

**CITY OF ALBANY  
CITY COUNCIL AGENDA  
STAFF REPORT**

Agenda Date: February 16, 2010  
Reviewed by: BP

**SUBJECT:** Resolution Urging Bay Area Toll Authority to Seek Funding for a West Span Bicycle-Pedestrian Pathway on the Bay Bridge

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**TRAFFIC AND SAFETY COMMISSION RECOMMENDATION**

That the City Council approve Resolution #2010-6, urging the Bay Area Toll Authority 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.

**BACKGROUND**

On January 28, 2010, the Traffic and Safety Commission discussed this item and recommended that the City Council urge the Bay Area Toll Authority 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. Council member Javandel first brought this item to the attention of the city. Recently, the City of Emeryville adopted a similar resolution.

The Bay Area Toll Authority (BATA) will be increasing the toll on the state-owned bridges beginning July 1, 2010. BATA has full statutory power to increase the tolls without going to a referendum when the use of the proposed toll increase is for earthquake-retrofit purposes. The purpose of the upcoming increase is to retrofit two state-owned bridges: Antioch and Dumbarton.

**DISCUSSION**

The following findings have been listed by the City of Emeryville as reasons to urge BATA to use a portion of the new funding to complete the bicycle network across the Bay Bridge:

- Legislation has already been approved to provide for a path on the west span, but funding has not been identified yet.
- Pedestrian-Bicycle facilities around the world have proven to be a great asset because they improve the quality of life and the economy by adding recreational benefits.
- An important gap in the Bay Trail network would be closed by building a bicycle and pedestrian facility on the Bay Bridge.

- Adding active transportation options encourage their use resulting in health benefits to society.

City of Albany policies supporting new and improved bicycle connections are reflected in the City's Bicycle Master Plan and in the numerous bicycle and pedestrian projects, completed and planned. Examples of these projects include the Marin Avenue bicycle lanes, Ohlone Greenway bicycle path widening, Buchanan Street pedestrian/bicycle path project, and Pierce Street pedestrian/bicycle project. Thus, existing City of Albany policies are consistent with the proposed resolution.

### **SUSTAINABILITY IMPACT**

A bicycle and pedestrian path that links the East Bay with San Francisco provides an alternative for people to use a non-carbon emitting mode of transportation to travel between these areas. Its use for both work commutes and recreation could substantially reduce natural resource consumption, improve air quality, and reduce health risks.

### **FINANCIAL IMPACT**

There would be no financial impact to the City of Albany from the passage of this resolution. Motorists crossing the state owned toll bridges would ultimately pay for any increased bridge toll.

### **Attachment**

City Council Resolution #2010-6