

**San Francisco Bay Trail  
Steering Committee Meeting Minutes  
Bay Area Metro Center  
November 16, 2018**

**Call to Order**

Meeting was called to order at 10:00 a.m.

**Attendance**

Steering Committee

John Woodbury, *Chair*  
Brenda Buxton  
Leo DuBose  
Ethan Lavine  
Steve McAdam

Bay Trail/MTC Staff

Lee Huo  
Maureen Gaffney  
Kara Oberg – phone  
Laura Thompson

Board

Bruce Beyaert – phone  
Bill Long – phone  
Judy Malamut – phone  
Philip Sales – phone

**ACTION: Adoption of the 11/16/18 agenda and the 04/12/18 minutes: DuBose moved, Buxton seconded.**

*Yes Votes:*

*John Woodbury  
Brenda Buxton  
Leo DuBose*

*Ethan Lavine  
Steve McAdam*

*No Votes: None*

*Abstentions: None*

**Announcements by Committee Members and Staff**

-Beyaert      Announced that the planned opening of the Richmond-San Rafael Bridge path in March 2019 has allowed for a short term \$1 million bike/ped improvement project including new Class IV bikeways and signage to improve access to the bridge on the Richmond side. Longer term, the city has hired a consultant under a Caltrans Sustainable Transportation Planning grant to plan for further improvements between the bridge and the new ferry terminal, scheduled to open in February 2019. Recommends a scenic shoreline hike of several miles between Pinole Shores and Victoria Park in Hercules made possible by the new Pinole bridge.

- Long           Noted that 2019 is the Ridge Trail’s 30<sup>th</sup> anniversary as well and encouraged the Bay and Ridge Trail staff to work together.
  
- Thompson     Announced the upcoming launch of the Priority Conservation Area (PCA) OBAG2 grant program, up to \$10 million available in partnership with the State Coastal Conservancy to fund projects within designated PCAs. The Midpeninsula Regional Open Space District received a \$1 million grant from the California Natural Resources Agency to contribute to the construction of the Ravenswood Bay Trail, scheduled to begin in September 2019, \$3.2 million total cost. On Monday, November 19, the Bay Area Toll Authority and its consultants will present the preferred alignment for the Bay Bridge West Span pathway. The event is at capacity, but interested viewers can livestream from 6-8 pm.
  
- Gaffney       A Bay Trail strategic funding plan is underway to update the gap analysis cost estimates and identify potential fund sources with gaps. This plan will help inform funding priorities for several available sources. Short term improvements on the Marin County side of the Richmond-San Rafael Bridge are underway with BATA making some of the improvements near the bridge and Transportation Authority of Marin on the Hwy 580 flyover in the City of San Rafael. Also announced that the 3<sup>rd</sup> update of the Bay Trail maps sets is underway.
  
- Huo            Announced that the East Bay Regional Park District recently completed the Pinole Shores to Bayfront Park section of the Bay Trail, a 30-year project lead by the park district to cross the Union Pacific railroad corridor. This was a \$13.2 million project with a dramatic bridge. The Albany Beach project, connecting Buchanan to Gilman Street, is underway with dune restoration first, and Bay Trail next. Hoping this project is complete next year for the 30<sup>th</sup> anniversary. The second phase of the bike-ped count project to create a protocol and standardization for bike/ped counts around the region is moving forward. MTC will be the repository of data that helps justify funding bike/ped trail projects. Input from the Bay Trail Steering Committee and Board is welcome. (One comment: it is useful to distinguish between cyclists and pedestrians, does the technology register wheelchair riders?) 30<sup>th</sup> anniversary planning is underway and we are partnering with the MTC’s public outreach team to bring a consultant on board to help develop a strategy for the anniversary year, especially on social media, and also including outreach for Bike to Work Day and Transit Week.
  
- Oberg          Announced that bike share is expanding beyond the five original cities to Fremont, Richmond and the SMART rail corridor and may include dock and dockless formats, traditional and electric bicycles. RFPs are underway in these jurisdictions.

**Bay Trail Operational Issues**

Thompson and Huo introduced the item with the purpose to have an open discussion about these operational issues and work through the best approach for Bay Trail staff to provide our managing partners. One of the many complicating factors around these issues is that the Bay Trail Board and staff do not have formal authority over the Bay Trail. But we do have a long-standing and well-respected history of providing technical assistance and support to our shoreline partners. This may be the first of several conversations we have around these issues.

## Electric Bicycles and Scooters

There was recognition that e-bikes are becoming increasingly popular and state law (AB 1096) allows Class I and Class II e-bikes on trails unless the local jurisdiction acts to prohibit them. Staff distributed a flyer summarizing what is allowed under state law. Shoreline jurisdiction responses to the issue have ranged from taking action to affirm the state legislation, creating pilot programs/monitoring use and remaining silent on the issue.

The Committee discussed the potential issues that electric mobility devices have raised with their use on the Bay Trail:

- more cyclists riding at high speeds (20 mph) along popular trail segments and concern about trail user conflicts
- local jurisdiction lack of capacity to enforce speed limits and maintain safe trail corridors for all users
- the patchwork of trail ownership that could create confusion for the trail user if different rules are adopted by adjacent managing entities
- the need for the Bay Trail Project to strike a balanced, neutral position to address safety concerns without alienating new Bay Trail users

The City of Richmond is in the process of considering an ordinance to formalize the use of e-bikes and electric motorized boards. Operation of the Bay Trail in Richmond is a patchwork of City, East Bay Regional Park District and private responsibilities, adding to the complexity of the issue and concern about one entity taking action without working with adjacent trail managers.

The Committee discussed the potential value of staff convening a regional discussion about electric mobility devices, however, the group concluded that what may be appropriate in one place may not be in another. The question was also raised if it is a significant problem in most places and may not yet be ripe for a full regional discussion.

### Next Steps:

The Committee supports the staff recommendation to develop a best practices guidance document to assist local jurisdictions should they choose to formalize the use of electric mobility devices on the Bay Trail at the local level. Similar to the Bay Trail Design Guidelines & Toolkit, this information could provide valuable information for the agencies building and managing the trail, especially in hot spots of heavy trail use.

The Committee also supports staff coordination with partners to organize events and develop public outreach and education about electric mobility devices and safety on the trails.

At the Spring 2019 Bay Trail Board of Directors meeting, staff will bring options for a best practices guidance document addressing electric mobility devices, including staff capacity to complete, components of the document and how other long-distance trails have dealt with electric mobility devices.

## **24/7 Trail Access**

The Committee discussed use of the Bay Trail as a transportation corridor and the need for unrestricted hours to allow the trail to function for a wide range of uses. There was general recognition that trail managers have enforcement responsibilities and some sections of trail are open only during the daylight hours between sunrise and sunset, but often enforcement does not occur. Negotiations for public access on private property often result in a separate set of regulations.

The Committee supports staffs' proposal to continue developing the trail as a 24/7 alternative transportation corridor and working with shoreline managers to facilitate this goal as much as possible, especially sections funded through transportation dollars.

## **Homeless Encampments**

Staff informed the Committee about the complex and emotional issue of homeless encampments emerging along the Bay Trail and the numerous complaints received by Bay Trail staff and our partner agencies.

The Committee supports the continued staff work to inform the managing agencies about the issue, encourage them to solve the problem and promote safe and open access to the Bay Trail and the shoreline edge.

## **Strategy to Publicize the Richmond-San Rafael Bridge pathway**

Staff outlined the list of initial ideas and strategies to promote the new bicycle/pedestrian path on the Richmond-San Rafael Bridge when it opens to the public in 2019.

The Committee embraced the idea of creating and promoting new recommended excursions in and around the bridge corridor and recommended incorporating public transit connections on each side to extend bike rides and walks. It was noted that 70% of the users on the Bay Bridge East Span are pedestrians.

The Committee also encouraged staff to work with public transit agencies including AC Transit, GG Transit and the ferry system to allow for more frequent service and increased accommodation of bicycles.

The concept of bike libraries was discussed as an innovative option to "check out" a bike, ride across the bridge and leave it on the other side. RFPs for bike share systems on both sides of the bridge, in Richmond and along the SMART corridor in Marin/Sonoma counties are in different stages of development.

Expanding on the use of social media, the Committee suggested creating a destination on the bridge to encourage trips on the path, such as a webcam, an Instagram incentive with photo opportunity on the span, and GoPro video of the corridor.

Local businesses can also help promote the pathway through team building events and competition between teams to generate interest.

The Committee recognized the need to promote bridge pathway over the lifespan of the pilot, rather than just after the ribbon cutting, and the need for a commitment to a budget for a public relations campaign to publicize, with interviews of trail users, highlighting employers, etc.

**Adjournment**

The meeting was adjourned at 12:00 p.m.