Presentation Overview

- Project overview
- Background
- Project goals
- San Francisco downtown connections
- Path on West Span
- YBI/TI connections
- Project schedule, cost & phasing
- Next step
Project Overview
Background

- 1936 – Bay Bridge Opened
- 1950’s – Rail Removed from Lower Deck
- 1989 – Loma Prieta Earthquake Damage
- 2001 – West Span Bike/Ped/Maint. Pathway Feasibility Study Completed
- 2004 – West Span Seismic Retrofit Completed
- 2006 – West Span Deck Overlay Completed
- 2009 – BATA authorizes preparation of a Project Study Report to identify alternatives and update costs for future funding decisions on a West Span Bike/Ped/Maint. Pathway
Project Goals

- San Francisco downtown bicycle & pedestrian link to East Bay & Treasure Island
- Caltrans maintenance access to reduce daily maintenance closure
San Francisco Design Considerations

- ADA requirements
- Bicycle design requirements
- Lack of right of way
- Planned development
- Connectivity
- Safety
- Costs
- Environmental impact
SF Bike Plan & Connectivity

LEGEND

- SFN-1
- SFN 1-A
- SFN 1-CX3
- SFN 1-F
- SPS-1
- SPS-2
- Class I
- Class II
- Class III
- Class IV
- Bicycle Route Network
- Near-Term Bicycle Improvement Project
- Minor Improvement to Bicycle Route Network
- “Train Box” (see note 1)
- Elevators and Stairs

Note:
1. Future train access tunnel under 2nd Street from 3rd and Townsend Street
2. Planned bicycle/pedestrian corridor connection to Transbay Terminal
Alternative SFN – 1CX3

- Proposed TRANSBAY TERMINAL
- Proposed Location of Parcel F Development
- Proposed New Bus Ramp
- Proposed Bicycle/Pedestrian Path (under ramp) connecting to Transbay Terminal
- Lansing St. Option (Requires reconstruction of Lansing St.)
- Buildings will be impacted
- Connect to SFO188 West Span BPM Path
- Connect to SFO188 West Span BPM Path
- Pier W1 Elevator and Stair Towers
- SF Anchorage
- Natoma St
- Howard St
- Tehama St
- Clementina St
- Folsom St
- Essex St
- Fremont St
- Harrison St
- Lansing St
- Baptist St
- Guy Pl
- Rincon Hill
Alternative SFN – 1F
Pier W1 Elevator & Stairs Tower

TOWER W1

APPROXIMATELY
32 FLIGHTS OF 9 STEPS

ELEVATOR & STAIR STRUCTURE
(STEEL FRAMED, GLASS ENCLOSED)
Alternative SFS – 2 and 2B
Alternatives Considered & Deferred

- San Francisco - Alt SFN-1C
  - Potential Safety Concern due to Tight Radius

- San Francisco - Alt SFN 1D
  - Safety - Steep Gradient
  - Mandatory Use of Elevators

- San Francisco - Alt SFN-1E & SFS-4
  - Poor Connectivity
  - Potential Safety Concern - Subway Curve

- San Francisco - Alt SFN-FS
  - Significant Right of Way Impact

- San Francisco - Alt SFS-1
  - Right of Way Impact
  - Discontinued Class 1 Path

- San Francisco - Alt SFS-FS
  - Significant Right of Way Impact
Main Span Design Considerations

- Seismic
- Wind
- Constructability
- Maintenance considerations
- Shipping channel clearance
Shipping Channel Clearance

- Suspender cable shortening
- Deck replacement
  - Savings For BPM Path Project
  - Minimize traffic disruption
Main Span Cross Section
YBI Design Considerations

- ADA requirements
- Steep terrain
- Planned development
- Lack of right of way
- Maintenance of USCG operations
- Safety
- Cost
- Environmental impact
Alternatives Considered & Deferred

- Yerba Buena Island - Alt YBI-1C
  - Lack of Right Way
  - Impacts to USCG Operations

- Yerba Buena Island - Alt YBI-3A
  - Lack of Right Way
  - Impacts to USCG Operations
  - Safety - Need to Cross Busy Roadway

- Yerba Buena Island - Alt YBI-3B
  - Lack of Right Way
  - Impacts to USCG Operations

- Yerba Buena Island - Alt YBI-4
  - Lack of Right Way
  - Impacts to USCG Operations
  - Mandatory use of Elevator

- Yerba Buena Island - Alt YBI-5
  - Lack of Right Way
  - Impacts to USCG Operations
  - Mandatory use of Elevator

- Yerba Buena Island - Alt YBI-6B
  - Lack of Right Way
  - Impacts to USCG Operations
Alternatives Considered & Deferred

Yerba Buena Island - Alt YBI-6C
- Lack of Right Way
- Impacts to USCG Operations

Yerba Buena Island - Alt YBI-7
- Constructability Issues
- Poor User Experience

Yerba Buena Island - Alt YBI-FS
- Lack of Right Way
- Impacts to USCG Operations
Project Schedule

Identification Of Project Funding

- Funding Commitment Made

Preliminary Design Environmental

- Project Environmental Approval

Final Design Acquire Right of Way

Construction

0 2 4 6 8 10

Years
Project Cost

- High project cost is a challenge
- Estimate being developed
- 2001 Study Estimate $300 to $350 million (2011 Dollars)
- Additional escalation of $200 million if project proceeds today
- Cost escalation for future start undetermined
Project Phasing

- Minimum Cost Initial Segment
- Phased/Initial phased segment approach
  - North side - public access
  - South side - maintenance only
  - Does not preclude further south side access
- Cost reduction w/Deck replacement
- Potential savings $70 million range (2011$)
Next Step

- Public meeting: December 13, 2011
- PID completion: Summer 2012
- Allows for programming of funds to develop project
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