

STATE CAPITOL
SACRAMENTO, CA 95814
TEL (916) 651-4009
FAX (916) 327-1997

1515 CLAY STREET
SUITE 2202
OAKLAND, CA 94612
TEL (510) 286-1333
FAX (510) 286-3885

California State Senate

SENATOR
LONI HANCOCK
NINTH SENATE DISTRICT

CHAIR
SENATE COMMITTEE
ON ELECTIONS



January 19, 2011

Mr. Doug Bosco, Chair
California State Coastal Conservancy
1330 Broadway, Suite 1300
Oakland, CA 94612

Re: Support for approval of a \$1,000,000 grant to the Association of Bay Area Governments to help implement the San Francisco Bay Area Water Trail

Dear Mr. Bosco:

As the author of AB 1296 (2004), the legislation that created the San Francisco Bay Area Water Trail, I encourage the Conservancy to approve a \$1,000,000 dollar grant to the Association of Bay Area Governments (ABAG) to help implement the Bay Water Trail. As the agency responsible for coordinating the completion of the Bay Trail, ABAG has experience managing a regional project and is well-positioned to work with all levels of government on access and recreation issues. ABAG has already been working closely with the Water Trail Project Management Team agencies since 2005.

As envisioned by my legislation, the Water Trail will be a regional network of landing and launching sites for non-motorized small boats and that the project's goals include improved access, regional planning, dissemination of information about sites and their facilities, and education on a variety of important topics for boaters. I am particularly interested in authorization of this grant because the Trail will promote and guide safe water access by paddlers and others in a manner that does not degrade natural resources. I also believe the grant will increase publicity as part of a consistent and coordinated regional effort. This in turn may increase our customer base, promote safe boating practices, and improve the recreational experience of all non-motorized small boat users on San Francisco Bay.

This grant will enable the Conservancy and ABAG to continue a successful partnership by providing much-needed funds to local jurisdictions for recreation and access along the San Francisco Bay shoreline.

Thank you for considering this grant to advance the completion of the San Francisco Bay Area Water Trail.

Sincerely,

A handwritten signature in blue ink that reads "Loni Hancock".

LONI HANCOCK
Senator, 9th District

RECEIVED

JAN 21 2011

COASTAL CONSERVANCY
OAKLAND, CALIF.



California State Senate

SENATOR ELLEN M. CORBETT

MAJORITY LEADER

REPRESENTING ALAMEDA AND SANTA CLARA COUNTIES

January 24, 2011

Mr. Doug Bosco, Chair
California State Coastal Conservancy
1330 Broadway, Suite 1300
Oakland, CA 94612

Dear Mr. Bosco:

I write in support of the application by the Association of Bay Area Governments (ABAG) to the California State Coastal Conservancy for a one million dollar grant to help implement the San Francisco Bay Area Water Trail.

As the agency responsible for coordinating the completion of the Bay Trail, ABAG has experience managing a regional project and is well-positioned to work with all levels of government on access and recreation issues. ABAG has already been working closely with the Water Trail Project Management Team agencies since 2005.

I am proud to represent a large San Francisco Bay adjacent district and know firsthand the benefits of increased access, awareness, and preservation a project such as the Water Trail will bring to the region. This grant will enable the Conservancy and ABAG to continue a successful partnership of over ten years, providing much-needed funds to local jurisdictions for recreation and access along the San Francisco Bay shoreline.

Thank you for your careful consideration of this grant application to complete the San Francisco Bay Area Water Trail and for all that you do on behalf of the State of California.

Sincerely,



ELLEN M. CORBETT
Senator, District 10

EMC:kt

RECEIVED

JAN 26 2011

COASTAL CONSERVANCY
OAKLAND, CALIF.

cc: Laura Thompson, Bay Trail Project Manager, Association of Bay Area Governments

California State Senate

CAPITOL OFFICE
STATE CAPITOL
SACRAMENTO, CA 95814
TEL (916) 651-4011
FAX (916) 323-4529

SENATOR.SIMITIAN@SEN.CA.GOV

WWW.SEN.CA.GOV/SIMITIAN

SENATOR
S. JOSEPH SIMITIAN
ELEVENTH SENATE DISTRICT



DISTRICT OFFICE
160 TOWN & COUNTRY VILLAGE
PALO ALTO, CA 94301
TEL (650) 688-6384
FAX (650) 688-6370

SATELLITE OFFICE
701 OCEAN ST., ROOM 318-A
SANTA CRUZ, CA 95060
TEL (831) 425-0401
FAX (831) 425-5124

February 18, 2011

Mr. Doug Bosco, Chair
California State Coastal Conservancy
1330 Broadway, Suite 1300
Oakland, CA 94612

Re: Support for authorization of a \$1,000,000 grant to the Association of Bay Area Governments to help implement the San Francisco Bay Area Water Trail

Dear Mr. Bosco:

I am writing to express my support for the application submitted by the Association of Bay Area Governments (ABAG) for a one million dollar grant to help implement the San Francisco Bay Area Water Trail. The Water Trail project has the potential to greatly improve public access to the Bay, public stewardship of Bay resources, and the coordination of access planning between Bay Area jurisdictions.

The Water Trail will be a regional network of landing and launching sites for non-motorized small boats. The project's goals include improved access to the Bay, more robust regional trail and access planning, dissemination of information about sites and their facilities, and education on a variety of important topics for boaters and others. The Water Trail will help inform the public about the natural, cultural, and historic features of waterways, foster public stewardship of our resources, and promote healthful recreation.

RECEIVED

FEB 23 2011

COASTAL CONSERVANCY
OAKLAND, CALIF.

As the agency responsible for coordinating the completion of the San Francisco Bay Trail, ABAG has experience managing a regional project and is well-positioned to work with all levels of government on access and recreation issues. ABAG has already been working closely with the Water Trail Project Management Team agencies since 2005.

This grant will enable the Conservancy and ABAG to continue a successful partnership of over ten years, providing much-needed funds to local jurisdictions for recreation and access along the San Francisco Bay shoreline.

I hope that you will give this grant application every consideration. Thank you for your attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "S. Joseph Simitian". The signature is stylized with a large, sweeping flourish at the end.

S. Joseph Simitian
State Senator, Eleventh District

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0006
(916) 319-2006
FAX (916) 319-2106

DISTRICT OFFICE
3501 CIVIC CENTER DRIVE, SUITE 412
SAN RAFAEL, CA 94903
(415) 479-4920
FAX (415) 479-2123

Assembly
California Legislature



JARED HUFFMAN
ASSEMBLYMEMBER, SIXTH DISTRICT

COMMITTEES
CHAIR, ENVIRONMENTAL
SAFETY AND TOXIC MATERIALS
APPROPRIATIONS
UTILITIES AND COMMERCE
WATER, PARKS AND WILDLIFE

February 8, 2011

Mr. Doug Bosco, Chair
California State Coastal Conservancy
1330 Broadway, Suite 1300
Oakland, CA 94612

Re: Support for authorization of a \$1,000,000 grant to the Association of Bay Area Governments to help implement the San Francisco Bay Area Water Trail

Dear Mr. Bosco:

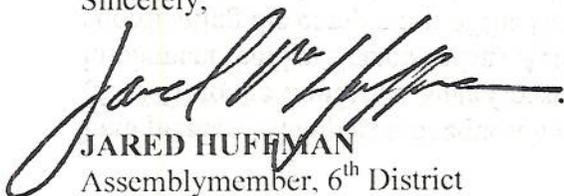
I am pleased to support the request by the Association of Bay Area Governments (ABAG) to the California State Coastal Conservancy for a \$1,000,000 grant to help implement the San Francisco Bay Area Water Trail. As the agency responsible for coordinating the completion of the Bay Trail, ABAG has experience managing a regional project and is well-positioned to work with all levels of government on access and recreation issues. ABAG has already been working closely with the Water Trail Project Management Team agencies since 2005.

I understand that the Water Trail will be a regional network of landing and launching sites for non-motorized small boats and that the project's goals include improved access, regional planning, dissemination of information about sites and their facilities, and education on a variety of important topics for boaters.

This grant will enable the Conservancy and ABAG to continue a successful partnership of over ten years, providing much-needed funds to local jurisdictions to promote safe boating practices, increase environmental protections, and improve recreation and access along the San Francisco Bay shoreline.

I hope you will join me in supporting the completion of the San Francisco Bay Area Water Trail, and thank you for your serious consideration.

Sincerely,


JARED HUFFMAN
Assemblymember, 6th District

RECEIVED

FEB 17 2011

COASTAL CONSERVANCY
OAKLAND, CALIF.



John Gioia (say "Joya")

Chair, Contra Costa County
Board of Supervisors

**Contra
Costa
County**

11780 San Pablo Avenue, Suite D
El Cerrito, California 94530

Phone: (510) 374-3231

Fax: (510) 374-3429



January 12, 2011

Mr. Doug Bosco, Chair
California State Coastal Conservancy
1330 Broadway, Suite 1300
Oakland, CA 94612

Re: Support for authorization of a \$1,000,000 grant to the Association of Bay Area Governments to help implement the San Francisco Bay Area Water Trail

Dear Mr. Bosco:

I am writing to strongly encourage the Conservancy to authorize a one million dollar grant to the Association of Bay Area Governments (ABAG) to help implement the San Francisco Bay Area Water Trail. As the agency responsible for coordinating the completion of the Bay Trail, ABAG has experience managing a regional project and is well-positioned to work with all levels of government on access and recreation issues. ABAG has already been working closely with the Water Trail Project Management Team agencies since 2005.

I understand that the Water Trail will be a regional network of landing and launching sites for non-motorized small boats and that the project's goals include improved access, regional planning, dissemination of information about sites and their facilities, and education on a variety of important topics for boaters.

This grant will enable the Conservancy and ABAG to continue a successful partnership of over ten years, providing much-needed funds to local jurisdictions for recreation and access along the San Francisco Bay shoreline.

Thank you for considering this grant to advance the completion of the San Francisco Bay Area Water Trail.

Respectfully,

A handwritten signature in blue ink, appearing to read "John Gioia".

John Gioia
Supervisor, District One
Contra Costa County

RECEIVED

JAN 14 2011

COASTAL CONSERVANCY
OAKLAND, CALIF.

Email: dist1@bos.cccounty.us • Website: www.co.contra-costa.ca.us/depart/dis1

EAST RICHMOND HEIGHTS ♦ EL CERRITO ♦ EL SOBRANTE ♦ KENSINGTON ♦ MONTALVIN MANOR
NORTH RICHMOND ♦ RICHMOND ♦ ROLLINGWOOD ♦ SAN PABLO

City of Palo Alto
Department of Community Services

January 19th, 2011

Mr. Doug Bosco, Chair
California State Coastal Conservancy
1330 Broadway, Suite 1300
Oakland, CA 94612

Re: Support for authorization of a \$1,000,000 grant to the Association of Bay Area Governments to help implement the San Francisco Bay Area Water Trail

Dear Mr. Bosco:

On behalf of City of Palo Alto Open Space Division, I would like to encourage the Conservancy to authorize a one million dollar grant to the Association of Bay Area Governments (ABAG) to help implement the San Francisco Bay Area Water Trail. As the agency responsible for coordinating the completion of the Bay Trail, ABAG has experience managing a regional project and is well-positioned to work with all levels of government on access and recreation issues. ABAG has already been working closely with the Water Trail Project Management Team agencies since 2005.

Open Space Division
Foothills Park
Enid Pearson Preserve
Baylands Nature Preserve
Esther Clark Park

We understand that the Water Trail will be a regional network of landing and launching sites for non-motorized small boats and that the project's goals include improved access, regional planning, dissemination of information about sites and their facilities, and education on a variety of important topics for boaters. We are particularly interested in authorization of this grant because:

- We would like the Palo Alto Baylands Nature Preserve to be included in the public outreach and education materials that will be developed for the Water Trail, including identification on maps, on the website, in brochures, and in the guidebook;
- We think that increased publicity as part of a consistent and coordinated regional effort may increase our customer base, promote safe boating practices, increase environmental protection, and improve the recreational experience of all non-motorized small boat users on San Francisco Bay;
- We welcome funding assistance for improvements to our sailing station dock and interpretive signage.
- We encourage active lifestyles and feel that Water Trail would encourage visitors to get exercise while exploring our area's largest open space- the S.F. Bay.

This grant will enable the Conservancy and ABAG to continue a successful partnership of over ten years, providing much-needed funds to local jurisdictions for recreation and access along the San Francisco Bay shoreline.

RECEIVED
JAN 24 2011
COASTAL CONSERVANCY
OAKLAND, CALIF.

1305 Middlefield Road
Palo Alto, CA 94301-3349
650.463.4906

City of Palo Alto

Department of Community Services

Thank you for considering this grant to advance the completion of the San Francisco Bay Area Water Trail.

Sincerely,


Daren Anderson

City of Palo Alto Community Services

Division Manager, Open Space, Parks and Golf

Open Space Division Office: (650) 496-6950

Foothills Park daren.anderson@cityofpaloalto.org

Enid Pearson – Arastradero
Preserve

Baylands Nature
Preserve

Esther Clark Park





City of Petaluma
11 English Street • Petaluma, CA 94952

January 20, 2011

Mr. Doug Bosco, Chair
California State Coastal Conservancy
1330 Broadway, Suite 1300
Oakland, CA 94612

Re: Support for authorization of a \$1,000,000 grant to the Association of Bay Area Governments to help implement the San Francisco Bay Area Water Trail

Dear Mr. Bosco:

On behalf of the City of Petaluma we encourage the Conservancy to authorize a one million dollar grant to the Association of Bay Area Governments (ABAG) to help implement the San Francisco Bay Area Water Trail. As the agency responsible for coordinating the completion of the Bay Trail, ABAG has experience managing a regional project and is well-positioned to work with all levels of government on access and recreation issues. ABAG has already been working closely with the Water Trail Project Management Team agencies since 2005.

We understand that the Water Trail will be a regional network of landing and launching sites for non-motorized small boats and that the project's goals include improved access, regional planning, dissemination of information about sites and their facilities, and education on a variety of important topics for boaters. We are particularly interested in authorization of this grant for the following reasons:

- We would like existing and planned landing and launching sites along the Petaluma River to be included in the public outreach and education materials that will be developed for the Water Trail, including identification on maps, on the website, in brochures, and in the guidebook;
- We think that increased publicity as part of a consistent and coordinated regional effort may increase tourism, promote safe boating practices, increase environmental protection, and improve the recreational experience of all non-motorized small boat users on San Francisco Bay; and
- We have been working closely with local nonprofit groups to promote access along the Petaluma River and would like to link those efforts regionally.

This grant will enable the Conservancy and ABAG to continue a successful partnership of over ten years, providing much-needed funds to local jurisdictions for recreation and access along the San Francisco Bay shoreline and its tributaries.

RECEIVED

JAN 25 2011

COASTAL CONSERVANCY
OAKLAND, CALIF.

Thank you for considering this grant to advance the completion of the San Francisco Bay Area Water Trail.

Sincerely,

A handwritten signature in blue ink, appearing to read "John C. Brown", with a long horizontal flourish extending to the right.

John C. Brown, City Manager
City of Petaluma



CITY OF BRISBANE
BRISBANE MARINA

400 Sierra Point Parkway
Brisbane, California 94005-1898
(650) 583-6975
Fax (650) 583-6978
www.ci.brisbane.ca.us

Mr. Doug Bosco, Chair
California State Coastal Conservancy
1330 Broadway, Suite 1300
Oakland, CA 94612

RE: Support for the authorization of a \$1,000,000 grant to the Association of Bay Area Governments to help implement the San Francisco Bay Area Water Trail.

Dear Mr. Bosco,

The San Francisco Bay Area is a world class destination for boaters from around the world. The 2013 America's cup Challenge in the SF Bay will be the most premier event to occur in the San Francisco Bay Area ever. During the America's Cup races the world will come to know the San Francisco Bay.

The San Francisco Bay deserves to have a well-established Water Trail for its citizens and visitors.

My personal involvement to help craft, establish, promote and support the Water Trail began back in 2005. Since then it was established as the Water Trail Act and signed into law by Governor Schwarzenegger. The continued establishment of the Water Trail will provide access to an underserved boating community, known in the industry, as human powered water craft.

It is for this reason that the City of Brisbane Marina encourages the Conservancy to authorize a one million dollar grant to the Association of Bay Area Governments (ABAG) to help implement the San Francisco Bay Area Water Trail.

The Water Trail will be a vital regional network of landing and launching sites for human powered small craft that will improve water access, regional planning, information about sites and support facilities, and most importantly, education on a variety of important topics.

Brisbane Marina would like our site to be included in the public outreach and educational materials that will be developed for the Water Trail along with being included on maps, the website, brochures and other materials.



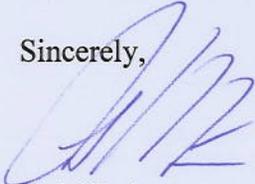
Exhibit 4: Project Letters and News Articles

The increased publicity about the Water Trail will provide an educational experience to learn more about environmental habitats, the importance of the Bay waters, safe boating practices and an improved recreational experience for an underserved boating community.

I personally urge you to support this grant and I would be happy to speak with you directly regarding the importance of implementing the Water Trail for San Francisco Bay, the Conservancy and ABAG.

Please don't hesitate to contact me directly.

Sincerely,



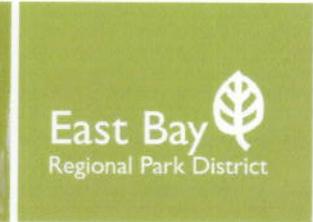
Ted Warburton
Director of Marina Services

cc: Clay Holstine, City Manager

RECEIVED

JAN 24 2011

COASTAL CONSERVANCY
OAKLAND, CALIF.



2950 PERALTA OAKS COURT P.O. BOX 5381 OAKLAND CALIFORNIA 94605-0381 T. 1 888 EBPARKS F. 510 569 4319 TDD. 510 633 0460 WWW.EBPARKS.ORG

Mr. Doug Bosco, Chair
 California State Coastal Conservancy
 1330 Broadway, Suite 1300
 Oakland, CA 94612

January 31, 2011

RE: San Francisco Bay Water Trail Development Program: Support for \$1 Million Implementation Grant to ABAG

Dear Mr. Bosco:

I am writing to encourage the Conservancy Board to authorize the proposed \$1 million grant to the Association of Bay Area Governments to work with the Conservancy in developing a program and providing funding to implement the San Francisco Bay Water Trail Plan.

The East Bay Regional Park District manages over 70 miles of Bay Trail and 13 regional shorelines and two shoreline state parks in Alameda and Contra Costa Counties. The Water Trail Plan includes some 25 existing and planned launch and destination sites along our shores; so the Park District expects to be a major player in developing and managing the water trail, and hopes to benefit from this grant program as much as it has from the ABAG / Conservancy partnership in the Bay Trail grant programs.

I was the Park District's representative on BCDC's Water Trail Steering Committee, which helped formulate the Water Trail Plan in 2007. When I reported back to the District's Board of Directors, they enthusiastically embraced the plan. In 2007, the Park District adopted a new Master Plan Map, showing planned land acquisitions and development for the next twenty years. As part of that vision, the District's Board of Directors adopted the Water Trail Plan--and extended it into the Sacramento Delta and south along the San Joaquin.

I have also served as a Bay Trail Board and Steering Committee member for the past ten years. In that capacity, I have met bi-monthly with ABAG's Bay Trail staff to review and recommend the award of BayTrail development grants to the Conservancy Board; and I can attest to the professionalism and competence of ABAG's staff and the efficiency with they have allocated and administered \$19.8 million in state grants to over 120 Bay Trail projects over the past ten years. That grant money has been an enormous incentive for local communities around the Bay to adopt and develop the Bay Trail, the and has been critical to the program's success.

I urge the Conservancy Board to authorize the current grant to ABAG to enable a similar success in developing the Bay Water Trail program.

Sincerely,

Brian Wiese
 Chief, Planning & Stewardship

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FEB 02 2011

COASTAL CONSERVANCY
 OAKLAND, CALIF.

Board of Directors

Beverly Lane President Ward 6	Carol Severin Vice-President Ward 3	John Sutter Treasurer Ward 2	Ayn Wieskamp Secretary Ward 5	Whitney Dotson Ward 1	Doug Siden Ward 4	Ted Radke Ward 7	Robert E. Doyle General Manager
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County of Santa Clara
Parks and Recreation Department

298 Garden Hill Drive
Los Gatos, California 95032-7669
(408) 355-2200 FAX 355-2290
Reservations (408) 355-2201
www.parkhere.org



February 1, 2011

Mr. Doug Bosco, Chair
California State Coastal Conservancy
1330 Broadway, Suite 1300
Oakland, CA 94612

Re: Support for grant to ABAG to help implement the San Francisco Bay Area Water Trail

Dear Mr. Bosco:

On behalf of **County of Santa Clara Parks and Recreation Department** we encourage the Conservancy to authorize a one million dollar grant to the Association of Bay Area Governments (ABAG) to help implement the San Francisco Bay Area Water Trail. As the agency responsible for coordinating the completion of the Bay Trail, ABAG has demonstrated experience in managing a regional project and is well-positioned to work with all levels of government on access and recreation issues. ABAG has worked closely with the Water Trail Project Management Team agencies since 2005.

We are particularly interested in authorization of this grant because, as a SF Bay Trail member agency, the Santa Clara County Parks and Recreation Department operates Alviso Marina County Park, the only access point for the Bay Water Trail in Santa Clara County. Our agency recently completed installation of a new launch ramp for motor craft, sail craft, and personal water craft at this location which provides an excellent opportunity for access to the Bay Water Trail for much of the South Bay.

Grant funding will ensure that many new outreach and recreational opportunities that promote the Bay Trail will become a reality such as:

- Alviso Marina County Park will be included in the public outreach and education materials that will be developed for the Water Trail, including identification on maps, on the website, in brochures, and in the guidebook;
- Materials to promote safe boating practices, increase environmental protection, and improve the recreational experience of all non-motorized small boat users on San Francisco Bay;
- Funding assistance for future public outreach for interpretive and recreational programs promotion such as environmental education and kayaking classes that are sponsored by the Santa Clara County Parks Department, that will introduce the wonders of San Francisco Bay and the Bay Water Trail to a broad spectrum of new users

This grant will enable the Conservancy and ABAG to continue a successful partnership of over ten years, providing much-needed funds to local jurisdictions for recreation and access along the San Francisco Bay shoreline.

Thank you for considering this grant to advance the completion of the San Francisco Bay Area Water Trail.

Sincerely,


Elish Ryan, Park Planner
SF Bay Trail Board Member

Board of Supervisors: Mike Wasserman, George Shirakawa, Dave Cortese, Ken Yeager, Liz Kniss
County Executive: Jeffrey V. Smith



RECEIVED
FEB 03 2011
COASTAL CONSERVANCY
OAKLAND, CALIF.



Making San Francisco Bay Better

February 9, 2011

Mr. Doug Bosco, Chair
California State Coastal Conservancy
1330 Broadway, Suite 1300
Oakland, CA 94612

SUBJECT: Support for authorization of a \$1,000,000 grant to the Association of Bay Area Governments to help implement the San Francisco Bay Area Water Trail.

Dear Mr. Bosco:

On behalf of the San Francisco Bay Conservation and Development Commission, I'd like to encourage the Conservancy to authorize a one million dollar grant to the Association of Bay Area Governments (ABAG) to help implement the San Francisco Bay Area Water Trail. As the agency responsible for coordinating the completion of the Bay Trail, ABAG has experience managing a regional project and is well positioned to work with all levels of government on access and recreation issues. ABAG has already been working closely with the Water Trail Project Management Team agencies since 2005.

BCDC led the preparation of the Water Trail Plan to create a regional network of landing and launching sites for non-motorized small boats. The project's goals include improved access, regional planning, dissemination of information about sites and their facilities, and education on a variety of important topics for boaters. We are particularly interested in authorization of this grant because we think that increased publicity as part of a consistent and coordinated regional effort will promote safe boating practices, increase environmental protection, and improve the recreational experience of all non-motorized small boat users on San Francisco Bay. As a member of the Project Management Team for Water Trail Implementation, BCDC has come to rely on the expertise and community network that the Bay Trail staff contribute to the project. This grant will enable the Conservancy, BCDC and ABAG to continue a successful partnership to increase recreational opportunities and access along the San Francisco Bay shoreline and on to the Bay, the region's largest open space.

Thank you for considering this grant to advance the completion of the San Francisco Bay Area Water Trail.

Sincerely,

WILL TRAVIS
Executive Director

WT/emc

RECEIVED

FEB 10 2011

COASTAL CONSERVANCY
OAKLAND, CALIF.

Exhibit 4: Project Letters and News Articles



MARIN ROWING ASSOCIATION

50 Drakes Landing Road
Greenbrae, CA 94904
(415) 461-1431

February 6, 2011

Mr. Doug Bosco, Chair
California State Coastal Conservancy
1330 Broadway, Suite 1300
Oakland, CA 94612

Re: Support for authorization of a \$1,000,000 grant to the Association of Bay Area Governments to help implement the San Francisco Bay Area Water Trail

Dear Mr. Bosco:

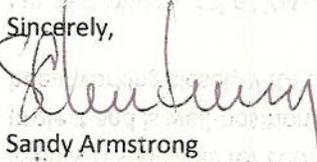
On behalf of the Marin Rowing Association I encourage the Conservancy to authorize a one million dollar grant to the Association of Bay Area Governments (ABAG) to help implement the San Francisco Bay Area Water Trail. As the agency responsible for coordinating the completion of the Bay Trail, ABAG has experience managing a regional project and is well-positioned to work with all levels of government on access and recreation issues. ABAG has already been working closely with the Water Trail Project Management Team agencies since 2005.

I understand that the Water Trail will be a regional network of landing and launching sites for non-motorized small boats and that the project's goals include improved access, regional planning, dissemination of information about sites and their facilities, and education on a variety of important topics for boaters. I am particularly interested in authorization of this grant because I believe that the use of the SF Bay and its waterways is of great benefit for our community. In particular, continuing to offer a launching and landing site on the Corte Madera Creek in the Ross Valley Watershed will allow safe access for small boaters hoping to explore the area, wildlife and outstanding birding opportunities increasing environmental awareness and protection. In addition, the Marin Rowing Association would like to see a community wide effort to bring adaptive boating to the waterway and a grant helping us all move this forward would be an outstanding opportunity.

This grant will enable the Conservancy and ABAG to continue a successful partnership of over ten years, providing much-needed funds to local jurisdictions for recreation and access along the San Francisco Bay shoreline.

Thank you for considering this grant to advance the completion of the San Francisco Bay Area Water Trail.

Sincerely,


Sandy Armstrong
Executive Director, Marin Rowing

RECEIVED
FEB 10 2011
COASTAL CONSERVANCY
OAKLAND, CALIF.



February 7, 2011

Mr. Doug Bosco, Chair
California State Coastal Conservancy
1330 Broadway, Suite 1300
Oakland, CA 94612

Re: \$1,000,000 grant to the Association of Bay Area Governments to help implement the San Francisco Bay Area Water Trail

Dear Mr. Bosco:

This letter is to encourage the Coastal Conservancy to authorize a one million dollar grant to the Association of Bay Area Governments (ABAG) to help implement the San Francisco Bay Area Water Trail. As the agency responsible for coordinating the completion of the Bay Trail, ABAG has experience managing a regional project and is well-positioned to work with all levels of government on access and recreation issues. ABAG has already been working closely with the Water Trail Project Management Team agencies since 2005.

We recognize that the Water Trail will be a regional network of landing and launching sites for non-motorized small boats and that the project's goals include improved access, regional planning, dissemination of information about sites and their facilities, and education on a variety of important topics for boaters. We are particularly interested in the authorization of this grant because it would help facilitate specific policy objectives consistent with the Port of San Francisco's Waterfront Lands Use Plan and one of its core missions to activate San Francisco's waterfront by providing access to the water. Our understanding of the Bay Area Water Trail and ABAG's assistance to further it is to:

- Conduct public outreach and develop education materials for the Water Trail, including identification on maps, on the website, in brochures, and in the guidebook including those within the Port of San Francisco's jurisdiction;
- promote safe boating practices, increase environmental protection, and improve the recreational experience of all non-motorized small boat users on San Francisco Bay; and
- Provide future funding assistance for future projects such as the Brannan Street vessel float, Pier 70 Crane Cove Park no motorized water landing;

This grant will enable the Conservancy and ABAG to continue a successful partnership of over ten years, providing much-needed funds to local jurisdictions for recreation and access along the San Francisco Bay shoreline.

If you have any questions regarding our previous collaborative efforts with the Bay Trail program, please feel free to contact me.

Sincerely,

A handwritten signature in black ink that reads "David Beaupre". The signature is written in a cursive, flowing style.

David Beaupre
Senior Waterfront Planner
Port of San Francisco

cc. Laura Thompson, ABAG- Bay Trail Project



Department of Parks COUNTY OF SAN MATEO

BOARD OF SUPERVISORS
MARK CHURCH
CAROLE GROOM
RICHARD S. GORDON
ROSE JACOBS GIBSON
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DAVID G. HOLLAND
DIRECTOR

455 COUNTY CENTER, 4th FLOOR • REDWOOD CITY • CALIFORNIA 94063-1663 • PHONE (650) 363-4020 • FAX (650) 599-1721 www.eparks.net

February 9, 2011

Douglas Bosco, Chairman
California State Coastal Conservancy
1330 Broadway, 13th Floor
Oakland, CA 94612-2530

RE: San Francisco Bay Area Water Trail Grant to Association of Bay Area Governments

Dear Mr. Bosco:

On behalf of the County of San Mateo, I strongly encourage the Coastal Conservancy to support the authorization of a \$1.0 million grant to the Association of Bay Area Governments. This grant will greatly help implement the Bay Area Water Trail.

San Mateo County is very supportive of the Bay Area Water Trail as there are numerous high opportunity sites that could be enhanced to improve non-motorized boating opportunities in the region, protect native plants and animals, educate boaters about the natural habitats and increase safety of boaters of all kinds.

In particular, we are enthusiastic about this future competitive grant program as we have a very compelling opportunity for a Bay Area Water Trail site at the Coyote Point Marina. Our Marina could be enhanced to include overnight non-motorized boater camping and boat storage to supplement the existing boat ramp.

Thank you for your consideration of this grant as the timing couldn't be more important to improve public access and recreational opportunities in the San Francisco Bay.

Sincerely,

David G. Holland
Director of Parks

CC: Ann Buell, Coastal Conservancy
Laura Thompson, Association of Bay Area Governments

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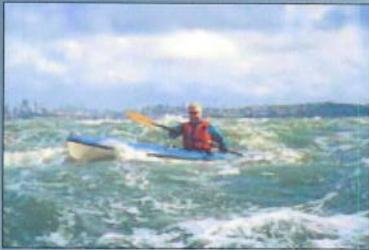
Wavelength

MAGAZINE

Volume 19, Issue 2

Spring 2009

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Bay Trail

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PM 41687515

Golden Opportunities

YELLOW BLUFF, a spot below the north stanchion of the majestic Golden Gate Bridge, is one of Casey Walker's favorite kayak launching sites.

"The bay floor drops suddenly and dramatically, causing the water to roil," says the San Francisco business lawyer. "It only happens on the strongest outgoing tide because there is an eddy right to the side of that play spot. You get into the eddy and circulate out to less rough water where you can be easily rescued. It's not a place for beginners."

Across the bay, building contractor Rik Pickrell and his wife Sandra launch their Folbot off the Richmond Marina to make the 20-minute paddle over to the beach at Brooks Island, a native archaeological site and bird sanctuary.

"We like the short trips because you can stop and lollygag on the beach and have a picnic. There's a breakwater there so the water doesn't get choppy – you don't have to worry about strong winds," Rik says.



Photo by Penny Wells

From whitewater ocean surfing to bucolic bird-watching expeditions, you'd be hard-pressed to find any other water trail in the world with as diverse paddling opportunities as the newly designated San Francisco Bay Water Trail. Ringing nearly 500 square miles of open water, the trail offers an up-close history lesson about the Bay Area and its ecology over the past 200 years.

Formal designation of the water trail was the result of lengthy efforts initiated by several individuals and environmental groups like Save the Bay and Bay Access, plus people like Walker and members of the Bay Area Sea Kayakers. At BASK club meetings, discussions frequently turned to the subject of improving access to

sites and increasing the number of overnight accommodations. But the members quickly realized these were projects too big for the club to tackle.

"BASK was all about having fun and being on the water. We knew this would take us directly into politics," Walker says. It did just that, but rather than meeting a mountain of obstacles

he found enthusiastic support among a variety of stakeholders.

"People loved the idea," he says. "Water trails don't need right-of-way, building or grading. They involve the whole community and there's tourist potential."

In 2005 state representative Loni Hancock introduced legislation formally establishing the San Francisco Bay Water Trail, signed into law by Gov. Arnold Schwarzenegger. Members of BASK celebrated by paddling across the bay from Berkeley to San Francisco. But overseeing the establishment, maintenance and improvement of launching and camping sites as well as encouraging private investment and related tourism eventually required

San Francisco Bay Water Trail

Taking a break on Ashby Shoal. Middle left, opposite page: enjoying the roil in Yellow Bluff. Below: the Golden Gate Bridge at sunset.

Photo by Paul Kamen

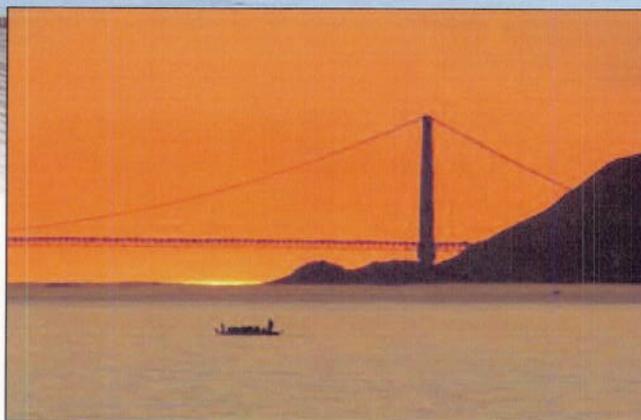


Photo by Jef Poskanzer

financing. In spite of growing sentiment against incurring more state debt, California voters approved a 2006 water bond naming the water trail as a beneficiary. At that point Walker willingly handed over the reins to Ann Buell, the trail project manager for the California Coastal Conservancy. The final hurdle, an environmental impact report, is due to be completed this summer.

There's still a lot of work to be done. "Almost all the sites need parking along with a place to assemble equipment. They need loading and unloading areas, docks and ramps, restrooms and fresh water for rinsing off boats. Food and drink nearby would be a bonus. To the extent possible, access for people with limited mobility would be great."

Although kayakers, canoeists and other self-propelled boaters have been using many of these launch sites for decades, formal designation as a water trail offered a suite of boons: publicity, maps and brochures, legal protection for access and right-of-way, safety

training, education programs and ecological stewardship of the bay. It also provided legitimacy to some existing casual sites and eliminated those that were either found to be on private property or in sensitive habitat areas. But for local paddlers there will be no formal ribbon cutting ceremony.

"To us the trail has already existed," says Walker. "We recommended 86 sites we've been using all along. They're open and established."

A unique twist to the trail is its non-linearity. "Think of it more like a web with anchor points. You can go from any point to any other point depending on the tide, the wind and your stamina," says BASK member Penny Wells.

Paddling the San Francisco Bay requires

not only stamina but paying close attention to tidal charts, especially if you're heading out the Golden Gate.

"The tides around the bridge are most powerful – as is the wind," Wells says. "You have to go out with the ebb and come back in with the incoming tide. The tides on a new

or full moon can double the average paddling speed."

The San Francisco Bay drains about a third of the runoff in the state, receiving water from both the San Joaquin and Sacramento rivers. It can be especially high after a storm. A tide log can show a six-knot ebb, but if it has been raining for a while it will be higher.

"Conditions can go from mild to wild within six hours, depending on what the tide is doing," Wells says.

In more protected areas, like the northern inlets and the marshes of the South Bay, tides present a different problem: the possibility of getting stranded at low tide.

San Francisco Bay Water Trail

And because the bay hosts one of the largest shipping ports on the West Coast, boaters have to be vigilant of larger vessels and fast-moving commuter ferries.

"You can call up vessel traffic control to find out who's going to be where, when," says Keith Miller, owner of California Kayak and Canoe at Oakland's Jack London Square. "They know when these large vessels and container ships are approaching and their every movement when they're in the bay."

This is especially prudent when visibility is poor: the chute that runs from the Golden Gate Bridge to the East Bay hills can become shrouded in fast-moving summer fog acting as an air-conditioning system for the hotter and drier communities to the east. But to a large

degree the trail is outside the shipping lanes. "The choicest kayaking is just staying close to shore — observing the interaction of water and land," Wells says.

The trail has been a great success story, the result of a lot of committed paddlers, environmentalists and people who just enjoy the bay.

"The San Francisco Bay is just perfect for a water trail," Miller says. "It's a rare combination of natural and urban beauty. It was a no-brainer and long overdue."

■
 Andrea Pflaumer writes about art, culture and the environment from Berkeley California. For more about the trail including maps visit www.abag.ca.gov.

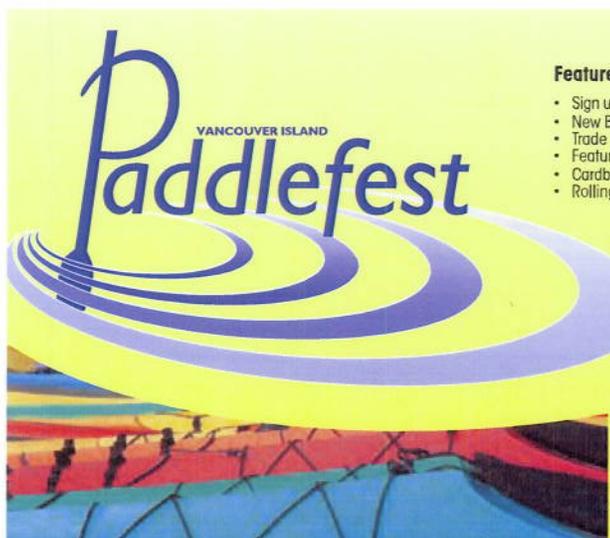
**Where to paddle?
 Try the 'crown jewel'**

The 'crown jewel' for Bay Area kayakers is the three-mile paddle from the north shore of the bay at either Sausalito or Tiburon across the Raccoon Straits — the second deepest part of the Bay — to Angel Island, which sits mid-bay.

"It's a phenomenally spectacular paddle, but it's not for beginners," says Keith Miller. "At a minimum a person should have taken a sea kayaking class and a strokes and rescue class."

Originally a Miwok Indian village, the island served as a processing center for Pacific Rim immigrants entering the US at the turn of the last century — earning it the nickname of Ellis Island of the West — and as a military installation from the Civil War to current times. Getting to the kayak campsites on the west side of the island requires scrambling up rocks during high tide and then hiking about two miles up to a 300-foot elevation. The reward is a view that includes San Francisco, Alcatraz Island, the Golden Gate Bridge and Mount Tamalpais, the area's highest peak.

Angel Island is one of only two official water trail campsites. The other is at Horseshoe Bay on the north end of the Golden Gate Bridge, with easy beach access. (Note the stentorian fog horns can rattle your bones on foggy evenings.)



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OUTREACH

CLEAN DELTA



For a member of a declining species, Stanley the Striped Bass looks remarkably cheerful. He's the mascot of the Keep the

Delta Clean Program, and his toothy grin is all over the Delta, at sites where boaters can safely drop off oil-absorbent bilge pillows, used oil and filters, marine batteries, and monofilament fishing line.

The program was launched in 2003 with a Proposition 13 grant from the State Water Resources Control Board and the California Bay-Delta Authority. Initially a partnership among Contra Costa County, the California Department of Boating and Waterways (DBW), and the California Coastal Commission, it was expanded in 2007 to include Solano, Yolo, Sacramento, and San Joaquin Counties and the City of Stockton.

Funded through September 2009, Keep the Delta Clean provides 25 participating marinas with waste collection infrastructure and information kiosks. "This program works to prevent pollution at its source by providing access to free and convenient environmental services, while empowering the boating community with useful resources that make it easy to do the right thing," explains Vivian Matuk, Environmental Boating Program Coordinator for DBW and the Coastal Commission.

Along with keeping oil out of the water, the program aims to keep fishing line away from wildlife by providing 13 recycling sites. Ospreys, herons, and river otters (among others) can become entangled in monofilament line, often with fatal consequences.

Chris Lauritzen owns Lauritzen Yacht Harbor in Oakley, one of the first Keep the Delta Clean partners. "People who are green understand what it's all about," he says. "We're always educating everybody," says Larry Nash of the Antioch Public Marina. "I still get asked, 'Where can I get this or that?'"

As of last year, the program has collected over 8,638 gallons of motor oil, 5,490 pounds of used oil filters, and 1,251 marine batteries; distributed 25,000 free

RECREATION

PADDLING WITHOUT FLUSHING

Slipping across the chop in a kayak, even the tallest and most gawky of human beings can keep a low profile. "In a kayak, you can get closer to birds than in any other kind of watercraft," says veteran paddler and sailboarder Jim McGrath. "But we all know that if you head straight for a raft of ducks, they're going to startle and fly."

Biologists confirm that ducks are among the most "flushy" of birds, and that big flocks (rafts) are more likely to flush than pairs and individuals. Just how many times ducks and other Bay birds can be flushed and not burn precious migratory calorie stores, and just how many kayakers and other small human-powered craft may be out there flushing them, are questions to be addressed in the final stages of planning for a new water trail around the Bay.

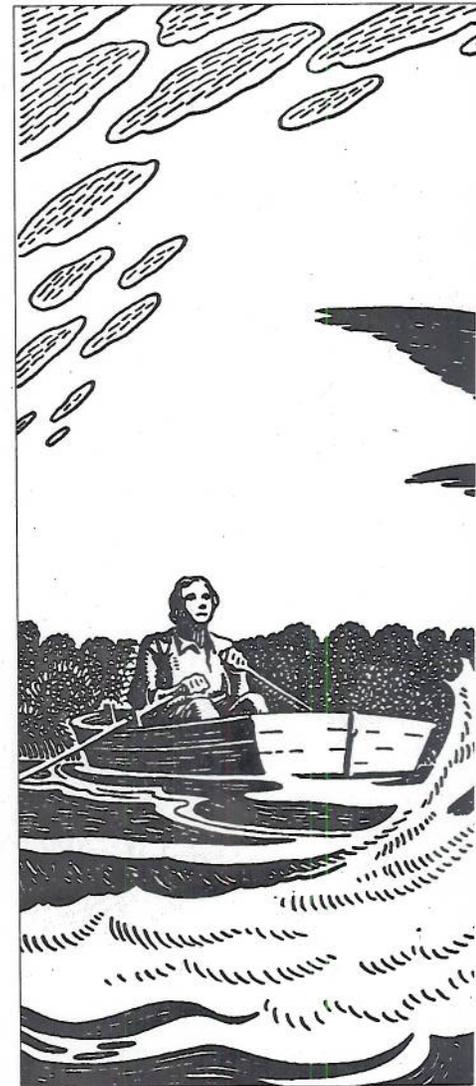
The idea for a water trail surfaced in 2001, championed by a group called Bay Access. They got the trail approved by the California State Legislature in 2005, and the S.F. Bay Conservation and Development Commission (BCDC) held public hearings and came up with a trail plan in 2007.

The trail is not a line in the water. As journalist Paul McHugh described it in a July 2008 article *New York Times* article, "A water trail is a frame for travel, more than an actual pathway. When a system is created, paddlers, rowers or sailors can connect the dots in any manner or order they like. Or, in whatever way wind and tide demand." Over 400 water trails already ply coastal and inland waters elsewhere on the continent.

Implementation of BCDC's trail plan fell to the State Coastal Conservancy, which released a draft programmatic environmental impact report (EIR) in June 2008. Project manager Ann Buell says the report was designed to address impacts at a lot of sites, so every marina wanting to add a new ramp or toilet wouldn't have to do their own EIR. But public comment on the draft report suggested that its conclusions and alternatives were too confused, and officials decided to withdraw and rewrite it.

recreational boater kits containing maps, safety flags, and bilge pillows; and trained 80 volunteer Delta Dockwalkers who hang out at the marinas, talk to boaters, and distribute boater kits with educational materials. Stanley, at least, has a lot to smile about.

CONTACT: Vivian Matuk:
vmatuk@coastal.ca.gov. www.KeeptheDeltaClean.com. JE



The plan and EIR examine 112 proposed water trailhead sites, and suggest almost immediate designation of 57 "High Opportunity Sites" (HOS) where only minimal improvements are needed and few, if any, environmental impacts anticipated.

Most of the HOS lie along the Central Bay's more urban eastern and western waterfronts. The least accessible areas for those wanting to park and slip their kiteboards, windsurfers, and kayaks into the water are San Pablo Bay and the South Bay.

In San Pablo Bay, kayakers would like to see new campsites to facilitate overnight trips to more rural shores. In the South Bay, and especially in San Leandro Bay, wildlife advocates like Arthur Feinstein of the Citizens Committee to Complete the Refuge don't want to see more access to areas where refuges, marshes, and sensitive endangered species habitats abound.

To minimize disturbance from water trail use, Feinstein says "We need mechanisms to



notify launch sites of seasonal sensitivities, and direct education on where to go and where not to go in order to protect birds. If you don't require it, it's not mitigation, it's just a nice thought."

McGrath, who serves on a half dozen official waterfront planning bodies, feels that dock and ramp owners along the shore shouldn't be saddled with expensive environmental stewardship mandates on top of mandates to ensure water safety and provide bathrooms.

Buell says a strong state-funded program will offset these costs, and even improve current safety and behavior on the water. "People have been using the Bay willy-nilly for decades, and boating in the same areas where wildlife are foraging, nesting, and resting," she says. "What we're really bringing, by enhancing launch sites and offering systematic education about good stewardship, is a new level of knowledge about where and

how to get on the Bay, and how to enjoy it safely and 'leave no trace.'"

All sides seem unsure just how much the promotion of this trail will motivate more people to get out on the Bay. Nobody seems to know exactly how many people are out on the Bay in small human-powered craft annually, but state boating surveys suggest there may be as many as 100,000 users—many of whom may or may not be active—in the Bay region.

"I'm nervous that instead of infrequent, intermittent kayaking we will see increased and sustained usage in some areas, which will drive birds away," says Feinstein. Bay waterfowl populations have taken a 60-70% dive in the last few decades, so every new disturbance, however little, counts, he says.

For McGrath, the "how little" is the crux of the issue in a Bay with over 250,000 acres of open water, in which the footprint of a kayak is about one or two acres, and in which on most trips he says he only disturbs the occasional bird. "The issue becomes what level of disturbance do you need for it to matter, to have ecological significance, and how does it compare to existing commercial and recreational use, and to use by motorized craft, for example? A cigarette boat disturbs every bird around for miles," says McGrath. He points out that kayaking any distance on our less-than-placid Bay is a physically demanding activity that limits the audience.

All sides will get a chance to voice their opinions again when the revised EIR comes out in late 2009. In the meantime, many feel that even if more people paddle and parasail out on the Bay to enjoy the new trail, it will only result in stronger sentiment for Bay protection, and in an ethic that may save more birds than startle them.

CONTACT: abuell@scc.ca.gov & www.bayaccess.org ARO

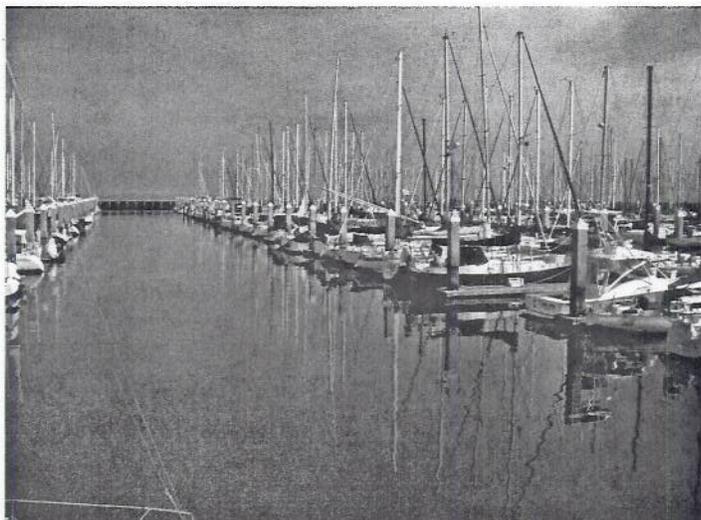


Photo by Lisa Owens Viani

OUTREACH

CLEAN BAY

The Bay waters are sparkling blue-green in Jim Walter's South Beach Harbor marina at San Francisco's Pier 40. Not one piece of trash litters the docks or floats in the water; no oily film glazes the surface. What is Walter's secret? "There are multiple things we do. We have an oil recycling facility, we hand out free oil booms and pads for changing oil—we'll come right to your boat," says Walter. Free, 24-hour sewage pumpout stations—well-used—are conveniently located at the end of each of his guest docks. For a minimal fee, his staff will recycle bilge oil and other contaminated oil as well as small amounts of gasoline; next year, he hopes to install an oily bilge pumpout system. Walter also offers free recycling of used batteries, oil filters, and bilge pads.

One of his most effective outreach tools is a monthly newsletter sent to all marina tenants in their bills, with clean boating and greenhouse gas-reducing tips. Used zinc anodes (attached to boats to absorb electrical charges in sea water that can lead to corrosion) should not be discarded into the Bay where they can harm marine life, writes Walter: instead, they can be recycled. By keeping propeller blades clean and in good condition, boaters can avoid drag and wasting fuel; by keeping boat weight lighter, less horsepower is required and less fuel used; checking the tides and avoiding boating against them is another way to use less fuel. And as with any other motor vehicle, traveling at slower speeds with a properly tuned engine will reduce fuel use and emissions.

About 75% of the South Beach Harbor tenants are sailboat and private yacht owners, who, "being in San Francisco tend to be environmentally aware," says Walter. That said, he walks the docks with an eagle eye for anyone violating what he calls "best boating/management practices." Anyone not cooperating is politely requested to berth their boat elsewhere.

CONTACT: james.walter@sfgov.org LOV

OAKLAND TRIBUNE

Preparing for a launch party

Bay Area Water trail would give enthusiasts expanded access to region's 'largest open space'

By Suzanne Bohan, Oakland Tribune
July 28, 2008

Rodger Garfinkle shepherded some 40 paddlers into the two long, slender boats festooned with colorful dragon heads at their helms at the Berkeley Marina.

They had all parked in the nearby lot and strolled over to Berth M, where they stepped into the waiting "dragon boats" for their twice weekly gatherings. In each boat, nearly 20 women and men practiced rowing in unison on the marina's calm waters, as Garfinkle and other team leaders called out orders.

But throughout much of the Bay's more than 500-mile-long perimeter, gaining access to the water isn't nearly so easy. Fences, private residential and business properties, sea walls, riprap, mud flats and other obstacles bar access to much of the Bay's 470-square-mile expanse.

That's about to change, with the anticipated approval in December of the San Francisco Bay Area Water Trail, a "blue trail" circling the Bay that will officially designate 112 sites suitable for hosting human- and small wind-powered crafts such as kayaks, canoes, scull boats, dragon boats and sailboards.

"It's something new and fun and exciting for the Bay," said Ted Wharburton, harbor master at the Brisbane Marina, who has plans to upgrade his facility to accommodate increasing water-trail traffic. He already has a rare resource ready — inexpensive kayak storage — and a shower.

"The trail gives people opportunities to get onto the water. And that's what harbor masters try to do," he said.

"When you're out on the water," Wharburton added, "it's a prescription for calming down and stress relief. The water trail is really a grand idea."

A water trail isn't your typical trail. On these routes, users leave no footprints. Instead, water trails are formed by a series of linked onshore sites for launching craft. And "destination" sites along the trail, while not accessible for launching these small boats, provide paddlers and sailboarders a rest stop.

It's certainly not a new concept. More than 400 water trails exist in every region of the country.

The oldest is the Maine Island Trail, which formed 20 years ago and stretches 350 miles down Maine's coast. The Puget Sound Water Trail, also called the Cascadia Marine Trail, opened in 1993 and includes more than 50 campsites.

Exhibit 4: Project Letters and News Articles

The popular trail attracts water enthusiasts from around the world, said Sarah Krueger, outreach director for the Washington Water Trail Association, which facilitates the development and management of five water trails in the state.

The Lake Tahoe Water Trail lets paddlers plan a trip around the 72-mile shoreline of the vast Sierra lake, using a map with stop-off points, parking, dining, lodging and other services.

Even New York City maintains a water trail, with launch and rest points in Manhattan, the Bronx and other boroughs.

In 2005, the California legislature and Gov. Arnold Schwarzenegger passed a bill authorizing the creation of the San Francisco Bay Area Water Trail. It's usually just called the "Water Trail" by its organizers to avoid confusion with the Bay Trail, a footpath following stretches of the Bay's shores.

The legislature noted that with the region's growing population, "the public increasingly looks to the Bay, the region's largest open space, for recreational opportunities."

The San Francisco Bay Conservation and Development Commission directed the initial development of the trail, in coordination with numerous agencies and organizations.

On July 28, the public comment period closes for an environmental impact report on the trail prepared by the commission and, in December, the State Coastal Conservancy is widely expected to approve the water trail plan. Work on the trail is anticipated to begin in early 2009.

The conservancy, a state agency, now leads the implementation and management of the trail.

Funding for the trail will come, in part, from state bond money that's already set aside for such purposes.

The first priority for the water trail project will be posting signs at the launch and destination sites, creating leaflets and launching a Web site, said Ann Buell, a conservancy project manager.

The signs, featuring a water trail logo, will include information on navigation safety, guidance on minimizing wildlife disturbance while on the water, and map routes.

"The water trail gives us another vehicle to get the word out" about water safety, noted Sean Kelley, director of Vessel Traffic Service for the U.S. Coast Guard's San Francisco sector.

Commercial ships are licensed by the Coast Guard, he said, providing a direct means for conveying information on rules and boating safety. But recreational Bay users have been a harder group to reach as a whole, he said.

And conditions on the Bay can quickly turn treacherous, Kelley said. Last week, while on a ship near Alcatraz Island, Kelley noticed a fast-moving current "ripping past the island." He said a kayaker, for example, paddling unaware into that current, could quickly become fatigued.

Exhibit 4: Project Letters and News Articles

"You're not going to be able to overcome that, and the current will take you where it's going," Kelley said.

He noted that the water trail will also provide more points where a paddler in trouble on the water can exit and seek help by using a phone or contacting people onshore.

Kelley said educational materials for the water trail will help more recreational boaters understand the importance of knowing the timing of tides and the weather forecast, as well as staying clear of shipping lanes, and — for security reasons — keeping away from bridge towers, cruise ships and oil tankers, among other rules.

The water trail was borne from determination by a group of paddlers to find more safe and convenient ways to enter the Bay.

In 2001, they formed a group called Bay Access, with the primary goal of winning approval of an official water trail on the Bay.

"We're fortunate to have a lot of open space in the Bay Area," said Cecily Harris, a board member of Bay Access, who also works for the San Mateo County Department of Parks.

"But a lot of us are actually drawn to the San Francisco and San Pablo bays," she said.

Penny Wells, Bay Access president, described how kayakers, windsurfers and other users of small craft often struggle to find safe launch sites that provide nearby all-day parking and conveniences such as restrooms.

"The really important things are getting into the water and parking a car," Wells said. "And a bathroom is really good."

Boaters carrying their equipment to the water, over riprap — a cover of large rocks that stabilize shorelines — or on slick algae-covered ramps or steps, account for numerous "debilitating injuries," read the trail's environmental impact report.

The water trail plan sets aside 112 sites for paddlers and "beachable" sail craft to either conveniently launch into the Bay, or arrive at "destination sites" along the Bay to rest or picnic.

These destination sites aren't suitable for initially launching a craft because they're inaccessible from roadways.

Currently, 95 launch and destination sites exist, although some need such upgrades as new ramps or floats, Buell said.

The water trail project also will create 17 sites, although completion dates aren't set.

A continuing mission of Bay Access is establishing more campsites along the Bay for water trail users. Currently, there are only two overnight campsites — one at Kirby Cove just west the Golden Gate Bridge in the Marin Headlands, and another on Angel Island State Park.

"It's just spectacular," Wells said, of an overnight stay at Kirby Cove.

Bay Access also envisions an expansion of overnight accommodations at bed-and-breakfast inns, hotels and historic ships docked at various wharves, such as the SS Red Oak Victory in Richmond, Wells said.

Ideally, the trail report stated, paddlers and other recreational users on the Bay will find overnight lodging about every eight miles — about the length most people can travel easily in a day.

"It's just amazing. You get to have all these great experiences, and it's right here. You don't have to travel to Greece or Hawaii," Wells said.

Wells described the timing of the water trail's planned 2009 opening as "coincidental" with the sharp rise in gas prices.

"We now have an option, and that option is having your vacation at home and learning a new sport," she said.

But accompanying the enthusiasm for a new Bay Area outdoor resource is concern that an influx of recreational boaters might inadvertently harm wildlife.

As the environmental impact report noted, if boaters get too close, alarmed animals may take flight or dive into the cold water. When this happens repeatedly, it depletes the animals' energy stores, compromising their abilities to reproduce, migrate and survive.

Harbor seals, which now concentrate their haul-out sites on a few key locations due to loss of habitat around the Bay, are of particular concern. When seals repeatedly dive into the Bay to avoid a human disturbance, it can lead to abandonment of the haul-out site, interruption of nursing, increased stress and poorer overall health.

Beth Huning, coordinator of the San Francisco Bay Joint Venture, a coalition of various stakeholders, said almost the entire population of some migratory waterfowl spend the winter in the Bay, including surf scoters and two scaup species.

When a human-powered craft startles a bird, it could abandon its nest, or leave eggs vulnerable to predators. The trail report noted that studies found wildlife disturbances from kayaks and canoes, which usually move about noiselessly and close to shore, can be more severe than from motor boats, which usually remain farther from shore.

An organized trail, though, is a far better option than allowing recreational boating, which is rapidly growing in popularity, to increase "willy nilly" on the Bay, Huning said.

Exhibit 4: Project Letters and News Articles

The trail keeps access points away from sensitive areas, Huning said, in addition to creating a venue for educating recreational paddlers on strategies for enjoying the Bay while leaving wildlife undisturbed.

And people tend to stay on trails, Huning added. When she worked in Yosemite National Park, "99.9 percent of the people stayed on the trails."

The New York Times

In San Francisco, Mapping Out a Trail on the Water

By PAUL McHUGH

July 8, 2008

No one can leave a handprint on the water — as a hoary old saw declares. So, the idea of establishing a path on water may seem odd. But it has not stopped the states of Washington and Maine, among other entities, from building extensive water trail systems that include shoreline launch sites, camping spots and parks for recreational use.

A water trail is a frame for travel, more than an actual pathway. When a system is created, paddlers, rowers or sailors can connect its dots in any manner or order they like. Or, in whatever way wind and tide demand.

The nation's inventory of recreational water trails is about to expand. In 2005, the California State Legislature sanctioned a plan for San Francisco Bay that was proposed by boating enthusiasts. Last fall, the Bay Conservation and Development Commission handed its vision off to the California Coastal Conservancy for implementation. Cities, counties and agencies ranging from the National Park Service to the East Bay Regional Park Service have plans to participate.

By next year, 57 of 112 sites scattered around the bay's sprawl of 470 square miles should be ready for use, the C.C.C. project manager Ann Buell said. Most of those 57 sites had been developed as launch or picnic sites; the new San Francisco Bay Water Trail simply designates and links them. But freshly erected launch areas, hostels and shoreline campgrounds should soon come into the system, giving the nautical-minded a wide, new area for exercise, recreation and wildlife viewing.

"Having a water trail right here makes much more sense than driving off to some faraway lake to find your fun," Buell said. "You'll burn less fuel, and reduce carbon emissions. Urban dwellers can score exercise and recreation on human-powered craft. The trail offers a way to get out and view, and learn about, and appreciate, all of the bay's wildlife. And who knows what can ultimately be added to this system? Our trail is a superexciting work-in-progress."

San Francisco Bay is an epicenter for more than earthquakes. It has hosted the world's largest sea kayak race (the Sea Trek Regatta & ETC Paddle-a-thon) for almost three decades. In recent years, it has also been the scene of national championships in surf skiing, windsurfing and kiteboarding, as well as major dragon boat, rowing, outrigger canoe and sailing competitions. Some big-boat sailors contend that if the America's Cup is ever held there, it will not leave, because the bay's mélange of winds and currents, swirling around hidden coves, points and reefs, could provide a pronounced home-turf advantage.

Similarly, water-trail advocates proclaim that the new trail can offer much more than a site for training and play. It could form a course for major international competitions: a Tour de Bay, for instance, much like the Tour de France, but deploying paddle craft rather than bikes.

“Water trails on rivers are usually linear,” said Penny Wells, president of Bay Access, a grass-roots group that started pushing for the project six years ago. “But in San Francisco Bay and Puget Sound, they’re more like a net, with anchor points all along the rim.

“Such a network can provide a lot of opportunity for many different types of activity, from day trips to races. My own fantasy would be using it for a huge vacation, paddling all around the bay, staying overnight in a variety of locations.”

That last aspect is the San Francisco Bay Area Water Trail’s largest glitch. Right now, there are only two places for boaters to camp: the National Park Service’s Kirby Cove and the state park system’s Angel Island. Supporters of the project, however, intend to add camps and launch ramps wherever liability and access issues can be solved, then add innovations like hotels and hostels on the shoreline. In one example, bed and breakfasts could be established on houseboats, then moored at existing marinas.

During a May full moon, I joined two companions — John Weed and Matty Kinsella, both experienced sea kayak guides, racers and instructors — and, using Angel Island as a base, roamed the bay. Blustery weather, winds rising to gale force and strong tides somewhat limited our course. But we enjoyed twilight cruises, and admired harbor seals and sea lions, and graceful flights of brown pelicans, California gulls and cormorants. We even cove-hopped out through the Golden Gate, then put a 4-knot flood tide and 20-knot west wind at our backs to cruise back under the bridge.

I finished with a one-day solo paddle from Angel Island to Redwood City, covering 37 miles in nine hours. I was helped by a Pacific Action sail (based on the South Seas proa canoe sails) that sometimes increased my speed to 10 miles an hour. En route, I reflected upon the bay’s nautical history. The Ohlone and Coast Miwok tribes navigated here for millennia, using balsas, or reed-bundle, canoes. Only a century ago, sailing barges, called scow schooners, worked as the pickups and semi trucks of the Bay Area, cruising inland as far as Sacramento.

Once, waterways were America’s highways, not just play spots. Depending on how things go, they could be again.