



THE NEWSLETTER OF THE SAN FRANCISCO BAY TRAIL PROJECT, A NONPROFIT ORGANIZATION ADMINISTERED BY THE ASSOCIATION OF BAY AREA GOVERNMENTS

Bay Trail Board Hosts Marin County Supervisor

Charles McGlashan

On June 4, the Bay Trail Board of Directors met at the Mill Valley Community Center, directly adjacent to an immensely popular segment of Bay Trail—the Mill Valley/Sausalito multi-use path. Marin County Supervisor Charles McGlashan attended the meeting and described the County's participation in the Non-Motorized Transportation Pilot Program (NMTTP). This program allocated \$20 million from the Federal Highway bill to four communities nationwide in order to demonstrate that a significant investment in bicycle and pedestrian infrastructure can lead to a discernable mode-shift from the private automobile to non-motorized forms of transportation.

The County of Marin formed a Pilot Program Advisory Committee (including Bay Trail representation) that made recommendations regarding a preliminary project implementation list. Projects on the Bay Trail alignment proposed for funding by the NMTTP are listed below:

1. East Francisco Boulevard—San Rafael—\$500,000

East Francisco Boulevard in San Rafael is currently a narrow, high-volume street with numerous driveways and curb cuts due to the presence of multiple car dealerships. While only a portion of the proposed planning project is on the Bay Trail alignment, it is an important connection between two segments, as well as an important connection between the densely

populated Canal neighborhood and downtown San Rafael. Additionally, the Bay Trail Steering Committee recently awarded a \$20,000 grant to the City of San Rafael for a feasibility study to determine the most appropriate waterfront alignment for the Bay Trail in this immediate area.

2. Central Marin Ferry Connection Project—Larkspur—\$2,000,000

The Central Marin Ferry Connection Project (CMFC) is a critical gap in the Bay Trail in Larkspur. In 2002, the Bay Trail Project awarded the City of Larkspur an \$89,000 grant for an engineering feasibility study to identify a preferred alignment over the Corte Madera Creek connecting existing Bay Trail on either side to the Larkspur Ferry and points beyond. The Larkspur ferry is a keystone in the Marin-San Francisco transit corridor and is located adjacent to a completed segment of Bay Trail in Marin County.

3. Tennessee Valley Pathway—Tam Valley—\$2,000,000

This important Bay Trail connector will provide a key link between the heavily travelled Mill Valley/Sausalito multi-use path and the residences, schools, and businesses of Tam Valley. Construction of this portion of the path will make significant progress toward connecting the Bay Trail to the Golden Gate National Recreation Area and the Ridge Trail at Tennessee Valley.

4. Gate 6 Road/Bridgeway Intersection Improvements—Sausalito—\$50,000

At the terminus of the Mill Valley/Sausalito multi-use path in Sausalito, the Bay Trail transitions from an off-street, multi-use trail to a bicycle lane with sidewalks. This transition requires southbound cyclists to cross a busy intersection that includes a freeway on-ramp, multiple turn lanes, and a confusing street layout. The NMTTP funds for this project will identify and implement needed safety and wayfinding improvements.

The Bay Trail Project staff and Board would like to sincerely thank Supervisor Charles McGlashan for attending the meeting and for his support of the Bay Trail.

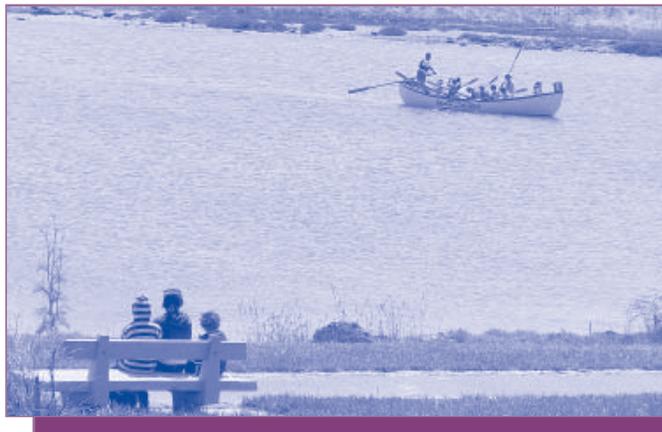
Water Trail Reaches Milestone

After leading a collaborative process for over a year, the Bay Conservation and Development Commission (BCDC) completed the public planning phase for the **San Francisco Bay Water Trail Plan**. The plan defines policies, criteria and guidelines for appropriate trail location, design, operation and maintenance.

Ultimately, the Water Trail will be an official network of access sites enabling non-motorized small boaters to make point-to-point trips on San Francisco Bay.

The Water Trail is closely linked to the Bay Trail along the edge of the shoreline and presents opportunities for coordinated construction of both trails. The final

plan will be submitted to the California State Legislature in January 2008, as required by the Water Trail Act (AB 1296). For more information about the plan, see www.bcdc.ca.gov.



View from the Bay Trail of a Whale Boat Near India Basin Shoreline Park in San Francisco

The Great California Delta Trail

Plans are underway for a new trail system that will extend bicycle and pedestrian access from the Bay Trail in Martinez and Benicia to the Delta region. The **Delta Trail** will be a recreational trail network potentially spanning over 1,000 miles through Contra Costa, San Joaquin, Sacramento, Yolo and Solano counties, linking local parks and trails.

In September last year, Governor Schwarzenegger signed SB 1556 directing the Delta Protection Commission to begin a planning process for the new trail system. Introduced by Senator Tom Torlakson, this legislation was modeled after the Bay Trail to create a regional trail through the Delta providing bicycle and pedestrian access to the water and along levees that link agricultural, habitat and recreational resources.

The Delta Protection Commission, a State agency, is charged with planning and implementing the new trail in partnership with the Association of Bay Area Governments and numerous other public agencies. For more information, see <http://www.delta.ca.gov/trail/default.asp>.

Visiting the Bay Trail – China Camp State Park

China Camp State Park in Marin County features an extensive intertidal salt marsh, meadow and oak habitats that are home to a variety of wildlife. The Shoreline Trail in China Camp State Park is a 4-mile natural surface ADA Accessible Bay Trail segment used by hikers, mountain bikers, equestrians, and



Manzanita overhangs a low-tide at China Camp State Park in Marin County

wheelchair riders. The Park provides phenomenal views of San Pablo Bay, picnic and camping facilities as well as historical/cultural interpretation at the Chinese fishing village museum.

The Park is located four miles east of San Rafael on the shore of San Pablo Bay. From Highway 101, go east on North San Pedro Road for five miles until it enters the Park.



The Shoreline Trail at China Camp State Park

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South Bay Salt Pond Restoration Project/Phase I Working Groups

The South Bay Salt Pond Restoration Project, the largest tidal wetland restoration effort on the West Coast, brings new opportunities for trail access along the shoreline in the South and East Bay. The Project's goal is to integrate restoration with flood management, while also providing public access, wildlife-oriented recreation, and education opportunities. This long-term restoration project managed by the partnership team of the Coastal Conservancy, U.S. Fish and Wildlife Service and Department of Fish and Game, will develop in phases.

The South Bay Salt Pond Restoration Project formed three Phase I Working Groups (2008-2010) in the three pond restoration areas covered by the project: Alviso/Santa Clara, Eden Landing (Hayward area) and Ravenswood (San Mateo County) where the public, environmental groups, businesses, various agencies and other stakeholders in those areas will be able to voice their feedback on restoration, public access and other aspects of the project.

Bay/Ridge Trail Coordination

A recent effort to more closely coordinate with the Bay Area Ridge Trail has been initiated with the formation of a subcommittee made up of members of the Bay and Ridge Trail Boards of Directors. While the Bay Trail Project's goal is to implement a shoreline trail that will encircle the entire San Francisco Bay, the Bay Area Ridge Trail Council has a similar goal of providing a regional trail that will loop around the ridge lines of the Bay Area. Bay and Ridge Trail staffs have identified a handful of "connector trails" that—once complete—will link the two trail systems together.

The Bay and Ridge Trail projects are also jointly moving forward the concept of the "Carquinez Strait Scenic Loop Trail"—a combination of Bay and Ridge Trail on both sides of the Carquinez Strait that will utilize the planned bicycle/pedestrian access on the Benicia-Martinez Bridge as well as the existing bike/pedestrian pathway on the Al Zampa Bridge to create an approximately 50-mile loop.

The first meeting of the Alviso Phase I Working Group participants took place on June 6, 2007. Phase I of the restoration construction proposes to open the locked gates in Sunnyvale and Mountain View to allow for continuous public access along the existing outer levee located off NASA's property. Opening the gates will provide a direct connection between Sunnyvale Baylands Park, Mountain View's Shoreline Park and the Stevens Creek Trail. In addition, the Alviso Working Group focused on the South San Francisco Bay Shoreline Study being conducted by the Army Corps of Engineers. The South San Francisco Bay Shoreline Study is a Congressionally authorized study being performed by the US Army Corps of Engineers together with local sponsors to identify and recommend for Federal funding one or more projects for flood damage reduction, ecosystem restoration and public access.

The first Ravenswood Phase I Working Group meeting was held in Menlo Park on July 11. The areas of interest included opening some of the ponds to the Bay and expansion of public access. Simultaneously, the South San Francisco Bay Shoreline Study is developing and examining plans for long-term restoration and flood protection.

Finally, the Eden Landing Phase I Working Group meeting took place at the Hayward Shoreline Interpretive Center on July 27. The goal of the meeting was to seek public input on the proposed restoration actions and public access at Eden Landing.

All Working Groups will meet two to four times a year and will be professionally facilitated to help participants provide focused review, discussion and input to the South Bay Salt Ponds Management Team. For more information, visit www.southbayrestoration.org.

Bay Trail Newsletter Goes Electronic

After many years of being in print, the *Bay Trail Rider* newsletter is going electronic. The Spring 2008 issue of the *Bay Trail Rider* will be the last printed copy of the newsletter.

Starting with the Fall 2008 issue, the *Bay Trail Rider* newsletter will only be available electronically. If you wish to continue to receive the *Bay Trail Rider* newsletter, please check the Spring 2008 issue for information on how to sign-up for the electronic newsletter.



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Bay Bridge Connector Trail

As part of the new East Span of the Bay Bridge, Caltrans is constructing a 16-foot-wide bicycle and pedestrian path on the south side of the new bridge that will connect the East Bay to Yerba Buena Island and Treasure Island. At the East Bay side of the bridge path, Caltrans will also build a bicycle and pedestrian pathway that will connect the bridge to the East Bay communities of Oakland, Emeryville and beyond. The connector trail will initially begin at the East Bay landing of the Bay Bridge and travel eastward until it splits into two pathways. One fork will continue eastward until it connects with the existing Bay Trail on Shellmound Street in Emeryville and the other fork will turn towards the southeast until it connects to Maritime Street which is a planned segment of the Bay Trail. Both the bridge pathway and the connector pathway are required as mitigation by the San Francisco Bay Conservation and Development Commission (BCDC), and both pathways are part of the planned Bay Trail “spine”.



Construction Workers Installing the Bicycle/Pedestrian Path on the New Span of the Bay Bridge. Kevin Kast - Caltrans Public Information Office - Fresno

The 16-foot-wide bridge pathway is currently being constructed along with the new span of the Bay Bridge. Meanwhile, the design and exact alignment of the connector trail will be determined through a series of stakeholder meetings currently underway. Participants include the Bay Trail Project, Caltrans, BCDC, East Bay Regional Park District, City of Oakland, City of Emeryville, Port of Oakland, Alameda County Transportation Improvement Authority, East Bay Bicycle Coalition, and the Metropolitan Transportation Commission. Two stakeholder meetings have already been held, and the Bay Trail Project will continue to actively participate in future stakeholder meetings and discussions in order to ensure that a safe, convenient, and useable pathway will be developed.

Sonoma Baylands Dedication

On a bright, sunny and warm June 20th, a ribbon cutting ceremony was performed at the Sonoma Baylands Bay Trail near Port Sonoma. The ceremony celebrated the completion of 1.5 miles of new levee-



Sonoma Baylands Bay Trail Dedication Ceremony—June 2007



top Bay Trail with spectacular views into the restored wetland that seems to evolve before your eyes. The trail currently dead-ends at the eastern property boundary, however, plans to add an additional 2+ miles of new Bay Trail at the Sears Point Restoration area immediately adjacent to the Sonoma Baylands project will one day result in over 4 continuous miles of phenomenal Bay Trail on San Pablo Bay.

Bay Trail Featured on Bay Area Backroads

The Bay Trail Project is excited to announce that Doug McConnell featured a segment about the Bay Trail on *Bay Area Backroads* in early November. Doug's most recent venture on the Bay Trail explores the shorelines of Richmond, Berkeley, Tiburon, San Francisco and San Jose. There are many ways to experience the shoreline edge along the Bay Trail, and Doug tackles a few of them: walking, hand-cycling, kayaking and bird watching. To view the episode on-line, go to <http://www.bayareabackroads.com/>.

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Along the Bay Trail

ALAMEDA

Early this summer, the City of Oakland began construction of the **Alameda Avenue Bay Trail**. This project will complete over a half mile of Bay Trail along Alameda Avenue including a shoreline path and bicycle lanes on Alameda Avenue. The off-street shoreline path will parallel a portion of Alameda Avenue and be part of the larger 6.6-mile Oakland Waterfront Trail/Bay Trail planned in the "Oakland Waterfront Trail/Bay Trail Feasibility Study". The bicycle lanes will extend from the



(Top) Buchanan Street Connector Trail; (Bottom) Ribbon Cutting for the Buchanan Street Connector Trail



intersection with Fruitvale Avenue to the intersection with Howard Street and act as the interim alignment of the Bay Trail until the remainder of the shoreline alignment is completed. Eventually, the bicycle lanes on Alameda Avenue will be part of the commuter alignment of the Bay Trail. Construction of the Alameda Avenue Bay Trail is funded by a \$193,000 grant from the Bay Trail Project.

This spring, the City of Albany opened the **Buchanan Street connector trail** which begins at the western foot of the Buchanan Street bicycle/pedestrian bridge and connects to the existing Bay Trail to the west. By providing a path that travels underneath the Interstate 80 and 580 overpasses, the Buchanan Street connector trail significantly improves bicyclist and pedestrian safety by allowing them to avoid crossing the freeway on-ramps to get to the Bay Trail. The completion of this path is another step closer to completing the Cerrito Creek Connector Trail which will link the El Cerrito Plaza BART station to the Bay Trail. The Cerrito Creek Connector Trail is already complete within the City of El Cerrito, and the City of Albany is currently developing the remaining segment of the Connector Trail within its jurisdiction.

CONTRA COSTA

In June, the Richmond City Council unanimously approved the **Point Richmond Shores Project**. Due to the tireless efforts and support of the City Council, Trails for Richmond Action Committee, and local citizens, the approved project will close a critical Bay Trail gap and result in a continuous stretch of Bay Trail from Ferry Point Tunnel to the intersection of Seacliff Drive and Canal Boulevard. The project, as authorized, will construct two Bay Trail alignments. Both alignments will begin at the existing Bay Trail near the intersection of Dornan Drive and Brickyard Cove Road. From this intersection, the first alignment will be an off-street trail and will run towards the east along Brickyard Cove Road and connect to the existing Bay Trail on Brickyard Cove Road near the intersection with Mallard Drive. The second Bay Trail alignment will be an off-street loop trail and will run along the shoreline from that same intersection at Dornan Drive and Brickyard Cove Road and follow the proposed Ferry Way Loop towards the east until it intersects with Brickyard Cove Road again. The Bay Trail will completely encircle the Point Richmond Shores Project.



Richmond Community Members Celebrating the Opening of the Richmond Greenway.

The City of Richmond celebrated the completion of Phase I of the **Richmond Greenway Project** with a dedication ceremony on May 16th. The Richmond Greenway is a planned off-street trail system that will connect the existing Ohlone Greenway in El Cerrito, Albany, and Berkeley to the Bay Trail on Garrard Boulevard in Richmond. The Richmond Greenway is planned to run along the old Santa Fe Railroad corridor just north of Ohio Street. The completed Phase I trail is over one mile in length and stretches from the Bay Trail at Garrard Boulevard eastward to 23rd Street. Funding for Phase I of the Richmond Greenway was provided primarily through grants from the Metropolitan Transportation Commission and the Contra Costa Transportation Authority. Once Phase II is completed, the Richmond Greenway will provide an important east-west corridor for bicyclists and pedestrians through the City of Richmond to the Bay Trail and an important connection between the Bay Trail and the Ohlone Greenway.

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Julia Miller Dedication Ceremony

On July 12, the Bay Trail Project hosted a dedication ceremony for Bay Trail improvements donated by Julia Miller, a long-time member of the Bay Trail Board of Directors and the ABAG Executive Board. The former Sunnyvale mayor, Julia Miller, donated almost \$5,000 to install a new bench and a viewing scope along the Bay Trail in Sunnyvale, and Jim Kuehne, a Sunnyvale contractor, donated the labor to install the bench and viewing scope. The City of Sunnyvale will maintain the new amenities.

Local residents and employees at nearby businesses now have a new resting spot to enhance their ability to observe and enjoy the marsh. The Bay Trail Project thanks Julia for



Julia Miller, Bay Trail Board Member, with the viewing scope and bench that she donated.

her generous contribution. The event was well attended, and former Senator and Bay Trail Champion, Liz Figueroa, spoke about Julia Miller's accomplishments as a former mayor but also as a committed and enthusiastic Bay Trail advocate.

Regional Priority Conservation Areas

Through coordination with the Coastal Conservancy and the Bay Area Open Space Council, the Association of Bay Area Governments has initiated a public process to identify regionally-significant conservation areas that are in need of protection in the next few years. Identification of Priority Conservation Areas (PCAs) will form a short-term strategic vision to preserve land for open space, agriculture, natural resources, historical, scenic and cultural values.

Completion of the remaining Bay Trail gaps will be considered in the development of this strategic vision.

For more information about this process, see <http://www.bayareavision.org>.



The Association of Bay Area Governments (ABAG) held its 18th Annual Service Program and Port of Oakland Golf Tournament on July 27th, at the Metropolitan Golf Course in Oakland. Co-sponsored by ABAG, the tournament took place on a segment of the Bay Trail that the Port of Oakland is working to complete. Proceeds from the tournament in the amount of \$10,000 were donated to the Bay Trail Project.

The Bay Trail wishes to express our gratitude to:

Windemere; Port of Oakland; AIG & Valic; Alliant Insurance Services; Bank of America; Bank of New York; Bank of the West; Bickmore Risk Services; Cargill; Clapp, Moroney, Bellagamba & Vucinich; Comcast; Hawkins, Delafield & Wood; Jones Hall; Maze & Associates; Meyers Nave; Nixon Peabody, LLP; Selman Breitman, LLP; Union Bank of California; and Waste Management.

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BAY TRAIL RIDER, the newsletter of the San Francisco Bay Trail Project, highlights the progress and development of the Bay Trail.
For more information about the Bay Trail, visit our website or call, write or e-mail us.



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