

All seven of the Bay Area's state-owned toll bridges touch-down in the East Bay counties of Alameda or Contra Costa. Thanks to the organized efforts of bike advocates, four are currently open to bikes, the East Span of the SF-Oakland Bay Bridge is under construction (although the East Span is being built with a generous bike/ped pathway, the West Span pathway remains unfunded), plus we are continue to negotiate for access to the shoulder of the Richmond-San Rafael Bridge. Here is the score:

**Dumbarton Bridge** (SR-84) between Newark and East Palo Alto offers unlimited access on a path separated from the roadway by a barrier. EBBC is negotiating to minimize disruption to public access during a seismic retrofit project slated to begin in 2010.

**Antioch Bridge** (SR-160) between Antioch and the Sacramento Delta offers unlimited access on a bike lane adjacent to the vehicle travel lane.

**Carquinez (Zampa) Bridge** (I-80) from Crockett to Vallejo was dedicated in April 2004 and offers 6am to 9pm access on a path separated from the roadway by a barrier.

**Benicia-Martinez Bridge** (I-680) features a separated path dedicated in August 2009 on the west side of the older span.

**Bay Bridge** (I-80). We celebrate that construction is underway of a separated path on the south side of the East Span replacement for the structure damaged in the 1989 earthquake. We expect to ride between Oakland and Yerba Buena and Treasure Islands by 2013. Efforts are also underway to build the access to the toll plaza area. In 2001 a thorough \$2 million West Span study determined that it is feasible to install bicycle/pedestrian/maintenance paths on both sides of the existing suspension span between Yerba Buena Island and San Francisco. Quick action by advocates in 2009 garnered MTC support to spend \$1.3 million to complete a detailed bikeway plan for the West Span. Our SFBC/EBBC campaign to "bridge the gap" seeks \$200 million to implement the plan.

**Richmond-San Rafael Bridge** (I-580) prohibits bicyclists from using the existing 12-foot shoulders despite existing access to the bridge ends and three elaborate studies that show bridge access to be safe and feasible. Over \$1 billion was spent on seismic work bridge redecking, yet not a cent was spent to improve access! In April 2008 the Bay Conservation & Development Commission voted 14-2 to move forward with the latest plan. Caltrans said no!

**Hayward-San Mateo Bridge** (SR-92) No direct bicycle access. Advocates were blocked from requiring access on the newly opened "causeway" portion of the bridge.

Indirect bicycle access aboard transit is available for all of the crossings (see: <http://bicycling.511.org/bridges.htm>) Images and substantial access discussions on each span can be found using the internal search of [www.ebbc.org](http://www.ebbc.org). Bottom line, access does not happen without advocacy. Support your local bicycle coalition!