



The San Francisco Bay Trail

Fort Ord Post Re-Assessment Advisory Committee
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The San Francisco Bay Trail

9 Counties, 47 Cities, 500 Miles

Bay Trail Vision

A 500-mile continuous hiking and bicycling trail around the shoreline of San Francisco Bay, connecting 9 counties and 47 cities, and crossing 7 toll bridges

- 340 miles are complete, 68%
- 4½ toll bridges
- public access to the bay
- separated path where feasible
- active transportation, healthy communities, environmental stewardship/education
- transportation alternative





Jay Jones



Laura Thompson



Cris Benton



Cris Benton



Maureen Gaffney



Pat Koren



Laura Thompson



Lewis Stewart



Laura Thompson



Jay Jones



Pat Koren



Maureen Gaffney



Josh Maddox



Lee Chien Huo



Leah Zippert



Scot Goodman

Senate Bill 100

- adopted by the California State Legislature in 1987
- created concept of continuous hiking/biking trail around the bay
- directed the Association of Bay Area Governments (ABAG) to complete a Bay Trail plan



San Francisco Bay Trail Plan

- two year planning process, 1987-1989
- created advisory committee, technical advisory committee, public input throughout the region
- outcome: regional trail plan with policies for implementation, design guidelines and an identified trail route
- plan adopted by ABAG executive board in July 1989

San Francisco Bay Trail Project

- non-profit, 501(c)(3) administered by ABAG, staffed by ABAG employees
- full time ABAG Bay Trail staff
- Bay Trail Board of Directors
- broad range of representation
- admin costs funded through Metropolitan Transportation Commission bridge toll funds



Regional Vision, Local Implementation

- Responsibility of cities/counties/state/federal/special districts to plan and build trail
- Bay Trail staff coordinates completion by providing technical assistance, promoting the project, advocating for gap closures, seeking funding, administering planning/construction grants contracts





METROPOLITAN
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COMMISSION



Local Support for Regional Vision

- resolutions of support from all cities and counties
- Bay Trail/shoreline public access policies incorporated into general plans, trail plans, bicycle/pedestrian plans, specific plans, park master plans



Trail Champions

- elected officials
- public agency staff
- bicycle coalitions
- local community advocates
- non-profit organizations
- private companies

Bay Trail Grant Program

- 16-year funding partnership with State Coastal Conservancy
- over \$22 million to ABAG from park bonds
- 142 grants awarded; 63 miles constructed, over 140 miles of project-specific studies
- leveraged funds at a ratio of 1:4
- increased momentum



Other Funds that Build Bay Trail

- Federal transportation funds, TIGER, RTP
- State: park bonds, Wildlife Conservation Board, EEMP, Active Transportation Program
- Regional: SRTS, TFCA
- Local tax measures
- Private: BCDC/local agency conditions of development approval, private/corporate donations

Design Guidelines

Bay Trail Design Guidelines					
Item	High-use facilities (separate paths)*	Multi-use paths*	Bicycle-only paths*	Hiking-only paths	Natural trails
Min. width (one way)	8-10'	10'	8'	5'	3-5' ^a
Min. width (two way)	10-12'	10-12'	10-12'	8-10'	5'
Surface	asphalt ^b	asphalt	asphalt	hardened	natural/ boardwalks ^c
Horizontal clearance (incl. shoulders)	12-16'	14-16'	10'	9-12'	7-9'
Shoulder ^d	2'	2'	2'	2'	unspecified
Vertical clearance	10'	10'	10'	10'	unspecified
Cross slope	2% max	2% max	2% max	2% max	unspecified
Maximum grades ^e	5%	5%	5%	5%	unspecified

* Standards meet Caltrans Class I bikeway standards

^a Minimum widths that are less than 5' will be required to have 5'x5' turnouts at intervals to meet accessibility standards

^b High-use pedestrian path could be hardened surface other than asphalt

^c Natural surfaces may require surface hardening to provide accessibility

^d Area specified is area on both sides of the trail

^e Percentage grade for short distances with flat rest areas at turn outs, except where site conditions require a greater slope for short distance

Gap Analysis



- 2005 Gap Analysis: in-depth assessment of remaining trail gaps
- identified reasons for gaps and cost to complete
- GIS Geodatabase continues to be updated
- 160 more miles, \$170 million, 10+ years

- Short-term (1-5 years); Mid-term (5-10 years) long term (10-15 years)
- identified physical, environmental, land use, planning, political and financial constraints
- valuable tool, information shared with elected officials



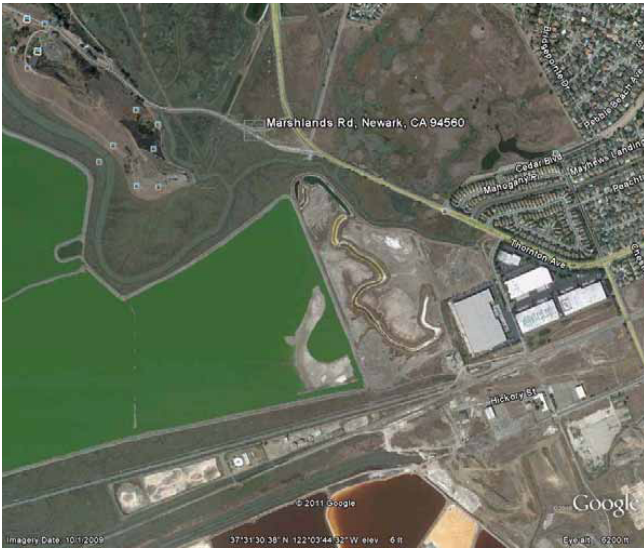
Moffett Field

- 2.5-mile trail gap in Mountain View behind Moffett Field, former naval airfield
- NASA Ames Research Center, Air National Guard operations/security concerns
- monthly partner meetings for 3 years
- moved munitions, modified security fence, agreed to close trail when airfield in use
- opened in 2010, the last gap in a 26-mile continuous stretch of Bay Trail extending through four cities



Newark-Fremont Bay Trail

- 9-mile gap in trail, Alameda County, crossing Newark and Fremont boundaries
- \$80,000 Bay Trail grant for feasibility analysis of trail alignment
- coordinated with Cargill and U.S. Fish & Wildlife Service, adjacent landowners
- plan adopted by both jurisdictions



Trails for Richmond Action Committee (TRAC)

- advocacy organization with sole purpose of completing Bay Trail in the City of Richmond
- local knowledge and relationships with city departments, elected officials, property owners
- serves as an extension of city/Bay Trail staff, chair serves on Bay Trail Board of Directors
- Since TRAC was created in 1999, 20 miles have been completed, for a total of 32 miles



How do you implement a long-distance trail across jurisdictional boundaries?

- Employ full time staff of planners with an understanding of the planning and regulatory environment
- Create a trail plan, involve the public, develop champions, build partnerships of all types, recognize the varied trail functions, get state legislation, celebrate accomplishments in the press, create regional forums
- Respect and foster the role of local implementation
- Adopt regional policies for implementation, design guidelines



What strategies can you use to encourage all the parties to commit to the vision of a regional trail?

- Recognize that the trail vision is regional and the trail implementation is local!
- Work to get resolutions of support and integrate into local policies/plans, cultivate trail champions, elected officials, local advocates
- Cities see value in protecting open space, creating walkable/bikeable communities, revitalizing their waterfronts, etc. and will invest to improve them
- Help locals create competitive grant applications as part of a regional trail system

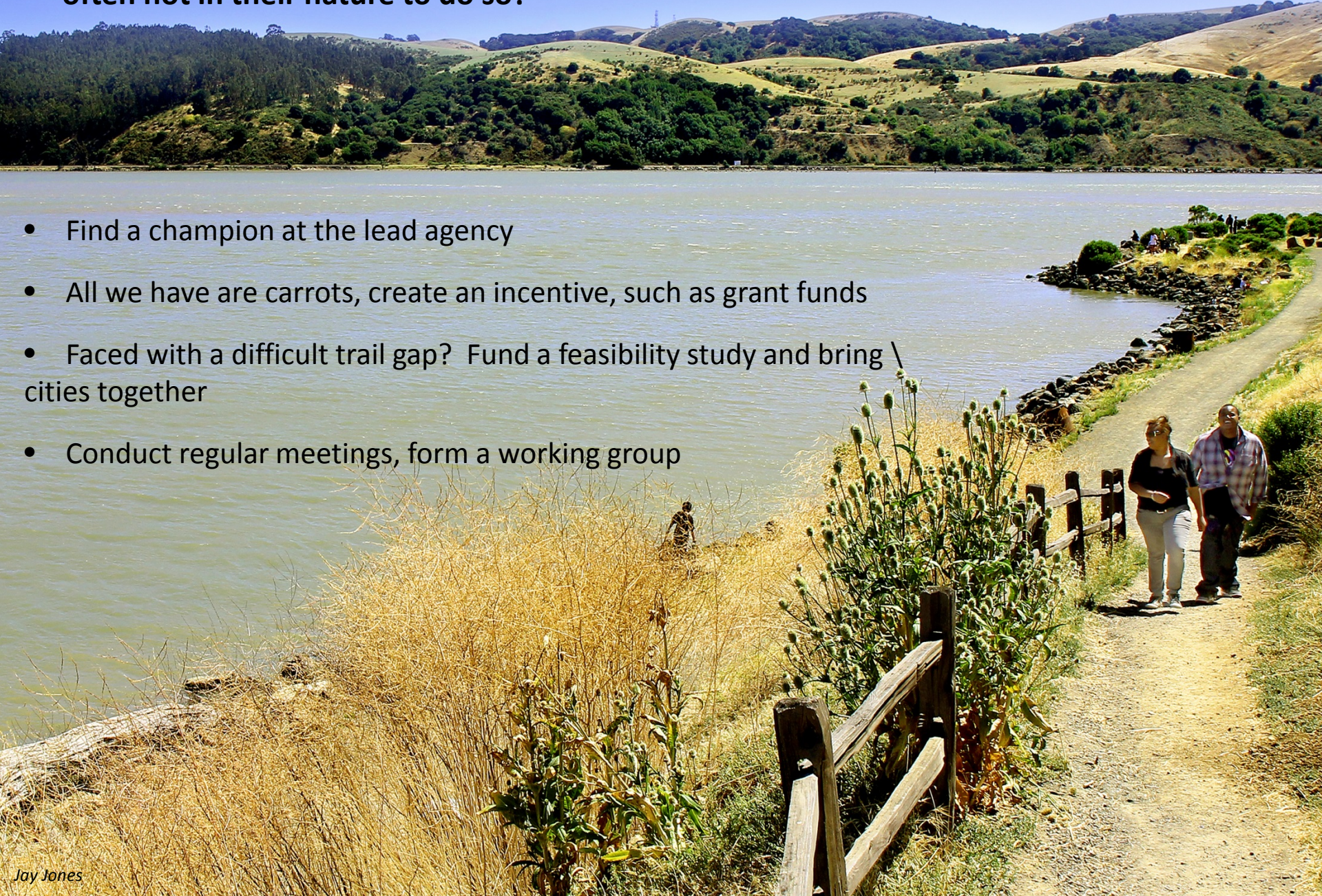


How do you build a trail across lands owned in private or by local, state and federal governments?

- Require trail construction as condition of development approval, track CEQA clearinghouses for new development near the trail alignment
- Make it easy for cities, counties, park districts to build the trail or require its construction: provide GIS data and maps, write grants, support letters, serve on technical advisory committees for public transportation projects
- Understand various missions of all the agencies: then take a seat at the table when county bike plans or national park master plans, etc. are being developed, integrate the trail into these local, state and federal plans
- Get to know your Caltrans and Congestion Management Agency representatives

How can you convince cities and public agencies to work together when it is often not in their nature to do so?

- Find a champion at the lead agency
- All we have are carrots, create an incentive, such as grant funds
- Faced with a difficult trail gap? Fund a feasibility study and bring cities together
- Conduct regular meetings, form a working group



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