

# BAY BRIDGE RECOVERY PATHWAY



## PROJECT PROPOSAL

The Bay Bridge Recovery Pathway will be a temporary multi-use path on the San Francisco-Oakland Bay Bridge (Bay Bridge) to provide a post-shelter-in-place commute alternative for those who might otherwise drive, carpool, or take public transit between San Francisco (SF) and the East Bay.

The Bay Area is in a transportation crisis. Public transit agencies are beginning to significantly limit capacity to comply with social distancing guidelines set by the region's public health experts. As more businesses and schools reopen, hundreds of thousands of commuters are being forced to choose between driving to work in bumper-to-bumper traffic or risking their health on public transit. The Bay Bridge Recovery Pathway will accommodate thousands of users per hour, providing workers with a healthy, safe, sustainable, affordable, and congestion-free commute alternative to this dilemma, and regional governments with a cost-effective solution to this crisis.



*Rendering of the Bay Bridge Recovery Pathway*

## PROJECT GOALS

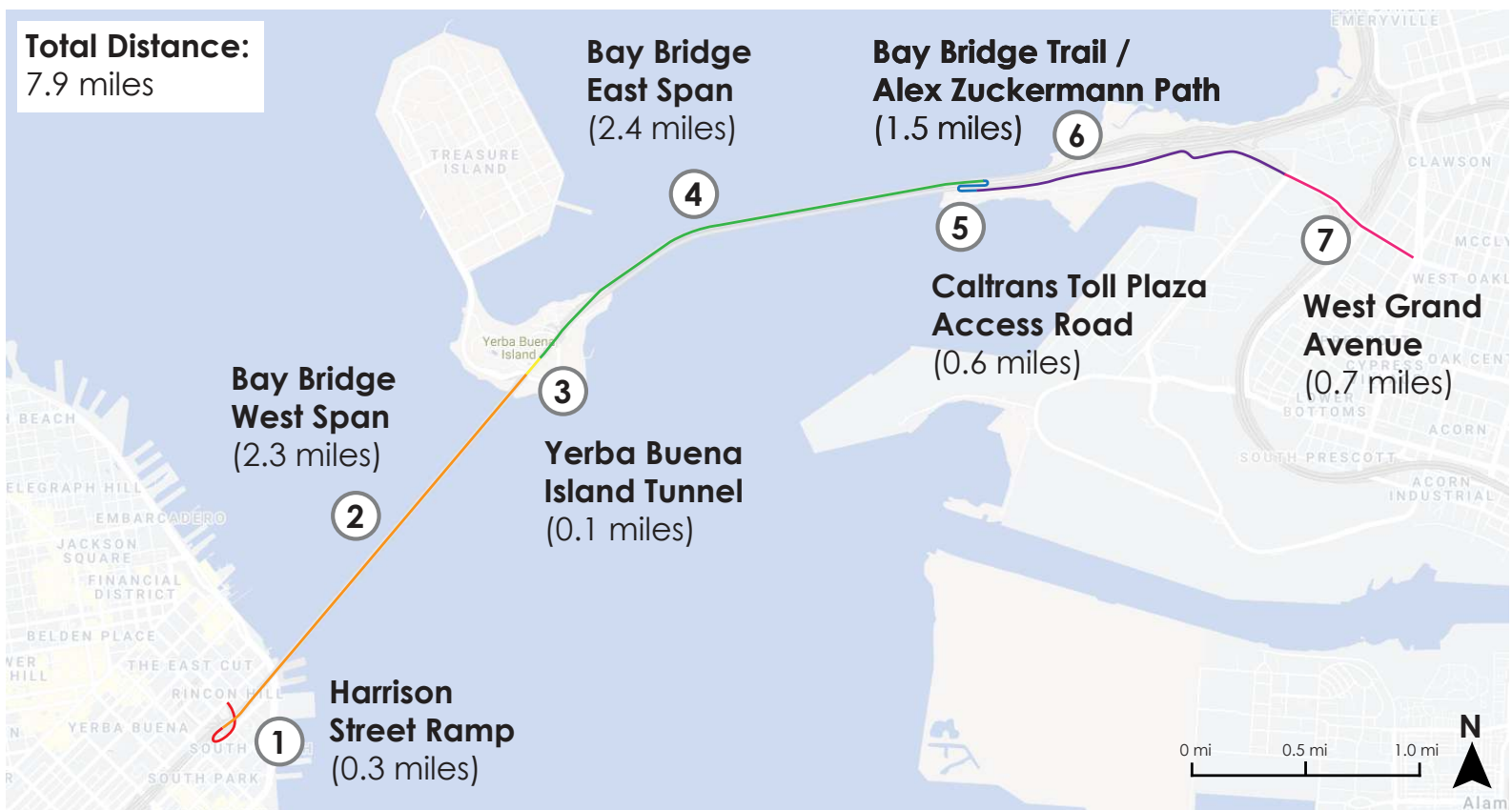
The Bay Bridge Recovery Pathway will provide a new commute option between SF and the East Bay as the region's economy reopens. Anticipating a prolonged return to normal during which social distancing guidelines will remain in effect, the pathway will provide:

- A social distance-compliant alternative to carpooling and public transit (BART, bus, ferry)
- Equitable access to a low-cost/free commute alternative when paired with BAAQMD and "Bike Share for All" low-income e-bike loaner/subsidy programs
- A mitigation strategy to address the anticipated influx in single occupancy vehicles entering SF, which will:
  - » Increase roadway congestion in SF and the East Bay
  - » Overwhelm downtown SF parking facilities
  - » Increase the number of pedestrian and bicyclist injuries and deaths caused by vehicle collisions
  - » Conflict with city efforts to repurpose streets for outdoor dining and retail
- A sustainable transportation option that reduces vehicle miles travelled and greenhouse gas emissions, advancing statewide goals stipulated in SB 743 and AB 32

# PROJECT DETAILS

- 7.9-mile route from Mandela Parkway in West Oakland to Fremont Street in downtown SF
- 4.8-mile protected multi-use path spanning the entire length of the Bay Bridge
  - » Protected by a temporary concrete barrier
  - » Using the southernmost westbound lane of the bridge
  - » 12 feet wide along the east span, 10 feet wide along the west span
- Seamless connections to existing Oakland and SF bicycle networks
  - » 0.3-mile quick-build path along Harrison Street exit ramp in SF
  - » 0.6-mile use of Caltrans toll plaza access road in Oakland between toll plaza and Alex Zuckermann Path
  - » 0.7-mile quick-build path along W Grand Ave in Oakland between Maritime Street and Mandela Parkway
- Accessible to a variety of electric and non-electric micro-mobility vehicles (bicycles, scooters, wheelchairs, etc.)
- ~\$10 million in estimated capital costs (including removal and restoration)
  - » \$5.1 million for construction
  - » \$1.7 million for design, environmental, and maintenance of traffic
  - » \$1.3 million for removal and restoration
  - » \$2.1 million contingency
- 2-3 month estimated construction schedule<sup>1</sup>

# PROJECT MAP



<sup>1</sup> Assumes quick-build and emergency permitting/CEQA exemption process