



**San Francisco Bay Area Water Trail
Implementation Meeting #11
June 6, 2014**

Meeting Summary

Attendees:

Project Management Team (PMT): Ann Buell, Ellen Miramontes, Laura Thompson, Steve Watanabe, Jared Zucker (replacement for Steve Watanabe)

Water Trail Staff: Galli Basson

Advisory Committee (AC): Tom Boone, Cat Burns (phone), Lynn Cullivan, Joy Dryden, Paul Nixon (alternate), Wendy Proctor, Kevin Takei, Barbara Salzman (phone and web), Penny Wells, Carol Perry (San Francisco Travel)

Stakeholder Group and Guests: Bo Barnes (Bay Access), Marie Causin (BCDC), Tim Gilbert (MIG), Ralph Mihan, Dick Nelson, David Parazzo (City of Napa), Susanne von Rosenberg (GAIA)

Facilitation: Ariel Ambruster, Center for Collaborative Policy

Welcome, Introductions, and Agenda Review

Buell welcomed the group. Introductions were made. Steve Watanabe announced that he has been moved out of the Division of Boating and Waterways (Cal Boating) at State Parks, and it would be more appropriate to have someone actually within the Division of Boating and Waterways on the PMT. Jared Zucker will be replacing him on the PMT.

Buell: Noted several AC members were unable to attend today's meeting. Encouraged AC members to find alternates, and if needed, to provide comments before the meeting. Meeting materials are almost always sent out ten days beforehand. Highlighted key items in agenda.

Special thank you to Steve Watanabe. Steve has been a long-term participant in the Water Trail -- for almost a decade. His contribution has been

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tremendous. He knows virtually every site. Buell provided a cake for the break and the Project Management Team and Water Trail staff gave a small gift to Watanabe.

Watanabe Really enjoyed working with everyone. Wonderful to see progress. Everyone has had a major part. Glad to have done his small part. San Francisco Bay Area Water Trail will be a national model. San Francisco Bay is one of the more difficult settings to do this in, but it's happening. Everyone is free to contact him to ask questions, etc. Jared will be a very beneficial addition. He is getting a master's degree in recreation. Cal Boating was missing a professional with the recreation background and Zucker will help with recreation programs at Cal Boating.

Ambruster Reviewed the agenda and ground rules.

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

Thompson Able to attend Healthy Day on the Bay at Tidewater Boating Center. Shared display for Bay Trail and Water Trail at the event.

Basson Contra Costa County, City of Napa, City of Richmond, and Santa Clara County have passed resolutions of support. Emeryville and City of San Rafael Parks Commissions have had presentations. Both unanimously recommended support to their city councils.

Made contact with REI. Is doing four talks about the Water Trail at REI stores around the Bay. Email announcement from REI goes to more than 500,000 people. Just completed first presentation in Santa Clara. Event attended by 60 people; event also had long waiting list. So many people came and had to be turned away REI asked her to come back for another presentation.

Was different audience than most presentations to date. Mostly beginners. She was able to address safety, wildlife, availability of classes, etc. Had postcards made up to hand out and leave at REI. In the past, have had brochures, which are always gone when she visits again. Postcards are cheaper than brochures, and people are more likely to take them.

The interactive web map is going up on WT website. Will send out an email blast within a couple of weeks. The web map allows one to zoom in and get basic information about a site's location and facilities. Also provides a link to the more detailed site description. In the future, the web map can have clubs, lodges, and other features as well.

Wells Mud map is not done yet. Still working on zero tide photos. Photos not easy to get, zero tides occur rarely. Have mostly sites left in San Mateo County, and a few miscellaneous sites around the Bay.

Nelson Volunteers to take photos in San Mateo.

Wells Accepts offer. At zero tide Alviso dock now sits on mud. Would be great to dredge. Rosie the Riveter Beach has safety concerns. At zero tide there is a seawall, and below the seawall is dangerous riprap that has to be crossed to get to the water. Consider removing this site as potential Water Trail access site.

Ambruster Is involved in Alviso issues through her work with the South Bay Salt Pond Restoration project. She'll communicate Penny's information to responsible parties.

Perry San Francisco Travel has gotten in the research and data from last year and projections for this year. San Francisco received 17 million visitors last year, and took in \$9 billion from tourism. Almost the highest total ever. Hotel occupancy and revenue were equal to or greater than the highest ever, even adjusted for inflation. Are increasing research on visitor behavior. Research shows that visitors are becoming more and more adventurous - looking for adventure and discovery. Also working closely with AirBnB website. AirBnB may be a great opportunity for coordination with Water Trail.

Proctor Crane Cove Park design is in progress. Check www.sfport.com for information. Meeting will be July 14 at Port's offices on Pier 1. This will be BCDC design review board meeting.

Barnes He is head of an all-volunteer kayak cooperative club at Islais Creek. Facility is property of Port of San Francisco. Club has been approached by outrigger racing group (led by Yohei Rosen) looking for a location to train off-season. Club is excited to host additional boaters, are building racks for storage. Outrigger group will set up training once racing season is over. Size of the club will double. Also now have standup paddle boards (SUPs). Rules of the club are that visitor can try out sports three times before they have to join club. Club applied for and got grant to buy sit-on-top kayaks to run programs for nearby underserved community. Grant is from L.L. Bean and administered by American Canoe Association. Have already done one event with the Chinese Community Development Center; have three more events scheduled.

Presentation from Tom Boone

The slide presentation by Mr. Boone of the U.S. Coast Guard is provided as an attachment to the meeting minutes (Attachment 1). The information below summarizes discussion not reflected on the slides.

Boone Boone is with Vessel Traffic Service (VTS). Part of Sector San Francisco. Provided overview of operations. Sector San Francisco main hub is Yerba Buena Island. Based in a new facility under the new Bay Bridge. Sector San Francisco is comprised of two groups: Sector Command Center, and VTS.

VTS managed 135,000 vessel transits in 2013. Includes all types of commercial vessels including ferries, tugs and barges, container vessels, cruise ships, tour boats, etc. Similar to air-traffic control for airports. San Francisco Bay is a tricky, complicated waterway from mariner's perspective. VTS San Francisco was the first in the country; now 14 VTSs total in U.S.

Sector Command Center conducts law-enforcement, search and rescue, minor and major oil spill response, inspections, and investigations. Each is considered a case. Equivalent to 911 emergency service.

Dryden So "Mayday" call goes to Sector Command Center?

Boone Mayday on Channels 9 and 16 goes to both Sector Command Center and VTS. VTS checks to see if there is a commercial vessel in the area that could render aid more quickly than Coast Guard.

Sector Command Center is responsible for large area from Los Angeles north to Oregon border and inland to Lake Tahoe (includes the Delta). Zone of responsibility is west to 200 miles offshore. Also have an air station at San Francisco airport and Sacramento.

VTS area of responsibility is inland to Port of Sacramento and Port of Stockton, and 40 miles offshore.

Reviewed recent cases with non-motorized small boat (NMSB) incidents (see Slide 4). Common contributions to problems include lack of communication equipment and not being properly dressed.

Most cases occurred as follows: at the Golden Gate Bridge with kite surfers and windsurfers; in the South Bay with kayaks and small sailboats; in the Vallejo area with canoes, kayaks and small sailboats; and in the Delta in the summer with jet skis.

Water Trail presents unique risks because of its proximity to large vessel turning basins in Oakland and Richmond, and some launches are directly into navigations channels, including in Richmond and Oakland.

Big hazards for small vessels are tugs assisting big ships. NMSBs think they're far enough away, but tugs have very high horsepower and generate a very big propeller (“prop”) wash. There also ferry routes, with high-speed ferries close to the trail launches at Mare Island, San Francisco city waterfront, and the Oakland Estuary.

Miramontes What are specific issues associated with prop wash?

Boone Prop wash is like two rivers coming at you. There was an incident last year near Pier 80, where there was a fatality because a guy got flipped over by prop wash. Prop wash is present all around the tug, not just at the back of the vessel.

Barnes Was present at the tug/kayak fatality incident. Occurred in very narrow channel, with dry dock on one side. Third of three paddlers did not know how to navigate around prop wash, flipped over, and was pushed under the dry dock by the prop wash. No rescue was possible. If you try to pass prop wash, you'll get flipped over you have to approach it at 90° angle.

Takei EBRPD trains EBRPD staff in motorboats to give tugs a wide berth. Prop wash from tugs is even dangerous for 20-foot motorboat.

von

Rosenberg There can also be very narrow distance between the shore and the vessel. In the Inner Harbor Turning Basin in Oakland when a large container vessel is turning there are only 50 feet between the ends of the vessel and the shoreline.

Boone NMSBs need to be aware of activity in the channels and turning basins.

Wells When launching from Ferry Point it is always into deep water, often choppy but there are good sightlines.

Boone A good phrase to remember is: “The fastest thing on earth is a slow-moving vessel.”

von

Rosenberg Dead slow speed for container vessel is about 6 to 7 knots over the water.

(Slide 9 shows the complexity of vessel traffic in San Francisco Bay, and Slides 7 and 8 provide graphical representations of the dimensions of large vessels relative to the navigation channels and turning basins.)

Boone San Francisco Bay is very busy with a mix of large and small vessels.

Slide 11 documents the number of Coast guard cases related to NMSB for the years from 2008 to 2014.

Boone There are basic safety considerations that every NMSB user should be aware of, and other factors that will improve safety for NMSB users (Slide 12). The key is: have a VHF radio – VTS and Sector Command Center will hear you on the radio; cell phones can die and have dead spots. Second key: have a light source.

Basson What are possibilities of radios being rented?

Boone Maybe outfitters could supply rental units. Guides should definitely have radios.

Basson Should the Water Trail encourage waterproof cases for cell phones?

Boone Yes, or Ziploc bags. Radios are only about \$80.

Nixon Another safety issue: finger piers used to have ladders, but many ladders are now rusted out or have been taken away. Ladders are needed for self-rescue along San Francisco waterfront, or any place where there is a steep, hard edge. Wind can come up very quickly even with nothing in the forecast. The Port of San Francisco is now trying to put ladders back for emergency exits. Can the Coast Guard contribute to this effort?

Boom Ladders could be a security concern.

Nixon Yes, certainly at cruise ship dock. Can the Port of San Francisco contact you?

Wells What does Coast Guard have to do when they find an empty, kayak floating on the Bay?

Boone Have to open a case. Send vessel out to area to start search, or dispatch helicopter or alert local port partners as appropriate. Look at every avenue possible to figure out if there's a person at risk out there.

Wells Can you mention the orange stickers?

- Boone The orange stickers are ownership decals. Are filled in by the owners within names and contact information and allow the Coast Guard to readily contact the owner of a boat if empty boat is found. Boats do get loose; for example, kayaks left on docks can end up in the water. Were originally printed by the Coast Guard but now they're also printed by others.
- Wells Can others get the files to print the stickers? Would like to get more stickers and distribute more widely, and they don't seem to be available right now.
- Boone Should be able to find a graphic. Will also check with the Coast Guard Auxiliary to see if they can print additional stickers.
- Buell Will forward the graphic to everyone once Coast Guard makes it available.
- Takei What happens to boat after boater rescue? EBRPD had a recent case in San Mateo where Coast Guard left boat behind, then EBRPD had to recover it a couple of days later.
- Boone Coast Guard recovers as much of boater's equipment as possible but if it's not possible because of limitations of Coast Guard equipment, space, or safety then boater's equipment is left behind.
- Miramontes Thank you for all the detailed information. Key now is to communicate all this information to others. Figures showing maps of navigation lanes and the size of a container vessel relative to the size of the lanes (see Slides 7 and 8) are very informative. Would like to see key thoughts from PowerPoint on signage. Would like to provide key and safety information up front to people who are planning NMSB launches. Trying to be proactive – have information available early in the planning process.
- Boone Can provide updated slide of incidents quarterly.
- Buell Requests PDF of PowerPoint for distribution
- Boone Will provide presentation and a couple of extra slides.

Trailhead Designation Information and Review of Roles and Process

- Buell Next will review process of getting guidance from the Advisory Committee. PMT highly values your input and always follows up with you to let you know what we've done in response to your requests.

Amanda Dum from City of Suisun followed up on all points; Galli will provide information shortly. Key issue was site use concerns (potential for increased site use) with respect to impact on species. There are also benefits from increased site use (e.g., economic benefits such as at the Napa downtown dock, which is a destination site that brings economic benefit).

Before the break we will distribute a table of factors that could increase site use. Table gives some examples such as a completely new site, more parking, etc. Another factor to consider when evaluating site use changes in response to site designation is that there is diffusion of use among sites.

Basson Had two extra conditions to report back on for Suisun launch sites conditional site designation: Condition 1: Determine whether police department on-water patrol enforces wildlife issues. Dum spoke to local police and they primarily enforce fishing regulations, not endangered species law. When they have time and resources and see an obvious issue, such as a person entering the marsh, they will also enforce Fish and Wildlife Code and other environmental laws.

The police department can take direct enforcement action: warn, cite, or arrest offender. However, they have to see the illegal action in progress and they are not usually present when these types of incidents occur. They can also document incidents and forward the information to CDFW for further action if needed. When they see questionable safety or environmental actions they hand out ABC's of Boating. Their main focus is enforcing use of personal flotation devices and educating boaters on the risk of hypothermia.

Condition 2 was to obtain site use data if possible. Obtained site use from the harbormaster for the downtown dock for the period from mid-March 2014 to mid-April 2014. The harbormaster recorded 442 motorized boats and 52 NMSBs.

The site does not have a wildlife education sign - they just have a posted no hunting sign.

With respect to access for persons with disabilities, the site was constructed in accordance with 2010 ADA (Americans with Disabilities Act) standards. Minor maintenance issues, such as fading signs, were identified and are being addressed.

Salzman Who provided the information on enforcement?

Basson Two police officers from the Suisun City Police Department.

- Buell Emphasized again how important Advisory Committee input is as documented by PMT/Staff and site owner follow-up on the following sites: Palo Alto Sail Station (City staff inspected site for its accessibility and multiple improvements are now being implemented), Alviso Marina (picnic table and faucet handle on boat rinse hose immediately replaced by County staff with accessible designs), and McNears Beach, where additional language has been added to the education sign regarding landings at low tide.
- Burns Appreciates follow-up on site use information. Question was what information regarding site use can Water Trail staff bring to the Advisory Committee regularly? Advisory Committee will always ask about site use implications of site designation, except perhaps at highly used sites. Would like to have that information be brought to each meeting for any proposed site designations.
- Buell Water Trail staff and PMT are planning to do so. Did not add specifics to the agenda because agenda was too full already. Also are looking at all other questions that need to be asked.
- Ambruster Reviewed Water Trail decision-making structure and roles. Three concentric circles: PMT at the center, Advisory Committee next to PMT, and stakeholders/interested public form the greater outer circle. Members of the public are always invited to comment. Advisory Committee was constituted to represent specific interests, advise the PMT, which has decision-making authority. Hopefully Advisory Committee members are in touch with their constituencies to bring information from their constituencies into the decision-making process. The Water Trail Plan currently says that the PMT will seriously consider Advisory Committee input but is free to craft its decisions as it feels it needs to in order to accomplish Water Trail goals.
- Have been using the words “consensus guidance” to describe Advisory Committee input. Concept of consensus guidance is to provide ideas/recommendations that the entire Advisory Committee supports to share with PMT.
- Sometimes there's consensus, sometimes divergence. If there's divergence then she will seek creative ideas from the Advisory Committee to get consensus. If consensus cannot be reached, then there will simply be a report-out of the divergent perspectives.
- Wells Getting back to the ladder issue. In most cases if someone falls out of the boat they can swim to shore. Some Water Trail sites in San Francisco don't have that

kind of shore access. Some example sites with potential problems may be Napa, Pier 1½, Suisun Marina, Sam's Café in Tiburon, and at Jack London Square (California Canoe and Kayak).

The site use matrix was distributed before the break and is included with the meeting notes as Attachment 2.

Trailhead Designation Consideration: Downtown Napa Main Street Dock

Staff Presentation

Basson Napa downtown dock is a destination site. It has an accessible ramp and gangway. From the land side would be challenging to get a kayak to the dock but it is feasible with effort. There's 42 inches of clearance (inside dimension) along the gangway.

Dock is a high freeboard dock with lights, three sets of life-rings and fire extinguishers. There are also two trash cans. The site has three signs: site regulations, Vine Trail information, and one prohibiting fishing and feeding the birds. It has nine cleats.

NMSBs tie up on the inside of the dock between the dock and floodwall. Friends of the Napa River, a local community organization, have provided a letter of support for site designation. A low-float dock is attached seasonally to the southern end of the dock. By permit the low-float dock must be removed between November and March.

The City has added handrails to the low-float dock to make it easier for boaters to get in and out of the water. The dock is right downtown, an excellent location. There is a nice tie-in between the river and the town with access to restaurants and hotels in the immediate vicinity of the dock.

The Water Trail and City are also looking at the Napa River as a whole. There are actually multiple sites along the Napa River starting in the north at Trancas Crossing Park (3 miles north of the downtown dock), to Memorial Dr. in John F. Kennedy Park (2 miles south of downtown dock). A fourth site is being constructed in the Oxbow Bypass, the Jim Hench Memorial site, slated for completion in 2015. It will be located approximately one-quarter mile to the north. City is forecasting growth in NMSB use because of the increased number of sites and amenities.

City is pursuing a possible grant opportunity to get money for a replacement dock at John F. Kennedy Park. City wants to dredge the area to deepen it, but dock so old it is expected to fall apart if removed. City is also planning a kiosk

at the downtown dock. The CEQA review indicated that there is marsh habitat within 4 miles of the downtown dock, that California clapper rail are known to occur within the 4 mile radius, and that a sensitive plant species, Mason's lilaeopsis, is also present within 4 miles.

Proposed designation conditions are:

- Water Trail identification sign installed.
- Water Trail educational sign includes messages about avoiding rails, and directs users to not land in marshes.

Advisory Committee Questions and Discussion

Basson David Parazzo with the City of Napa is here at the meeting and available to answer questions.

Miramontes Is 42 inches wide enough to carry a kayak down the gangway?

Wells Yes, but the 90° turn on the gangway makes it nearly impossible to carry a kayak down to the dock. Would have to be able to lift the kayak over the rail. Also it looks like there's not enough room between piles to tie up so only one end of kayak could be tied up. Also, given the location on the inside of the dock she is concerned over kayakers getting stuck at low tide. Life rings can support person who has fallen in the water, but would not be able to get them back up on the dock. Need ladder.

Parazzo Sheet pile wall along floodwall is dredged to 10 feet so kayakers won't get stuck; locals do tie up there.

Wells What is the tide range?

Parazzo Pilings are high because of high winter flows. Not sure of exact tide range.

von Rosenberg Tide range at Edgerly Island is about 8 feet. Not sure what it is downtown.

Dryden Would be helpful to have permanent transfer steps to allow someone to get from the floor of the dock up into a wheelchair. If people plan ahead they can have a wheelchair waiting for them on the dock. She does that.

Basson Offers photos of the transfer steps at Pier 52.

Proctor Port of San Francisco installed transfer steps on one slip.

Dryden Important not to block other boaters with transfer steps.

- Takei Should presence of Mason’s lilaopsis be indicated on Water Trail education sign? Is it endangered or just rare?
- Basson Plant is classified as rare, not threatened or endangered.
- von
Rosenberg Plant is inconspicuous; better to just rely on usual cautions against entering marsh, trampling vegetation, etc.
- Parazzo Present all along Napa River; classified as rare, but apparently not rare locally.
- Barnes Is there boat storage? Boat storage would really enhance this site. Both daily and monthly would be great.
- Parazzo No overnight mooring is allowed. Hours of operation of dock are 7 am to 11 pm. Are looking into options for day-time storage.
- Buell How does the Jim Hench Memorial launch site relate to downtown dock in terms of facilities?
- Parazzo Plans not far enough along to know – site is part of Federal flood control project. Will forward renderings. There will not be any parking right at the site.
- Nixon Low-float docks can be tuned to ride lower in the water. Can be hard to get enough momentum to get over the edge if edge of dock is too high out of the water. Do need to tune them so lower edge is below water. Has anyone tried using the dock?
- Wells Yes, add water at the end of the low float docks.
- Parazzo Photo in handout materials and presentation is not of most recent configuration. Added six more floats and filled with water.
- Wells Petaluma Marina storage docks are great; she will send pictures.
- Dryden Make sure boaters can still reach handrails now that low float dock has been extended– needed to pull boat up out of the water.
- Parazzo Yes, they can.

- Dryden Boaters can use handrails to pop up front of boat onto ramp; handrails help overcome edge.
- Miramontes Pier 52 also has rope to allow boaters to pull themselves up/forward once they're on the dock.
- Dryden Yes; uses this rope; much easier to pull oneself up in the boat using rope.
- Miramontes Lights on dock are potential trip hazard. Consider tactile warning of lights for people with visual impairments.
- Nixon Napa should have its own Water Trail - so perfect. Camped at John F. Kennedy Park during Sojourn a few years ago.
- Basson Agrees.
- Nixon Having regular camping at Kennedy Park would be great.
- Basson Friends of the Napa River are really promoting river and stewardship too.
- Nelson Where can I store my kayak if I stay in Napa overnight?
- Parazzo Hotels and other service providers usually eager to accommodate tourists.
- von Rosenberg Also have a kayak concessionaire in Napa who may be willing to store overnight.
- Mihan Would be nice for mooring purpose to have mooring rings so people can chain up kayaks.
- Wells Can chain kayak to cleats pretty easily.
- Parazzo City is considering boat storage; kayak rental concessionaire has approached City.
- Buell Beautiful grouping of sites. The upper Napa River is unique in the Bay Area.
- Zucker Is anyone putting together itineraries?
- Wells There are tons of them available, many online.

- Basson Water Trail lets boaters plan their own itineraries because different boat types and user levels of experience require different itineraries.
- Ambruster Will the Water Trail website link to the itineraries?
- Basson No, website will just be providing some site information.
- Buell Water Trail staff considered identifying “beginner sites” but conditions on the Bay are so variable staff decided against it. Conditions can vary daily and even hourly.
- Miramontes Where do people come from now?
- Parazzo There are two communities with water access: Napa Yacht Club and River Park, and Kayak Napa Valley provides classes.
- Nixon There's a sandy launch/landing location at Trancas Crossing Park that is deep enough even at low tide. Upper river is unique – mature riparian forest. Trancas to John F. Kennedy Park is a nice range.
- Parazzo There's been an interest in a concession at Kennedy Park and downtown.
- Mihan: Suggest taking Jim Hench memorial boat launch and making it more than just a kayak launch.
- Parazzo It is.

Advisory Committee Discussion to Develop Consensus Guidance on Downtown Napa Dock

- Buell From Carol Perry, who had to leave early: “This is a ‘no-brainer’ from visitor perspective. Would be good to have recreational way-finding signage in Napa.”
- Ambruster Also has support from Friends of the Napa River.
- Wells Wildly in favor of all five sites.
- Lynn Seemed like a slam dunk when he reviewed information and hasn't heard anything to change that. But did hear a lot of ideas for making it better and City seems agreeable to making improvements.
- Takei Agrees with that.
- Boone Also agrees.

- Proctor Offers photos and personal tour of Pier 52
- Dryden Saw Pier 52 changes; were very well done. Emphasizes value of transfer steps.

The Advisory Committee reached consensus to support the conditional site designation with the designation conditions as proposed in the meeting materials.

PMT Discussion of Downtown Napa Main Street Dock Conditional Site Designation

- Ambruster We have offers of information from various members of the Advisory Committee and the Advisory Committee is in support of designation.
- Buell Am also very supportive of the site for all the reasons already stated. Really appreciate David Parazzo coming here.
- Miramontes Am also very supportive. Very interesting and a different on-water experience. Site may benefit from some fine-tuning - consider the possibility of boat storage racks. Clarify that it's a very different water environment and that there are different navigation safety considerations. Maybe we need to add site-specific safety message for river boating.
- Parazzo Local Coast Guard Auxiliary has been out twice to conduct educational safety events; such events are also part of the permit requirement.
- Miramontes Also need that information on signage.
- Thompson Site showcases the variety we wanted for the Water Trail. City of Napa waterfront has changed so much and the site really showcases that. Supports designation.
- Watanabe Also supports designation. Site was posed as a destination site and he appreciates Dryden's input on additional accessibility. Was great to have David Parazzo there to address specific concerns and hear ideas for future opportunities.
- Ambruster Conducted check-in with the PMT.
- Buell Seems like the entire PMT agrees.

The Project Management Team decided in favor of conditional designation for the Downtown Napa Main Street Dock with designation conditions as stated above.

- Zucker What are the City’s strategies for bringing in outside users?
- Parazzo Have challenges with very shallow draft. Hope to dredge in 2015; haven't dredged in 15 years. Conduct special events for boating and all of Napa, use social media, and have a master plan with John F. Kennedy Park. There are three or four more hotels planned for downtown. There are interested concessionaires including a concessionaire who is proposing a gondola service.
- Mihan Has concern over width of gangway. Canoes are 36 inches wide; consider wider gangways in the future – e.g., at Jim Hench site.

Public Comment - No comments.

Adjourn - Meeting was adjourned at 1:03 p.m.

Next Meeting – The next meeting is scheduled for September 5, 2014 at 10 a.m.