Bay Bridge Bicycle/Pedestrian Advisory Committee
Pathway Recommendation to the
Engineering and Design Advisory Panel
May 29, 1998

Recommendation #1
Two paths, each at least ten feet wide, approximately 12" above deck level.
Cost: On the order of $70 million.

Recommendation #2
If EDAP does not choose to include two paths in the final bridge design, then we recommend one 15-foot wide path on the south side of the new span, approximately 12" above deck level.
Cost: On the order of $48 million.

Minimum Desired Alternative
If a raised pathway is unacceptable to EDAP, we would prefer a below deck pathway in which the total height of the solid barrier plus the depression is at least six feet. This could be accomplished, for instance, by depressing the path 3-1/2 feet given a standard 2'8" concrete barrier.

Bridge Railings
The Bicycle/Pedestrian Advisory Committee recognizes that, from a motorist's point of view, the path railings need to be as transparent as possible. This is also a desirable feature from a path-user's perspective for security, viewing and a sense of openness. We have some examples of highly transparent railing infill material, as a starting point for consideration by the design team.

Please note that the Golden Gate Bridge path is 13" above the roadway. Although it has no railing between the roadway and the path, it has a dense outside railing. Interestingly, motorists do not complain that their view is impeded. This outside railing is as close to motorists as the inside railing on the Bay Bridge will be, because the new span will have a shoulder and the Golden Gate Bridge does not.

We are confident that there are a number of innovative design solutions to creatively address the railing issue. We look forward to continuing to work with the bridge designers to develop these solutions for a world class pathway.