

1 **WHEREAS**, in April 2009, BATA allocated \$1.3 million to TY Lin
2 International for the preparation of a project study report for the West Span Bicycle-
3 Pedestrian Maintenance Pathway Project; and
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5 **WHEREAS**, a shore to shore pathway on the Bay Bridge would complete the gap
6 in the San Francisco Bay Trail, offer bicyclists a direct commute option during hours
7 when BART restricts bicycle access, provide views of downtown San Francisco from the
8 upper deck, be an attraction that would draw significant additional tourist traffic to the
9 City, and enhance the Embarcadero Promenade; and
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11 **WHEREAS**, the pathway would benefit motorists by providing an emergency
12 refuge in case of breakdown, emergency vehicle access, and allow Caltrans crews to use
13 the pathway for many maintenance activities, eliminating the need to close lanes on the
14 Bay Bridge, reducing congestion and number of collisions; and
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16 **WHEREAS**, a pathway on the Bay Bridge would provide an alternate access
17 route in case of natural or manmade disasters that affect the Bay Bridge or the Transbay
18 tube; and
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20 **WHEREAS**, in 2006 Caltrans awarded \$98,000 to begin transportation planning
21 for a new San Francisco community on Treasure Island. The plan being developed
22 envisions a vibrant walkable/bikable San Francisco neighborhood of up to 6,000
23 residential units located only 3-miles away from downtown. These new residents will be
24 relatively isolated from San Francisco and the East Bay if a pathway is not provided; and
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26 **WHEREAS**, the pathway has the potential to be used by millions of bicyclists
27 every year, traveling between Oakland and San Francisco—a shorter distance than
28 represented by the Marin to San Francisco downtown via the popular Golden Gate
29 Bridge pathway; and,

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WHEREAS, the most cost-effective means to increase capacity and reduce greenhouse gas emissions on this heavily congested corridor; and

WHEREAS, the Governor of California in 1998 signed AB 2038 (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; and

WHEREAS, BATA’s congestion pricing toll option would offer non-peak tolls to motorists at a lower level than on the other six toll bridges, thereby adding to traffic congestion.

NOW, THEREFORE BE IT RESOLVED that the City of Albany urges BATA to seek funding for the West Span Bicycle-Pedestrian Maintenance Pathway of the San Francisco-Oakland Bay Bridge from proposed toll increases on state-owned bay area toll bridges.

Joanne Wile, Mayor