

Ronald Reagan Presidential Library Digital Library Collections

This is a PDF of a folder from our textual collections.

Collection: Reagan, Ronald: Gubernatorial Papers,
1966-74: Press Unit

Folder Title: [Public Works] – The Southern Crossing –
A Brief Report, February 1971

Box: P38

To see more digitized collections visit:

<https://reaganlibrary.gov/archives/digital-library>

To see all Ronald Reagan Presidential Library inventories visit:

<https://reaganlibrary.gov/document-collection>

Contact a reference archivist at: reagan.library@nara.gov

Citation Guidelines: <https://reaganlibrary.gov/citing>

National Archives Catalogue: <https://catalog.archives.gov/>

THE

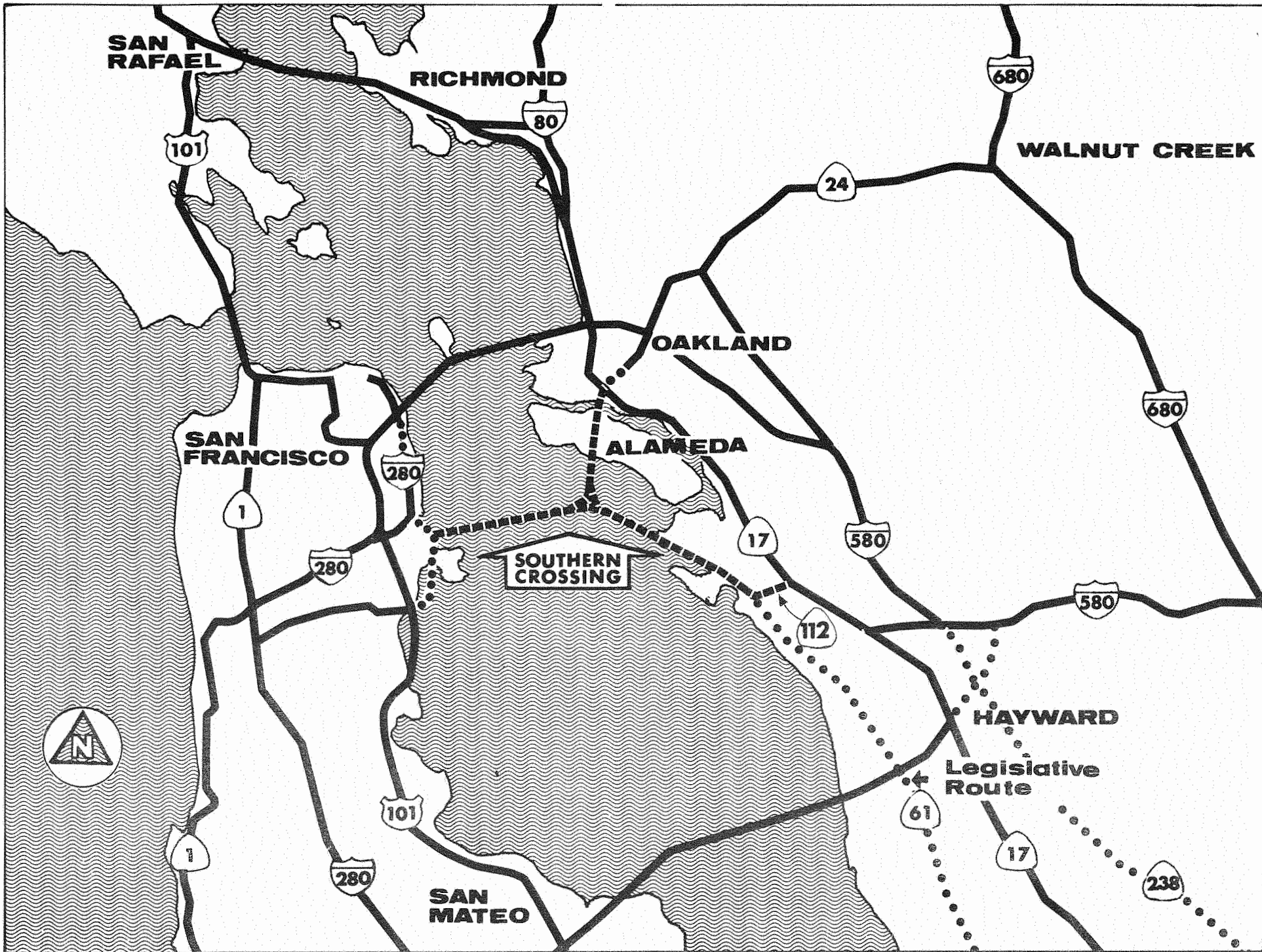
FEBRUARY 1971

southland crossing

STATE OF CALIFORNIA

DEPARTMENT OF PUBLIC WORKS

A BRIEF REPORT



THE SOUTHERN CROSSING IS A . . .

1. Toll bridge project across San Francisco Bay which is currently underway.
2. Vital addition to the Bay Area regional highway system.

THE ISSUE:

SHOULD THE SOUTHERN CROSSING BE DELAYED TO . . .

1. Reevaluate the need after the initiation of BART transbay service.
2. Determine its effect on the patronage of the BART system.
3. Study its effect on the Bay Area environment.

THESE QUESTIONS WILL BE ANSWERED IN A GENERAL DISCUSSION WHICH INCLUDES . . .

- A. Need.
- B. History of development and current status.
- C. Project cost, financing and schedule.
- D. Effect on the environment.
- E. Cost of delay.
- F. Conclusions.

A. NEED

THE SOUTHERN CROSSING IS NEEDED BECAUSE . . .

1. Present traffic congestion on the Bay Bridge is intolerable.
2. Increase in traffic demand is inevitable due to Bay Area growth.
3. The addition of BART alone will not satisfy future transbay demand.
4. Redistribution of Bay Bridge traffic is essential to the regional highway system.

TRAFFIC CONDITIONS ON BAY BRIDGE

DAILY TRAFFIC VOLUMES ARE . . .

1. Current daily traffic — 165,000+ vehicles.
2. Comfortable capacity — 125,000 vehicles.
3. High volume days exceed 200,000 vehicles.

DURING PEAK TRAFFIC PERIODS . . .

1. Extreme morning and evening congestion extends for 2-3 hours.
2. Any mishap results in complete stoppage and long delays.
3. Freeway approaches and city streets are blocked.
4. Congestion costs bridge users 1.4 million hours per year.

THIS OCCURS EVEN THOUGH BUSES NOW CARRY 53% OF COMMUTERS.

THE BRIDGE HAS . . .

1. Substandard lanes
- width less than 12 ft., No shoulders.
2. Increasing accident rate.
3. Inadequate capacity to permit lane closures for maintenance.

INEVITABLE BAY AREA GROWTH IS INDICATED BY PROJECTIONS OF . . .

1. Population
2. Employment

THE RESULT IS INCREASED TRAVEL DEMAND.

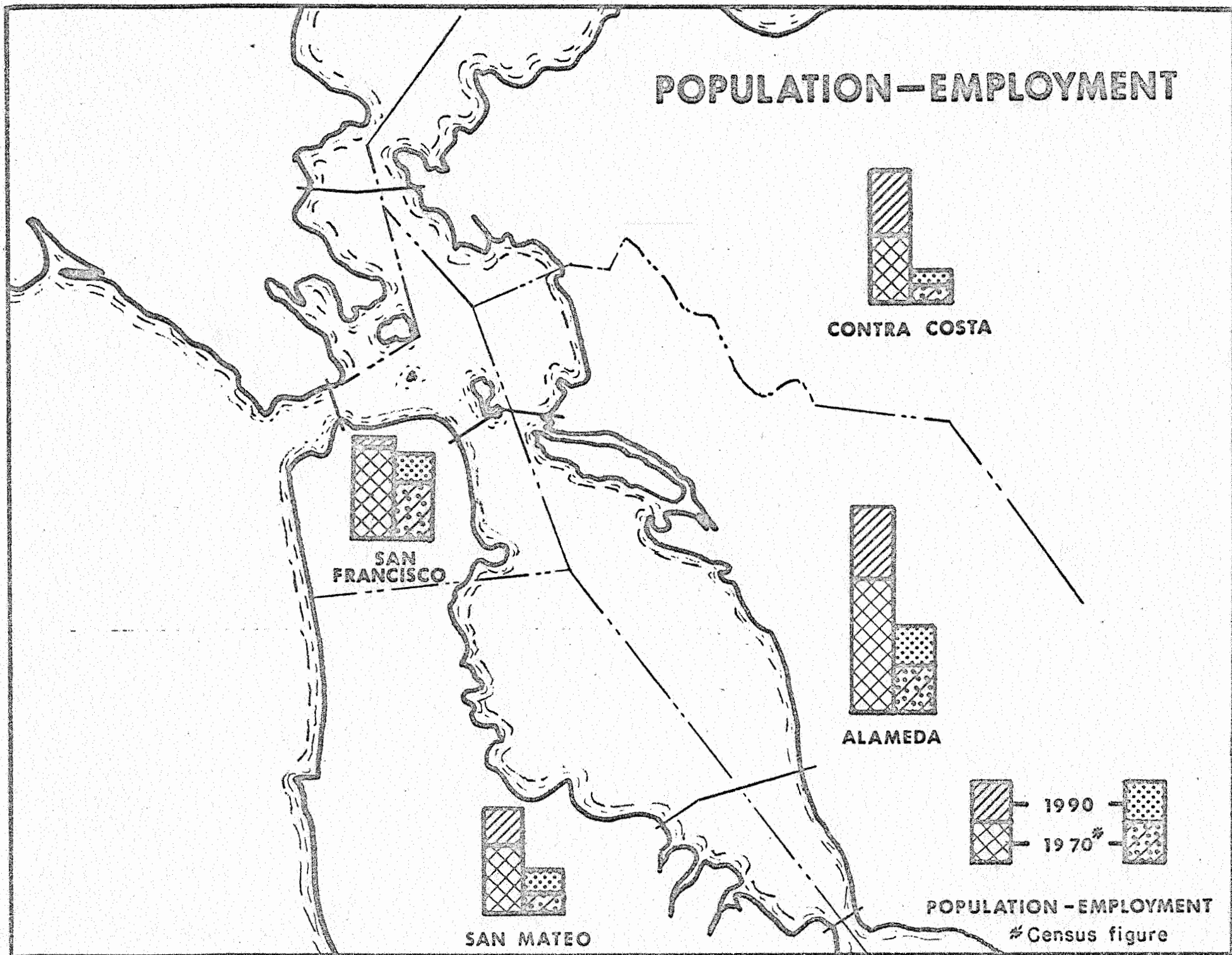
BAR CHART BELOW SHOWING

PROJECTED GROWTH FROM 1970 TO 1990
IN POPULATION AND EMPLOYMENT FOR EACH COUNTY INDICATES . . .

- Employment will substantially increase in all Bay Area counties with large population increases in all counties except San Francisco
- Result will be increased "home to work" demand for transbay travel

NEW CROSSING IS NEEDED TO PROVIDE FOR THESE INCREASES

POPULATION-EMPLOYMENT



CAN THE BAY BRIDGE AND BART SATISFY FUTURE TRANSBAY TRAVEL DEMAND?

EFFECT OF BART ON BAY BRIDGE CAN BE DETERMINED FROM TRAFFIC ESTIMATES
SAME EXPERTS WHO DEVELOPED BART FEASIBILITY PROVIDE THIS INFORMATION

BART WILL . . .

1. Divert only 10% of Bay Bridge autos
 - 3 to 5 years normal growth on bridge
 - ALL experts agree on these estimates
2. Carry 58% to 62% of the peak hour commuters
 - Existing bus system now carries 53%
3. Not service commercial traffic

THEREFORE THE BAY BRIDGE WILL REMAIN CONGESTED EVEN WITH BART IN SERVICE

NUMEROUS TRAFFIC ESTIMATES HAVE BEEN MADE ON THE EFFECTS OF BART . . .

- Close agreement between studies on percentage diversion
- BART will divert 10% or 3 to 5 years growth on Bay Bridge
- No other known traffic studies to the contrary

THE SOUTHERN CROSSING WILL . . .

1. Divert 36% of Bay Bridge traffic demand

Future volumes will be . . .

	1980	1990
Bay Bridge	129,000 vehicles/day	154,000 vehicles/day
Southern Crossing . .	90,000 " "	140,000 " "

2. Not compete for BART patronage

- diverts only 4% from BART transbay service.
- serves areas not convenient to BART.
- has insignificant effect on BART system revenues.

THE BAY BRIDGE, BART AND THE SOUTHERN CROSSING ARE ALL NEEDED TO MEET FUTURE TRANSBAY TRAVEL REQUIREMENTS

AN ADDITIONAL CORRIDOR FOR TRANSBAY TRAFFIC IS ESSENTIAL BECAUSE . . .

1. Bay Bridge congestion causes tie-ups and delays on connecting highways and city streets.
2. Current out-of-direction travel is expensive to private and commercial bridge users.
3. There is no reasonable alternative route in case of a major accident to the Bay Bridge.

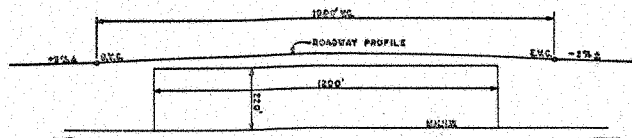
B. HISTORY OF DEVELOPMENT AND CURRENT STATUS

THE PROJECT'S DEVELOPMENT HAS INCLUDED . . .

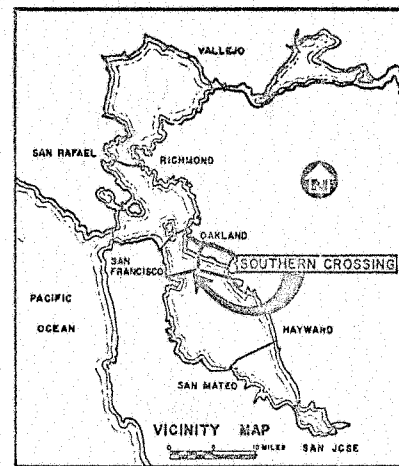
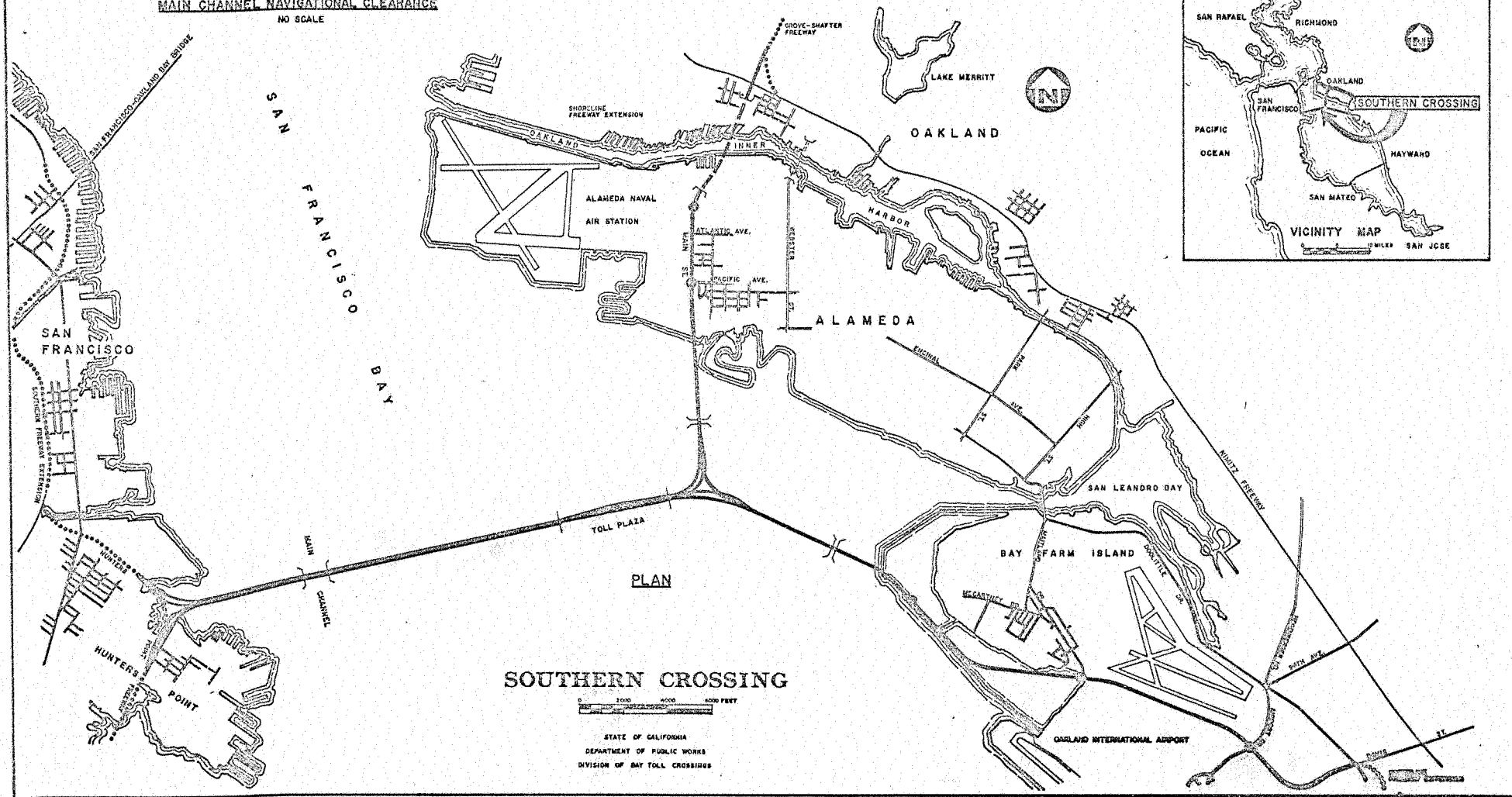
1. Numerous transbay studies over the past 25 years.
2. A \$450,000 Report in 1966 recommending the India Basin-Alameda alignment.
3. Adoption of this alignment by the Toll Bridge Authority in 1966.
4. Legislature's appropriation of \$10,000,000 for planning, design and right of way.
5. The Legislature's direction of concurrent construction of Southern Crossing and BART.

SOUTHERN CROSSING AND RELATED STUDIES SINCE 1946

1. An Additional Crossing of San Francisco Bay
Joint Army-Navy Board, January 1947
2. Preliminary Studies for an Additional Bridge Across San Francisco Bay
Division of Highways, January 1947
3. Additional Toll Crossings of San Francisco Bay
Division of San Francisco Bay Toll Crossings, November 1948
4. Report on San Francisco Bay Vehicular Crossings
Consultants to Assembly Fact Finding Committee, June 1949
5. Report on Additional Toll Crossings of San Francisco Bay as Proposed by Consultants to Assembly Interim Committee
Division of San Francisco Bay Toll Crossings, October 1949
6. Barriers in the San Francisco Bay System
Division of Water Resources, March 1955
7. Southern Crossing of San Francisco Bay
Division of San Francisco Bay Toll Crossings, December 1954
8. Southern Crossing of San Francisco Bay
Division of San Francisco Bay Toll Crossings, December 1955
9. Southern Crossing of San Francisco Bay; Supplementary Report
Division of San Francisco Bay Toll Crossings, March 1956
10. Report on Financial Feasibility of the Proposed Southern Crossing of San Francisco Bay
Smith, Barney & Co., September 1956
11. Southern Crossing of San Francisco Bay
Division of San Francisco Bay Toll Crossings, October 1956
12. Southern Crossing of San Francisco Bay
Division of San Francisco Bay Toll Crossings, December 1957
13. Report on Financial Feasibility of the Proposed Southern Crossing of San Francisco Bay
Smith, Barney & Co., March 1958
14. Transbay Tube
Consultants for San Francisco Bay Area Rapid Transit District, July 1958
15. Bay Area Rapid Transit Composite Report
Parsons Brinckerhoff-Tudor-Bechtel, May 1962
16. Transbay Traffic Study
Division of San Francisco Bay Toll Crossings, November 1962
17. Southern Crossing Report
Division of Bay Toll Crossings, February 1966
18. Preliminary Regional Plan
Association of Bay Area Governments, November 1966
19. Northern California Transit Demonstration Project Report
Simpson & Curtin, October 1967
20. Bay Area Transportation Report
Bay Area Transportation Study Commission, May 1969



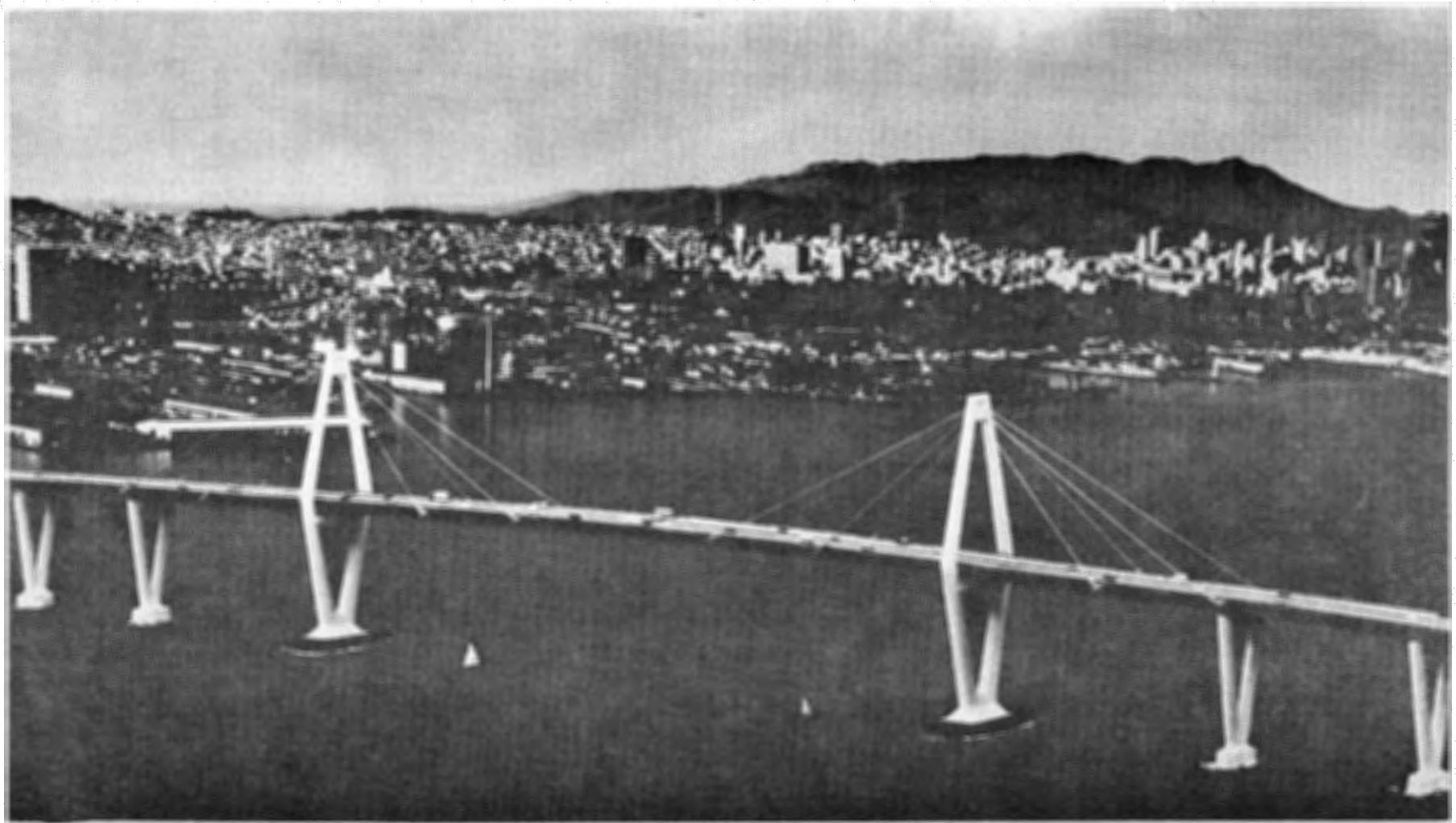
MAIN CHANNEL NAVIGATIONAL CLEARANCE
NO SCALE



THE PROJECT IS NOW . . .

1. In the 5th year of major design with contract plans well underway.
 - Nearly \$7,000,000 has been spent to date
 - Right of Way understandings have been reached with the involved agencies and interests.
 - Permits have been obtained from BCDC and the Corps of Engineers. A Coast Guard permit is pending for the main channel crossing.
2. Included in the plans of all regional and local agencies
 - BCDC Bay Plan
 - BATS Committed Regional Highway System
 - ABAG Preliminary Regional Plan
 - Master Plans of local agencies

DESIGN OF MAIN CHANNEL CROSSING



CABLE STAYED GIRDER - DIAMOND TOWER

C. PROJECT COST, FINANCING AND SCHEDULE

FINANCING FACTS:

1. The Southern Crossing, a vital element of the Regional Highway System, will be financed from toll revenue supplemented by gas tax funds for planned connecting highways.
2. Historically, revenue bonds from user tolls finance expensive Bay crossing construction.

MAJOR ELEMENTS OF PROJECT COST

1. Main Channel Crossing
 - Ramps to Hunters Point Freeway
 - Main Channel spans
 - Toll Plaza
2. Alameda-Oakland Section
 - Alameda Trestle
 - Alameda Viaduct
 - Estuary Tube
3. Bay Farm Island-San Leandro Approach
 - Bay Farm Island Trestle
 - San Leandro Approach
 - Route 112 (Davis St. Expressway)

\$186 million

\$142 million

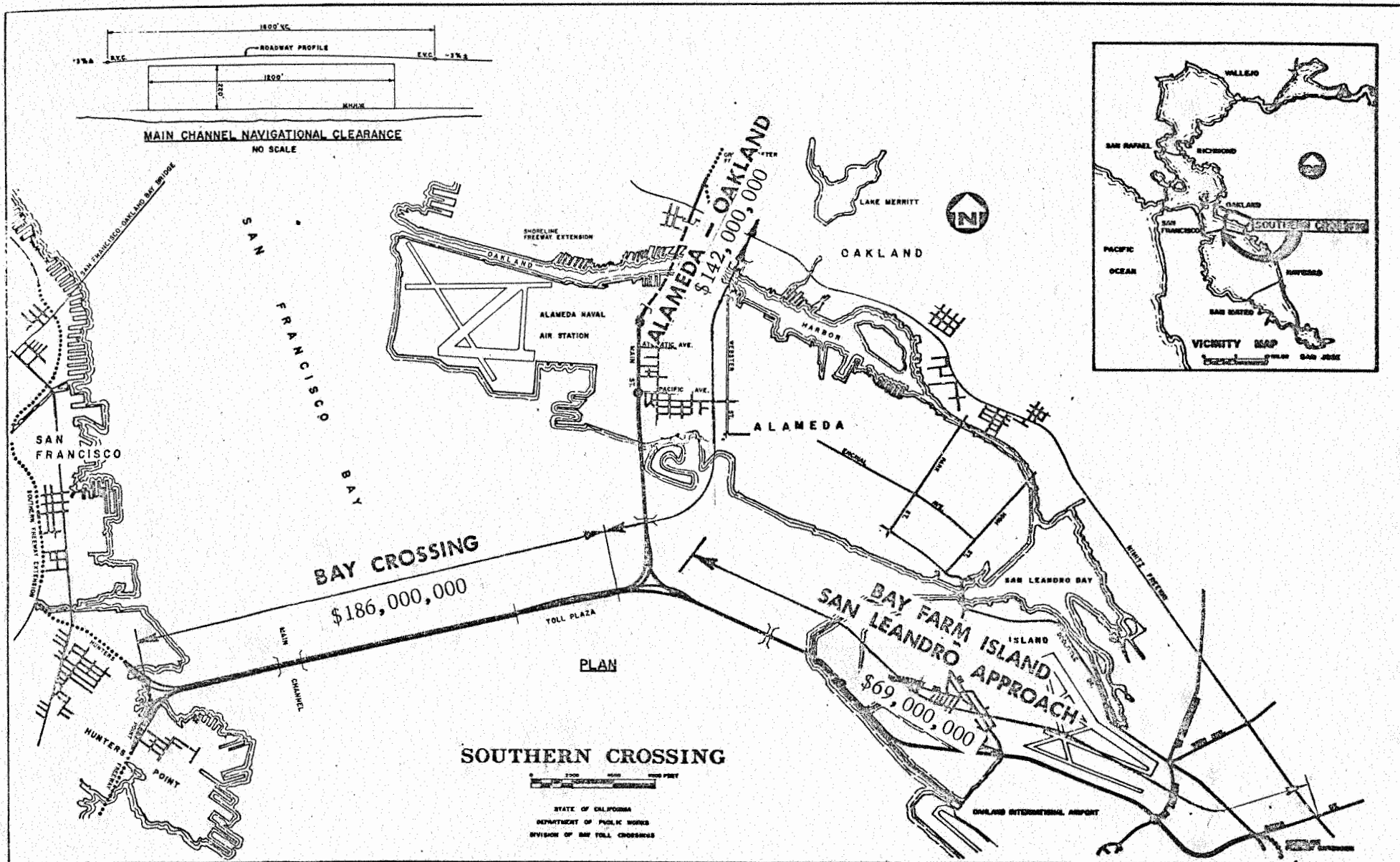
\$ 69 million

Highway Funds
Project Total

TOTALS

Toll Revenue Funds \$328 million

\$ 69 million
\$397 million



TOLL CROSSING FACILITY PROJECT COST

DEFINITIVE FINANCING PLAN WILL BE DEVELOPED AT TIME OF TOLL
REVENUE BOND SALE. IT MUST INCLUDE . . .

1. Final traffic estimate by consultants
2. Required toll schedule on crossing
3. Expected interest rates
4. Current priority of gas tax funds

PREVIOUS APPLICATION OF BAY BRIDGE TOLL REVENUE FUNDS . . .

- | | |
|--|---------------|
| 1. Original construction -- 1932-1936 | \$ 73 million |
| 2. Expansion of Bridge -- 1957-1966 | \$ 42 million |
| 3. Reconstruction of the San Mateo-Hayward Bridge -- 1965-1970 | \$ 70 million |
| 4. BART Transbay Tube -- 1965-1970 | \$180 million |

ALL FUNDS DEDICATED TO PROVIDING FOR THE TRANSBAY TRAFFIC DEMAND
NOW, THE SOUTHERN CROSSING AND DUMBARTON BRIDGE

THE PROJECT SCHEDULE IS TO . . .

1. Complete design of major sections during the next two years.
2. Begin construction in 1972.
3. Open for transbay traffic in 1976.
4. Complete freeway approaches by 1978-1980.

D. EFFECT ON THE ENVIRONMENT

The Crossing will have no adverse effect on the Bay Area environment. Among the factors considered were:

1. AIR QUALITY

- Crossing will reduce traffic congestion, shorten transbay trips and reduce air pollution.
- Crossing will not increase the number of autos in the Bay Area. Such an increase is primarily a function of growth of the area.
- "... South Bay Crossing would have little effect on general air pollution in the Bay Area." Air Resources Board

2. TIDAL FLOW, SILTATION AND WATER QUALITY

- Entire Crossing on structure to minimize effects.
- Effects on tidal flow too small to measure in Corps of Engineer's Bay Model.
- Additional model studies are required by BCDC permit and will insure no adverse effects in these areas.

3. NAVIGATION AND RECREATIONAL BOATING

- Location and size of navigation openings are adequate to meet the needs of shipping and planned marinas in the area.
- Shallow water depth off Alameda restricts large sail boats to established channels where openings are provided.
- Main channel crossing includes over two miles of high level structure with adequate clearance for all recreational boating.
- ". . . there were no objections to the Crossing as proposed."
Marine Exchange

4. AESTHETICS

- Every effort has been made to create a beautiful bridge to enhance the environment.
- Main span was developed under the direction of a noted architect, Mr. William Stephen Allen of Anshen and Allen.
- The main span will be a cable stayed girder with diamond shaped towers. It was selected by the California Toll Bridge Authority at the conclusion of a study of more than 20 bridge types.
- Trestle approaches in the East Bay will rise on gentle grades over the navigation channels. Maximum span lengths will be used to improve the appearance.
- ". . . the new bridge across San Francisco Bay truly will be another gem added to the Bay Area's many attractions."
Oakland Tribune.

5. FISH AND WILDLIFE

- Entire Crossing will be on structure and therefore will not cause damage to fish and wildlife.
- Does not commit the construction of future offshore freeways requiring fills which would affect marshes.
- Reasonable public access to the Bay for fishing and recreation will be provided at India Basin and Bay Farm Island.
- "The proposed construction of a new bridge will not adversely affect the fish and game. . ." State Department of Fish and Game.

E. DELAY IN PROJECT WOULD RESULT IN . . .

1. Increase in construction cost of \$60,000,000 for a 4 year delay.
2. Increase in right of way cost of \$25,000,000 for a 4 year delay.
3. Adverse effect on many planned developments such as . . .
 - Marine Terminal for Port of San Francisco
 - Bay Farm Island land development
 - Oakland Airport expansion
 - Estuary Development by Port of Oakland
 - Drydock expansion by Todd Shipyards
 - Navy development in Alameda
4. Disruption of the many City and Regional Master Plans
5. The major loss of time and money already spent on this project in route location and design work.
6. Continued cost of delay to Bay Bridge users of \$6 million per year.

F. CONCLUSIONS . . .

THE SOUTHERN CROSSING . . .

- Is a key element of the Bay Area regional highway system and is needed now.
- Culminates 25 years of promises to the traveling public.
- Has been studied sufficiently to show that the effect on BART patronage is minimal.
- Will have no significant effects on the Bay Area environment.
- Can be financed now through a combination of toll revenue bonds and gas tax funds.
- Would cost an additional \$85,000,000 if delayed for 4 years, substantially increasing financing problems.
- Is an integral part of the planning of most regional and local agencies.

