



**San Francisco Bay Area Water Trail  
Implementation Meeting #12  
September 5, 2014**

**Meeting Summary**

**Attendees:**

*Project Management Team (PMT):* Ann Buell, Ellen Miramontes, Laura Thompson, Jared Zucker

*Advisory Committee (AC):* Julie Bondurant (alternate to Kevin Takei), Cat Burns (phone), Ted Choi, Joy Dryden, Jennifer Heroux, Cecily Harris, Anne Morkill (alternate to Jennifer Heroux), Paul Nixon (alternate to Penny Wells), Carol Perry, Penny Wells, Laura Wilson (phone)

*Stakeholder Group and Guests:* Chris Apicella, Bob Batha (BCDC), Pamela Conrad (CMG), Tim Gilbert (MIG), Deborah Hirst (SCC), Amy Hutzler (SCC), Tom Gandesbery (SCC), Tinya Hoang (BCDC intern), Jack Judkins (SCC), Kevin Conger (CMG), Brad McCrea (BCDC), Jim McGrath (SF Board Sailing Assoc.), Scott Mogilewsky (USCG, Chief of VTS), Rosa Schneider (BCDC), Tania Sole (phone), Susanne von Rosenberg (GAIA), Linda Zou (San Mateo County Harbor District)

*Facilitation:* Ariel Ambruster, Center for Collaborative Policy

**Welcome, Introductions, and Agenda Review**

Buell welcomed the group. Introductions were made.

Buell Meeting will have a specific focus on Treasure Island, will be great for CMG (Conger Moss Guillard) landscape architects to be able to hear from windsurfers. Also have the draft *Accessibility Plan* to discuss; already had accessibility subcommittee meeting to review and discuss the plan last week.

Ambruster Reviewed the agenda and ground rules.

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

- Buell** Is sorry to report a staff departure. Galli Basson, the Water Trail Planner at ABAG, has left to take a position closer to her home. She will be working for the Santa Clara County Open Space Authority. The Water Trail program and all working on it will miss her very much. Her responsibilities included grant administration, site designations, education, outreach and stewardship work, among other things. ABAG and the Coastal Conservancy will be looking for a replacement planner.
- Miramontes** Pier 38 making changes to enable large public events at that location. As part of that, they are working to make improvements at a launch site on the north side of the pier, including NMSB access.
- Redwood City Pete's Harbor has a large-scale residential plan. BCDC's Design Review Board (DRB) has reviewed proposed Water Trail access improvements and those improvements will get made.
- The final DRB review for Crane Cove Park occurred in July. The improvements will include Water Trail access, a boat storage drop off zone, and beach mats. The Port of San Francisco has assured BCDC that the Port will make the park accessible. A concern has been expressed by member of the public that a beach mat may not be sufficient to allow wheelchair access.
- Thompson** Santa Clara County's fifth annual Day on the Bay will be October 12 from 10 to 3. The Water Trail and Bay Trail will have a joint booth. ABAG would like participation from advisory committee members. Thompson is maintaining the WT website following Basson's departure. Email her with any additions at LauraT@abag.ca.gov.
- Zucker** Cal Boating has a new deputy director of Cal Boating, Chris Conlin. There are several actively available grant programs for boating being managed by Cal Boating. The federal grant program for recreational boating safety has \$5 million available. Cal Boating is hoping to increase that in the next few years. Will need to increase matching funds to get an increase in the federal grant allocation. There's also the Clean Vessel Act grant program - \$2 million available – and the boating infrastructure grants. Cal Boating is the channel for the boating infrastructure grants. However, there have been no applications so no money has been allocated. Details on the grant programs are available from Zucker.
- Wells** SeaTrek has been evicted from Schoonmaker Point. May move to the Bay Model. Should include the Bay Model in the Water Trail. Will have public access once SeaTrek moves over there. Also wants to propose Glen Cove Park in Vallejo, on the Carquinez Strait. Contact is Raymond Constantino with the Delta Conservancy - he is in charge of the Delta Trail. Site is unique because the Bay Trail, the Bay Area Ridge Trail and the Delta Trail are all there. Location is consistent with vision of connections among regional trails.

- Harris San Mateo County promenade expected to be completed in October, pushing for grand opening. Promenade includes three windsurf access points as well as access for stand up paddleboards (SUPs) and other non-motorized small boats (NMSBs).  
Seeing a lot more SUP use in the South Bay. Believes that this is because they require less gear and less need for infrastructure.
- Heroux Bair Island public access expected to open later this winter. Will notify advisory committee members about opening event. Also hoping to breach Cullinan Ranch restoration site this winter. Public access available within the next year. Marin Islands National Wildlife Refuge still has problems with trespassing. It's a very ecologically sensitive area and a very popular resting point for NMSBs; this leads to heavy disturbance of nesting birds.
- Nixon Kayaks Unlimited on Islais Creek (3rd and Cesar Chavez) is now hosting a dragon boating group. Use OC-1s and OC-2s to train for dragon boats. Modeled after program in Vancouver. Lots of young people are participating.
- Hutzel The San Francisco Bay Restoration Authority has authored a ballot measure - a parcel tax for Baylands habitats and associated flood protection and public access. Aiming for November 2016 election. Didn't make it in time for this November. Measure would include a \$9/parcel tax for nine-county Bay Area. Measure would bring in \$15 million per year.
- Conger Working with community group supported by supervisor Kate Sears of Marin. Question is how community can work on sea level rise adaptation. Will have public workshops in November. First workshop has a southern Marin focus. Goal is to create model to replicate elsewhere.
- Zucker Cal Boating has in-house oceanographer working on sea level rise and related issues. November Division of Boating and Waterways community meeting is in Monterey concurrent with Marine Recreation Association conference.
- Heroux September 20 is Coastal Cleanup Day.
- Gilbert Who is leading Coastal Cleanup Day? Still being led by the Coastal Commission?
- Thompson No. Local agencies and landowners are taking the lead.
- Gilbert That's a shame. Coastal Commission used to do publicity and publish results of the effort in terms of total tons of garbage removed.
- Zucker Vivian Matuk is a shared Division of Boating and Waterways and Coastal Commission staffer who coordinates these types of events. Might be able to contact her for help with outreach.

### Presentation from Kevin Conger, CMG

The slide presentation by Mr. Conger of CMG is provided as an attachment to the digital version of meeting minutes. The slides contain extensive images and diagrams of the proposed development effort.

Conger CMG is a San Francisco landscape architecture firm focused on improving quality and value of public lands in the Bay Area -- parks, open spaces and water. Have been working with the Park Service and State Coastal Conservancy for 16 years. Their projects include Crissy Field and work at Hunter's Point among others. They got involved with Treasure Island redevelopment 12 years ago. There has been a lot of public input and interaction in the intervening years, and the plan has changed a lot as a result. CMG has had a lot of direct interaction with board sailors to get their input on Treasure Island.

Now plans are becoming more detailed, but it's still a great time to provide input. And we may start to see some things get built.

Will provide overview of the project first, and then talk about Water Trail access.

The development project is a joint venture between Lennar and Wilson Meany. The developers have given direction to really move the project forward. The development team is still doing various plans, but hope to move to construction of the first phase by early 2016.

Treasure Island history: the island was built in 1938 for the World's Fair. Was intended to become San Francisco Airport, but navy took over the island for the war effort. Three historic buildings and five other buildings will remain. Building 1 is historic building that will be part of a hub near the new ferry terminal and Clipper Cove.

Also the Job Corps facility in the center of the island and the Coast Guard facility at the south tip of Yerba Buena Island will remain. Most of the island has a rough riprap edge. The goals of the development program are:

- Leadership in sustainability
- Establishing a regional destination
- Creating a unique San Francisco neighborhood
- Providing community benefits

The design has a dense development footprint to leave lots of room for open space.

The goal of the development program is to get people out of their cars - both in terms of how they get to the island, and then getting around the island. There will be a ferry from the San Francisco Ferry Terminal, and buses from both sides of the Bay. There will be shuttles around Treasure Island, Yerba Buena Island and to the Open Space, and bike paths around both islands. There will also be extensive pedestrian walkways. Developer will construct new infrastructure to support this

goal. The ferry will land at the new intermodal center/Town Center. This area will also be the major retail hub. There will be two major residential communities on Treasure Island and two small ones on Yerba Buena Island.

Have defined the following goals and guiding principles for the open space:

- **IDENTITY:** Create a regional destination through a mix of iconic programs, cultural facilities and recreational activities, and public access
- **DIVERSITY:** Establish an open space framework that allows for a variety of uses and evolution over time
- **SUSTAINABILITY:** Connect residents and visitors with opportunities to learn about and participate in food production, natural systems and green infrastructure

Open space lines the water's edge on three sides of Treasure Island. The northern edge is more natural, the goal is to have camping, hiking, and wetland restoration. There will be trails including through a hilltop park, historic park and a possible Art Park. The center of the island may have an urban farm and a sports complex.

The existing Clipper Cove marina will be expanded and a waterfront promenade added.

The Bay Trail will go over the Bay Bridge to Treasure Island and continue on a trail around Treasure Island. CMG is interested in getting input from everyone on the design of the open space.

The current plan has four sites for public water access: one on the northwest side of the island, one on the northeast side at an existing jetty, the sailing center at Clipper Cove, and beach access at Clipper Cove. There will be vehicle access to all four sites, but there will be no vehicle connection across (east-west) the north side of the island. The northwest side has pretty rough water. Most likely would be a boardsailing site. The northeast site will have parking, a restroom, picnic areas, and other amenities. The best location for NMSB access is at the northeast location. This location also corresponds to the site shown on the Water Trail map. (See slides 37 – 40 for NMSBs that may be suitable for use at these four sites.)

Treasure Island will have limitations on the number of vehicles. It will not be a great location for car users, but the scale is very walkable and bikeable. Treasure Island will have controls such as congestion pricing, etc. for all folks accessing the island.

Ambruster How will this affect recreational access?

Conger Visitor parking would be provided; planning may be required.

The marina site is more protected than the northern sites. Clipper Cove Beach is very protected. Clipper Cove Beach will have accessibility limitations. There's a steep stairway from the parking area down to the beach. The sailing center on the southeast side is being developed separately, and the marina project is also a separate project.

The overall developer is providing infrastructure and coordination regarding landside access for the sailing center and marina. There will be a waterfront promenade by the marina and along the west side of the island.

Yerba Buena Island will have a habitat management program to remove invasive vegetation, a hotel, some residences, and a bike path and pedestrian access will be added. There is no pedestrian and bicycle access there currently.

The development program will be phased. (See slides 72-78). The last and likely fourth phase is the open space/wild area to the north. Each phase is expected to last 2 to 3 years.

Ambruster Two comments from windsurfing enthusiasts were received by email. The first comment is that vehicle access is needed at the northeast side of Treasure Island as well as possibly gear storage. The comment says that the boat ramp is a good windsurfing launch. The second comment also indicates that the northeast side of Treasure Island is a great windsurfing location.

Wells Will there be no vehicle access to Clipper Cove Beach?

Conger There will be vehicle access to the parking area above the beach but not down to the beach. Do have steep stairs from the proposed parking area down to the beach.

Wells The northeast side on Treasure Island is also used by kayakers on calmer days, when windsurfers don't use it. When will this area be open to the public?

Gandesbery This area is still under jurisdiction of the Navy. One can use it now, but there's about a 500-foot carry to the site.

Conger At some point construction will occur in that area. Access during construction at Treasure Island and in this area will be coordinated. There is no plan yet for the northwest Treasure Island location.

The development team is currently completing two master plans - one for the streetscape and one for signage. These master plans need to be completed before smaller individual plans can be done.

The Open Space Master Plan is done but it's at a programmatic level. Detail will be added at each major phase. Each major phase will have a major phase plan. The planning for the north side may start in four to five years. Each major phase will have an individual design team.

Harris This is very exciting. Sorry it will take so long. Harris is with Western Sea Kayakers whose members are from Santa Clara County and San Mateo County and some from Southern Alameda. Their members would like to be able to drive to Treasure Island and launch from there, so would like a large enough parking area to accommodate 20 to 30 people. Will people be able to bring NMSBs on the ferry?

Conger The ferry terminal design is being done by the Water Emergency Transportation Authority (WETA). This is a great time to articulate needs with regard to the ferry.

Meeting attendees and public can use CMG to keep updated on the best times to provide input on what they're looking for with regard to various features.

Gandesbery Will the north side be accessible during construction?

Conger Yes, there's a lot of incentive to keep money coming in, to keep the existing renters. They're a big financial resource. The developer will be "doing the horizontal" to the element, meaning utilities, streets etc., and may sell off development rights to the tall tower sites.

Choi Based on the plan, parking access is at the top of the hill now at Clipper Cove. If parking is moved to the left side, Clipper Cove Beach would be more accessible.

Conger That is what will happen. There is a graveled area that is chained off currently, and that will be improved into the parking area for Clipper Cove Beach.

Choi Can it be moved even further to get closer to the level of the beach?

Conger At that point you run into riprap.

Choi You could modify that.

Conger Will look at that. Also looked at a curved trail with the ramp to pathway. Not sure there is a solution, but understands what Choi is talking about regarding getting down to the beach. Open to going there with Choi to look at options.

Apicella When looking at the windsurfing launch there are a few things that should be considered, including lessons learned from Crissy Field, directions of the wind and tide (when perpendicular to the shoreline is best for windsurf launching), and two entry/exit points are great in case a windsurfer runs into distress. Tides are very important, and he personally does not like the boat ramp. It would also be great to have a grassy area for rigging. Crissy Field provided a grassy area for parking, and that's not working. It's basically a dustbowl.

Perry Very thoughtful design, with really effective usage of the area. Can definitely get excited about promoting it in the context of the greater Water Trail/Bay Trail. Looks like opportunities for overnight camping could exist here and it would be great to have storage for multi-day trips.

Conger It's a great opportunity especially at the northeast launch. Overnight camping is in the Open Space Master Plan.

Gilbert Will there be a hotel?

Conger One at the top of Yerba Buena Island, one on Treasure Island and possibly one more.

McGrath Represents San Francisco Boardsailing Association. Association appreciates that proposal is consistent with their suggested plan. Always looking for upwind launch and downwind exit opportunities. Association would like to be involved with the phasing in the detailed design. Currently the jetty area is hard for small rigs to get

around; if you can enlarge the area around the jetty it would be a world-class site and could be used for professional racing.

If you cut off part of the jetty and put in a beach behind it, it would improve the windsurfing experience and also allow more use by other NMSBs.

If a grassy area is put in it could be a multi-use area because it could also be used for camping. There's eel grass behind the jetty on the east side which means that there is much less wind and wave action; otherwise, eel grass would not have colonized there.

Miramontes CMG is presenting their proposal to the BCDC DRB on October 6 at 5:00 p.m. It's great to get the input today. There's a real opportunity for a connection to Clipper Cove Beach from the transit hub. Urges careful look at providing better access for everyone, including people with disabilities. Would be a shame for the beach to be a destination site only.

Zucker What is the elevation of Treasure Island?

Conger Around 13 feet. Parts of it are in the flood zone - all of those will be raised. Parts of the Bay Area will have more than three feet of sea level rise, and they've considered adaptive strategies in the face of sea level rise. In areas where there's very little space that could possibly be a vertical wall, for example on the west side. Earthen levees are possible where there is more space, for example on the east side. Some locations may just be left to retreat, for example, the north side. The goal would be to protect key features.

Zucker What are the anticipated completion dates?

Conger Eight years for the horizontal improvements, the vertical construction will be market-based. If there aren't many sales during the early phases then the horizontal construction timing may extend as well.

Zucker Will there be opportunities for special events in the open space area?

Conger Yes, that will be very important; don't want open space to be empty. Goal is to create a diversity of audiences/users and programming to make it a regional destination.

Nixon What is the estimated date to start work on the marina?

Conger Don't know. CMG is not part of that development team. Can find out.

Nixon Dragon boaters use the marina now. They will have to move. Has an idea for an alternate location.

Dryden East side is best location for disabled access. Hopes there will be real focus for that at either the northeast or the southeast location. Although she is also very excited about the beach, it seems like that would not be the best location. Disabled access should be a key component.

Conger Best location may be the northeast site; the northwest site is too rough.



Jared What about the sailing center?

Conger The sailing center developers are doing their own thing. Have their own design team. Treasure Island Sailing Center is the lead group.

Nixon For overnight accommodations for Treasure Island would be better to have a hostel. Camping would not be a good experience because of high winds and dripping fog.

Conger Currently thinking about a Steep-Ravine-type of approach with cabins.

Gilbert How do the open space improvements and maintenance get funded?

Conger The developers are obligated to build it all. They have to provide funding for ongoing management through tax increment funding or whatever mechanism they choose. Hoping that a community-led organization can emerge to steward the open space, and possibly raise more funds for maintenance.

BREAK

Buell Now moving onto the Accessibility Plan. Will do a brief presentation which will be followed by Joy Dryden's presentation from the Accessibility Subcommittee. Want to thank everyone who made the Plan come together: the Project Management Team, the Accessibility Subcommittee, Jack Judkins, Amy Hutzel, Tim Gilbert, Ashley Tomlin, and Susanne von Rosenberg. Encourages written comments too, and to be submitted by September 12. Will read comments after that but can't guarantee that revised plan will reflect late comments. Will take plan to Conservancy Board in December. Plan was written to support site designation and Water Trail implementation. Plan is also intended for use by site owners who are contemplating future improvements. Anyone wanting a hard copy of the Plan should let Buell know.

The Plan begins with acknowledgments, then has an Executive Summary and then an introduction which includes an overview of the Plan and definitions of key terms such as what we mean by accessibility. Chapter 2 describes the basic nature of the Water Trail program including where it came from, who it is designed to serve (per the legislation and the Water Trail Plan), and the most typical launch and landing sites.

Chapter 3 summarizes the research conducted and input received on what is needed to make sites more accessible. It's very unlikely that access improvements for people with disabilities wouldn't also improve things for everyone. During the development of the Plan Water Trail staff met with the Accessibility Subcommittee several times and also received a report from Beneficial Designs and did site visits to learn what will actually work in practice.

On a programmatic level the Water Trail Accessibility Plan is designed to provide both physical access to allow persons with disabilities to get onto the water in NMSBs and to provide a broad array of experiences once on the water. Tried to categorize the main types of experiences available to NMSBs in San Francisco Bay for purposes of the Plan.

Chapter 4 presents the evaluation of launch sites: what's available and what is recommended to improve accessibility. Evaluation of launch site accessibility was done by geo-region, not by county. The concept of geo-regions was an idea developed jointly with the Advisory Committee and Accessibility Subcommittee. The underlying concept is that no one should have to travel long distances to find an accessible site. A map of the geo-regions is found on page 4–48 of the Accessibility Plan. The geo-regions are described in a clockwise order around the Bay, starting north of the Golden Gate. The geo-regions are:

1. Southern Marin/Richardson Bay
2. Marin/West San Pablo Bay
3. Petaluma River
4. Napa River
5. Suisun/Delta Area
6. Carquinez Strait
7. East San Pablo Bay
8. Richmond Area Waterfront
9. Albany/Berkeley/Emeryville Waterfronts
10. Oakland Waterfront
11. Southern Alameda County
12. Peninsula and South Bay
13. Southern San Francisco Waterfront
14. Northern San Francisco Waterfront

The description of each geo-region is organized the same way. At the beginning there's a map of each geo-region, followed by a brief description of the geo-region and then a table highlighting features at the sites in the geo-region. Following that table is a description of individual sites; the individual site descriptions are based on site visits by Buell, Basson, Wells, Harris, and others. Please share any corrections for inclusion in the final Accessibility Plan.

The Accessibility Plan contains an updated list of sites. The *Water Trail Plan* started with 112 potential sites; currently there are 111 potential or designated sites. Planned sites in each geo-region are described at the end of the listing of sites. Each subsection ends with recommendations. Based on the available information the features that are most commonly needed are firm surface beaches, low-float docks that are more usable by more people, and transfer systems. Information on transfer systems and other accessible design features was put together by Tim Gilbert and is provided in Appendix B. This is a very helpful appendix. In addition, Appendix C presents rough costs for some improvements.

Joy Dryden has already provided valuable comments - for example, on the level of detail in the recommendations.

Chapter 5 is a summary of the laws, put together by Jack Judkins and Tim Gilbert. One thing that we've all come to recognize is that a site that is fully accessible by law does

not mean it's accessible for everyone. The Water Trail goal is to make sites as accessible as possible, going beyond the law if needed to achieve that.

Chapter 6 is a list of resources, including organizations, websites, and articles.

Several issues are addressed in the Water Trail Accessibility Plan. The first is levels of accessibility. Originally there was a desire on the part of the Water Trail staff, PMT and Advisory Committee to rate sites by level of accessibility. We've learned that this is simply not possible. What is accessible for one person may not be accessible for another person - it depends on the specific launch site, the type of boat, and an individual's ability and level of fitness.

The plan also addresses boating alone or in groups of people. From a philosophical perspective we want people to be able to boat alone, but the Water Trail does not advocate boating alone because of safety issues. Boating with clubs, organizations, friends and companions can provide many more opportunities for persons with disabilities.

Also struggled with how to define accessibility. For purposes of the Water Trail Accessibility Plan, we are defining accessibility broadly: as many people with disabilities as possible being able to use the site. Only in Chapter 5 and in a few other places where laws are discussed is the more narrow legal definition intended.

Dryden I'm providing the Accessibility Subcommittee report. Subcommittee met last Thursday to really dig into the Plan. Thanks to everyone who has looked at the 173-page document. If you haven't, please do and give comments to Ann Buell and Tim Gilbert for any section or site that you have information or knowledge about.

Can't emphasize enough how important this Plan can be in helping developers and site owners in deciding the priority of accessibility improvements to the site. If you're not disabled why is it worthwhile for you to read this Plan? I would guess that each of us is familiar with some part of the Bay or geo-region that is in the Plan; probably you could find something to add/correct/improve. In Chapter 4 each geo-region is described as a whole and by specific potential launch and destination sites. Read through that section and see if you agree with the chart, the general comments for the region, and the description of each particular site. But you might find you have some information that you think should be included or corrected to help developers of the Plan understand the needs of that region better. The Subcommittee meeting was attended by members of the PMT, only two subcommittee members, David Fazio and myself, a couple of disabled sailors and other Water Trail stakeholders. It was very helpful to hear comments from different points of view about access to the Bay but only a few of the attendees had read the entire Plan beforehand. There was not much specific discussion of the plan.

Now providing personal comments: the Plan is really good but it needs a lot of help. The biggest thing that's missing is path of travel. The path of travel is the number one thing for Dryden when looking at a site. This Plan (especially in the tables and geo-regions) says nothing about path of travel. For the South Marin region, with which she

is very familiar, six of 10 beaches have a non-accessible path of travel. You can't tell that from the way the Accessibility Plan is written.

Ambruster Barbara Salzman had a question about the potential increase in floating fill associated with accessibility improvements. Would there be some and if so how much will there be?

Gilbert It's possible there would be additional floating fill if low-float docks are added to an existing dock. In general if you just put in a new low-float dock there would be no increase in floating fill over a conventional dock.

von Rosenberg The amount of floating fill that might be associated with accessibility improvements would generally be small, and needs to be understood in context. Need to avoid polarization.

Ambruster Ready to move on to receive comments; first from PMT and Advisory Committee, then public. Reviewed six questions Buell requested be considered:

- Did we leave anything big and important out in terms of barriers to accessibility, solutions, or geo-region information (within the world of the WT in the Bay Area)?
- Do you know of any other resources that could be added to Chapter 6?
- Do you know of any other specific enhancement solutions that could be illustrated in Appendix B?
- Is there anything else that is important to the experience of being out on the water that you think we should include?
- Have we misstated something, overlooked something, or not been clear about something?
- Do the ideas for information to add to the website seem useful?

These questions were also considered by the Accessibility Subcommittee. In addition, do you have any path of travel information we could add to the site information?

Buell Reviewed types of experiences. Available experiences include both specific types of physical environments and activities. Experiences available on San Francisco Bay include:

- Dynamic/sheltered conditions
- Windy conditions
- Urban/industrial setting
- Natural setting
- Slough/open Bay setting
- Wildlife viewing
- Camping
- Restaurants
- Cultural sites and activities
- Tours/events
- Clubs
- Concessionaires

- Hutzel Wants to add to the list of questions issue of path of travel. Would like to include in Plan, but need help putting together information especially from site owners and managers.
- Buell Sent plan out to site owners and managers. Getting specific feedback on their sites would be very helpful. Debated about how to address path of travel in the Accessibility Plan. How can we present it accurately? Accessible based on what type of disability? Had Tim Gilbert put together a list of things to consider for path of travel. Collected some of the info regarding path of travel (e.g., distance between accessible parking and launch). That information will be presented on the website. Will also add any other information we have to website, but can probably only get part way to address path of travel.
- Dryden Focus on the obvious issues, for example, are there cliffs or steps?
- Jennifer It should be possible to identify obvious obstacles.
- Morkill Can solicit input on website from users. Don't just rely on site owners and managers.
- Heroux This is an Accessibility Plan, but website has more detailed information. The new Outdoor Developed Recreation Areas Guidelines requirements under the Architectural Barriers Act required labor-intensive mapping including graph of travel path. These guidelines may be applicable to the Water Trail.
- Buell Chapter 3 on pages 3-34 and 3-35 has a detailed listing of the additional information to be added to the Water Trail website.
- Miramontes Introduces Brad McCrea and Bob Batha from BCDC.
- Harris First of all, well done. From the city/county perspective really like the description of user types and also really like the geo-regions approach. However, NMSB users may not understand nautical distances. Have also heard from other cities and counties that there's a safety factor: not all cities and counties that have launch sites have rescue boats. There's a question of who they are relying on. Not just an Accessibility Plan issue.
- Wells Did read the whole thing. Will send specific comments later. Liked all the great photos, would like to have Water Trail staff add what locations those photos represent. Astounded at amount of work and resources. Amused by telephone cost item in Appendix C. Probably not needed. One issue of concern: sometimes when a feature becomes accessible for legal reasons or for some people, it becomes inaccessible for other users. For example the gangways at Islais Creek and Napa Downtown dock are not usable by any boaters, really, but they do comply with accessibility requirements.
- Zucker Can a forum be added on the website?
- Morkill Thinking the same thing.
- Hutzel Like a Yelp for Water Trail trailheads.

Zucker The challenge is publicizing and moderating such a forum. What about addressing public safety concerns with respect to site location/crime?

How would you decide which site in each geo-region to improve? With one site per area how would you decide priorities? Need to consider facilities, and also carrying capacity of site, path of travel, uniqueness of site, demand for site or experiences offered by site.

Buell Would like to explain how Accessibility Plan will interact with site designation. Will now be able to look at the site in context, will help us prioritize what we might advocate for at that site, one site per geo-region is the bare minimum.

Ambruster Could there be a phasing approach?

Buell Yes there will be phasing. Will continue to try to make improvements over time.

Zucker Will provide specific comments in writing.

von Rosenberg Comment regarding path of travel. Need relevant information in Plan to allow for overall effective planning.

Miramontes Good plan. Great update for Water Trail as a whole too, shows point in time. Great effort, unique, first of its kind. Wanted to create a vision, not just listing, and is really glad that Plan was done that way. Plan is a wonderful resource for BCDC. Really appreciate work done. She will actively use it as will others at BCDC. Want to express appreciation on behalf of all of BCDC. Will help us define needs and requirements in permits.

Zucker Would like to use as curriculum case study at Sacramento State University, especially because it's water-based recreation. Is that okay?

Buell Would be a dream come true to see Plan used that way.

Heroux Want to echo what others said. We wanted Water Trail to be a leader in this and have created something that will be so helpful. There may be flaws and lessons learned, but this is a big step forward.

Thompson Especially appreciate thinking through the complex site designation process and how this plan can help us. This plan will make it easier, and the Plan is practical.

Buell Want to acknowledge the PMT, Jack Judkins, and Amy Hutzler for their review of the administrative draft, and Penny Wells and the members of BASK for many of the beautiful photos and all the Mud Map Info which was so critical in defining accessibility.

### **General Public Comment**

Sole Really excited to have the Water Trail, especially overnight accommodation. Basson expressed concerns over liability with providing overnight accommodations. So there's a possibility to use an existing platform. She put together a list of existing

AirBnB accommodations along the water and gave a preliminary list to Buell. Has already come up with 20.

Buell        Need to talk about this approach internally. Very exciting idea and it definitely won't be dropped but have to evaluate. Will circle back to this suggestion.

Ambruster Any other comments?

Buell        Thanks everyone!

Ambruster And with no other comments, meeting is adjourned.

**Adjourn** - Meeting was adjourned at 12:57 p.m.

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