

Bay Area Toll Authority Oversight Committee

March 11, 2020

Agenda Item 6a

West Span Bay Bridge Bicycle-Pedestrian Path (“Bay Skyway”) Update

Subject: Staff will provide an update on recent activities related to a future bicycle-pedestrian path on the West Span of the San Francisco-Oakland Bay Bridge, recently dubbed the Bay Skyway.

Background: MTC included a bicycle-pedestrian pathway in the design of the new Bay Bridge East Span, which opened in 2016. This \$400M investment was conceived and supported by MTC as a first critical step to shore-to-shore access by bike and on foot. In 2015, BATA funded the 35% design of a new pathway on the West Span, including a connection to the East Span path. The preliminary engineering did not identify any insurmountable technical challenges to delivering the project; however, the entire project is not currently included in the fiscally constrained Plan Bay Area.

More recently, several events are contributing to renewed interest in shore-to-shore access:

- **Transbay congestion relief:** Projections show peak hour demand in 2040 on the Transbay corridor at 150% of capacity, due in part to 25,000 new Treasure Island residents and 86,000 more San Francisco jobs.
- **Electric-assist bicycles (“e-bikes”)** exponentially increase commute-shed (distance) and population of potential riders. In fact, the number of bike and e-bike peak-hour, weekday riders is forecast to equal a half-lane of vehicle capacity by 2040, not including tourists or reverse commute bikes.
- The **Richmond-San Rafael Bridge pathway** opened in November 2019. It is much farther from dense housing and population centers than the Bay Bridge, yet people are walking and biking across it in much greater numbers than expected, in part due to use by e-bikes.
- **Alameda County Transportation Commission** is partnering with BATA to design The Link, a Class I grade-separated facility that will directly join West Oakland with the eastern touchdown of the East Span pathway, bringing free access to San Francisco jobs and other attractions to thousands of West Oakland and other East Bay residents. Link construction funds have not yet been identified.
- **San Francisco County Transportation Authority** is designing a Class I grade-separated pathway to connect the East and West spans, and serve the forthcoming Treasure Island ferry. They are currently seeking funding partners for this project.

Benefits include:

- **Congestion relief:** Path will increase Transbay capacity without adding a single car to San Francisco or increasing BART or AC Transit service.
- **Housing:** Allows people to hold livable wage jobs in San Francisco and live in the affordable East Bay without the considerable expense of commuting by auto or transit.
- **Benefits low-income communities:** Allows very low cost commute to living wage jobs in San Francisco; opens SF cultural and recreational opportunities to low income East Bay residents; reduces further growth in air pollution in West Oakland.
- **Supports Caltrans's SB 743 implementation:** Starting this year, CEQA analysis of all capacity-increasing projects on the State Highway System will be based on Vehicle Miles Traveled (VMT) rather than Level of Service (LOS). As a result, Caltrans is prioritizing investment in projects that "increase person throughput without major increases in VMT." Path increases Transbay capacity without increasing VMT, and could even reduce it.

- **Preliminary Cost Estimate** (all costs in millions of 2018 dollars and assume a 2026 start of construction):

West Span Path (100% design)	\$ 50
West Span Path (construction)	\$ 260
West Oakland Link	\$ 65
Hillcrest Road Path (West Span to East Span)	\$ 30
Treasure Island Road Path (West Span to ferry)	\$ 35
TOTAL NEED	\$ 440

At this scale, a funding plan will likely need to package a combination of state, regional, local and potentially private financial resources, involving commitments from a number of partners.


Recommendation: Provide staff with feedback and direction to create a multi-year work plan for the Bay Skyway to allow the Commission to consider the impact of the work needed to move forward the project on the agency's overall work plan in the context of upcoming budget discussions. This work plan would include the following elements:

- Develop a feasible funding plan for state, local and regional funding to fully design and construct the Bay Skyway, including its Oakland and YBI/TI approaches
- Engineering design

- Focus on near-term work that would allow the project to move forward. Later work would depend on success in early years.
- Use in-house and consultant resources

Attachments:

Attachment A: [Bay Skyway Funding Strategy PowerPoint presentation](#)



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BAY SKYWAY

Bay Bridge West Span Pathway & Connections

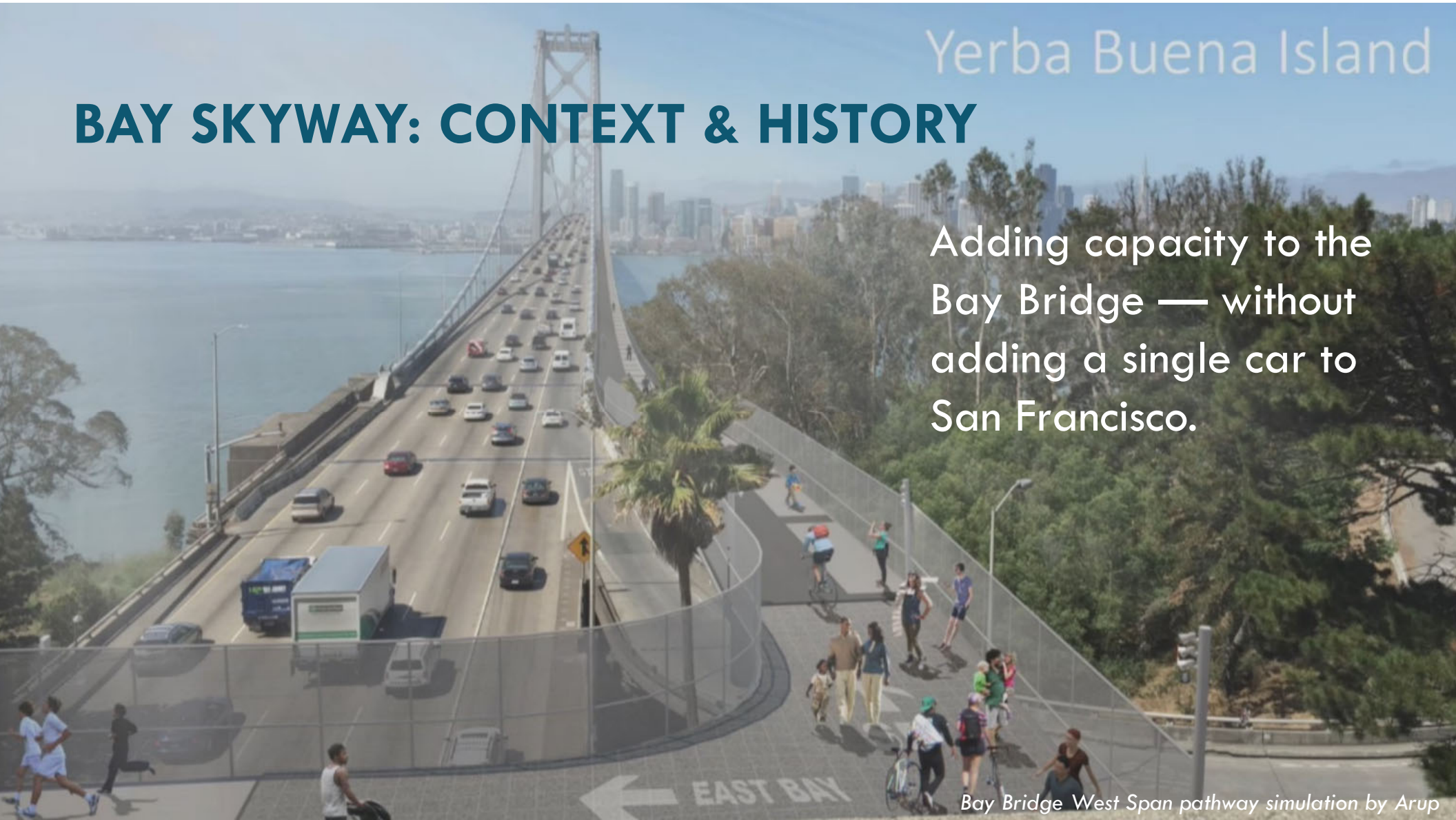


BATA Oversight
Wednesday, March 11, 2020

BAY SKYWAY: CONTEXT & HISTORY

Yerba Buena Island

Adding capacity to the Bay Bridge — without adding a single car to San Francisco.



Bay Bridge West Span pathway simulation by Arup

BAY SKYWAY: CONTEXT & HISTORY

- ▶ New East Span design includes path (1997-98)
- ▶ Conceived as first critical step to shore-to-shore access
- ▶ Extension across West Span intended to be funded with successor to RM2
- ▶ East Span path opens to Yerba Buena Island (2016)

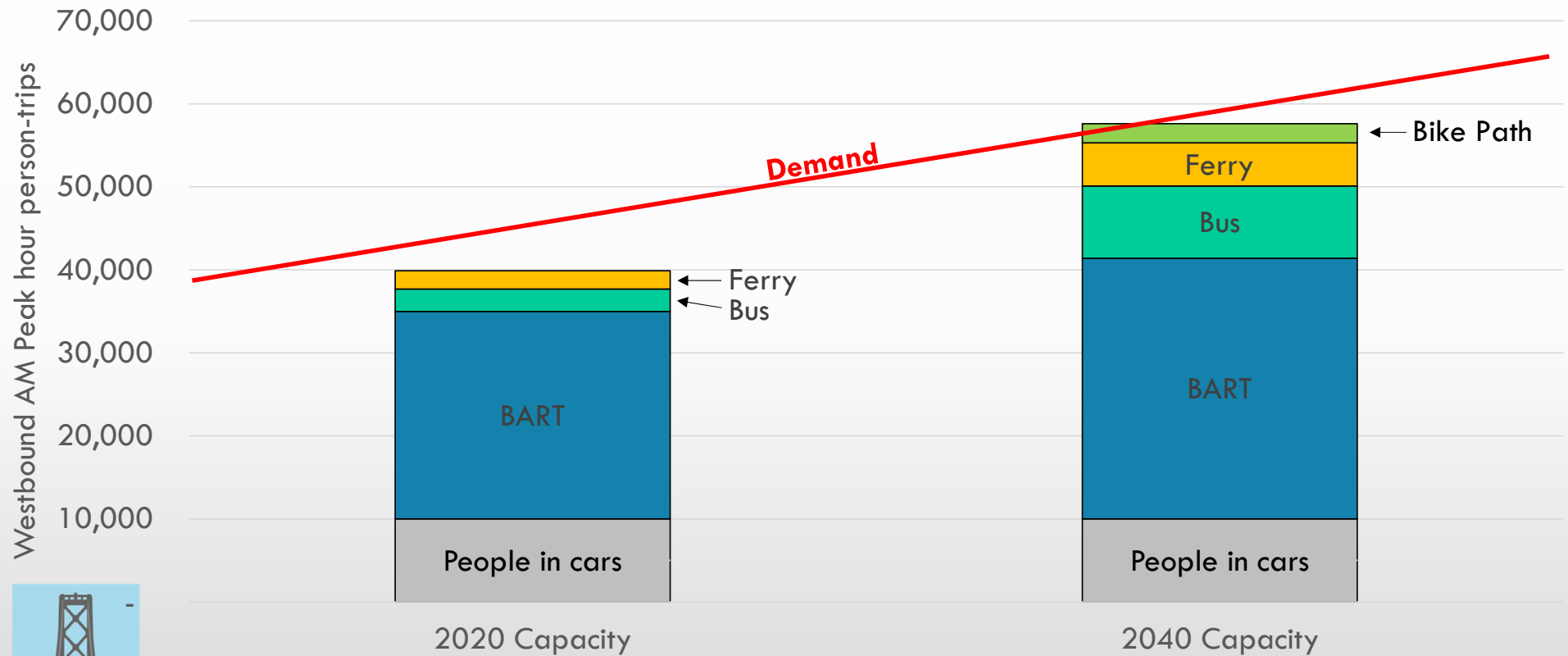
Image: Caltrans

BAY SKYWAY: BENEFITS

- ▶ Adds capacity and maintenance access to Bay Bridge
 - 1,700 bike/e-bike work trips in peak hour (2040)
 - Transbay Corridor at 150% of capacity without path (2040)
- ▶ Serves 24,000 new Treasure Island residents (2040)
- ▶ Low-cost access to SF jobs, culture & recreation for a half-million communities-of-concern residents
- ▶ Avoids daily lane closure for maintenance
- ▶ Supports Executive Order N-19-19 and SB 743
- ▶ Offers a healthier commute & contributes to a cleaner Bay



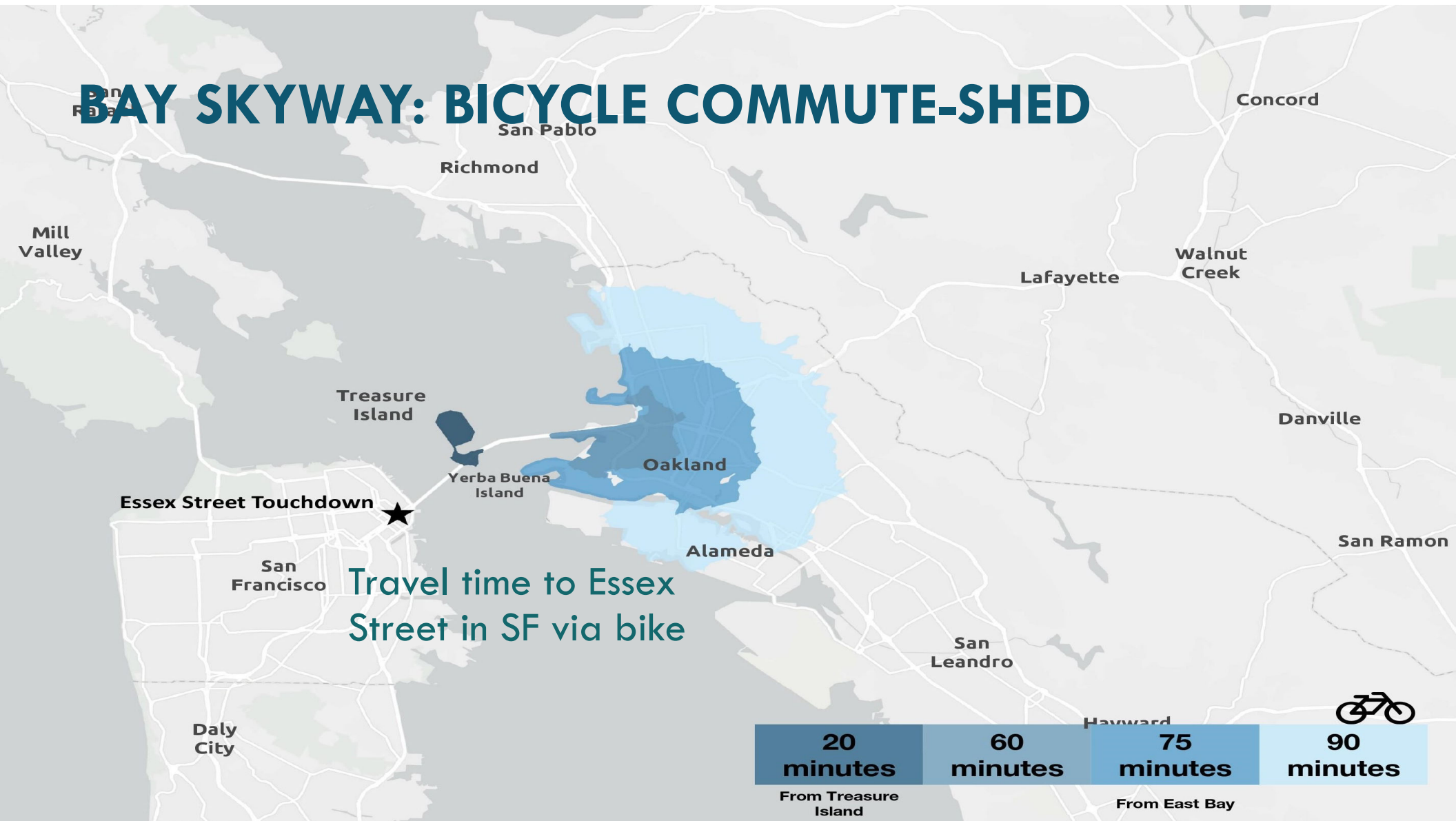
TRANSBAY CAPACITY VS DEMAND (2020 AND 2040)



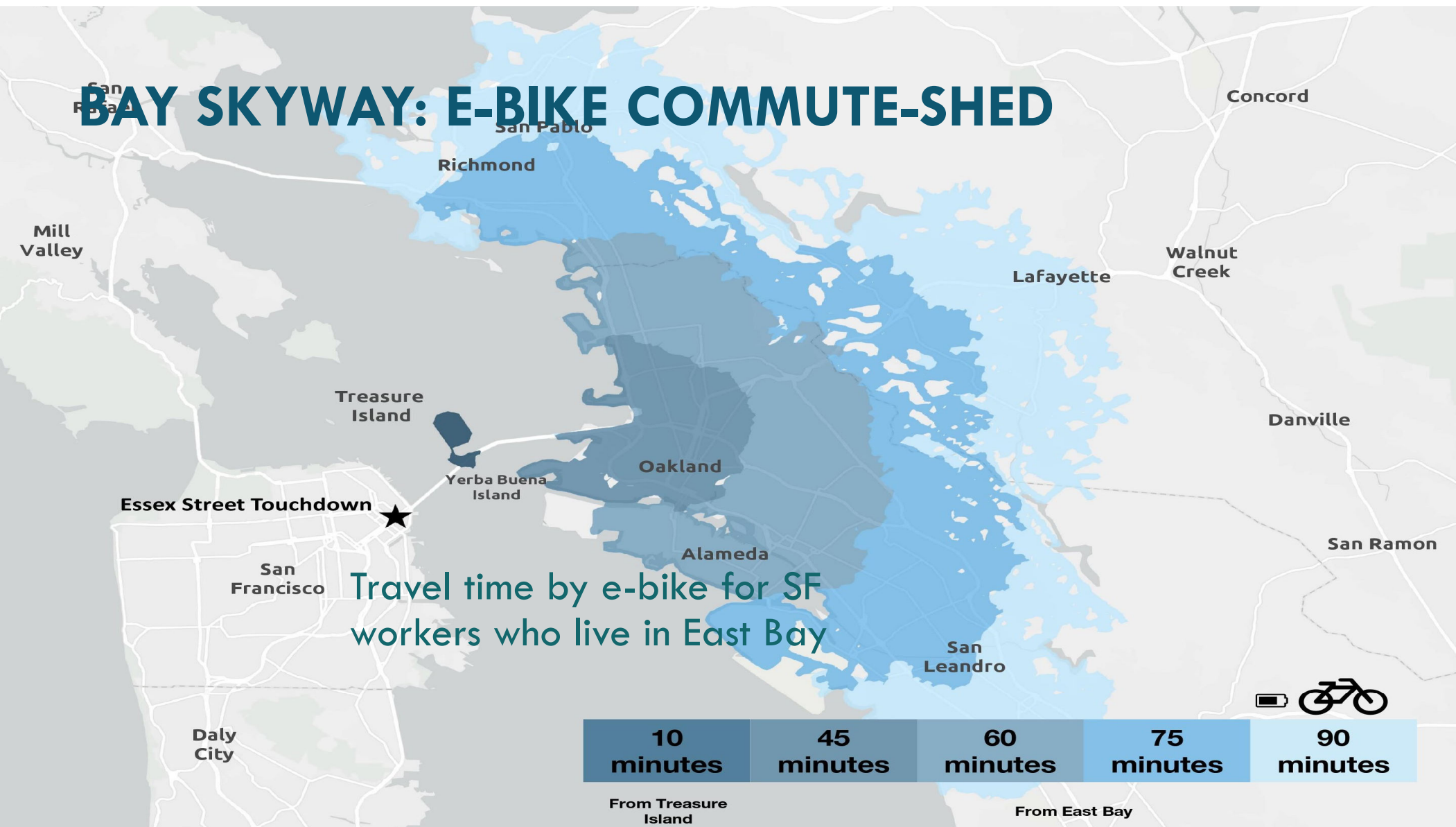
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Source: Core Capacity Transit Study, 2016. Assumes Market Assessment Growth Projections. 2020 assumes all recommended projects that have been delivered. 2040 shows remaining recommended projects (for 2021-2040).

BAY SKYWAY: BICYCLE COMMUTE-SHED



BAY SKYWAY: E-BIKE COMMUTE-SHED



BAY SKYWAY: OVERVIEW



BAY SKYWAY: COST (IN MILLIONS)

SEGMENT	COST	ACTIVITY
Investment To Date		
East Span Path	\$400+	Design + construction

Funding Need		
West Span Path	\$50	100% design
West Span Path	\$260	Construction
West Oakland Link	\$65	Design + construction
Hillcrest Road path	\$30	Design + construction
Treasure Island Road path	\$35	Design + construction
Total Need	\$440	100% design + construction West Span path + approaches



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BAY SKYWAY: NEXT STEPS

- ▶ Consider Bay Skyway related tasks in upcoming budget discussions.
- ▶ Direct staff to create a multi-year work plan for the Bay Skyway, including:
 - A funding plan to fully design and construct the pathway, including its Oakland and YBI/TI approaches
 - Engineering design
 - Focus on near-term work that would allow the project to move forward. Later work would depend on success in early years.
 - Use in-house and consultant resources

