



**San Francisco Bay Area Water Trail
Implementation Meeting #14
June 12, 2015**

Meeting Summary

Attendees:

<i>Project Management Team (PMT)</i>	Ellen Miramontes, Maureen Gaffney (for Laura Thompson), Dick Wayman, Jared Zucker
<i>Water Trail Staff</i>	Ben Botkin
<i>Advisory Committee (AC)</i>	Tom Boone, Ted Choi, Lynn Cullum, Joy Dryden, Jennifer Heroux, Kevin Takei, Julie Van Duren Bondurant (alternate)
<i>Stakeholder Group and Guests:</i>	Bo Barnes (Bay Access), Jason Campbell (Napa County Public Works Department), Kevin Connolley (SF Bay Area Water Emergency Transportation Authority (WETA)), Thaddeus Hunt (California Dragon Boat Association (CDBA)), Amy Hutzler (Conservancy), Lawrence Jomann (Western Sea Kayakers), Chad Mason (WETA), Jim McGrath (San Francisco Board Sailing Association), Tom Richardson (USCG), Kent Royle (WETA), Anna Schneider (Conservancy), Tania Solé, Ralph Mihan, Susanne von Rosenberg (GAIA), Jessica Li (CDBA, by phone)
<i>Facilitation</i>	Ariel Ambruster, Center for Collaborative Policy

Welcome, Introductions, and Agenda Review

Wayman welcomed the group.

Wayman Ann Buell is enjoying her retirement. I'd like to introduce Ben Botkin, the new planner for ABAG. He was hired in early April, and is new to the Bay Area. He jumped in with both feet and paddles. Also from ABAG is his supervisor Maureen Gaffney who is substituting for Laura Thompson, who is in Italy. I also have some sad news to share, Paul Nixon, a long time participant in the Water Trail and a

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Water Trail advisory committee member, died April 1. He was a founding member of Bay Access who made important contributions to making the Water Trail happen. He will be missed.

Introductions were made.

Ambruster Reviewed the agenda and ground rules.

Wayman Self-introduction I've been at the Conservancy since 1989 and serve as its communications director. Started as a project manager and now serving as project manager again. Enjoying the opportunity to get out of the office and be working on projects. Looking forward to rapid growth in the Water Trail.

Botkin Self-introduction I've been working on the Water Trail for two months, and am getting up to speed quickly. Had about a two-week overlap with Ann, which was very helpful. Have seen about 50 sites. Have come to realize that a lot of documents have been prepared over the past 10 years. Did environmental consulting with a NEPA/CEQA firm for six years, have lived in Santa Barbara the past 10 years. Am avid paddle boarder and also love to kayak.

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

Wayman At the end of May the Conservancy put in application for the Water Trail to be a priority conservation area. If it is granted, it makes all Water Trail sites eligible for grants. Took a lot of work, most of it was done by Ann. Got support from a lot of public agencies.

Worked with Ben to put together handbook for grantees and site designation. Will be online very soon. Contains all the forms, appendices, etc. Just completed it last night.

Botkin Get a lot of the same questions from people interested in the Water Trail. Wanted to consolidate all the information and answers in one place so it's easy to read, find and understand. Hopefully will help people get excited. The handbook also contains contact info for Dick and me if people have more questions.

Wayman Ben and I have been going out to see potential and existing Water Trail sites. Intend to continue until we've seen them all.

Botkin Have seen just under 50.

Wayman On April 21 Ann and I went to the Napa County Board of Supervisors meeting to do a presentation on the WT and get general support for the WT in Napa County. That was Ann's last official function. The presentation was very well received, and the Board of Supervisors is very supportive of the Water Trail and continued designation of Water Trail sites in Napa County.

Botkin Have been spending much time getting up to speed and have become familiar with all the designated sites. Also did review of Alviso, McNear's Beach, Palo Alto Sail Station and Downtown Napa.

Currently following up on the issue of signage. A number of conditionally designated sites were designated a while ago, but still haven't put their signs up. Trying to see if there is any way the Water Trail can help them make progress with the signs.

Also met with the lot of groups and agency folks. We were just in Vallejo and met with Kayaking & Biking Vallejo. We are building some partnerships.

We are working with the City of Berkeley for potential site designation for several of its sites, including a small boat launch and the marina, and on a grant for an accessible boat launch. CEQA documentation for the site was recently completed. Also continuing to work with on the Petaluma Turning Basin site in the City of Petaluma. Site is being sponsored by the Petaluma Small Craft Center. Site has been in the works for a while, and hope to bring it up for designation soon.

In Sausalito the historic dock at the Cass Gidley Marina is back up and running. They also received a bunch of docks and are trying to get those up and running.

In the area of lodging and accommodations along the Water Trail, have been talking with Tania Solé. Need to figure out how to do that so that some sites are not promoted over others. Are looking for ways to present information that is useful but not promotional. Would love advice and input. Also need to evaluate potential liability of Water Trail naming specific lodgings. Will work with Tania on this.

Solé Have list of 20 sites on Airbnb. Have done extensive investigation, and chain hotels don't really have water access. It's mainly Airbnb sites that are suitable. Have been in contact with the Airbnb organization, and also some individual hosts. Have not looked at the storage question. Also have questions about how this process would work. How would lodging sites be identified? How formal would this be? Would there be some sort of official designation? Or links to the sites? There are liability implications.

Botkin Envision this more as links.

Gaffney What were the criteria for the list that was compiled?

Solé Proximity to water and access to water. In many locations the water is fenced off from the land. Water access meant that you had to be able to walk in and out of the water. Could also set criteria for hosts.

Wayman Is there a central website the Water Trail could link to?

Solé Would just be general Airbnb site. Discussed this with Galli. Could there be a list of suitable lodging sites on the Water Trail website?

Zucker Is the Water Trail looking for opportunities for revenue generation? Could sell ad space on the website.

- Wayman That might be tricky for a government agency.
- Choi Prefer listing option rather than promotion, because sites could change quickly and Water Trail sites are being added too. Hard to do clearly, provide all the details, and keep current.
- Ambruster Goal today for this topic is just to get feedback.
- Van Duren Should just be listed as Airbnb. With Airbnb putting in a criterion for boat access.
- Solé Am just an Airbnb host; have tried to discuss with Airbnb, but not in my control.
- Heroux Will provide comments to Ben on this idea.
- Van Duren Bondurant That's a good idea, all who have comments should get in touch with Ben.
- Barnes I think adding Airbnb list is great. Really support it. Also the Red Oak Victory, and the small boat in Vallejo should be on the list.
- Cullum Very interested to get to historic ships on the list. There was a group that was working on using historic ships as lodging, but that group hasn't met recently.
- Ambruster Let's have staff form an ad hoc small group to work on this, and bring it back at the next meeting. Thank you Tania. Now we're ready for WETA.
- Miramontes This is a great opportunity for input before the project commences. Had great success on the consultation for Treasure Island, recommended changes were made. Please feel free to jump in. Will be bringing more presentations of this type to the Water Trail meetings.

Presentation on Richmond Waterfront as Potential Water Trail Site

- Mason I'm senior planner and project manager for WETA (Water Emergency Transportation Authority). Water Transit Authority (WTA) was the original public authority. All worked done by WETA is pursuant to the 2003 Implementation Operation Plan. The Richmond site is included in the operation plan. WETA and Contra Costa Transportation Authority have reached a tentative funding agreement, so are moving forward with the Richmond ferry terminal. The new ferry terminal will be at the Ford Building (at the pavilion). This location has great transit access for bikes, pedestrians and vehicles. There is also parking. There's been lots of activity for job creation South Richmond and other redevelopment activities in the area. The site plans are going to the BCDC Design Review Board in July. This will be a major permit. CEQA was completed in 2014, and NEPA is nearly done. The Federal Transit Administration is a funding partner, necessitating NEPA review.
- Are continuing to develop the design. Are also coordinating with some additional resource agencies, including state and regional resource agencies.
- There is an existing boat launch (kayak ramp) that will be removed to avoid a conflict between ferries and nonmotorized small boats. It's also not accessible to

persons with disabilities. The NMSB launch site would be replaced with an accessible facility to be put into Marina Bay Yacht Harbor.

Royle The site is south of the Richmond-San Rafael Bridge, at the end of Harbor Way South. The Ford Assembly Building is next to the Rosie the Riveter WWII Home Front site. The existing kayak dock was installed by Orton design. It is behind a locked gate and has pretty high freeboard.

Marina Bay Yacht Harbor is a city site with accessible restrooms, an existing boat ramp and a kayak-friendly harbormaster. The Bay Trail runs along the shoreline, and would extend to the ferry terminal. The WETA project would expand parking west of the Ford Building, including into some areas currently used by the Port, provide a paved path to the shoreline from the parking lot, a trail along the west side of the parking lot, and improve the pathway to the existing vista point. It would remove an existing dock and gangway at the southwest corner of wharf at Craneway Pavilion.

There is also an art piece, sculptural piece that's 17 to 21 feet tall at the end of Harbor Way South near the Ford Building.

Miramontes The existing kayak launch at the Ford Building is supposed to be public but is frequently locked.

Royle The proposed kayak launch is 2.5 blocks away from the existing ramp. It is site CC 14, and is already on the list of proposed Water Trail sites. There are currently both storage in containers, which is already full, plus fenced-off kayak racks. Rented out by harbormaster. There are two existing docks, but they are difficult to make accessible because of the slope of the existing ramp, so the proposed kayak launch is east of the existing eastern dock.

May add transfer system. There is a concern with theft and vandalism; there's a scrapyards 2 to 3 blocks away. There will be laydown space near the proposed launch. The area will be striped to avoid conflict with the Bay Trail. Project includes an 80-foot gangway usable at all tides. Are trying to put in a light-permeable gangway to avoid shading/cover fill. Looking at a concept similar to Cullinan Ranch for the accessible launch.

Are considering including low bars as guards around the pier. Question: Would this be a help or hindrance for accessibility?

Dryden Both. Need some non-bar space and some space with bars. Hard for a person in a wheelchair to sit on the ground and get over bars.

Royle Would it be OK to put bars on one side only?

Dryden Not going to commit. Let's have a conversation off-line.

Choi What will be the width of the opening in the dock? Cullinan has one that is 3 feet wide and one that is 4 feet wide. One is for canoe and one is for kayak.

Royle If we're only doing one, should it be 3 feet wide or 4 feet wide?

- McGrath There are not many canoes on the bay. Are there other docks nearby?
- Royle There are two existing ones; anyone can tie up to them.
- Choi Support the idea for September meeting to design landing space. Transfer bars could work in some ways. Get people with experience in this aspect to come to the meeting.
- Miramontes Would like to get details now.
- McGrath San Francisco Board Sailing Association raised significant concerns with regard to ferry at Berkeley interfering with nonmotorized small boat use in the area. Richmond is different. Access can be improved here, support this one. Existing launches in the area include Vincent Park and Ferry Point. Agree that this is the place to make improvements. He has used the site for kayaking.
- Dryden How is the site for wind and currents?
- McGrath The site is superior. User-friendly and all areas are fairly well protected.
- Royle There is a protected inner harbor area. There's a possibility for some conflicts with boats. Have to pay attention when you cross the channel.
- Takei Have a question regarding the proximity of the proposed launch to the existing dock. Can boats fit between the two docks (the width is 13 feet)?
- Royle Have put launch here because water gets very shallow further away at low tide. Believe the two small boats can pass.
- Takei The old launch was on the channel.
- Royle Believe that ferries and kayaks don't mix. There are also other big vessels in the area of the old launch. Had to move launch.
- Takei This is a better location
- Choi Wind in this area comes from the southwest. How protected is the site really?
- Royle It's variable. Can get some strong winds.
- McGrath Have windsurfed there, but prefer Shimada Park. Some kite boarders launch at Vincent Park, but go out and around the breakwater. Proposed launch location is the most protected.
- Choi Consider two openings for kayak launch. Maybe even turn the dock 90°.
- Royle Would like to suggest follow-up meeting on site.
- Botkin There is an on-site parking fee; will there be a charge to launch?
- Royle Think there will not be a fee for launching. It's \$10 to park. There is free parking near-by.
- Ambruster: To summarize then: transfer bars help some, hinder others; some place on dock needed without bumpers (low bars); if only one opening in dock, size for kayak, not

canoe; existing docks are 16 inches above the water (high freeboard); board sailors support location for ferry service/moving launch site; proposed location is a good place for kayak launch versus old site – superior re wind, safety, away from ferry and shipping lane; would be good to have 2 openings in kayak dock – consider rotating dock 90° to allow this to be done. There will be off-line discussion regarding low bars, a follow-up meeting at the site will be scheduled if feasible, and the BDCD DRB meeting will be July 13.

Miramontes Encourage everybody to provide comments directly to Mason and the other folks at WETA. Are also still considering other ways to do the dock (e.g., adding a low float dock).

Mason Appreciate the comments today. Good news is that we have time to figure out the details. Will include info for DRB presentation. Not much guidance on how to do this.

Royle I have a question about the guard rails – what is the issue?

Dryden They restrict access.

Choi Not in the way really. They don't prevent people from getting in and out of the water but keep people from falling in accidentally. Also help people stop at the bottom of the ramp.

Dryden: Not needed at the Richmond. You have 40 feet of dock to stop.

Ambruster If you have additional comments please provide them to Chad directly. Chad's email is mason@watertransit.org

Thank you Chad and all of the WETA group for concise description of the site and your info needs, and the participants for your input. Now moving on to consideration of Cuttings Wharf site designation.

Trailhead Designation Consideration: Cuttings Wharf (County of Napa)

Botkin: Jason Campbell with the Napa County Public Works Department is here today. I will present the site description, and Jason and I will answer questions.

Cuttings Wharf is located in a very rural area. It is a beautiful drive down Cuttings Wharf Road several miles from Highway 12. There is marsh across from the site. The marsh is generally off-limits to hunting. Fagan Sough Ecological Reserve is a historic marsh. The Napa Plant Site and other areas further south allow hunting.

The site is heavily used, especially for fishing from the north dock. The latest Google Earth image shows the parking lot nearly full. The site has accessible parking, including parking for cars with trailers, and accessible restrooms. The site also has a picnic area (table covered by sun shelter), and a restaurant was formerly located immediately adjacent to the site. It has been closed for several years. The launch consists of a concrete boat ramp with two boarding piers (docks) – one on each side. They are high freeboard docks. The L-shaped dock can provide a bit of protection if/when it gets windy.

Parking is free, the site is open and available from 4 AM to 10 PM and the lot is lit. There's no gate.

The site was largely redone in 2005, and it is in very good condition. It is located near three broadly accessible sites (Napa downtown, Cullinan, and Hudeman Slough). CDFW is regularly in the area, patrolling. There are potential navigational safety issues with tides wind and the breaches at the restoration sites nearby. Non-motorized small boat users would need to make sure that they using the site under proper conditions.

There are 10 sites in the geo-region, of which three are considered broadly accessible. There are many locations with sensitive species within 4 miles of the site.

Miramontes Question for Jason: how much nonmotorized small boat use is there?

Campbell It's not an actively managed site. Haven't personally seen it and can't really speak to it. Napa County makes the site available, but there is no one actively managing the site.

Ambruster Is there an intent to promote the site?

Campbell Yes

Zucker What are the plans with regard to the closest restaurant? Will there be another restaurant?

Campbell Wish I could tell you. No idea.

Choi Are there any plans for a low float dock?

Campbell No

Choi When the current dock is replaced, can the design be changed to a low float dock?

Botkin There are no current plans for changes. And the site was just redone recently in 2005.

Miramontes Is Napa County interested in a grant for a low float dock?

Campbell Can't speak for the Board of Supervisors, but think they would support a grant application.

Dryden An alternative would be to use a MobiMat or something on the ramp so someone could slide a boat into the water. Also don't see a place to lock up boats or other equipment such as a MobiMat.

Campbell Very open to the idea of putting in a MobiMat or other ways to make launch more accessible. Can discuss further with the Water Trail and the community.

Miramontes McNear's Beach put one in.

Dryden Do need storage for it to prevent theft, and someone available to put it out when requested. OK to require some notice to put it out.

- Zucker Department of Boating and Waterways also has grants for accessibility improvements and other things such as fishing line recycling.
- Heroux The expanded site description information is very helpful to understand implications of site designation (i.e., if it's within the zone of tolerance). Also like ideas for shifting toward more nonmotorized small boat friendly use.
- Zucker Does US Fish and Wildlife Service have capacity for roving interpretation?
- Heroux Very limited, but are always willing to entertain the idea and discuss it with interested parties.
- Mihan Someone needs to check at McNear's to make sure the mat is out. At this site it's difficult going in and out of the boat ramp (you scrape your kayak) and the dock is difficult too. Pretty high. A low freeboard dock is really essential to designation. Kayakers are the biggest user group by far.
- von Rosenberg The site might be better suited for uses other than kayaks.
- Dryden The site looks like it's trying to accommodate accessibility. A hand railing on the piling side of the boarding pier would really help.
- Choi What about the path of travel from the boarding pier to the parking lot? How was the transition from the sidewalk to the boarding pier made? Are there any lips or gaps?
- Botkin Can't quite remember. May be ramped?
- Ambruster Need to verify that there is a smooth transition.
- Campbell Yes, that's important to look at.
- Miramontes It would be great if Napa County is open to pursuing some of these other options including a MobiMat, railings, and possibly a low float dock in the future. Is there an opportunity for boat rinsing?
- Campbell There is no water at the site.
- Miramontes OK. Would like more site specific information on navigation safety. Lots of marsh, and when the ponds drain, you're stuck. It's an existing condition, so would be OK to accept at this site.
- Boone No commercial traffic on this part of the Napa River. So navigation system information would just need to include the general PFD and similar info. CDFW patrols regularly, and Vallejo Coast Guard would respond.
- Miramontes Appreciate the stewardship/education opportunity here. Maybe the wildlife information should include something on turtles, that they shouldn't be "rescued."
- Choi How big is the sign?
- Botkin About 3' x 2'.
- Choi Is it possible to add language to all signs that is illegal to paddle without a lifejacket?

- Botkin There is a reminder on the sign, but it is not a legal requirement.
- Boone It would be good to have a link to tide and current websites.
- Botkin The sign has a QR code which links to the Water Trail site, and the Water Trail site has links to tide and current data.
- McGrath Have a question regarding tidal information. Seems like providing tidal information generates a moral hazard issue. I mean that there is a significant tide lag in inlets, and that lag can be very idiosyncratic and substantial. It's not information that is easy to convey on the sign. People need to be educated.
- Ambruster All this discussion regarding tidal information and the need for education on tides is evidence that we need to have more discussion on this topic of tidal warnings.
- Dryden Make a warning symbol for all the sites that have tidal issues.
- Barnes BASK has the best tidal information. You could link from the site description to BASK.
- Botkin A key part of the Water Trail is to educate the public. Maybe the Water Trail can have a public outreach event in the future to get people more of the tidal information.
- Heroux In the future, partners or the advisory committee may have capacity for programs even if the Water Trail doesn't. The Refuge has a one hour program it presents on tides. Maybe we can have this topic as an agenda item for future advisory committee meeting.
- Choi Support the idea of an agenda item and doing additional outreach. Need to highlight the message that it takes some time to learn tools (at least until we have better tools). Need to communicate the message that you need to study and research tides.
- Cullum Maybe you could do tide education program at multiple locations.
- Ambruster It would be great to have hands-on practice with experts to figure out if your itinerary would have landed you in the mud.
- Mihan Would like conditional site designation, if done, to require need for low freeboard dock. Otherwise it will take years to get it. With conditional designation maybe six months, without maybe six years.
- Barnes Penny's mud photos a zero tide are on the BASK site.
- Ambruster What about use of the site by non-kayak nonmotorized small boats?
- Mihan Based on my observations the predominant use by nonmotorized small boats is by kayaks.
- Miramontes Responding to Ralph's recommendation to require the addition of a low-float dock as part of site designation. Understand what you're saying about the timing. Unfortunately, while the PMT can encourage these kinds of things, and offer a

possible grant, WT is not in a regulatory position to require it. That would be the purview of permits and things like that. The Water Trail would love to see a low float dock be added, but can't make it a requirement.

Wayman Agree with Ellen. And County has said they can't handle the expense right now. Funding is a key issue, and it's not likely that conditional designation would accelerate the availability of funding.

Ambruster Turning now to advisory committee deliberations.

Botkin To summarize the proposed designation conditions are the standard Water Trail signs, and additional language on the education sign. We welcome all input.

(Choi had a question on the sign design, which was answered by an image of the educational sign.)

Heroux I'm seeing some pushback on the site, because it's not as accessible as we would like, so maybe it's not ready? I'm interested to hear from Dick and Ben why it's ready to be designated.

Botkin: I'm new to the program, so my answer is not going to be as comprehensive as I would like. The site is in an interesting location, and we have an eager partner. The site is also suitable for many types of boats, and there is parking.

von Rosenberg: We need to remember the context of the Access Plan. The Water Trail was designed as a program, and the goal is to make the Water Trail program as a whole accessible. That means having at least one highly accessible site in each geo-region, and making certain experiences that are not available in some geo-regions accessible for the Water Trail as a whole. Not every site has to be completely accessible. In fact, we expected that, for a variety of reasons, including funding and the site location, not every site would be. The goal is to continue to improve.

Dryden Yes, we definitely need to look at the context of the geo-region. If there's no fully accessible site within the geo-region, then it becomes more important to maximize the accessibility of any sites that are designated.

von Rosenberg What about the Jim Hench memorial site Jason? Believe that accessible features are planned for that site.

Campbell Not sure, I can find out.

Heroux Also would like to know which user groups to use the site now.

Ambruster Also need to distinguish between feasible users and current users.

Botkin It's an open, uncontrolled site. It's hard to know the current user groups. We do know that it's used by kayaks and standup paddle boards, even if the conditions are not ideal for launching.

Choi Low float dock costs only about \$5,000.

McGrath You need an active constituency to support improvements and push for a better dock.

Gaffney But getting grant money require site designation. So we have a chicken and egg situation.

Ambruster summarized issues and turned discussion back to the advisory committee.

Takei Feel like we should go ahead and designate. Seems to be the first step in improving the site down the road. Also provides another spot on the river, which is especially important if some other site owners may not be interested.

Boone Second the recommendation to designate, especially given the location of the site.

Choi Also support designation, but would like Napa County to commit to applying for grant.

Miramontes When we faced this issue in the past we were able to "strongly recommend" that the site owner apply for a grant but we are unable to require that they do so.

Dryden Also support site designation, but with the intent that we want movement to a more accessible site.

Campbell The Board of Supervisors was supportive of seeking designation. I think this includes conceptual support for increased accessibility. And the Water Trail was presented as an opportunity not a regulatory scenario. We are actively seeking designation so we can apply for grants, increase education and increase awareness of the site.

Cullum: Support designation with strong encouragement that Napa County come back with the grant application for low freeboard dock.

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

Ambruster So we have a consensus to recommend site designation with strong encouragement that Napa County apply for a grant for a low freeboard dock. We will now turn to PMT deliberations.

Wayman Support site designation.

Miramontes Also support site designation. Would like to have educational sign include specific language regarding navigation safety/tides and turtles.

Gaffney Also support designation. Site does have some great accessible features including parking spaces with boat trailer parking and restrooms. The Bay Trail program's experience shows the Napa County has done a great job with Bay Trail grants.

Zucker Support designation provided a formal letter goes to site owner with the "strong recommendation" to apply for a grant for low float dock. That would also be a great piece of supporting information for the grant application.

The Project Management Team decided in favor of conditional designation of Cuttings Wharf.

BREAK

Botkin We will now have a presentation from Thad Hunt of the California Dragon Boat Association, a registered 501(c)(3) nonprofit. This is one of a series of presentation designed to help us learn more about the different boat types.

Dragon Boat Launching and Landing Needs

Hunt Have been dragon boating for five years, and white water kayaking for seven years. Am safety direction for California Dragon Boat Association.

Dragon boating has a long history, but a short history as a sport. It's only been considered a sport for about the past 20 to 40 years. The typical dragon boat is 41 feet long and has a 3-foot beam. It has a 1- to 1.5-foot draft an effective 2.5-foot draft with paddles. There are 20 rowers sitting two side-by-side, the helm and a drummer. Boats are fiberglass with a bit of wood inside.

It's a very social support, with a soft growth curve. It's accessible to most people (including non-athletic) and for most participants it's their first team sport. Dragon boating occurs on every continent except Antarctica. 50% of US states have teams. California and Florida are the centers. University of California campuses and California State University campuses have teams.

The California Dragon Boat Association participates in the World Cup, also does corporate team building and is part of the international dragon boating association.

San Francisco Dragon Boat Association is part of the CDBA which is part of the pacific dragon boat association which is part of the US association which is part of the Pan-American association and which in turn is part of the international dragon boating association.

The California Dragon Boat Association is an umbrella organization with many members. CDBA incubates new local groups.

There are about 800 adult paddlers in the Bay Area, about 500 are part of the CDBA and the rest are part of independent organizations. There are also 700 youth paddlers, 35 adult teams and 11 youth teams. There are 13 training locations and approximately eight race locations. (Training and race locations are shown in Attachment C, Slides 8, 9 and 12.)

CDBA hosts one novice race per year which is usually where business teams compete, and the San Francisco International Dragon Boat Festival at Treasure Island (the biggest dragon boat festival in the US).

Marinas are easy to work with -- you pay your fee and you get your dock space. Aquatic centers can be more political. A list of attributes for a great practice site is show on Slide 13 of Attachment C.

Ambruster Part of today's conversation is about what you need from the Water Trail.

Hunt Dragon boats typically need to be in the water, they don't trailer well. The boats weigh 500 pounds. If boats are trailered you need a group of people to lift them off the trailer and a safe ramp to walk down. When the boats are docked, need to

control the number of people on the dock to avoid sinking the dock. Docks need to be at least 3 feet wide.

Dryden What about use of dragon boats by disabled boaters?

Hunt You need a low float dock for disabled dragon boat users. We get creative a lot. Boats are scraped down every month. There's a standard racing configuration. Nonstandard boats are about 50 feet long and 1,000 pounds, and are all wood. Being able to get boats out of the water to clean and maintain them is important.

Boone What about accidents and capsizes?

Hunt There are very few because we have very intense training for safety. We have Coldwater here in San Francisco Bay and 22 bodies in the water would be a very bad scene. A trained team can probably right a boat and get back in the boat in about 10 to 20 minutes but because of the cold water here people become ineffective after 10 minutes.

We have a marine radio at Jack London Aquatic Center and are working towards having more marine radios. We have cell phones on board.

Boone Are you aware of the vessel mutual assistance program?

Hunt Vaguely.

Boone: I will talk to you about it off-line.

Amy Where do you store paddles and other equipment?

Hunt We have storage space at aquatic centers but not at marinas. At marinas we may store equipment at a public storage facility nearby. Need to be creative.

Botkin What are the trends in use?

Hunt There's been an increase in the number of teams, but I'm not sure if total participants are increasing.

Li Adult participation seems to be pretty steady, but there is some growth in youth participation and college age participation is also holding steady.

Dryden Are any mobility-impaired paddlers participating in the sport?

Hunt I have seen them but I'm not aware of anyone specifically locally in the San Francisco Bay Area.

Li We've had one blind rower in the past.

Zucker How do you recruit and get people interested?

Hunt Mainly by word-of-mouth. One paddle and people are usually hooked. One challenge is the possible saturation of sites (no space for a dragon boat at a desirable new location).

- Choi Is there outreach to the non-boating community, especially underprivileged communities?
- Hunt One club in San Francisco does, but there's a limited number of qualified coaches, etc. so there is limited outreach.
- Choi You could get grants.
- Zucker Are you partnering with other organizations?
- Hunt Not really, there are some informal partnerships between the California Dragon Boat Association and others. Some independent clubs do partner with other organizations.

General Public Comment

(No general public comments were received)

Adjourn - Meeting was adjourned at 1:21 p.m.

Next Meeting – The next meeting is scheduled for September 11, 2015 at 10 a.m.