

ASSEMBLY BILL

No. 9

Introduced by Assembly Member Levine
(Coauthors: Assembly Members Baker, Bonilla, Bonta, Thurmond,
and Wood)
(Coauthors: Senators Allen and McGuire)

August 17, 2015

An act to add Section 30910.8 to the Streets and Highways Code, relating to the Richmond-San Rafael Bridge, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL’S DIGEST

AB 9, as introduced, Levine. Richmond-San Rafael Bridge.

Existing law specifies the powers and duties of the Department of Transportation, the Metropolitan Transportation Commission, and the Bay Area Toll Authority with respect to the collection and expenditure of toll revenue from the 7 state-owned toll bridges within the geographic jurisdiction of the commission, including the Richmond-San Rafael Bridge.

This bill would require the department, immediately, or as soon as practically feasible, but no later than September 30, 2015, to implement an operational improvement project that temporarily restores the third eastbound lane on State Highway Route 580 from the beginning of the Richmond-San Rafael Bridge in the County of Marin to Marine Street in the County of Contra Costa to automobile traffic and that temporarily converts a specified portion of an existing one-way bicycle lane along the north side of State Highway Route 580 in the County of Contra Costa into a bidirectional bicycle and pedestrian lane. The bill would require the department to keep the temporary lanes in place until the

department has completed a specified project relating to the Richmond-San Rafael Bridge or until construction activity for that project necessitates removal of the temporary lanes.

This bill would declare that it is to take effect immediately as an urgency statute.

Vote: $\frac{2}{3}$. Appropriation: no. Fiscal committee: yes.

State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. (a) The Richmond-San Rafael Bridge opened
2 on September 1, 1956. At the time of construction, the bridge was
3 one of the longest bridges in the world and was constructed at a
4 cost of \$62 million.

5 (b) The initial construction, with the help of additional funding
6 provided by the state (Chapter 159 of the Statutes of 1955),
7 provided for the construction of six 12-foot-wide lanes. The six
8 lanes were initially comprised of three lanes in both the eastbound
9 and westbound directions.

10 (c) In 1977, the then little-used third lane on the Richmond-San
11 Rafael Bridge was closed to allow for a pipeline to transport eight
12 million gallons of water a day from the East Bay Municipal Utility
13 District to drought-stricken Marin County. In 1978, the pipeline
14 was removed and the third lane was restriped as an emergency
15 shoulder.

16 (d) In 1989, following the Loma Prieta earthquake and the
17 closure of the San Francisco-Oakland Bay Bridge from October
18 17 to November 18, inclusive, the third lane on the Richmond-San
19 Rafael Bridge was opened in both the eastbound and westbound
20 directions to help ease traffic flow across the bay.

21 (e) The possibility of permanently reopening the Richmond-San
22 Rafael Bridge to bicycle and pedestrian access has been debated
23 for more than three decades since the 1977 closure of the third
24 lane. In 2001, plans for bicycle access were rejected by the
25 Department of Transportation for safety reasons. Alternative plans
26 to open the bridge to bicycle and pedestrian access that address
27 safety are currently under development.

28 (f) The total estimated cost of permanently reopening the third
29 lane in the eastbound direction on the Richmond-San Rafael
30 Bridge, reconfiguring the bike path on the east side of the bridge,

1 and constructing a bike path on the westbound level of the bridge
2 is \$65 million.

3 (g) In the interest of improving traffic flow, maximizing existing
4 resources, and reducing the environmental impacts resulting from
5 the traffic backup on the eastbound bridge approach that impacts
6 traffic on Highway 101, it is necessary that the third lane of the
7 bridge be reopened to traffic at the earliest possible date.

8 SEC. 2. Section 30910.8 is added to the Streets and Highways
9 Code, to read:

10 30910.8. (a) Notwithstanding any other law, the department
11 shall immediately, or as soon as practically feasible, but no later
12 than September 30, 2015, implement an operational improvement
13 project that does the following:

14 (1) Temporarily restores the third eastbound lane on State
15 Highway Route 580 that existed prior to 1977 and that was
16 temporarily restored immediately following the Loma Prieta
17 earthquake, from the beginning of the Richmond-San Rafael Bridge
18 in the County of Marin to Marine Street in the County of Contra
19 Costa to automobile traffic.

20 (2) Temporarily converts the existing one-way bicycle lane
21 along the north side of westbound State Highway Route 580 from
22 the Marine Street interchange to Stenmark Drive and the toll plaza
23 in the County of Contra Costa into a bidirectional bicycle and
24 pedestrian lane.

25 (b) The department shall keep the temporary third automobile
26 lane and the temporary bidirectional bicycle lane in place until the
27 department has completed the Richmond-San Rafael Bridge Access
28 Improvement Project (RTP ID 240758) or until construction
29 activity for that project necessitates removal of the temporary
30 lanes.

31 (c) (1) For the duration of the operation of the temporary third
32 automobile lane, the department shall determine, according to a
33 competent engineering analysis, the maximum speed that can be
34 maintained with safety in the eastbound direction and shall post
35 that maximum speed at appropriate locations. If the department
36 determines that the maximum speed is less than the currently posted
37 maximum speed, then the department shall, at the time that the
38 temporary third automobile lane is restored, have in place
39 appropriate devices to alert drivers to the lower speed, which may
40 include, but are not limited to, raised pavement markings, flashing

1 lights, temporary electronic message signs, and any other means
2 that the department deems necessary.

3 (2) For the duration of the operation of the temporary
4 bidirectional bicycle lane, the department shall install appropriate
5 signage indicating that the lane is bidirectional. The department
6 may place a temporary barrier between the temporary bidirectional
7 bicycle lane and the automobile lanes.

8 (d) Concurrent with the implementation and operation of the
9 temporary third automobile lane and the temporary bidirectional
10 bicycle lane, the department and the Bay Area Toll Authority shall
11 continue, without delay, current efforts to develop and deliver the
12 permanent Richmond-San Rafael Bridge Access Improvement
13 Project (RTP ID 240758).

14 SEC. 3. This act is an urgency statute necessary for the
15 immediate preservation of the public peace, health, or safety within
16 the meaning of Article IV of the Constitution and shall go into
17 immediate effect. The facts constituting the necessity are:

18 In order to temporarily restore the third eastbound automobile
19 lane of the Richmond-San Rafael Bridge to automobile traffic at
20 the earliest possible date, it is necessary for this act to take effect
21 immediately.

O