution was ADOPTED on March 22, 2005 by the Board of Supervisors of the City and County of San Francisco.

Gloria L. Young
Clerk of the Board

APR 01 2005

Date Approved

Mayor Gavin Newsom