



California Legislature

September 25, 2020

Tony Tavares, District 4 Director
California Department of Transportation

Therese McMillan, Executive Director
Metropolitan Transportation Commission

Andrew B. Fremier, Deputy Executive Director
Bay Area Toll Authority

RE: Bay Bridge Recovery Pathway Feasibility Study

Mr. Tavares, Ms. McMillan, and Mr. Fremier:

In just a few short months, the COVID-19 pandemic has upended how we live, work, communicate, and travel. **As our region adapts to this new normal, it is more important than ever to establish a transbay transportation connection that complements the limited capacity of public transit and does not require access to a motorized vehicle. We are writing to urge you to take immediate action to fund a study evaluating the feasibility of a quick-build micromobility path on the San Francisco-Oakland Bay Bridge (Bay Bridge) connecting San Francisco and the East Bay.**

The widely accepted practice of physical distancing is likely to continue through 2020 and beyond. People who travel the Bay Bridge corridor will be looking for travel options that allow for physical distancing and limit time spent in enclosed areas to minimize potential exposure to COVID-19. As a result, carpooling trips will stay at low levels and the capacity of public transit will remain significantly reduced.

At the same time, the dramatic shift to remote working has enabled changes in transportation patterns previously unimaginable. Over the past five months, car traffic has dropped to historically low levels, and [the use of bicycles has exploded](#). Bike shops are out of inventory and bike repair technicians have never been busier. Cities throughout the Bay Area have responded

by closing streets to vehicle traffic and creating emergency bikeways. Air quality, neighborhood quality of life, and street safety, have all been the best in decades.

Despite the immediate short-term demand for bicycling, and the long-term benefits of this dramatic drop in traffic, the region's most important transportation link between San Francisco and the East Bay is currently restricted to cars, trucks, and transit vehicles. A "quick-build" micromobility path utilizing the left lane of the westbound Bay Bridge freeway deck can change that. It will provide a free, healthy, reliable, and safe connection for people who want to travel between the East Bay and San Francisco by bike, e-bike, or other micromobility vehicle. It can be built in just two or three months for as little as \$10 million ([equal to roughly two days of BART operating expenses](#)) according to a preliminary study conducted by a Bay Area team of planners, engineers, and bike advocates.

There is growing support for this innovative solution to a [traffic crisis that is predicted to cripple the Bay Area in the coming months](#). It is imperative that we investigate this opportunity while so many Bay Area businesses continue to encourage remote working and before a significant number of commuters make the shift to single-occupancy vehicles.

We the undersigned hereby request that the California Department of Transportation (Caltrans), Metropolitan Transportation Commission (MTC), and Bay Area Toll Authority (BATA) take immediate action to fund and develop a study evaluating the feasibility of a temporary micro-mobility path on the Bay Bridge. At a minimum, this feasibility study should address the following considerations:

- Path design and right-of-way options
- Estimated costs and funding sources
- Equity analysis investigating impacts to communities of concern and strategies to ensure these communities benefit from this facility
- Anticipated environmental clearance and permits
- Planning and construction schedule
- Security risks, enforcement, and incident management
- Facility user types (bike, e-bike, scooter, pedestrians, wheelchairs, etc.)
- ADA compliance
- User safety assessment
- User affordability assessment
- Traffic and parking impacts with and without project implementation

This study will be used to assess whether the proposed project is a cost-effective solution to improving the region's traffic crisis while simultaneously helping to meet the state and region's broader sustainability and equity goals.

We thank you for your support.

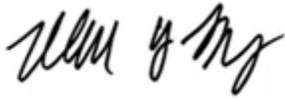
Sincerely,



Scott Wiener
Senator, District 11



David Chiu
Assemblymember, District 17



Philip Y. Ting
Assemblymember, District 19



Buffy Wicks
Assemblymember, District 15



Nancy Skinner
Senator, District 9



Rob Bonta
Assemblymember, District 18