



## San Francisco Bay Trail Grant Program

**The San Francisco Bay Trail Project** administers a grant program to further the completion of the remaining gaps in the Bay Trail. The program has resulted in significant progress: a total of 127 planning and construction grants have been awarded resulting in 55 miles of trail construction, new shoreline destination areas, interpretive signs, trail amenities, public outreach, regional analysis and project-specific planning studies for over 130 miles.

**The Bay Trail Grant Program** offers competitive grants to local governments, special districts and nonprofit organizations for planning, design and construction of new Bay Trail segments. The program is structured to:

**Speed Bay Trail Construction** – by targeting high-priority, ready-to-build sections and closing critical gaps

**Leverage State Dollars** – with significant matching funds and in-kind contributions

**Foster Partnership** – encourage cooperative partnerships and creative design solutions

**Complete Feasibility Studies & Design** – for segments that require focused analysis

Since 1996, seven State appropriations have funded Bay Trail construction and planning projects in all nine Bay Area counties. Since 1999, grants have been administered in partnership with the State Coastal Conservancy.

FY 2009/2010 – Proposition 84, park bond funds, \$3 million (12 grants)

FY 2007/2008 – Proposition 84, park bond funds, \$3 million (23 grants)

FY 2004/2005 – Proposition 40, park bond funds, \$3.8 million (19 grants)

FY 2000/2001 – Proposition 12, park bond funds, \$7.4 million (45 grants)

FY 1999/2000 – General Fund, \$2.5 million (20 grants)

FY 1997/1998 – General Fund, \$1 million (5 grants)

FY 1996/1997 – General Fund, \$200,000 (3 grants)



The following is a list of projects funded through the Bay Trail grant program.

## San Francisco County

### Presidio Bay Trail Planning (\$92,000)

In partnership with the National Park Service and the Golden Gate Bridge, Highway and Transportation District, the Golden Gate National Parks Conservancy completed a comprehensive plan in 2005 to improve Bay Trail access between Crissy Field and the Golden Gate Bridge along 1.8 miles through the Presidio. Total project cost: \$92,000. Funding source: Prop. 12

### Presidio Bay Trail at Battery East (\$120,000)

The Golden Gate National Parks Conservancy will make improvements to the multi-use trail between



Battery East and the Golden Gate Bridge. The project also includes wayfinding signage and improvements to trail amenities such as overlooks, railing, benches, drinking fountains and trash receptacles. Total project cost: \$199,530. Funding source: Prop. 84

### Fort Mason West (\$82,450)

The National Park Service constructed trail improvements in 2010 along a 500-foot gap at Fort Mason near the intersection of Laguna Street and Marina Boulevard, creating a wider path in this narrow and



heavily-used section of the Bay Trail. Total project cost: \$110,000. Funding Source: Prop. 40

### Marina Green Bay Trail (\$97,339)

The San Francisco Recreation and Park Department will construct a section of trail from the Fort Mason West entrance along the edge of the East Harbor parking lot filling a gap in the Bay Trail. Total project cost: \$1,213,814. Funding source: Prop. 84

### Fisherman's Wharf Study (\$30,000)

In 2009 the City of San Francisco completed an extensive analysis of bicycle and pedestrian circulation improvements in the Fisherman's Wharf area using the services of internationally known Gehl Architects.

Total project cost: \$305,000. Funding source Prop. 40



### Jefferson Street Redesign (\$65,000)

The City of San Francisco will produce plans, specifications and engineering documents for 30% design of Jefferson Street in Fisherman's Wharf to a "shared space" that emphasizes bicyclists and pedestrians over automobiles. Total project cost: \$120,000. Funding source: Prop. 84

### Pier 43 Promenade (\$90,000)

The Port of San Francisco will complete 880 linear feet of new shoreline public access along Pier 43 in the heart of Fisherman's Wharf between Pier 39 and Taylor Street. Total project cost: \$4,320,000. Funding source: Prop. 84

### **Pier 14 (\$230,000)**

The Port of San Francisco completed public access improvements on Pier 14, a 600-foot public pier connecting to the Embarcadero



Promenade. As a new destination area along the Bay Trail spine, the pier was opened to the public in June 2006 with trail amenities including railings, lighting, benches, public art and interpretive signage. Total project cost: \$1,200,000. Funding source: Prop. 12

### **Mission Creek Bikeway (49,622)**

The Rails-to-Trails Conservancy completed a focused study in 2005 evaluating a proposed 1.5-mile bikeway corridor along the original location of Mission Creek and the former railroad right-of-way, connecting the Mission neighborhood to



the Bay Trail. The study included an analysis of alternative alignments and identification of the precise amount of land required for establishing such a bikeway and policy options that would be required to proceed with expansion of the public right-of-way. Total project cost: \$50,000. Funding source: Prop. 12

### **Illinois Street Bridge (\$250,000)**

The Port of San Francisco constructed a multi-modal bridge over



Islais Creek on the Southern waterfront in San Francisco. The bridge accommodates rail, vehicular traffic, pedestrians and

bicyclists. Bike and pedestrian facilities include an 8-foot wide separated bike and ped path for southbound travelers, and a 4-foot wide bike lane for northbound traffic. Improvements include new sidewalks and bike lanes on the approaches to the bridge from the north and the south. Total project cost: \$2,750,000. Funding source: Prop. 40

### **Cargo Way Design Study (\$75,000)**

The San Francisco Redevelopment Agency led a community/stakeholder informed planning process to improve bicycle and pedestrian infrastructure along 0.75 miles of Cargo Way and identified preliminary design for gateway improvements at Heron's Head Park and at the Third Street and Cargo Way intersections. Total project cost: \$90,000. Funding source: Prop. 40



### **Cargo Way Pathway Construction (\$70,000)**

The Port of San Francisco will construct a .75-mile bicycle-only facility that will complement sidewalks along Cargo Way between Illinois Street and Heron's Head Park. Total project cost: \$355,000. Funding source: Prop. 84

### **Yosemite Slough Restoration Trail (\$172,000)**

California State Parks will complete construction of 1,920 feet of Bay Trail as part of a 34-acre wetland restoration project at the southern end of Candlestick

Point State Recreation Area. Total project cost: \$472,900. Funding source: Prop. 84

### **Southeast San Francisco Bay Trail (\$300,000)**

Bringing together the San Francisco Department of Public Works, the Port of San Francisco, the San Francisco Redevelopment Agency, the California Conservation Corps and the San Francisco League of Urban Gardeners, this grant funded improvements along 6 miles of Bay Trail between China Basin and the northern edge of Hunter's Point, including 2.1 miles of new trail at Heron's Head Park and India Basin Shoreline Park. Total project cost: \$2,100,000. Funding source: General Fund FY 1997-1998



## **San Mateo County**

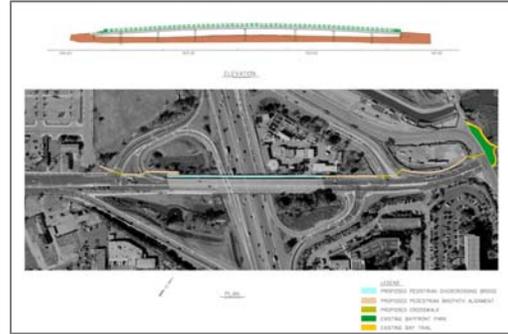
### **Oyster Point Marina Trail (\$75,000)**

In 1999 the San Mateo County Harbor District constructed ½ mile of paved multi-use trail with the help of the California Conservation Corps to complete a gap in the Bay Trail along the marina in South San Francisco. Total project cost: \$300,000. Funding source: General Fund FY 1997-1998

### **Millbrae Avenue Overcrossing Study (\$125,000)**

The City of Millbrae completed design engineering for a trail bridge overcrossing of Highway 101 at Millbrae Avenue to connect to existing Bay Trail at Bayfront Park. The proposed bridge design includes

a span of 250 feet at Highway 101/Millbrae Avenue with approach ramps, pathways, railings, bollards and trail management signs. The product includes final plans, specifications and engineering drawings. Total project cost: \$580,000. Funding source: General Fund FY 1999-2000



### **Coyote Point Bay Trail Study (\$71,500)**

San Mateo County completed an alignment study in 2005 which identifies an improved alignment for one mile of Bay Trail through Coyote Point Park. The study identifies safety improvements at four

intersections of Coyote Point Drive, access improvements for the disabled

and designation of spur routes. Total project cost: \$175,800. Funding source: Prop. 12



### **Coyote Point Bay Trail Construction (\$500,000)**

In 2010, San Mateo County constructed 1.3 miles of Bay Trail in Coyote Point Park providing a safe,



continuous accessible and easy-to-navigate route for the Bay Trail. The trail design remedies busy intersections and expands the width of the multi-use trail. Total project cost: \$1,771,987. Funding source: Prop 84

### **San Mateo Shoreline Parks Trail (\$500,000)**

In June 2005, the City of San Mateo completed trail construction and improvements for Phase I of the

Shoreline Park improvement project. As part of a larger



project identified in the Shoreline Parks Master Plan, funding was applied to a dramatic new pedestrian and bicycle bridge across San Mateo Creek, as well as over two miles of new trail construction and corridor realignment. Total project cost: \$1,154,033. Funding source: Prop 12

### **San Mateo Bay Marshes (\$142,837)**

In May 2009 the City of San Mateo completed installation of a new 335 foot-long boardwalk



trail and a 520 square foot interpretive observation platform connecting the Bay Trail with the tidal marsh. It also includes fencing along the Bay Trail and an extension of a wetland channel to protect the Bay Marshes. This project is a component of the City of San Mateo's Shoreline Park System. Total project cost: \$788,783. Funding source: Prop 40

### **Bair Island Bay Trail (\$200,000)**

Ducks Unlimited will construct a 175-foot bicycle and pedestrian bridge providing access to Inner Bair Island as part of a comprehensive wetland restoration. Total project cost: \$1,060,860. Funding source: Prop 84

### **Bayfront to Ravenswood Preserve (\$46,000)**

In 2005 the City of Menlo Park completed a trail alignment study for a critical 0.57-



mile gap between the Dumbarton Bridge and Ravenswood Open Space Preserve. Alignment alternatives were identified and topographical surveys, soils testing and cost estimates for

construction and land acquisition were completed. Total project cost: \$51,500. Funding source: Prop 12

### **Ravenswood Alignment Study (\$40,000)**

The Midpeninsula Regional Open Space District will complete an alignment study for a ½-mile trail segment across San Francisco Public Utilities Commission



lands located adjacent to Ravenswood Open Space Preserve in the cities of East Palo Alto and Menlo Park. Total project cost: \$80,000. Funding source: Prop 84

### **East Palo Alto Bay Trail (\$70,000)**

In 2005 the City of Palo Alto constructed and improved 0.80 miles of Bay Trail along the edge of the Faber-Laumeister marsh in East Palo Alto connecting the existing Bay Trail in Palo Alto with an area near the Ravenswood Open Space Preserve. Trail construction involved widening the existing trail corridor and paving. Total project cost: \$111,800. Funding source: Prop. 12

### **East Palo Alto Bay Trail Extension (\$55,000)**

In March 2008 the City of Palo Alto constructed 0.2 miles of Bay Trail along the edge of the Faber-Laumeister marsh in East Palo Alto adjacent to a PG&E substation near the Ravenswood Open Space Preserve. Total project cost: \$121,850. Funding source: Prop. 40



### **Cooley Landing Bay Trail (\$244,649)**

The City of East Palo Alto will construct a mile of trail providing access to the new Cooley Landing Park which will include an interpretive center, picnic areas and restored wetlands. The park is scheduled to open in 2012. Total project cost: \$244,649. Funding source: Prop. 84



## **Santa Clara County**

### **Palo Alto EcoCenter Trail (\$58,749)**

Environmental Volunteers will construct two parallel pathways – separated for bicyclists and pedestrians – around the renovated Sea Scout Building, filling a gap in the Palo Alto Baylands trail. Total project cost: \$117,498.



Funding source: Prop 84

### **Moffett Field (\$63,250)**

In 2010, the Moffett Field Bay Trail opened with great fanfare. Congresswoman Anna Eshoo helped celebrate the completion of 2.4 miles of trail along the edge of



Moffett Field between Sunnyvale and Mountain View. The project included an improved gravel trail surface, installation of gates, interpretive signs and benches. This project was part of the South Bay Salt Pond Restoration Project. Total project cost: \$198,250. Funding source: Prop 40

### **Sunnyvale/Lockheed Reach (\$55,000)**

The City of Sunnyvale, in a creative partnership with Cargill and Lockheed Martin, opened one mile of levee trail in 1999 connecting to Sunnyvale Baylands Park and Lockheed property. Total project cost: \$55,000. Funding source: General Fund FY 1999-2000

### **Sunnyvale Baylands Trail (\$69,700)**

In 1997 the City of Sunnyvale constructed 2.75 miles of Bay Trail levee trails through a partnership with the Santa Clara Valley Transportation Authority, the Santa Clara County Water District, Santa Clara County and the California Conservation Corps. Total project cost: \$448,514. Funding source: General Fund FY 1996-1997

### **San Tomas Aquino/Saratoga Creek Trail Connector (\$300,000)**

When complete, the San Tomas Aquino/Saratoga Creek Trail will be a 12.3-mile multi-use path extending from the Bay Trail near Highway 237 in Santa



Clara to Prospect Road in San Jose. In 2004 the City of Santa Clara upgraded the Highway 237 undercrossing to provide a paved and ADA-accessible path from the northern terminus of the San Tomas Aquino/Saratoga Creek Trail to the Bay Trail. Total project cost: \$4,957,322. Funding source: Prop. 12

### **San Jose Guadalupe River Bridge (\$95,000)**

The City of San Jose supplemented a feasibility study for a proposed bicycle-



pedestrian bridge crossing the Guadalupe River through the completion of topographical maps, geotechnical analysis and initial environmental assessment in

2008 to determine CEQA documentation requirements. Total project cost: \$322,000. Funding source: Prop. 40

### **San Jose Reach 9 Plans and Specs (\$200,000)**

The City of San Jose will prepare 95% design and construction documents for 1.1 miles of paved trail between San Tomas Aquino Creek Trail and Alviso. Total project cost: \$535,000. Funding source: Prop. 84

### **Alviso Marina County Park Trail (\$150,000)**

The Santa Clara County Parks and Recreation

Department completed construction of new trail and improved amenities at Alviso Marina County Park in 2005 including

the construction of a new boardwalk and trail creating an enhanced destination area. Total project cost: \$1,203,775. Funding source: Prop. 12



### **Coyote Creek Trail (\$391,000)**

In 2005 the City of Milpitas, in partnership with the Santa Clara Valley Water District, completed construction of 2.75 miles of Bay Trail along levees adjacent to Coyote Creek between Highway 237 and Dixon Landing Road. Members of the California Conservation Corps assisted with site preparation, fencing and signage installation. Total project cost: \$1,039,000. Funding source: Prop. 12

## Alameda County

### Fremont Gap Feasibility Study (\$75,000)

The City of Fremont will complete a feasibility study and preliminary engineering analysis of a 1.1-mile shoreline trail alignment



north of the Fremont/Milpitas border. Total project cost: \$105,000. Funding source: Prop. 84

### Newark-Fremont Realignment Feasibility Study (\$80,000)

The cities of Fremont and Newark have formed a partnership to complete an analysis of trail alignment alternatives along 13 miles of shoreline between Highway 84 in Newark and Fremont Boulevard in Fremont. Total project cost: \$104,000. Funding source: Prop 84

### Harrier Spur Trail (\$6,525)

The U.S. Fish & Wildlife Service constructed the Harrier Spur Trail at the San Francisco Bay National Wildlife Refuge in Newark in 2005. Improvements to the spur trail provide accessibility for people with disabilities and wildlife viewing opportunities near the visitor's center. Total project cost: \$55,000. Funding source: Prop. 12



### Eden Landing Ecological Reserve (\$163,588)

In May 2009, the East Bay Regional Park District

completed construction of 3 miles of new Bay Trail spine at the Eden Landing Ecological Reserve in



Hayward. The proposed trail is located on top of the existing levees that run along the northern and eastern boundaries of the reserve. The project also includes an approximately 1200-square-foot viewing platform. Total project cost: \$967,465. Funding source: Prop. 40

### Oliver Gap (\$87,500)

In May 2009, the East Bay Regional Park District completed construction of 900 linear feet of new Bay Trail



spine along the edge of the Oliver Salt Works property located at the end of Point Eden Way in Hayward. The trail extends from the existing Bay Trail overcrossing of Highway 92 and connects to the new trail at the Eden Landing Preserve. Total project cost: \$139,540. Funding source: Prop. 40

### **San Leandro Marina Pathway (\$48,325)**

In 2005 the City of San Leandro completed the design layout, materials, landscaping, and engineering of a 0.60-mile Bay



Trail route through the San Leandro Marina. This represents the first phase in implementing the City's *Marina Connections Plan*. The new Bay Trail alignment will run parallel to the Marina's main thoroughfare and provide waterfront access separated from traffic. Total project cost: \$63,000. Funding source: Prop. 12

### **Oyster Bay Regional Shoreline (\$75,000)**

The East Bay Regional Park District partnered with the City of San Leandro, the California Department of Parks and Recreation, the Regional Parks Foundation and the California Conservation Corps in 1997 to complete the last mile of Bay Trail passing through



Oyster Bay Regional Shoreline to Davis Street. Total project cost: \$549,800. Funding source: General Fund FY 1996-1997

### **San Leandro Slough Crossing Study (\$60,000)**

In 2002 the City of San Leandro conducted a feasibility study for a 300-foot bicycle and



pedestrian bridge across a slough from Oyster Bay Regional Shoreline and a 600-foot bicycle and pedestrian path north of the bridge in San Leandro addressing the existing gap between Oyster Bay Regional park and the Bay Trail alignment within the vicinity of the Oakland International Airport. Total project cost: \$60,000. Funding source: General Fund FY 1999-2000

### **San Leandro Slough Bridge Design (\$175,000)**

Using the feasibility study described above, the City of San Leandro moved the project forward by completing the design for the bridge over San Leandro Slough in 2005. Total project cost: \$175,000. Funding source: Prop. 12

### **San Leandro Slough Bridge Construction (\$300,000)**

In May 2010, the City of San Leandro completed construction of a bridge over San Leandro Slough and a trail segment connecting Oyster Bay



Regional Shoreline to existing trail along the Metropolitan Golf Course. This bridge was named the 'Bill Lockyer Bay Trail Bridge' and completed the 300<sup>th</sup> mile in the trail system. Total project cost: \$3,301,000. Funding source: Prop. 84

### **Airport Roadway/Metropolitan Golf Course Trail (\$200,000)**

The Port of Oakland constructed one mile of trail along the Metropolitan Golf Course and Airport Roadway in 2004 which now links Martin Luther King Jr. Regional Shoreline to Oyster Bay Regional Shoreline via the Bill Lockyer Bridge.

Total project cost: \$1,000,000. Funding source: General Fund FY 1999-2000

### **Damon Slough Trail Connection (\$98,122)**

In 2004 the East Bay Regional Park District completed construction of 1,000 linear feet of Bay Trail from Damon



Slough to the existing trail to the north in Martin Luther King Jr. Regional Shoreline, including retrofit of the existing railroad bridge across Damon Slough. Total project cost: \$224,267. Funding source: Prop. 12

### **Coliseum BART Connector Study (\$45,000)**

Alameda County Department of Public Works completed an engineering and feasibility study in 2003 evaluating a



potential 4,900-linear foot trail connection between the Coliseum BART Station in Oakland and the Bay Trail. The study provides connection alternatives along the existing Flood Control Channel to Martin Luther King, Jr. Regional Shoreline. Total project cost: \$65,000. Funding source: Prop. 12

### **Tidewater Estuary Park Trail (\$186,381)**

In 2005 the East Bay Regional Park District completed construction of a 0.34-mile segment of



Bay Trail as the first phase in development of the new Tidewater Estuary Park at the southern end of the Oakland Estuary. The paved trail follows the shoreline and connects to the Park District's Tidewater Boating Center, opened in 2011. Total project cost: \$264,346. Funding source: Prop. 12

### **Fruitvale to High Street Bridges (\$200,000)**

The City of Oakland will construct a separated pathway between the Fruitvale and High Street bridges. Total project cost: \$1,600,000. Funding source: Prop. 84

### **Alameda Beltline Study (\$53,000)**

The City of Alameda completed a study identifying a feasible 3-mile trail alignment along a former rail corridor in Alameda in 2005. The new alignment will provide a continuous corridor for bicyclists and pedestrians separated from traffic. Total project cost: \$63,000. Funding source: Prop. 12

### **Main Street Linear Park (\$100,000)**

In 2001 the City of Alameda and the California Conservation Corps constructed a 0.50-mile bicycle and pedestrian trail within a new linear park along Main Street extending the Bay Trail to the Alameda Main Street Ferry Terminal. Total project

cost: \$5,200,000. Funding source:  
General Fund FY 1997-1998

### **Paden School Trail Connection (\$18,000)**

Planning and design for a 750-foot spur trail  
around

Paden  
Elementary  
School  
in  
Alameda



was completed with this grant in 2003. The proposed trail is envisioned as a way to open up and link the school grounds to the bay and also facilitate hands-on environmental educational opportunities. The school children participated in the planning of the new trail segment. Total project cost: \$18,000. Funding source: General Fund FY 1999-2000

### **Oakland Waterfront Path Study (\$200,000)**

In 2002 the City of Oakland completed a comprehensive planning and design document



for a continuous bicycle and pedestrian pathway along the Oakland Estuary between Jack London Square and Oakland International Airport, a distance of approximately 9 miles. Total project cost: \$462,500. Funding source: General Fund FY 1999-2000

### **Alameda Avenue (\$193,000)**

In March 2008, the City of Oakland completed construction of approximately 0.62 miles of new Bay Trail spine along



Alameda Avenue in Oakland. The trail includes 0.42 miles of Class II bicycle lanes on Alameda Avenue and 0.2 miles of a Class I,

multi-use path along the Oakland Estuary. Total project cost: \$616,212. Funding source: Prop. 40

### **Derby Avenue to Lancaster Street (\$200,000)**

In 2011 the City of Oakland completed construction of a section of trail between Derby



Avenue and Lancaster Street, behind the Women's Museum Board warehouse, including on-grade trail and a cantilevered structure. Total project cost: \$2,372,000. Funding source: Prop. 84

### **Union Point Park (\$500,000)**

In partnership with the City of Oakland and the Port of Oakland, the Unity Council constructed a 1,445 linear foot waterfront trail through Union Point



Park in 2005. The project involved pathway and destination improvements including parking area paving, benches, drinking fountains, interpretive signage, lighting, interpretive art and a shoreline stairway. Total project cost: \$2,267,842. Funding source: Prop. 12

### **Cryer Boathouse Site (\$200,000)**

In 2011 the City of Oakland constructed a trail segment along the edge of the

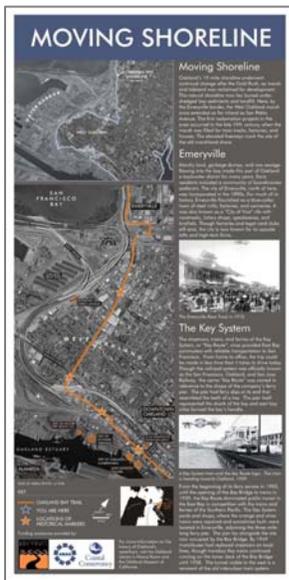


waterfront at the Cryer Boathouse site, adjacent to Union Point Park. Total project cost: \$1,894,000. Funding source: Prop. 40

### **Embarcadero Bay Trail (\$250,000)**

The City of Oakland used its grant award in 2001 to construct 3.40 miles of bike lanes, bike routes and separated multi-use trails along the Embarcadero extending from Jack London Square south to Fruitvale Avenue. Total project cost: \$1,550,000. Funding source: General Fund FY 1997-1998

### **West Oakland Bay Trail (\$250,000)**



In 2005 the City of Oakland constructed a 1.30-mile segment of Bay Trail along city streets from Broadway to Mandela Parkway. This segment links to the 3<sup>rd</sup> Street extension and Mandela Parkway connecting to existing Bay Trail in Emeryville. The project includes installation of sidewalks, bicycle lane striping,

wayfinding signage, and landscaping. Total project cost: \$515,513. Funding source: Prop. 12

### **West Oakland Gap Closure Project (\$60,000)**

The City of Oakland will construct approximately 0.3 miles of new Bay Trail spine and spur in West Oakland. The proposed trail will include approximately 0.1 mile of Class II bicycle lanes and pedestrian facilities on Mandela Parkway between 7<sup>th</sup> and 8<sup>th</sup> Streets, 0.1 mile of Class II and Class III bicycle facilities and pedestrian improvements on 8<sup>th</sup> Street between Willow and Wood Streets, and 0.1 mile of a Class III bicycle route on Wood from 7<sup>th</sup> to 8<sup>th</sup> Streets. Total project cost: \$2,585,000. Funding source: Prop. 84

### **Oakland 7<sup>th</sup> Street Improvements (\$100,000)**

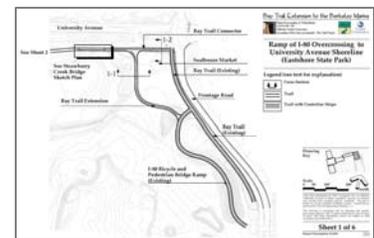
The Port of Oakland installed signs, striping, lighting and signal phasing along a half-mile



stretch of 7th Street between Wood and Maritime streets in Oakland in 2005 to improve safety and accessibility to Middle Harbor Shoreline Park. Total project cost: \$195,000. Funding source: Prop. 12

### **Berkeley Pathway Design (\$100,000)**

In 2004 the City of Berkeley completed a planning and design study for a 1.80-mile pathway along the south side of University Avenue and a promenade along Seawall Drive at the Berkeley waterfront, with connections to the pedestrian/bicycle bridge that spans Highway 80. Total project cost:



\$263,529. Funding source: General Fund FY 1999-2000

### **Cerrito Creek Connector Study (\$100,000)**

In 2005 the City of Albany completed a planning study and design for a new connector trail along Cerrito Creek. The study identifies a continuous route of approximately one mile from the Ohlone Greenway to the Bay Trail. Total project cost: \$127,000. Funding source: Prop. 12



Bay Harbor to Wildcat Creek as well as a spur trail to Miller-Knox Regional Shoreline along Canal Boulevard. The completion of this gap results in a continuous Bay Trail alignment from Point Isabel to Wildcat Creek, a distance of 13 miles. Total project cost: \$200,000. Funding source: General Fund FY 1999-2000

### **Wayside Signs (\$75,000)**

In 2004 the Richmond Redevelopment Agency planned, designed, fabricated and installed 12 interpretive signs along the Bay Trail as an important waterfront component of the new Rosie the Riveter/World War II Home Front National Historical Park. The signs tell the history of the Richmond shipyards and weave in stories about the Bay Area homefront and the workforce employed there during World War II. Total project cost: \$225,000. Funding source: General Fund FY 1999-2000



## **Contra Costa County**

### **Cerrito Creek Connector (\$220,062)**

Based on the completed feasibility study, the City of El Cerrito constructed a one mile connector trail along Cerrito Creek linking the Ohlone Greenway to San Pablo Avenue, and a pedestrian-only trail and bicycle route from San Pablo to the City's western border. Total project cost: \$304,622. Funding source: Prop. 12



### **Shipyard III Conceptual Plan (\$70,000)**

In 2005 the City of Richmond conducted a feasibility study to identify connection opportunities to the planned National Park Service Shipyard III site near Miller-Knox Regional Shoreline. The study evaluated alternative alignments to the site from Brickyard Cove and Canal Boulevard and identified a preferred alignment. Total project cost: \$100,000. Funding source Prop. 12

### **Marina Bay to Wildcat Creek (\$174,193)**

In 2004 the City of Richmond constructed 5 miles of bike lanes from Marina



### **Shipyard III Design (\$143,000)**

In July 2009, the Port of Richmond completed final construction plans and a bid package for 2.3 miles of spine and spur Bay Trail at the Shipyard III site in



Richmond. The design also includes an interpretive area on the eastern basin of the project site. Total project cost: \$148,000. Funding Source: Prop. 40

### **Shipyard III Construction (\$289,000)**

In 2011 the Port of Richmond completed construction of new trail access to Shipyard III/ Rosie the Riveter/ WWII Home Front National Historical Park. Total project cost: \$1,175,800. Funding source: Prop. 84



### **Brickyard Cove to Shipyard III (\$150,000)**

The City of Richmond will construct 0.33 miles of new Bay Trail spur from Brickyard Cove Road to Shipyard III, completing a gap in the loop around Miller-Knox Regional Park. Total project cost: \$349,499. Funding source: Prop 84

### **Ferry Point Tunnel Pathway Engineering Design (\$42,500)**

In June 2004, the City of Richmond completed construction design and a bid

package for a 0.30-mile segment of Bay Trail in Ferry Point Tunnel. The recommended design included reconstruction and widening of an existing elevated 4-foot sidewalk through the tunnel as well as a separated path along Dornan Drive. Total project cost: \$42,500. Funding source: General Fund FY 1999-2000

### **Ferry Tunnel Pathway Construction (\$346,150)**

In 2005 the City of Richmond completed construction of the Ferry Tunnel Bay Trail segment in



Richmond providing access to Miller-Knox Regional Shoreline. This

important segment links over 5 miles of existing trail forming a loop around Ferry Point. Total project cost: \$386,902. Funding source: Prop. 12

### **Cutting Boulevard to Ferry Point Tunnel Design (\$20,000)**

The City of Richmond will complete final construction plans and a bid package for a segment of trail along Garrard Boulevard from the tunnel to Cutting Boulevard. Total project cost: \$45,000. Funding source: Prop. 84

### **Chevron Feasibility Study (\$22,500)**

In 2001 the City of Richmond completed a feasibility study of Bay Trail alternatives between Point Richmond and the Point San Pablo Peninsula. The study



area presented significant design challenges in crossing the Chevron Refinery area and the Highway 580 corridor. A preferred 0.50-mile option was selected and cost estimates were provided to inform local decision makers on the most feasible next step for filling this gap. Total project cost: \$30,000. Funding source: General Fund FY 1999-2000

### **Peres School Trail (\$135,807)**

The City of Richmond completed construction plans, specifications and bid documents for the 0.10-mile gap located between Pennsylvania Avenue and Gertrude Avenue along the Bay Trail spine in 2004. The study area is adjacent to the Peres Elementary School and provides a Safe Routes to School option for students. Total project cost: \$374,000. Funding source: General Fund FY 1999-2000

### **Wildcat Creek Design Study (\$16,961)**

In October 2004, the City of San Pablo completed a feasibility and design study for 800 linear feet of Wildcat Creek Trail. The study evaluated an alignment to complete the gap between 23<sup>rd</sup> Street and the existing trail at Davis Park. Total project cost: \$25,000. Funding source: Prop. 12

### **Wildcat Creek Trail Construction (\$15,300)**

In 1997 the City of San Pablo, in partnership with the East Bay Regional Park District, the National Recreational Trail Fund Act Program, the California Conservation Corps, the Estuary Action Challenge and local school children



constructed an 850-foot extension of the Bay Trail along Wildcat Creek between Rumrill Blvd and Davis Park. Total project cost: \$56,300. Funding source: General Fund FY 1996-1997

### **Wildcat Creek Trail – 23<sup>rd</sup> Street to Davis Park (\$120,000)**

In July 2009, the City of San Pablo produced final construction plans and specifications



for approximately 850 feet or 0.16 miles of a Bay Trail connector along Wildcat Creek between 23<sup>rd</sup> Street and Davis Park in San Pablo. The design also includes a public plaza, park, and creek bank restoration. Total project cost: \$780,000. Funding source: Prop. 40

### **Wildcat Creek Trail – 23<sup>rd</sup> Street to Davis Park Construction (\$100,000)**

The City of San Pablo will construct a section of the Wildcat Creek Connector Trail between 23<sup>rd</sup> Street and Davis Park. Total project cost: \$927,560. Funding source: Prop. 84

### **West County Wastewater District Trail Study (\$40,000)**

The East Bay Regional Park District, in partnership with the West County Wastewater District completed a feasibility and



preliminary engineering study in 2004 for a trail segment adjacent to the treatment facility. The study identifies a feasible alignment connecting the existing Wildcat

Creek Trail to the West County Landfill site, and along the south side of San Pablo Creek to the existing Bay Trail segment along the Richmond Parkway. Total project cost: \$40,000. Funding source: Prop. 12

**West County Wastewater District Trail Construction (\$112,500)**

The East Bay Regional Park District will construct 1.08 miles of new Bay Trail spine that will run along the western and northern perimeters of the West County Waste Water District facility in Richmond. The proposed trail will close the gap between the existing Bay Trail spine on Richmond Parkway and the Bay Trail spur at the West County Landfill currently under final construction. Total project cost: \$975,134. Funding source: Prop. 84

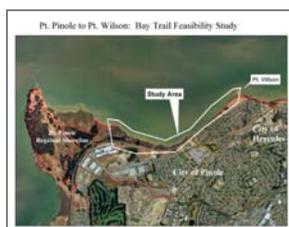
**Breuner Marsh to Point Pinole (\$85,000)**

In 2005 the East Bay Regional Park District completed a focused engineering and feasibility study for one mile of trail between the Richmond Parkway and Point Pinole Regional Shoreline in Richmond. The study analyzed several design and engineering approaches to complete this gap and also conducted a biological assessment for each alternative. Total project cost: \$85,000. Funding source: Prop. 12



**Point Pinole to Point Wilson (\$72,493)**

In 2005 the East Bay Regional Park District completed an



engineering and feasibility study with biological assessment for a 0.5-mile segment of trail from Point Pinole to Point Wilson in Richmond. This trail segment will parallel the Union Pacific Railroad right-of-way. The study evaluated design and engineering approaches for a trail within close proximity to an active railroad and completed an environmental assessment of the site. Total project cost: \$75,000. Funding source: Prop. 12

**Carquinez Scenic Drive Pathway Engineering Study (\$75,000)**

In 2004 the Contra Costa County Department of Public Works completed a geotechnical and alternative route study for a two-mile segment of the Bay Trail in Carquinez Regional Shoreline. The trail corridor is along Carquinez Scenic Drive, closed to vehicles since 1982. The objective of the planning project was to determine feasible alternatives, identify costs, and hold meetings with the public



and interested parties. Total project cost: \$100,000. Funding source: Prop 12

**Carquinez Scenic Drive Pathway Studies (\$50,000)**

In July 2009, the Contra Costa County Public Works Department completed a Natural Environment Study and a Historic Property and Archeological Survey Report for a proposed 2-mile segment of the Bay Trail spine on the abandoned Carquinez Scenic Drive located between Port Costa and the City of Martinez. Total project cost: \$88,000. Funding source: Prop. 40

### **Pinole-Hercules Trail (\$100,000)**

Through a collaborative effort involving the East Bay Regional Park District and the cities of Pinole and Hercules, a ½-mile segment of Bay Trail was constructed in 2004 linking two regional parks. The paved pathway, bike lanes and a bridge over Pinole Creek provides a new



connection to the existing spur around Bayfront Park and links downtown Pinole to the waterfront by connecting to the existing Pinole Creek Trail. Total project cost: \$675,000. Funding source: General Fund 1999-2000

### **Bio-Rad (\$198,000)**

The East Bay Regional Park District will construct approximately 0.53 miles of new Bay Trail spine behind the Bio-Rad Facility at the end of Alfred Nobel Drive in Hercules. The proposed trail will travel along a bluff overlooking the Bay and close the gap



between the existing Bay Trail segments at the Waterfront District development and the New Pacific Homes development. Total project cost: \$2,653,063. Funding source: Prop. 84

### **Martinez Regional Shoreline Trail Design (\$60,000)**

The City of Martinez conducted a planning study as the first phase of a larger project to construct a continuous Bay Trail along the City's shoreline. The study identified a feasible alignment, including railroad crossings, for the section between

Carquinez Scenic Drive and Berellessa Avenue. Total project cost: \$65,000. Funding source: General Fund FY 1999-2000

### **Martinez Regional Shoreline Trail Construction (\$265,000)**

In 2005 the City of Martinez completed construction of 0.53 miles of Bay Trail along the Union Pacific Railroad right-of-way between the Nejedly staging area and Berrellessa Street as identified in the first phase feasibility study. Total project cost: \$675,000. Funding source: Prop. 12

## **Solano County**

### **Benicia State Recreation Area (\$100,000)**

California State Parks constructed 2.4 miles of new trail linking Benicia State Recreation Area with Glen Cove Nature Area in Vallejo including improvements to an existing asphalt road between



the two parks. Opened in 2005, the project included a scenic footpath and a wider alternative bicycle corridor, as well as installation of fences, benches, display panels, gates and a pedestrian bridge. The trail provides access to a native plant garden established by the California Native Plant Society and expansive views of the Carquinez Strait. Total project cost: \$371,500. Funding source: Prop. 12

### **Solano Countywide Trails Plan (\$40,000)**

In 2004 the Solano County Transportation Authority developed a countywide trail plan incorporating the Bay Trail, Bay Area Ridge Trail, and the Countywide Bicycle Network. The plan addressed over 13 miles of existing and planned segments of the Bay Trail with emphasis on identifying alternative alignments for the proposed segments. Total project cost: \$80,000. Funding source: General Fund FY 1999-2000

### **Glen Cove Nature Area (\$200,000)**

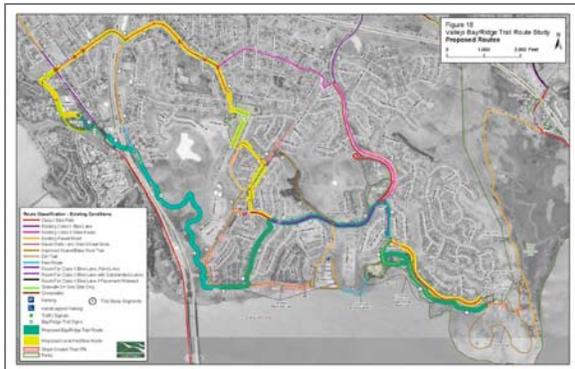
The Greater Vallejo Recreation District will construct 0.6-miles of Bay Trail in this new waterfront park along



the Carquinez Strait shoreline. Total project cost: \$290,000. Funding source: Prop 84

### **Vallejo Bay/Ridge Trail Alignment Study (\$20,000)**

A jointly-sponsored study was completed in 2008 to identify the most desirable trail route in Vallejo from Benicia State Recreation Area to the dedicated Bay and Ridge Trail segment on the Al Zampa Bridge. Several trail route options are



covered in the study that completes planning for a segment of the Carquinez Strait Scenic Loop Trail route in Solano and Contra Costa Counties. Total project cost: \$34,000. Funding source: Prop. 40

## **Napa County**

### **Kensington Way to Kimberly Park Bay Trail Study (\$70,000)**

In 2010 the City of American Canyon completed a feasibility and engineering study for trail in southern American Canyon with connections to Vallejo. Total project cost: \$88,840. Funding source: Prop. 84

### **Wetlands Edge Trail Study (\$15,000)**

In 2002 the City of American Canyon completed a trail alignment study for 2.7 miles of Bay Trail along the edge of the city's bay wetlands as an alternative to Highway 29. The new alignment will be developed on recently acquired land along the east side of the Napa River providing trail users with closer access to the shoreline. Total project cost: \$15,000. Funding source: General Fund FY 1999-2000

### **Napa River Trail Planning Study (\$75,000)**

In July 2009 the County of Napa completed a detailed investigation and preliminary engineering analysis including the identification of physical conditions and proposed trail cross sections, determination of property lines, identification of permits, review of options with property owners and interested parties, and the



preparation of preliminary cost estimates for an 8.50-mile recreational route along the Napa River between Kennedy Park and American Canyon. Total project cost: \$91,600. Funding source: Prop. 40

### **Green Island Unit Pond 10 Planning (\$15,982)**

Planning, design and environmental review necessary to facilitate the permitting of a natural surface trail adjacent to the Department of Fish & Game's Pond 10 will be conducted by Ducks Unlimited. Total project cost: \$71,280. Funding source: Prop. 84

### **Maxwell Bridge Pathway (\$300,000)**

The City of Napa completed construction of bicycle lanes, sidewalks, bridge approaches, signs and traffic striping on the 0.60-mile Maxwell Bridge over the Napa River in 2005. The new connections link to the Napa River Trail and provide safer access across the river. Total project cost: \$912,436. Funding source: Prop. 12

### **Cuttings Wharf Bike Lanes (\$213,821)**

In June 2005, the County of Napa completed 2 miles of bike lanes along Cuttings Wharf Road between Highway 121 and the Cuttings Wharf boat launch facility. The corridor provides a safe route for cyclists on along this popular corridor. Total project cost: \$243,000. Funding source: Prop. 12



## **Sonoma County**

### **Sonoma County Corridor Study (\$35,000)**

In 2005 Sonoma County Regional Parks completed a feasibility study that identifies 33 miles of new Bay Trail alignment in southern Sonoma County.

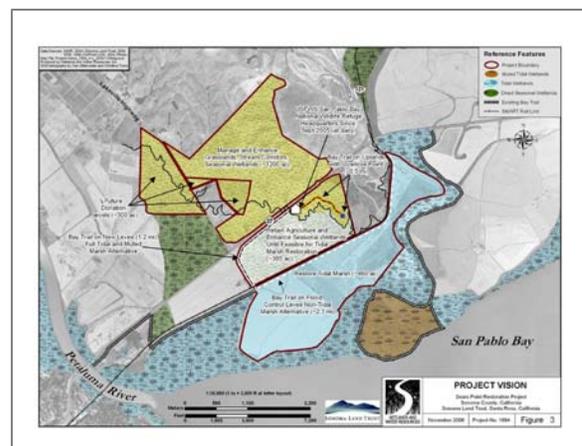


The project involved evaluation of alternative alignments, biological studies, and preparation of a budget estimate for land acquisition costs. In addition, the study addressed the feasibility of a connector trail from the City of Sonoma to Skaggs Island. Total project cost: \$40,000. Funding source: Prop. 12

The project involved evaluation of alternative alignments, biological studies, and preparation of a budget estimate for land acquisition costs. In addition, the study addressed the feasibility of a connector trail from the City of Sonoma to Skaggs Island. Total project cost: \$40,000. Funding source: Prop. 12

### **Sears Point Restoration Planning Study (\$100,000)**

The Sonoma Land Trust is leading an effort to restore 2,300 acres of formerly diked bayland to wetland habitat in the



North Bay, near Port Sonoma Marina. This 2009 grant funded development of concepts for pedestrian and bicycle access, overall trail placement, rail line

crossings and setbacks, new levee configuration, limited levee engineering and geotechnical analysis, locations of parking and staging areas, and signage locations across approximately 2.5 miles of Bay Trail. Total project cost: \$100,000. Funding source: Prop. 40

### **Sonoma Baylands (\$157,550)**

The Sonoma Land Trust managed completion of the public access components of the Coastal Conservancy's Sonoma Baylands Project. In June 2007, 1.3 miles of new trail opened to the public adjacent to the wetland restoration area.



The project also includes site amenities such as an improved railroad crossing, interpretive signs and benches. Total project cost: \$657,383. Funding source: Prop. 40

## **Marin County**

### **Novato Highway 37 Corridor Feasibility Study (\$114,308)**

In 2011 the City of Novato completed a feasibility study analyzing alignment alternatives for 4 miles of Bay Trail along the Highway 37 corridor between Highway 101 and the Petaluma River. Total project cost: \$172,000. Funding source: Prop. 84

### **Reservoir Hill Bay Trail (\$431,250)**

The City of Novato completed the design and construction in 2005 for a 0.60-mile Bay Trail connector trail on Reservoir Hill that provides views of the Hamilton/Bel Marin Keys Wetland Restoration Project. Trail construction involved grading and slope repair, planting of native vegetation and installation of a decomposed granite trail surface. Additional tasks included parking lot resurfacing, trailhead improvements and directional signs. Total project cost: \$500,000. Funding source: Prop. 12



### **SMART/McInnis Parkway Trail Design (\$130,000)**

The Sonoma-Marin Area Rail Transit District will complete design and engineering documents for a trail parallel to the railroad tracks between McInnis Parkway and Smith Ranch Road in San Rafael. Total project cost: \$143,000. Funding source: Prop. 84

### **Grand Avenue Bridge Design (\$200,000)**

The City of San Rafael will complete design and engineering documents for new bicycle and pedestrian access on the Grand Avenue Bridge linking the Canal neighborhood to downtown San Rafael. Total project cost: \$230,000. Funding source: Prop. 84



### **San Rafael Canal Area Study (\$20,000)**

In December 2008, the City of San Rafael completed the Conceptual Design Plan process

working with the Canal neighborhood to determine the most appropriate canal crossing



improvements, the best way to access the Canal waterfront, the safest way to travel through an auto-dominated area and design guidelines to maximize the waterfront amenities along 2.6 miles of Bay Trail. Total project cost: \$100,000. Funding source: Prop. 40

### **San Rafael Shoreline Park South Pond (\$125,081)**

The City of San Rafael constructed a quarter-mile of Bay Trail along the edge of a small pond in Shoreline Park in 2005.

This segment is part of a 6-mile Bay Trail spur that



extends the length of the shoreline from Pickleweed Community Center to the Marin Rod and Gun Club. The project also includes planting native trees and shrubs and installation of signs, benches and fences. Total project cost: \$240,000. Funding source: Prop. 12

### **San Rafael Shoreline Park Green (\$140,000)**

In July 2002, the City of San Rafael completed construction of a 1000-linear foot paved trail segment in San Rafael's

Shoreline Park, extending an existing Bay Trail segment that runs along the Marin Municipal Water District pond.



This collaborative project also included construction of a jogging path and landscaped park. Total project cost: \$255,000. Funding source: General Fund FY 1999-2000

### **San Rafael Shoreline Park Water District Segment (\$73,000)**

In January 2000, the City of San Rafael completed construction of 0.1 miles of paved trail along the Marin Municipal Water

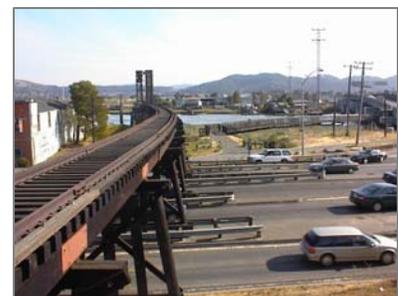
District pond. The project extended existing trail from the end of Pelican Way and



included invasive plant removal, planting of native vegetation and award-winning protective fencing along the edge of the pond. Total project cost: \$100,000. Funding source: General Fund FY 1997-1998

### **Central Marin Ferry Connection Project (\$89,000)**

The City of Larkspur conducted a feasibility study in 2004 to identify a preferred alignment across Corte Madera Creek



linking the existing trail in Corte Madera to the Larkspur Ferry terminal and across Sir Francis Drake Boulevard. The study identifies feasible alternatives to the one-mile stretch that currently requires bicyclists and pedestrians to cross over and under Highway 101 in a circuitous manner. Total project cost: \$89,000. Funding source: General Fund FY 1999-2000

### **Corte Madera Feasibility Study (\$60,000)**

The Town completed a feasibility study in 2004 to evaluate route alternatives for 3 miles of Bay Trail in Corte Madera along Paradise Drive, San Clemente Drive and Redwood Highway.

The study evaluated alternatives, selected preferred alignments, developed conceptual designs



and cost estimates to implement a safer and more accessible Bay Trail route. Total project cost: \$60,000. Funding source: Prop. 12

### **Trestle Glen Feasibility Study (\$60,000)**

In July 2003, the Town of Tiburon completed a feasibility study to identify bicycle and pedestrian access improvements along a 0.7-mile segment of Trestle Glen Boulevard from the Tiburon multi-use pathway to Paradise Drive. The study identifies several alternatives, selects a preferred trail route, provides detailed cost estimates and includes preliminary plans and design documents. Total project cost: \$60,000. Funding source: General Fund FY 1999-2000

### **Trestle Glen Pathway Construction (\$221,566)**

In July 2005 the Town of Tiburon constructed the 0.50-mile pedestrian path component of the Trestle Glen Bay Trail segment. Based on the design identified in the feasibility study, a separated pathway was constructed providing access along Trestle Glen linking the community to the Tiburon multi-use pathway. Bike lanes will be constructed along this corridor in the future. Total project cost: \$793,600. Funding source: Prop. 12

### **Greenwood Beach Road Feasibility Study (\$85,000)**

Feasibility analysis and engineering concepts will be developed by the Town of Tiburon for improved bicycle and pedestrian access along Greenwood Beach Road between Tiburon Boulevard and Blackie's Pasture. Total project cost: \$135,000. Funding source: Prop. 84

### **Sausalito Bridgeway Bike Lanes (\$442,500)**

In September 2003, the City of Sausalito completed construction of bike lanes in each direction along Bridgeway between the city's

northern border and Princess Street, a total of 2.25 miles. The landscaped center median was narrowed and the road was resurfaced

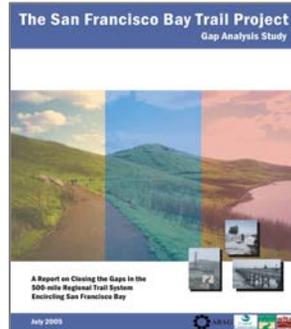


and striped to allow for bicycle lanes along this popular recreation and transportation corridor. Total project cost: \$1,300,000. Funding source: General Fund FY 1999-2000

## Regional Projects

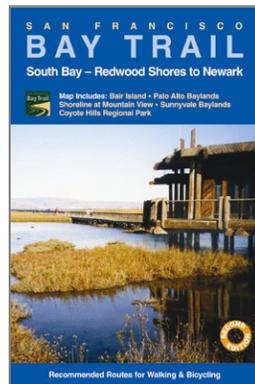
### Bay Trail Gap Analysis (\$300,000)

The purpose of the Bay Trail Gap Analysis was to collect and analyze specific information about gaps in the 500-mile Bay Trail system, and to answer the two questions most commonly posed by policymakers: 1) when will the Bay Trail be finished? and, 2) how much will it cost? The report, completed in September 2005, provides planning level cost estimates for the remaining gaps in the system. A regional survey of shoreline jurisdictions and analysis of the obstacles resulted in a comprehensive GIS database is used as a tool to complete the vision. Funding source: Prop. 12



### Bay Trail Maps (\$48,665)

In March 2003, the Bay Trail Project released new maps of the entire 500-mile trail system. The six-map set guides walkers, skaters, bicyclists, wildlife watchers and other trail enthusiasts to over 300 miles of completed trail.



The full-color maps distinguish on and off-street segments to help plan hikes, bike rides and family excursions. Map backs feature photographs and 40 recommended routes to inspire and guide shoreline recreation. Details for each route include directions, distance, trail surface, natural and historic points of interest, and parking

and transit information. The maps were updated in 2007 and again in 2011. Funding source: Prop. 12

### Wildlife & Public Access Study (\$25,000)

The Wildlife and Public Access Study is a scientific investigation of the potential effects of non-motorized, recreational trails on the diversity and abundance of shorebirds and waterfowl that use mudflat foraging habitat adjacent to the San Francisco

Bay Trail. Data were collected at 3 locations along the shoreline: Mill Valley, Redwood



Shores and Mountain View and this grant assisted with the on-site collection. This grant was used to help complete a second year of fieldwork and data collection for the study conducted by trained field observers. In November 2008 the study was published in the *Journal of Wildlife Management*. Funding source: Prop. 12

### Saving the Bay (\$50,000)



This Emmy award-winning television documentary series about San Francisco Bay is being broadcast nationally on PBS. The four-part series, narrated by Robert Redford, explores the history of one of America's greatest resources – San Francisco Bay. The Bay Trail is featured in the final episode. Funding source: Prop. 12

### **Bay Trail Sign Fabrication (\$3,000)**

Funds were used to fabricate Bay Trail signs in three sizes for installation along complete sections of the trail. Signs are provided to shoreline jurisdictions for free. Funding source: Prop. 12

### **Bay Nature Magazine Supplement (\$7,258)**

The Bay Trail was featured in the October-December 2002 issue of *Bay Nature* magazine as a pull-out supplement. The article provided an overview of the project history and featured recommended hikes and bike rides as well as a full color trail map. The article was extremely well received and triggered the publication of a week-long series about the Bay Trail in the *San Francisco Chronicle*. Funding source: Prop. 12



### **Birding the Bay Trail Brochure (\$8,810)**

The San Francisco Bay Bird Observatory developed an educational program with the mission of getting residents and tourists onto the Bay Trail to observe and learn about birds and their habitat. The Bird Observatory developed a regional program including a Bird Watching Brochure highlighting key sites to view birds along the



Bay Trail. Total project cost: \$12,815. Funding source: Prop. 12

### **Bay Trail Regional Sign Plan (\$90,000)**

Bay Trail Project staff completed field and GIS work to evaluate the location and conditions of Bay Trail signage and identify the need for new signs throughout



the region. The project developed recommendations for local agencies to add and replace Bay Trail signs along complete portions of the trail. The budget also included costs for purchasing signs for installation. Total project cost: \$90,000. Funding source: Prop. 84

### **San Francisco Bay Shoreline Guide Update (\$115,000)**

Published by UC Press and the Coastal Conservancy in 1995, this regional best-seller was the first comprehensive guide to the San Francisco Bay Shoreline. Bay Trail staff is now revising the text, adding new sections, updated the maps and including new photographs for a completely up-to-date resource. The guide will be published in August 2012. Total project cost: \$115,000. Funding source: Prop. 84

## San Francisco Bay Trail Design Guidelines (\$143,000)

The Bay Trail Project is developing design guidelines for use as a technical resource to public agencies, private developers and the general public. The guidelines will be used as a resource for the basic principles of designing and developing the Bay Trail to achieve the goals of providing an enjoyable, continuous, safe and useable regional trail system for the broadest range of non-motorized users. Total project cost: \$143,000. Funding source: Prop. 84

### Typical Multi-Use Trail Cross Section

