



The newsletter of the San Francisco Bay Trail Project, a nonprofit organization administered by the Association of Bay Area Governments



View of the newly built trail connecting Byxbee Park and the Duck Pond in Palo Alto's Baylands Nature Preserve.

## Palo Alto Dedicates New Bay Trail Segment

On June 10, the City of Palo Alto—already among the most Bay Trail-friendly jurisdictions—closed one of the last gaps in its trail system by dedicating a 0.25-mile trail segment between Byxbee Park and the duck pond, in the city's Baylands Nature Preserve. The gap closure means trail users will no longer be forced to share a portion of Embarcadero Road with large trucks and cars traveling to the city's recycling center, and will instead now have continuous off-road access all the way around the nature preserve. The preserve is a popular local attraction, with such draws as the municipal golf course and the Lucy Evans Baylands Nature Interpretive Center.

Palo Alto Mayor Liz Kniss performed the ribbon-cutting at the dedication ceremony, which was also attended by three other members of the city council, several local park rangers and a number of trail supporters. Among the supporters was the initiator of the idea for the project, Betsy Crowder, who was recently killed in an accident (see notice on page 2). In her brief speech, Mayor Kniss emphasized the importance of trails and open space to her city, and recognized the efforts of Betsy

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## State Budget Sets Aside Record \$7.5 Million for Bay Trail

Earlier this summer, Governor Gray Davis made the largest donation ever to the Bay Trail when he signed into law next year's state budget. The budget includes a \$7.5 million allocation to the State Coastal Conservancy for development of the Bay Trail, money that comes from the \$2.1 billion parks and open space bond passed by California voters in March. The amount is the largest single funding infusion ever for the Bay Trail, and far exceeds previous contributions from the state. (The prior legislative appropriations were \$200,000 in 1996/97, \$1 million in 1997/98, and \$2.5 million in 1999/2000.)

As has been the case in the past, the funds will be administered by the Bay Trail Project. A formal call for trail development projects will be issued at the end of this year. In the meantime, the Bay Trail Project is working to identify fundable trail

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Senator Liz Figueroa made an appearance at the Bay Trail Project board's October strategic planning retreat to present a ceremonial check worth \$7.5 million to the organization. Pictured from left are BTP Manager Janet McBride, Figueroa aide Aaron Carruthers, Senator Figueroa, and Rick Parmer, chair of the BTP board of directors.

③ PALO ALTO (CONTINUED FROM PAGE 1)

Crowder and others involved in the project. Construction of the trail was funded by a \$50,000 grant from the State Coastal Conservancy and a matching contribution from the city. The city's recreation department provided professional and technical services, but the trail (which is surfaced with crushed oyster shells) was constructed by members of the California Conservation Corps.

After the dedication, park ranger and naturalist Rosemary Lombard led the group on a hike of the trail. According to Rosemary, the trail runs along the north side of what was once the Palo Alto Yacht Harbor, which used to be the mouth of San Francisco Creek. When the Palo Alto Airport was built, the creek was straightened and moved away from the airport, leaving the harbor and the lagoon across from the nature center a backwater of San Francisco Bay not flushed out by the winter runoff. The harbor was eventually forced to close because of the expense of frequently having to dredge the boating channel. Today, several monuments to that era remain, including the Sea Scouts building, still in use, and the adobe harbormaster's office, since converted to a ranger station. The park atop the closed landfill overlooking the harbor has rows of commemorative poles that recall the old marina.

Rosemary explained that beyond the trail is a 7.2-acre restored saltwater marsh, constructed where the dredge spoils used to be dumped. The marsh is becoming a refuge for clapper rails and the endangered salt marsh harvest mouse. At low tide, mudflats create a feeding area for a multitude of seasonal shorebirds, including Forster's terns, cormorants, and ducks, all easily seen from the new trail. Away from the water, ground squirrels, black-tailed jackrabbits and a variety of birds populate the grasses, mustards, saltbush and coyote brush.



**Top:** The dedication was attended by Palo Alto Mayor Liz Kniss (center, wearing jacket), Vice-mayor Sandra Eakins (to the mayor's left) and several other members of the city council; among the supporters present was the initiator of the idea for the project, Betsy Crowder (to the mayor's right), who recently passed away. **Bottom:** A view of the newly built trail

## Bay Trail Project Mourns a Supporter

**Betsy Crowder**, a prominent Peninsula environmentalist and Bay Trail supporter, died in a traffic-related accident in Portola Valley on September 29. Betsy, who was 74, was a board member of the Midpeninsula Regional Open Space District and had served on many trail and conservation committees in San Mateo County.

Betsy will be deeply missed by staff and board members of the Bay Trail Project, and will be remembered fondly for her interest in expanding public access and seeing the Bay Trail completed in San Mateo and Santa Clara counties. (See Palo Alto trail article on page 1 for an example of Betsy's involvement and initiative.)

③ STATE BUDGET (CONTINUED FROM PAGE 1)

construction projects as well as gaps in the alignment that need planning or other technical assistance before they are ready for construction. Help from local advocates is often crucial in bringing a project forward, so if you know of a Bay Trail segment that might benefit from funding, please call or e-mail us; our contact information is on the back page.

In the rough and tumble budget process, the Bay Trail benefitted from the strong support it enjoys among Bay Area legislators. Senator Liz Figueroa (Hayward) deserves special thanks and recognition as sponsor of the \$7.5 million appropriation. The rest of the Bay Area delegation, especially Senator Byron Sher and Assembly members Ellen Corbett, Carole Migden, Kevin Shelley and Tom Torlakson, assisted in ensuring that the Bay Trail funds survived the budget process intact. The Bay Trail Project thanks the legislators, the many friends who sent letters, faxes and e-mails of support to Sacramento, and, of course, Governor Davis for sustaining the Bay Trail funding. Thanks to all of you, residents and visitors of the Bay Area will soon have many new miles of Bay Trail to enjoy!

## Bay Trail Project Board Tours Restored Crissy Field

On May 17, the board of directors of the Bay Trail Project convened in San Francisco for its spring 2000 meeting. The business meeting was held in the morning, at Fort Mason, and included a report on the Bay Trail grant program, a presentation by researchers Jana Sokale and Dr. Lynne Trulio on our Wildlife and Public Access Study, and a panel discussion on important trends affecting the development of trails in the Bay Area.

Participating in the hour-long panel discussion were Laura Cohen, California policy director for the Rails-to-Trails Conservancy; Marge Kolar, manager of the San Francisco Bay National Wildlife Refuge; Patrick Miller, of 2M Associates, a trail planning and design firm; and Holly Van Houten of the National Park Service. The discussion was moderated by Charlie Willard, the state trails coordinator at the California Department of Parks and Recreation. The panel of noted experts gave their views on the effects that demographic, regulatory, economic, environmental, cultural and other trends could be expected to have on efforts to implement the Bay Trail.

Following the discussion (and lunch, of course), the group carpooled a short distance to Crissy Field, where Golden Gate National Recreation Area park ranger Margaret Styles led a walking tour of the exciting \$27 million restoration project currently underway there. More than 40 acres of asphalt have been removed from the area, replaced with a newly created tidal marsh (complete with lagoon)

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**Top:** View looking east of the newly restored beach and dunes at Crissy Field. **Center:** The Bay Trail Project board during its business meeting. **Bottom:** View, also looking east, of the new lagoon. *Photos courtesy of Debra Chromczak.*



## FIRST BAY AREA NATURE MAGAZINE DUE OUT SOON

A new magazine likely to be of interest to Bay Trail users will soon make its debut. Billed as an "intelligent and joyful exploration of the natural places of the San Francisco Bay Area and the species that inhabit them," *BAY NATURE* is set to launch as a quarterly publication in January 2001. According to its publishers, it will be the first high-quality, 4-color magazine to focus on the natural history of the San Francisco Bay Area. The magazine promises engaging articles and eye-catching artwork by talented local artists including former U.S. poet laureate Robert Hass and photographers Galen Rowell and David Weintraub.



Readers of upcoming issues of the magazine can look forward to such stories as "A Natural History of Mount Hamilton," "The Sharks of San Francisco Bay," "Hard-working Girl: the Life of Lake Merritt," and "Welcoming the Coho Back to Lagunitas Creek." Regular columns will include "Out and About," a calendar of events, and "Ear to the Ground," news shorts about people, issues and organizations. *BAY NATURE* is a project of the non-profit Clapperstick Institute. Charter subscriptions are \$16; for more information, call 510/5288550; visit [www.BayNature.com](http://www.BayNature.com), or write to [BayNature@BayNature.com](mailto:BayNature@BayNature.com).

## Maps of South Baylands Trails Now on the 'Net

Soon after Denis Newman moved to the South Bay three years ago, he began to discover miles of open dirt roads atop the levees that crisscross the bay in Santa Clara County. Armed with a government-issue map, Newman set out from Palo Alto to find a shoreline bike route to Sunnyvale. Halfway, he found his way blocked by a chain-link gate, and on the other side, he claims, a cyclist looking for a route the other way, to Palo Alto!



To draw attention to the gaps in public access along the South Bay waterfront, Newman recently created a web site, "Bikeable Trails of the Baylands," to publicize his cause. The highlight of the site ([www.paloaltobicycles.com/baylands.html](http://www.paloaltobicycles.com/baylands.html)) is a set of maps of all bike-accessible roads and trails in the area, even those not open to the public. The maps cover the area from the Dumbarton Bridge to Sunnyvale Baylands Park, passing through Ravenswood Open Space Preserve, Palo Alto Baylands, Shoreline at Mountain View and Moffett Field.

Through the use of color lines of different widths, the maps differentiate



roads from trails, and those that are paved from those that are unpaved. Publicly accessible roads and trails appear as bright solid lines while restricted ones are shown as faint dashed lines, and the locations of physical barriers and "no trespassing" signs are clearly marked. The maps also show parking areas, and include useful notations ("Gravel path next to abandoned railroad," "Hill with great view"). Visitors to the site are encouraged to print copies of the maps for personal use, and a printable map legend is available.

The home page includes trail etiquette tips ("Stay on established trails and respect the wildlife") as well as a safety disclaimer for would-be explorers ("...Do not depend on the map to avoid getting lost or into restricted or otherwise dangerous areas"). According to the



site's home page, "[p]rivate and restricted areas are shown because it is important for planners to be aware of the extent of potential bike trails that can be opened in the future." A notice warns explicitly against trespassing, "not only because it is illegal, but because it will sour the public discussion and set back the efforts to open trails."

*The photos on this page have been taken from the "Bikeable Trails of the Baylands" web site; see the "Photo Gallery."*

*The Bay Trail Project thanks Denis Newman for his interest in the Bay Trail, and for working to educate the public about issues related to public access through his web site.*

## Nine Localities to Get Bay Trail Grants

Last spring, the Coastal Conservancy approved \$1.2 million in grants to the following nine Bay Area jurisdictions for extensions of the Bay Trail (expected completion dates are given for construction projects):

- 1 **Mountain View:** \$30,000 to plan a 0.75-mile trail spur east of Stevens Creek into Moffett Field.
- 2 **Sunnyvale:** \$55,000 to open access on the levee from Sunnyvale Baylands into Lockheed Martin (Dec. 2001).
- 3 **Santa Clara County:** \$150,000 for public-access improvements at Alviso Marina County Park (Oct. 2001).
- 4 **San Leandro:** \$60,000 to plan a link across the slough to the north of Oyster Bay Regional Shoreline.
- 5 **Port of Oakland:** \$250,000 for bike lanes on Doolittle and a path along the west side of the Lew Galbraith golf course (Dec. 2002).
- 6 **Richmond:** \$400,000 for sidewalks and bikeways between Marina Way and Pennsylvania (Dec. 2001) and to plan a path route north to Wildcat Creek.
- 7 **East Bay Regional Park District:** \$100,000 for a trail linking park units in Hercules and Pinole, including a bridge over Pinole Creek (Dec. 2002).
- 8 **American Canyon:** \$15,000 for a study to realign the Bay Trail from Highway 29 closer to the Napa River.
- 9 **San Rafael:** \$140,000 to extend the waterfront bike path and jogging trail through Shoreline Park (Dec. 2001).

Four additional proposals—from Millbrae, Milpitas, Oakland and American Canyon—will be considered by the Conservancy for funding this fall or winter, once outstanding project issues are resolved.

# Along the Bay Trail

## MARIN

An expansion of the **Waldo Point Harbor** marina, located north of the Sausalito city limits, has been proposed. The project would include a 1.26-acre shoreline park and a paved trail (with a decomposed granite shoulder for joggers) hugging the shoreline through the entire project site. Also included will be a connection between the new trail and an existing traffic-separated path along the east side of Bridgeway Boulevard, which serves as the Bay Trail spine alignment in the project area. Call *Tim Haddad of the Marin County Community Development Agency at 415/499.6269.*

## SAN MATEO

A linear waterfront park complete with a segment of the Bay Trail is under construction in **South San Francisco** as part of the **Bay West Cove** commercial development project. The project site is located east of Highway 101, north of Oyster Point Boulevard, and south of a slot-shaped basin formerly used for ship repairs. The trail—combined with another new segment to the north, behind the newly built Marriott hotels—will finally close the gap that has long existed in the Bay Trail alignment between Brisbane's Sierra Point and Oyster Point.

The city of **San Mateo** is in the process of preparing a master plan to guide the use and design of its **eight shoreline parks**: Bayfront Nature Area, Harborview Park, Ryder Park, San Mateo Creek, Seal Point Park, J. Hart Clinton Drive, Seal Cove/Bay Marshes, and Tidelands Park (from north to south). The Bay Trail winds through the parks as it travels from Coyote Point to Foster City, a distance of approximately two miles. As part of the plan, the Bay Trail would be upgraded to a 12'-wide concrete trail and a parallel 5'-wide foot path. Also proposed are a new bridge over San Mateo Creek, several new trail spurs and loops, and improved connections to the city's bike routes. Call *Dennis Frank of the city's Parks and Recreation Department at 650/522.7540.*

As part of its project to install auxiliary lanes on Highway 101 in San Mateo County, Caltrans will build a 12'-wide paved path adjacent to the highway between Skyway Road, in **San Carlos**, and Whipple Avenue, in **Redwood City**. The path will extend a little over a mile and be located between the highway and the Bair Island wildlife refuge to the east. A signalized intersection will be added at Whipple for assistance in crossing from the path to the existing sidewalk on the south side of the Whipple overcrossing. The new path will provide the only nonmotorized access east of Highway 101 in the area.

## SANTA CLARA

NASA Ames Research Center is proposing to expand its facilities at **Moffett Field** by adding as much as five million square feet of new construction and reusing historic buildings on the site. Three action alternatives, covering a range of development options, have been presented, and all promise to



accommodate the Bay Trail through the site. According to preliminary proposals, a segment of the Bay Trail would extend the entire east-west length of Moffett Field along its northern boundary, connecting Shoreline at

Mountain View Park to the east with the planned segment through Lockheed Martin's property to the west. Closure of this gap in the Bay Trail alignment has been one of the highest priorities for South Bay trail advocates for almost two decades. Call *Marla Harrison of NASA at 650/604.9000 or visit [www.researchpark.arc.nasa.gov](http://www.researchpark.arc.nasa.gov).*

## ALAMEDA

With a ceremony at Aquatic Park, the City of **Berkeley** broke ground on August 2 on the much anticipated bicycle and pedestrian overcrossing of Interstate 80 at University Avenue. The overcrossing will provide safe and convenient access for non-motorized traffic from the north end of Aquatic Park to Berkeley's marina and waterfront parks, and connect with the Bay Trail and the future Eastshore State Park. The structure will have an 8'-wide bike path and a 5'-wide sidewalk, meet ADA standards, and be the only overcrossing between San Jose and Richmond to have broad radius turns for greater visibility and ease of bike use rather than tight 90-degree turns. Construction is scheduled to be completed by August 2001. Contact project manager *Deborah Chernin at 510/665.7554.*

Planning and design have been completed for a bicycle and pedestrian connection between Lake Merritt and Estuary Park, in **Oakland**. The plans call for extending the existing paths on both sides of Lake Merritt Channel and converting a short stretch of an abandoned Union Pacific railroad right-of-way in line with 3<sup>rd</sup> Street into a landscaped trail between Oak Street and 5<sup>th</sup> Avenue. Improvements to the Embarcadero, including aesthetic enhancements and striping of bike lanes between Oak and Kennedy streets, will be underway soon as part of a separate project. The Bay Trail Project was responsible for managing the planning and design phases of the project.

© CRISSY FIELD (CONT. FROM PAGE 3)

and a 28-acre meadow, which interprets the historic grassy airfield that existed in use at the site from 1919 to 1936.

Other improvements include the removal of rubble to expand the beach by several hundred feet; revegetation, restoration and expansion of sand dunes; installation of restrooms, outdoor showers, picnic areas, seating, and overlooks; the consolidated of parking to make it less obtrusive; and an on-site facility available for community programs and outdoor exhibits. The Bay Trail has been accommodated on a widened and resurfaced shoreline promenade and a two-way bike path parallel to Mason Street.

An excursion to the site is a must for any outdoor enthusiast who has not visited recently. The transformation of Crissy Field has truly been extraordinary!

## BAY TRAIL CONNECTOR OPENS IN SANTA CLARA



At a ceremony earlier this year, the mayor of the City of Santa Clara and the rest of the city council dedicated the northernmost section of the San Tomas Aquino Creek trail. The new mile-long trail runs from the Bay Trail segment along the north side of Highway 237 to Tasman Drive. When complete, the combined San Tomas Aquino Creek-Saratoga Creek trails will extend a distance of approximately 12 miles and connect the Bay Trail in Santa Clara to Prospect Road in San José.

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### Thank You!

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