



**San Francisco Bay Area Water Trail  
Implementation Meeting #10  
March 7, 2014**

**Meeting Summary**

**Attendees:**

*Project Management Team (PMT):* Ann Buell, Laura Thompson, Steve Watanabe, Ellen Miramontes

*Water Trail Staff:* Galli Basson

*Advisory Committee (AC):* Penny Wells, Jennifer Heroux, Cat Burns, Lynn Cullivan, Wendy Proctor, Laura Wilson (phone and web), Kevin Takei, Paul Nixon (alternate), Barbara Salzman (phone and Web), Julie Bondurant (alternate )

*Stakeholder Group and Guests:* Tim Gilbert, MIG; Tom Gandesbery, Coastal Conservancy; Amanda Dunn, Suisun City; Ralph Mihan; Cathy Carpenter, Benicia Outrigger Canoe Club; Candice Wylie (phone); Kathy Burton (web); Victor Randall , City of Benicia (web); David Wells (101 Surf Sports, San Rafael); Jesse Stewart (Board Sports School, Alameda and San Mateo); Susanne von Rosenberg (GAIA), Fran Sticha

*Facilitation:* Ariel Ambruster, Center for Collaborative Policy

**Welcome, Introductions, and Agenda Review**

Buell welcomed the group. Introductions were made. Ambruster reviewed the agenda and ground rules.

**Updates and Announcements from Project Management Team, Water Trail Staff, and Advisory Committee Members**

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- Buell Draft Water Trail Accessibility Plan to be released mid-May. Will be presented to Accessibility Subcommittee first, and then to Advisory Board at June 6 meeting.
- Miramontes arranged for Buell and Basson to give a presentation to BCDC's Design Review Board (DRB) to provide the DRB with more information about the WT. This will help with future sign reviews and reviews of WT-related construction.
- Basson The cities of American Canyon, Benicia, Martinez, Foster City, and Suisun City have passed resolutions supporting the Water Trail. City of Napa and Contra Costa County have resolutions pending. City of Napa has a new dock that is being looked at for designation.
- Miramontes NMSB launch at SF Marina has been put in (was America's Cup BCDC permit requirement); difficulty is operation – getting in and out of the marina. BCDC enforcement staff are working with Marina to get site up and running effectively. During operating hours need to go to Harbor Master to get key. Some accessibility fixes are required (handrails, ramps); working with Mayor's Office on Disability. Also signage fixes are required.
- Similar situation at Pier 39 – concern with public access to private berth area. Are trying to find alternate location for access. Also, gate pressure to open gate is too high. Getting through bureaucratic process to make changes is challenging.
- Getting access to trailheads location seems to be general issue with trailheads in marinas.
- Salzman Please clarify who is doing enforcement.
- Miramontes BCDC enforcement staff (not WT). NMSB access location was requirement of BCDC permit.
- Nixon Eastern part of SF Marina is close to Crissy Field and there is a sandy beach there – possible alternate location.
- Miramontes Alternate location is not required for SF Marina; possible alternate location being considered for Pier 39.
- Turney Street Boat Ramp in Sausalito is planning third dock to serve anchor outs; however, "anchor outs" are illegal and opinions are divided. Anchor outs are boats anchored in Richardson Bay and used as unpermitted residences. Relatively large community.
- P. Wells Boat ramp would serve not just illegal anchor outs, but also guests from out of state/out of the country.
- Thompson Are always looking for partnership opportunities, including opportunities to publicize WT. Had joint Bay Trail/WT booth at Flyway Festival Feb 8, 2014;

- Basson staffed and handed out WT literature. Will also have both trails at Bay Area Open Space Council event on May 8.
- Watanabe State Parks Division of Boating and Waterways has several grant programs currently taking applications. One program is specifically for access improvements for NMSB launches. Another one is for improvements at motorized boat launches – these kinds of improvements often present an opportunity for NMSB access improvements. Applications are due April 1, 2014. Need to have appropriate level of preparation completed, including design. Contact people are provided on Division of Boating and Waterways website. Good to get informed to be prepared to apply during 2015 round of grant funding.
- Proctor David Beaupre at Port of San Francisco said Pier 52 additions/changes for improved accessibility for NMSB users have been completed. Recommendations for changes were made by Joy Dryden during WT field visit to Pier 52. Pier 52 launch also an America’s Cup requirement and great success.
- P. Wells Lots of people are working on the “mud map.” Have photos documenting site conditions at zero tide at 75 – 80 sites around the Bay. Combined effort of BASK, Bay Access and P. Wells.
- Cullivan May get funding to fix promenade around Aquatic Park in SF. Involves three different funding sources; if all goes well, construction could start as early as 2015.
- Also working on funding package for municipal pier. Seeking grant funding from an available NPS fund source for large projects. Pier is the project submitted for this area.

**Trailhead Designation Consideration: Suisun City Downtown and Suisun City Marina**

***Staff Presentation***

- Basson Provided presentation on sites: Two sites located in close proximity, but have separate access and signage. First WT sites in Delta. Features at Marina site: large parking area with room for trailers (cost is \$5/24 hours), restrooms, nice information kiosk (good place for WT brochures and information, but WT sign location is TBD), three main docks and small side dock further away; one dock/ramp is used for launching and one for retrieving. Features at downtown dock: 300-foot long guest dock; dedicated city parking lot (3-day maximum stay), time-limited on-street parking is also available. No restroom. Loading zone is at end of dock gangway; gangway is in great shape.
- There is an opportunity for partnership with the nearby hotel (Hampton Inn and Suites); downtown dock is close to many restaurants, etc.

CEQA issues include nearby sensitive habitat (marsh) and marsh species including black rail, clapper rail, and salt marsh harvest mouse, heron/egret rookeries, and rafting waterfowl.

Proposed designation conditions are:

- Water Trail identification sign installed.
- Water Trail educational sign includes messages about, avoiding rails, rafting waterfowl, and heron/egret rookeries (with buffer distances), and directs users to not land in marshes.

***Advisory Committee Questions and Discussion***

- Proctor Is there an accessible route from the City Dock unloading area to the gangway?
- Basson Yes, there is curb cut-out for accessibility.
- Nixon What is the freeboard of the docks?
- Basson Both sites have high freeboard docks. Suisun City is considering grant application for low-float dock and restroom.
- P. Wells There is an Amtrak station downtown. Provides access from Oakland, Martinez, Sacramento, Berkeley, etc. Bay Access has run a shuttle from Amtrak station to pier in Martinez. Have considered doing same for Suisun, but requires a lot of organization.
- Basson There is also a Wildlife Rehabilitation Center nearby that houses wildlife too injured to return to the wild.
- Burns What is the existing signage regarding wildlife? Can WT build on this? Want to avoid duplication.
- Dunn Need to research this, believe there is some. Will check with harbor masters (harbor masters are there seven days a week).
- Burns Important to confirm what's there.
- Miramontes Are the high-freeboard docks used by NMSB users?
- P. Wells Some kayakers don't mind at all – they are not my age. I have used them in the past. Have used the ramp at Suisun City. High freeboard not an issue for stand-up paddlers, outrigger canoes, and whale boats.
- Basson Downtown dock had boat rental concessionaire; just went out of business at the end of 2013.
- Miramontes Can low-freeboard docks be installed at these sites?
- Dunn City is definitely interested in having low freeboard docks, and have identified a couple of possible locations where they wouldn't interfere with motorized boats using the existing docks.

- Buell Always nice to have low-freeboard dock, but some people don't mind high freeboard docks [depending on their boat type].
- Miramontes Can City confirm that Marina and downtown dock are both accessible – all features, meaning path of travel, parking, ramp, gangway, and dock?
- Dunn Noted that a public restroom is available at downtown dock at end of parking lot (near hotel).
- Proctor Recommended that CASp (Certified Access Specialist) inspection be completed.
- Buell Noted that there has been a lot of discussion about what is accessible for whom (very individual), and cost of complying with federal standards. Always great if WT Site owners/operators can give all the accessibility information to WT. WT does not have funding to research and certify each site. Ultimately accessibility information will be described as best as we can on WT website. Would like to post photos, too, but not sure how much space there would be on website for photos.
- Salzman WT has the responsibility to educate public about wildlife. Since there will be signs, will there be monitoring or enforcement if people disregard the recommendations on the signs because the area is sensitive.
- Basson There will be WT identification and educational signs at both locations.
- Buell The marina has a patrol boat.
- Dunn Suisun City has a Police Department patrol boat, and they are also trained in water rescue. They do monitor people's behavior in the sloughs and they go out regularly. Will remind them to pay attention to wildlife issues, too.
- Salzman Can they be directed to monitor for wildlife and marsh issues?
- Dunn Yes.
- Salzman Do they have the legal authority to enforce endangered species regulations?
- Dunn Will find out.
- Burns Clarification regarding earlier Salzman comment on signage: WT does have obligation to provide educational signage, but WT signage can be complementary to existing wildlife educational signage.
- Salzman Agree.
- Heroux What level of incremental use would result from WT designation? Can signage adequately mitigate? Information provided not enough to be able to figure out increased use – is it within tolerable limit? Guessing yes for these sites, but don't KNOW that.

Same issues keep coming up; she has brought it up at other sites in the past. At existing sites with heavy use it's less of an issue, but more of an issue at new or greatly overhauled sites.

Need to start asking about management and enforcement options/strategies at each site – find out what site managers can do to protect wildlife.

USFWS won't be able to open sites if there is a proven impact to wildlife at another site.

[Ambruster Adds issues of documenting changes in site use and determining baseline use to parking lot to be addressed at a later meeting.]

P. Wells Is duck hunting allowed in this area?

Basson No designated hunting areas within 4 miles.

Heroux Entire area is open to hunting – all navigable waters are open to hunting except specific exclusion zones (e.g., around airports).

Basson Checked CDFW and USFWS information on-line, and it did not clearly specify if hunting is allowed.

Heroux Some cities have a zoning overlay that prohibits hunting, but may not even be legal in areas of navigable water.

Basson WT signs always include hunting as an issue.

Nixon Question: How can I get from the Amtrak Station to the downtown dock, which is only 0.5 mi. away? Are there sidewalks?

Dunn There are sidewalks and then the waterfront promenade from the station all the way to the dock.

Miramontes If there are large physical changes to a site and/or a real change in use (e.g., new sites) a full BCDC permit would be required, and that would mean BCDC has enforcement authority for permit-related conditions and requirements. This site has no change in use and no construction, so there would be just be sign review.

Heroux Is Suisun city expecting any increase in use, or do you have any sense of the potential change in use?

Dunn We don't know.

Buell WT struggled with this issue in the EIR. It's hard to make this kind of estimate, and it really merits another discussion or meeting. Feel fine about the sites that have moved forward so far. However, the greater the number of sites that are designated, the greater the potential for cumulative impacts, too.

- Need to think about how to gauge an increase in use. Suisun City is intending to see what the impact of designation may be, if any, and is waiting to decide whether to make a grant application for boat storage and a restroom.
- Burns This is an important question: how do we get more information? Have had same concerns as Jennifer Heroux. Data on existing site use – baseline data – would be very helpful. Long-term we need to think about how to evaluate increase in use.
- Salzman Like how this discussion is going. Audubon does field trips up there; not a vibrant area, not much use. City’s goal is probably to get more people to come.
- Basson City did have concessionaire at downtown dock, so may have had more use in years past.
- P. Wells Has been there 4 or 5 times. Has an impression of active use by motorized boats each time she has been there.
- Buell, Basson Concur with P. Wells, have same impression.
- Miramontes Is there a potential conflict between motorized and non-motorized boats?
- P. Wells No, very orderly process with one ramp for entry and one for retrieval, and no conflicts noted on the water (motorized boats are out in the middle of the water, NMSBs near the shore).
- Heroux Both sites lack boat washing stations, so should consider researching and adding washing stations because of invasive species, especially with proximity of sensitive habitat area. Also need to look at operation and management of boat washing areas.
- Cullivan Agree. Also good opportunity for education.
- Buell Requests Suisun City to consider possibility of boat washing station, but also notes large amount of water that may be used. Personally observed group of people at another location spending 45 minutes washing boat; water was running the whole time. Site owners may not want to pay for all that water.
- Dunn Will research, but also have concern about stormwater collection and management requirements. No longer allowed to just discharge stormwater, must capture and may have to provide treatment. No invasive species identified in the local area. Do want to prevent invasives.

**Public Comment**

- Carpenter Club loves to go to different places. Haven’t done it yet, but plan to do paddle from there back to Benicia. Can the turning basin near the downtown dock be used for sprint races? Sprint races are 250 m each way with a turn-around. Require certain width of waterway for lanes. This is a nice, protected area and would be very suitable. Support designation.

- Dunn Reviewed “to do” list: 1) verify information on wildlife on existing signage, 2) provide detailed accessibility information/check in with City’s ADA coordinator (her boss) re CASp inspection, 3) remind police department on-water patrol to look for wildlife issue and figure out what they are legally able to require, and 4) assess potential for boat washing station. Will also ask Harbor Master to keep eye on use.
- Salzman Check if police department on-water patrol enforces endangered species act and if not, can they do so in the future?

***Advisory Committee Discussion to Develop Consensus Guidance on Suisun City Sites***

- Basson Briefly reviewed proposed designation conditions: WT identification signage and WT educational signage.
- Nixon Loves this site because it is accessible by public transportation (from Amtrak). He has folding kayak he can carry in a backpack.
- P. Wells Amtrak does not allow regular kayaks.
- Nixon Would vote to support designation of both sites, and downtown site has ready access to some great restaurants.
- Wilson Both sites are well thought out and planned. State Parks supports and promotes outdoor access to recreation outside of State Parks. Support designation.
- Salzman Would feel more comfortable with designation if baseline use and enforcement information already requested was added.
- Proctor Site appears to have a lot of accessible features, and is in very calm water, which further improves accessibility. Also close to public transit. Support designation.
- Cullivan See it as one site. Lots of amenities, and already well-used. Would vote to defer designation until more information on use (potential wildlife impacts) is available. Personally leans toward supporting designation.
- Heroux Concur with Lynn Cullivan, for this site specifically, but also as a precedent for other sites. It’s a great site, would like to support designation.
- Takei Support designating today. Agree with concerns regarding public use effects on wildlife. Site has two great spots for launching, is already heavily used.
- Burns Support having more information on site use moving forward, but this site is already heavily used. Is this the point where we put our foot down? We have approved other sites without existing use info. Prefer to have existing use information before supporting designation, but we have approved other sites without existing use information.
- Salzman Site is very near sensitive habitat.



- Basson Have had other sites near sensitive habitat – Alviso and Ferry Point are both near sensitive habitat.
- Thompson Action today would be conditional designation, so would have some time to gather and consider additional information requested.
- Heroux Recommend postponing vote to gather more information.
- Burns Can vote happen virtually?
- Buell No. Also had several conversations with Jill Demers (of SF Bay Bird Observatory), previous AC rep for wildlife, about how to monitor use at a site to characterize any wildlife impacts. Getting detailed data on user effects on wildlife would require a long time, maybe 1 to 2 years, and be very expensive, and maybe impossible.
- Burns Looking for baseline level of usage --low/medium/high – can be qualitative. Agree with Ann Buell that we are unlikely to be able to quantify user impacts on wildlife, but can know if we already have heavy use at a site and therefore additional WT users would be unlikely to make much difference to wildlife impacts, and vice-verse for a site that is not used much.
- Heroux How can we quantify increases and impacts? There should be funding out there and this issue could be handled for WT as a whole. Also not that onerous a burden to ask site owners to define existing use and information would be of use to them when applying for grants.
- Cullivan Need to know what we do and don't know. If data on site use are just not available, then OK, but haven't heard that, and also don't have an answer on boat wash feasibility.
- Basson Don't have answer on boat wash feasibility.
- Takei Can Harbor Master provide information on concession use and kayak use?
- Dunn Harbor Master would have qualitative use information on downtown site, but doesn't see activity at marina. Would need range of what is meant by low/medium/high use.
- Buell Feel very uncomfortable with trying to define low/medium/high use. Coming up with a legitimate measure would require some careful consideration – would also need to define when measurements have to occur to address day of week, season, and duration of count efforts, among others. Don't want to have to wait a year or more to designate.
- Basson Have been doing outreach with universities in part to get them to study the issue of public use effects on wildlife. Have one grad student of Lynne Trulio looking at effect of signage on seal disturbance, and are continuing to seek other opportunities with other universities. WT has very limited capacity for supporting any studies.

- Salzman        Want to make sure police department has wildlife regulation enforcement capability.
- P. Wells        No way to say what is low/medium/high usage – definition would vary so much between sites...for example, Crissy Field vs. more remote sites.
- Heroux         If sites don't have current use information, they should get it.
- P. Wells        Motion to accept two conditions proposed by staff. Don't want to stop progress because future use can't be predicted.
- Cullivan        Alternate motion to defer vote to next meeting (after receipt and review of information).
- Burns          Third option is to accept the two proposed conditions and add a third condition to get additional information on site usage prior to final designation.
- Burns          Clarifies that request is only for whatever site usage information they have now or is feasible to get. Qualitative information is fine.
- Salzman        Would like to add information on enforcement to list of information that needs to be addressed prior to final designation: what are they doing now, and what can they do in the future.
- Burns          Clarifies motion to require available information on site usage and information regarding enforcement capabilities as 3<sup>rd</sup> condition to be added.
- Heroux         Second motion by Burns.

The Advisory Committee reached consensus to support the conditional site designation, with a 3<sup>rd</sup> condition added that available information on current site usage, and information on what the City is doing now and can do in the future in regard to Endangered Species Act enforcement, will be researched and shared prior to final designation.

- Proctor        Accessibility information should also be included.
- Buell          Water Trail staff can provide all information requested in the 3<sup>rd</sup> condition, plus information about boat washing, prior to final designation.

***PMT Discussion of Suisun City Conditional Site Designation***

- Buell          Favor designation with additional information to be collected; can probably report back at June 6 meeting.
- Miramontes    Appreciate Amanda Dunn's careful note-taking and checklist of action items. Can PMT add other "to do" items as part of the 3<sup>rd</sup> condition? Would like boat washing and accessibility information to 3<sup>rd</sup> condition.
- Buell          Prefer to leave out; Amanda Dunn will follow up anyway, and the WT can't require the CASp certification. Does support getting accessibility assessment from Suisun City staff [if possible].

Thompson It's OK to acknowledge that we do not have the information [on existing use]. This is a difficult topic.

Watanabe Supports proposed conditional designation. Clarified his understanding that third condition is only to report back with available information, not a requirement to gather additional information.

The Project Management Team decided in favor of conditional designation for both sites. Conditions of designation were changed by adding Condition 3 per the Advisory Committee recommendation to those presented by Basson (see page 4).

### NMSB Informational Presentations

Buell Will have four presentations on NMSB use by individual representing three organizations and one Conservancy staff person. The four presenters are Cathy Carpenter (Benicia Outrigger Canoe Club), David Wells (101 Surf Sports in San Rafael), Jesse Stewart (Board Sports School, with facilities at Crown Beach Alameda, and Coyote Point in San Mateo), and Tom Gandesbery (Conservancy staff person, avid wind surfer and kite boarder).

Buell posed three questions to the presenters before the meeting; the presenters will answer these questions and add other information as they feel appropriate. (See Matrix Notes on page 16.) The three questions are:

- 1) What type of launch sites are suitable for the NMSBs that you use?
- 2) Do users of your boat type like multi-site and/or multi-day trips?
- 3) Is boat storage desirable for your sport?

Carpenter Will give an overview of sport first, then answer the three questions. Benicia Outrigger Canoe Club is part of the Northern California Outrigger Canoe Association, which consists of 18 active clubs, mostly around the Bay, but there are active clubs in Monterey and Santa Cruz. Outrigger canoes are used recreationally and for racing; the racing season is in the summer. They do sprint races as discussed previously, and long races on the Bay.

When they are on the water, they are primarily working on conditioning, and are less focused on wildlife, but are nature-conscious and participate in coastal clean-up each year.

Multi-site/Multi-day trips: They usually go in and out of the same locations. They have done a "Paddle Around the Bay" which consisted of 11 weekends of starting and ending at different locations. They need a trailer and towing vehicle for multi-site trips. When the canoe is rigged, it is 8 feet wide. Canoes typically weigh around 400 lbs., but can be lifted over obstacles by 6 to 8 strong people.

Ideal launch: The ideal launch is a floating dock; a high float dock is great for most people and a low float dock is best for their paraplegic paddler.

Boat storage: If they are going to a different location, they would want caged [locked] storage.

They see mud as dangerous - one of the greatest dangers they face. If you get stuck in the mud you can't get out of it because you can't walk on the mud.

They usually have about 400 people at sprint races organized by their club – around 26 canoes. Their club has about 30 active members, perhaps double that total, but there are much larger clubs. For example, HPOCC in Redwood City has about 600 members. While most outriggers are multi-person canoes, there are also single-person outriggers.

The club works with their paraplegic member to assist him with getting into and out of the boat – the first step is to get from the wheelchair onto the dock, then drop his legs into the canoe, and then move the rest of his body down into the canoe. When he doesn't have a shoulder injury he can use a transfer assist system (an overhead bar).

One improvement that would be easy to implement that they [BOCC] would like to see is to have bollards with loops welded or bolted onto to them, so that they can chain up the trailer for the canoe and the wheelchair – both have been stolen in the past, and they now lock them up.

They have never done overnight trips, but could – would have to store personal essentials in waterproof bags.

#### D. Wells

Appreciate Coastal Conservancy asking us to come speak. Their shop does wind surfing, kite boarding, kayaking, stand-up paddling, and also hosts outrigger canoe events.

They have a high freeboard dock which is great for their adaptive user. They see access (for all people) as the most important thing in getting people to participate in NMSB sports – it's everything. The other huge issue is safety – it's possible to get all gear you need, except a life jacket, at Costco; of course, one can also buy any kind of gear on-line, including second-hand through private individuals. People will just go out on the water without proper gear, and not knowing anything about key factors like weather, currents, etc.

Stand-up paddling is huge and exploding as a sport; he thinks it's a technological change like the introduction of the bicycle. They are very worried about inexperienced paddlers. In their classes/at their shop they use the BASK website as a key educational tool and as a resource for weather and current forecasts.

They are trying to promote the emerging “waterman mentality” of increased cooperation and multi-vessel use. The outrigger canoe clubs have been a leader in bringing a sense of ‘Ohana (family/community).

Unexpected shallows are a risk for wind surfers, kite boarders and stand-up paddlers. Unlike kayaks and canoes which would come to kind of a gentle stop, these NMSBs have fins, so they come to a very abrupt stop that can cause injury to the user.

Wind surfing and kite boarding doesn't lend itself to multi-site or multi-day trips. Stand up paddlers have very little room to carry gear. However, a new trend for stand-up paddling is "down-winding" – paddling from one location to a down-wind location. It's also possible to peddle and paddle (i.e., move your gear on a bicycle).

Storage is very important for board sports, especially for people who aren't as strong. Kite boards are small and can be stowed in many cars, but boards for wind surfing and stand-up paddling are heavy, and loading them onto a roof-top carrier on a car can be a deal-breaker. Good boards are also costly - \$1,000 and up; \$3,000 is not unusual, so protected storage is important.

Also with regard to safety, there is a big difference between actual safety and what's legally required. Maui is going through some huge issues with this right now. For example, the kite in kite boarding is attached with thin string like piano wire, and the strings are 90 feet long. When you're launching, or if your kite goes down on-shore it's very easy to hurt people – think about launching at Crissy Field.

Salzman In Marin, there has been an issue with kite boarders laying out equipment and landing in the marsh if the wind changes, trampling the marsh. How do we address this? Have seen some improvement with increased education and enforcement, but issues still exist.

D. Wells Kite boarders are mostly younger people; they lack information and need to be educated and offered good alternatives. They also need key safety information: gear, weather, submerged objects, etc.

Stewart Was active duty Coast Guard for many years, now work for Board Sports School. They offer gear and lessons for wind surfing, kite boarding and stand-up paddling. Stewart does and teaches all three sports, and manages the shop.

Safety is the key issue for everyone/all NMSBs. He was involved in the designation of stand-up paddlers as vessels; they are vessels unless within a designated, delineated swimming and boating area.

Best launches: Access for stand-up paddlers is not a big issue because they can use areas that are suitable for kayaks, and there are a lot of those. Kite boarders need a windy location, with a lot of space for rigging. The average line is 24 meters long. They prefer a grassy area but will use parking lots, although rigging on pavement can be hard on gear. Signage at trailheads is often a hindrance to setup and launching because it creates a tall obstacle.

Novice kites often see marshes as an ideal rigging area. Also important to think through location of rigging area: Marina Bay has a great grassy rigging area not too far from shore, but there is a playground between the rigging area and the shore, and one has to cross the playground to get to the water. At this launch site, a ramp is needed at the other end of the rigging area to avoid having to cross the playground. Beaches are the best launch sites. Ramps can be used, but then you need sufficient downwind area for the kite. Docks do not work for kite boarders. They are usable but not great for wind surfers.

For beginners, the ideal launch has the right wind direction (toward shore) and a safe landing area. For example, Crown Beach in Alameda has two miles of sandy beach and the wind direction is usually toward shore.

Kite boarders do not do multi-site or multi-day trips. Wind surfers typically don't either, but down-winding is becoming more popular with wind surfers.

Storage: would be great for stand-up paddle boards – could help defray costs of improvements because people would definitely pay for storage. Also great for folks in cities who don't have room to store a board. Not needed for kite boarders – gear fits in a car.

Also ideal would be to have rinse-off (shower) station and restroom. Kite boarders and wind surfers always get wet. If a shower is put in, it's important to pay attention to orientation – if the shower nozzle faces into the wind, it's useless.

He loves the sport, and would be happy to come out to sites to give input on sign locations, etc.

Gandesbery He is speaking as a wind surfer and kite boarder. It's important to emphasize safety. Within the sport, we wrestle with how to reach kite boarders – they are typically younger and more into social media. Many buy their gear on-line. Even if they are buying it in a shop, they may not pay any attention to the safety information provided. So question remains of how you really get safety information out to these people.

Rinsing stations and restrooms would be awesome.

He has been tracking the proposed plan for a big beach at Treasure Island – that would be about the best launch location in the Bay – not for beginners, but for experienced kite boarders and wind surfers. It's being used now for stand-up paddle boarders, and wind surfers, but the launch is terrible and can't be used by kite boarders.

Storage: Cal-Berkeley's boating club has had storage at the Berkeley marina for 30 years – why can't those facilities be replicated elsewhere? Seems unbelievable that there is not storage and a rental concessionaire at Crissy Field. Crissy Field is a world-class destination for the sport – people come

from all over the country and around the world to wind surf and kite board there. It would be best if storage was provided by the concessionaire (added security). If adequate storage is provided, then people would also use public transportation and bike there – the area is very accessible to people without a car.

Windsurfers prefer to launch from a beach. They need much less width to launch than a kite boarder. Ramps are okay if they are not slippery and wide enough – at least 25-feet wide.

Seems like there could or should be a certification process for these sports – there is a private organization that does it, but it's more of a business than a regulatory activity.

Carpenter Can Cal Boating do one [certification]? They exist for sailing and SCUBA diving, could be like that.

Gandesbery Also, just to bring to your attention – there is a huge beach at the foot of the Bay Bridge near the toll plaza – Radio Beach – that has no facilities. It just got made part of the park on the south side of the Bay Bridge; hope some facilities will be added.

Nixon Tom was talking about the beach at the northeast corner of TI. It currently has a small ramp.

Gandesbery Navy still owns all of the north side of TI [Treasure Island]; they have to clean up radioactive contamination. The north end is all designated as wetland and park. The EIR is done, and City of San Francisco has completed a Master Development Agreement with Lenar.

P. Wells Likes orange stickers provided by Coast Guard to label your boat with ownership and contact information. Where can she get more? Would like to see them on all the boards/vessels.

D. Wells A sharpie works well too, and if you want to sell your boat/board, then would be better not to have a sticker.

Gandesbery There are a lot of rescues, mostly at Crissy Field and Golden Gate Bridge area. Coast Guard does not keep statistics on the type of vessel, but suspect it is mostly kite boarders. Sometimes they are truly in trouble, sometimes they are just swimming back because of a lack of wind, but non-Kite Boarders at the beach don't understand the difference think they are in trouble and call 911.

Stewart Have an issue with emergency response at Crown Beach in Alameda. Because Fire Department used to lack rescue equipment for in-water rescue, a person committing suicide died within sight of the beach, public and fire department. Fire department subsequently obtained rescue equipment for water rescues, and now responds to every call. Even when the school makes it clear that there is no emergency (i.e., beach goers are confusing a class or



training with an emergency), the fire department insists on performing a rescue. Fire department has now requested that school notify them in advance of every class or training.

Nixon Need to have representative from every boating organization at these meetings.

**Public Comment** - No comments. **Adjourn** - Meeting was adjourned at 1:09 p.m.

**Boat Type – Launch Type Matrix Notes from Guest Speakers:**

	Outrigger	SUP	Windsurf	Kite Board
High-freeboard dock	Yes	Yes, for adaptive paddlers	Yes	No
Low-freeboard dock	Yes, for adaptive paddlers	Yes	Yes	No
Beaches	Yes	Yes, preferred	Yes, preferred	Yes
Boat ramp	Yes	Yes	Yes, if not slippery and at least 25' wide	Yes, if open area near; for example Coyote Point
Entry path into water	No	Yes	Yes	Yes
Other	Bollards with locks are good; trailer, carts with sand tires (45' long and 8' wide); mud is bad	Biggest concern: info re safety. Costco buyers, need info @ access points. 2' water needed. More access points needed. Gear and weather important.	Safety info needed. Access needed. Need place to set up – grassy. Rinse off and bathrooms. Signs can block access; locate well. Beginner culture. Get user input on infrastructure. Treasure Island – could be great SUP/WS/KB site. Need lots of space.	Same as comments on Windsurf; Also, can hurt others. Scrape beach. Safety info needed. Access needed. Need windy location. Place to set up gear-grassy. Rinse off and bathrooms. Buy equipment online; younger demog. Social media. Marshes can attract them.
Multiple stop or multiple day trips?	Yes, and camping would be good.	Down-winding. April – Sept. peddling-paddling	No. Down-winding?	24 m (?); safe downwind area (Alameda). Down-winding.
Boat Storage needed/wanted?	Caged room with racks. Boat 400 lbs.	Yes!	Replicate Cal sailing club storage – why not at Crissy, with renting/buying. Storage makes money.	Fits in car but storage makes money.