



**San Francisco Bay Area Water Trail
Implementation Meeting #16
December 9, 2015**

Meeting Summary

Attendees:

<i>Project Management Team (PMT)</i>	Maureen Gaffney (alternate for Laura Thompson), Ellen Miramontes, Dick Wayman
<i>Water Trail Staff</i>	Ben Botkin
<i>Advisory Committee (AC)</i>	Melisa Amato (USFWS replacement for Jennifer Heroux), Julie Bondurant, Tom Boone (phone), Ted Choi, Joy Dryden, Cecily Harris, Barbara Salzman (phone), Kevin Takei, Penny Wells, Laura Wilson (phone)
<i>Stakeholder Group and Guests:</i>	Curt Bates (City of Petaluma), Fernanda Castelo (Good Life Mobility), David Fielder (Pt. Isabel/Windsurf), Tom Gandesbery (Coastal Conservancy/Windsurf), Matt Gerhart (Coastal Conservancy), Amy Hutzal (Coastal Conservancy), Joe LaClair (BCDC), Ralph Mihan (San Rafael/Marin County), Dick Nelson, Greg Sabourin (Petaluma Small Craft Center), Susan Starbird (Petaluma Water Ways)
<i>Facilitation</i>	Ariel Ambruster, Center for Collaborative Policy

Key Outcomes

Trailhead Designations

- Petaluma Turning Basin (Petaluma Small Craft Center) - Advisory Committee consensus guidance in support of designation; conditionally designated by Project Management Team.
- Petaluma Marina – Advisory Committee consensus guidance in support of designation; conditionally designated by Project Management Team.

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Detailed Meeting Minutes

Welcome, Introductions, and Agenda Review

The meeting started with introductions by the attendees and an overview of the agenda and ground rules.

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

There are changes to the Advisory Committee. New Advisory Committee members and alternates include the following:

- Don Brubaker will replace Jennifer Heroux as the new U. S. Fish and Wildlife representative. Melisa Amato will be a new alternate for Don, serving along with Anne Morkill.
- Carol Perry of San Francisco Travel has retired. She will be replaced by Patricia Aleman, also of San Francisco Travel, as the representative for the hospitality industry.
- Jill Demers has left San Francisco Bay Bird Observatory and is being replaced by Yiwei Wang, the Executive Director of SFBBO, representing a non-governmental wildlife and habitat protection organization. Her focus will be the South Bay.
- Bo Barnes will replace Paul Nixon, who died last spring, as the alternate for Bay Access.

The PMT has identified tentative 2016 meeting dates. They will all be Fridays: March 11, June 3, September 9, and December 9. These dates work for the PMT, and Water Trail staff are currently waiting on feedback from the Advisory Committee. Dick will send out an email once the dates are final.

Water Trail Staff Updates:

Restrooms at Islais Creek – there was lengthy discussion about a possible Water Trail grant for these restrooms, but the Port of San Francisco decided it was easier to cover the cost itself. There is not a specific public input process for the restrooms but Water Trail staff is tracking the project and so is Kayaks Unlimited.

Signage – signs have now been developed for all previous sites, and Water Trail staff is working on the signs for the two Berkeley sites and Islais Creek. Water Trail staff is also working on sign locations for Cuttings Wharf and Black Point.

Vallejo Marine Terminal – the Draft EIR has been released. Site owners are working on identifying a new NMSB launch site. BCDC has been tracking the project, and did not like the recommended location (in downtown Vallejo) because of the poor design. BCDC has not seen a satisfactory proposal yet. A previously discussed location on the north side of the Vallejo Marina is not suitable because there are mud flats there.

Discussion: There was a question about how important it would be to have a NMSB launch ramp associated with this proposed project. The Brinkman's Marina launch ramp is still open. Some interest was expressed in a launch at Mare Island but there may be a Biological Opinion that prohibits any recreational water access at Mare Island. It is important to have a launch site available in this area of this georegion.

Use Tracking Subcommittee – Ted Choi, Jared Zucker, and Jennifer Heroux provided input during a phone call with Ben. Ben is pulling together basic guidelines and will circulate them to the group.

Water Trail staff is tracking or looking at the potential for designating the following six sites:

- Starmont Winery, Napa River. This one is supported by the friends of the Napa River.
- China Camp, San Rafael. Ben visited this site with Ralph Mihan. The existing access point at Loch Lomond flooded during the recent King Tide.
- India Basin Waterfront Project, San Francisco. There was a presentation on this area during a recent Water Trail meeting, and the project is continuing to move forward.
- Pier 39, San Francisco. Water Trail staff met with Port representatives. This site is a likely destination site. It will have an accessible dock.
- Turney Street, Sausalito. A permit has been submitted to add a low freeboard accessible dock at the site. Jonathan Goldman, a former Accessibility Subcommittee alternate, is very involved in this project.
- Glen Cove Marina, Benicia. Ben visited the site with Penny Wells. Site owners are interested in more public access. Although the facility is not fully accessible, they are potentially amenable to NMSB users camping on the lawn.

Discussion: A question was raised about why so many of the sites that are being designated or considered for designation are located in the North Bay, Marin and San Francisco, and so few in the South Bay. Coyote Point in San Mateo is being tracked, but is still at least two years away from being done with its construction. (More information on the site is provided below.) Blu Harbor, also in San Mateo County, may be available in 2017. Brisbane Marina has contacted Ben and he'll follow up to see what's happening with that site. On the eastern side of the Dumbarton Bridge, the Don Edwards National Wildlife Refuge is working on seismic improvements to some of its facilities that include an option for a great ramp. Water Trail staff will confirm if this is the same location as the Jarvis Landing site included in the Water Trail Plan.

Project Management Team Updates:

- There are several staff changes at BCDC. Bob Batha, the Chief of Permitting, is retiring. Bob was Ellen's alternate on the PMT. The new alternate is still being determined. Joe LaClair, the Chief Planner at BCDC, is leaving to go to San Mateo County. Joe was an integral part of the Water Trail Plan, legislation, etc.

- The City of Alameda is working on plans to develop an approximately 60-acre area around the Seaplane Lagoon at Alameda Point on the west side of the former Naval Air Station. They would like to include both NMSB access and a ferry terminal. They also need to deal with sea level rise issues. Ellen Miramontes recommended that they come to the Water Trail meeting for information and input.
- There have also been staff changes at the Coastal Conservancy. Amy Hutzler, who was manager of the Bay Area Conservancy Program, has been promoted to Deputy Executive Officer and Matt Gerhart has been named as her successor.

There were no Advisory Committee or public updates.

Point Isabel Update

East Bay Regional Park District (EBRPD) is working on a project to improve safety at the site. The site is mostly used by windsurfers. EBRPD developed a draft project scope, evaluated interim and long-term options, and is evaluating permit implications. Potential improvements include:

- New ramp and steps
- Add gravel to beach
- Stabilize rock jetty
- Channel markers / clear path
- New rigging area
- Pathway
- Washdown station
- Water Trail signage

The locations of the potential improvements are shown on the slides referenced above. Overall it seems as though these improvements will require a bigger permitting effort than originally thought, so there is currently an interim plan to spread gravel for the rigging area. EBRPD staff will go to its board for money and approval and hopes to have improvements in place in 2017. EBRPD would then apply for Water Trail designation. The site presents more hazards at high tide than at low tide because there are rocks that can't be seen at high tide. There are potential parking conflicts because the side parking is used a lot for the adjacent dog park. Additional parking is part of the planned improvements. EBRPD is looking at three options.

The dogs keep wildlife at bay in this area. However the Albany mudflats are nearby and Brooks Island spit (a Caspian tern nesting site) is also in the vicinity. Windsurfers are aware of the Brooks Island nesting site. The Albany mudflats are not used by windsurfers because there's no wind, and they are not attractive to kayakers either because of the mud flats. The Bay Trail along the Albany mudflats shoreline was hotly contested in the 1990s. On-water signs/buoys were considered to tell boaters to avoid the sensitive area.

There is an EBMUD storm-water treatment plant just to the south of the site that may be closing. EBRPD planning folks are most likely tracking this, as EBRPD is always looking for opportunities to acquire real estate.

The Point Isabel Water Trail site is actually part of McLaughlin Eastshore State Park and not Point Isabel, which is located across the street.

Coyote Point Recreation Area Presentation

This is a 687-acre area of which 149 acres is on land and the rest under water. The area receives up to 4,000 visitors per day in the summer. Coyote Point Marina, to the south, is a separate management unit. The western shoreline has been used since the 1920s and fell apart over time. The Eastern Promenade area historically was a beach (it even had lifeguards in the 60s and 70s), and the beach also fell apart. The Promenade Trail at the site connects to the Bay Trail. There is also a concessionaire, Board Sports, on-site. RV camping is available on a small knoll. There are many site users, including kayakers, stand-up paddle boarders, open water swimmers, and beach visitors. There are not many beaches in the South Bay, so this area serves as kind of a regional park.

The Coyote Point Recreation Area consists of two project sites, the Western Promenade and the Eastern Promenade. The Western Promenade work was completed in 2014. The Western Promenade was improved by adding rock revetments, three ramps, changing rooms and improving two rigging areas. The cost for construction was \$1.8 million. It is mostly used by windsurfers.

Work on the Eastern Promenade is in the design phase. Elements of the proposed project include the Promenade Trail to the bluff, a sand play area, a pocket (crenelated) beach, and picnic areas. To build the beach the County will need to remove parking and provide 75 spaces elsewhere in the park. The existing restroom building will be moved back to the other side of the road. It will still have changing rooms and an outside shower tower.

The Eastern Promenade is being raised to 13 feet NAVD 88 to address sea level rise. The Western Promenade was built in 2010 and has an elevation of 10 feet (it was constructed prior to CEQA sea level rise requirements). The beach will be at an elevation of 12 feet (it's currently at an elevation of 7 feet), which will hopefully keep the sand in place. The perched beach and raising the promenade are complicated engineering challenges.

There will be planned public events such as food truck festivals. The County does not anticipate user conflicts because wind surfers are not typically out when kayakers are and events would not occur during high-wind times. There is no tent camping and is not possible to add tent camping to the RV area. It may be possible to accommodate tent camping and boat storage at the Marina.

County staff expects to have construction documents 60% complete in January 2016 and 100% complete in May 2016. They anticipate getting Board of Supervisor approval in May 2016 as

well. The cost is expected to be more than \$2 million but an actual estimate has not been completed. The County is just starting the cost estimate and identifying funding sources. The goal is to do the construction in 2016 and 2017. The work may occur in two phases, if work in the water is required. The County intends to bring both Promenades to the Water Trail for designation in the future. The County sees the areas as a single unit and therefore prefers to wait for site designation until the Eastern Promenade portion is completed. The Marina would have to be a separately designated Water Trail site.

Discussion and Q&A: The kayaking community feels that neither the Western nor the Eastern Promenade is good for kayakers. The Western Promenade is serving windsurfers and kite surfers very well, but it's very steep for kayaks. The Eastern Promenade has a wide beach, it's windy and there are lots of kids. Kayakers are more likely to launch from the Marina.

Berkeley Marina Small Boat Launch Area Grant Application

The City of Berkeley has submitted a grant application for \$111,000 to provide an accessible gangway and make improvements to the middle dock. This was a requirement of site designation. The accessible gangway would be next to the existing middle gangway. The cost would be \$85,000 for the gangway and the connection and \$15,000 to make improvements to the middle dock. The balance of the funds is for associated engineering and environmental review. The accessible gangway would connect to the existing middle dock. Design drawings and engineering are still to come. The accessible route of travel, parking, and restrooms are part of the larger improvements for the area. They are not part of the grant application. There was general support for the grant application.

Discussion: A range of comments was provided on the proposed design. In particular, the access from the land onto the gangway needs work. There need to be grooves on the riser and side rails need to be added. The area around the abutment/access point needs to have a smooth surface. There was some concern that lowering the abutment would reduce sea level rise resiliency, and that a better solution would be to create a broader platform on the land side to raise the land side to the height of the abutment and connect the gangway that way. The gangway/abutment connection looks weak. Meeting participants are interested in seeing the design once it is developed to be able to provide more specific comments.

Trailhead Designation Consideration of Petaluma Turning Basin and Petaluma Marina Sites

These two sites are within 1.5 miles of each other and are being considered together, similar to the two Berkeley Marina sites at the last meeting.

There are four potential Water Trail sites in this georegion: the Petaluma Turning Basin, Petaluma Marina, Lakeville Marina, and Black Point Boat Launch. The Petaluma Turning Basin is approximately 1.5 river miles upstream of the Petaluma Marina. The future of the Lakeville Marina, located approximately 4.5 river miles downstream from the Petaluma Marina, is unknown. Black Point Boat Launch, which has been conditionally designated as a Water Trail site, is located approximately 12 river miles downstream of the Petaluma Marina.

Sensitive habitat is present in the Petaluma marsh, a historic marsh, located approximately 1.2 river miles downstream of the Petaluma Marina and 2.7 river miles downstream of the Petaluma Turning Basin.

Petaluma Turning Basin

This site is located on a U-shaped wooden dock in the Turning Basin in downtown Petaluma. It can be accessed by gangways on the west (Gangway #1) from River Plaza shopping center and on the east (Gangway #2) from a small parking lot on Weller Street (see Slide 11 of the Petaluma sites presentation). With removal of the flag pole, Gangway #2 would meet the criteria for an accessible gangway. Gangway #1 is privately owned by the developer of the River Plaza shopping center. It is not ADA-accessible because there are stairs leading down to the gangway and the gangway is too narrow. There are no current plans for improvement, but the Petaluma Small Craft Center (PSCC) hopes to work on this with the developer in the future. The Petaluma Turning Basin site, with the addition of the proposed improvements described below, would be the broadly accessible site for the Petaluma River georegion.

There are restaurants and a hotel located in the vicinity of the site as well as other attractions in downtown Petaluma. There are five parking spots in the Weller Street lot, one of which is ADA-accessible. Overnight parking is allowed between 6 PM and 8 AM in the Weller Street lot. There is also on-street parking. The site is easy to reach via public transportation: a proposed SMART rail station is located two blocks away from Gangway #2 on Weller Street and multiple bus lines serve the area. There is no dedicated parking on the River Plaza side, but PSCC and the City are working with the developer to designate some parking spaces and a loading/unloading area.

The existing dock is used by motorized and non-motorized boats, as well as a local outfitter. The PSCC is working on a project to add a low freeboard dock and NMSB rental center on the southern end of the existing U-shaped wooden dock. The PSCC is a nonprofit organization representing boating clubs, river organizations, businesses and individuals interested in the Petaluma River. It is partnering with the City of Petaluma to create a small-craft rental center at this location. Proposed site improvements include:

- 120-foot-long low freeboard dock
- Floating rental center, office, and boat storage (for rental center use)
- Accessible restrooms and showers
- Accessibility improvements
- Boat washing station, and
- Parking improvements

Restrooms were looked at for the River Plaza shopping center location, but because it is a private property and utilities are far away, the Weller Street side is more suitable. There will be lighting along the dock, although the intensity is limited by CEQA to protect fish present in the Petaluma River.

The PSCC will enter into an agreement with the City of Petaluma to operate and maintain the small craft center. It plans to have both staff and volunteers available during daylight hours. The small craft center would not have public boat storage but the public could tie up to the dock, if space is available. The small craft center will have a variety of nonmotorized small boats available for rent.

The PSCC would also build the small craft rental center. It has submitted a grant application to the Water Trail program for the low freeboard dock portion of the project and 50% of the cost of restroom construction. When the proposed improvements are constructed, including removal of the flag pole by Gangway #2, the site will be considered broadly accessible. Accessibility of this site could be further enhanced by making Gangway #1 more accessible and providing accessible parking and an accessible path of travel from the River Plaza side.

There is a lot of community support, including Petaluma Water Ways and the David Yearsley River Heritage Center. The river has a high level of existing recreational boating activity and there are active educational and interpretation programs. PSCC runs summer camps and youth boating programs and there are regular community events and festivals.

The PSCC hopes to start construction in the fall or winter of 2016. Fundraising is scheduled to start in early 2016. The pending grant application to the Water Trail is for \$140,000 for the low freeboard dock and pilings required to install the dock, plus \$40,000 for 50% of the restroom construction cost and associated work.

Discussion and Q&A

Boat storage - There will be no public boat storage. There are racks for kayaks and stand-up paddleboards for craft owned by the PSCC.

Heron and egret rookery - There is a heron and egret rookery at the bridge to downtown Petaluma. This is already a very active area with lots of people and bars. Although there are currently people and bars near the existing rookery, people approaching by boat have a different effect than people walking by. Signs should alert boaters to the existence of this rookery.

Access to downtown and nearby areas - The site needs to consider access to restaurants, downtown, etc. for people with mobility limitations.

Parking - It may be a good idea to revise parking hours on Weller Street to allow longer periods of on-street parking. There are also parking garages within a five minute walk. A mixed-use development is proposed for the open lot opposite Weller Street, which could greatly increase parking demand. There is no application to the City of Petaluma yet but it is expected soon. The City intends to have public parking on both sides of Weller Street.

Marsh access by kayakers/need for signs - Audubon has had some problems with kayakers in their 185-acre restoration site on the west side of the Petaluma River just north of Redwood Landfill. Audubon did a restoration there and some kayakers became confrontational when asked to leave the restoration site. Ridgway's rails are tied to the channels, and the channels

are where boaters go. There needs to be sign language reminding boaters to stay in the river and not enter the marshes.

Public Comment

It would be good to have signage regarding the distance to public transit and perhaps to have a boat cart available at the rental house. It would also be good to add information on the PSCC website regarding distances and profile of the path of travel.

Would it be possible to have signage for the marsh area to warn people that they are entering the marsh, to remind them that there could be hunting, and to let them know the distances to the Marina and the small craft center?

There are concerns over sign proliferation. Petaluma Water Ways has placed a few trail markers, but there needs to be coordination of efforts regarding signage. It would be great to have the Water Trail take the lead on coordinating signage.

Advisory Committee Deliberations

The Advisory Committee voted unanimously to recommend site designation. Points made included:

- The turning basin has been used as a boating area for more than 100 years.
- There is a lot of nonmotorized boating activity in the area.
- There is a long path of travel from the Weller Street access to the low freeboard dock.
- It will be important to continue negotiations with the River Plaza owner to provide parking and an accessible path of travel from that side.
- It needs to be made clear that this is a public launch site and that the public is allowed to bring their own boats. This is important to avoid confusion over site ownership and use in the future.
- There needs to be more effort on coordinated/uniform signage regarding wildlife and migratory birds, as well as hunting.
- The City should consider installing an EZ dock-style low freeboard dock with a transfer bench at or near the Weller Street gangway.

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

Ben volunteered to take on the issue of coordinated signage. He will include Marin and Madrone Audubon in his contacts.

More public comment: This is a great site, a true public/private partnership, an excellent location, etc., but an effort needs to be made to make it truly available to everyone. Also, the end users do not want to see a division between private and public ownership—they want a seamless experience.

Project Management Team Deliberations

The PMT unanimously supported site designation. Points raised during the deliberations were:

- More extensive signage is a large project and requires a coordinated group effort. It is a worthy goal and the Water Trail should participate, but it is a large effort that is likely to be more than the Water Trail can handle. Perhaps Petaluma Water Ways could take the lead.
- BCDC deals with signage a lot. This area, however, is outside of BCDC jurisdiction, so BCDC's Public Shoreline/Public Access signs cannot be used here. Something equivalent is important.
- Need to consider who would pay for the signs created by a cooperative sign effort.
- The City/PSCC should continue to work on obtaining good public access from the River Plaza side to achieve more complete accessibility.
- There are improvements that can be made in the future and it seems that there's a willingness to look at these.
- This location will be a gem for the Water Trail.

The Project Management Team decided in favor of conditional designation of the Petaluma Turning Basin.

Petaluma Marina

The Petaluma Marina is located approximately one block from the intersection of Highway 101 and State Highway 116. The marina has a concrete boat ramp with two high freeboard docks. The eastern dock, which has an accessible gangway, was recently converted to a fuel dock and is no longer suitable for launching NMSBs. The wooden West Dock is rough in places. The site is designed primarily for trailered boats but is used by many different both types. It appears to be suitable for all types of NMSBs other than windsurfers and kiteboards. The site is used primarily by motorized boats and can get crowded on weekends. There is no fee for hand-carried NMSBs and a \$5 fee to launch trailered boats.

There is plenty of free parking, including ADA parking for vehicles with trailers in the vicinity of the docks. Parking for boat trailers is allowed for up to 72 consecutive hours. Accessible restrooms are located approximately 30 feet west of the boat ramp. The site also offers public kayak storage and has a designated storage area for a local outrigger canoe club (Lokahi). The path of travel to the East Dock is not broadly accessible; the top of the gangway is located in an area that is on soil and there is no ramp over the curb. Boat washing is available and there is a connection to the Bay Trail at the site.

Other amenities at the site include the hotel and restaurant in the Marina complex as well as a stand-up paddleboard vendor. The site is accessible via public transportation: a bus stop is located approximately two blocks from the boat ramp, at the intersection of Bay Street and Hwy 116.

The site is not broadly accessible. As discussed above, the Petaluma Turning Basin is intended to be the broadly accessible Water Trail site in this georegion. Site designation conditions would be adding the standard Water Trail identification and education signs.

Q&A and Discussion

The NMSB storage is locked (secure) and the cheapest in the Bay Area for kayaks. The PSCC uses the site to launch but brings in its own low freeboard dock. The PSCC is pursuing development of a community boathouse to store its boats. The North Bay rowing club is currently staging on private property.

The City may want to think about doing maintenance on the wooden West Dock. The City of Berkeley agreed to make temporary repairs in a similar situation and to look at adding a low freeboard dock. It would probably be possible to stripe a path of travel through the parking lot right now. To make the West Dock accessible there needs to be a railing all along one side, and transition plates and toe boards need to be added. The PMT should ask the site owner to seriously look at a grant application or other means of putting in a low freeboard dock with transfer system, as well as the other accessibility improvements mentioned.

This is a very busy power boat launch site and there are often conflicts with nonmotorized small boats when powerboat users are walking bowlines down the dock. If a low freeboard dock is added, it would be best to put it on the freeway side of the existing dock (opposite the side with the boat ramp). It would be good to have wider docks overall to allow bigger wheelchairs, including motorized wheelchairs, and the possibility of wheelchair travel in both directions simultaneously.

Advisory Committee Deliberations

The Advisory Committee unanimously recommended designation of the site. Points made included:

- The same need for signage exists here as for the Turning Basin site.
- The site has great potential for improved accessibility with relatively minor changes – if the ramp weren't bumpy and met other accessibility requirements and a low freeboard dock were available.
- It was recommended that the low freeboard dock be placed closer to the foot of the wooden ramp than the end of the dock.
- The site owner should be encouraged to submit a grant application or seek other funding to make accessibility improvements.
- This is a good site for groups of people.

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

PMT Deliberations

The PMT unanimously recommended designation of the site, with a strong recommendation to submit a grant application for accessibility improvements. All PMT members agreed with the following statement:

The City of Petaluma is encouraged to apply for a grant to help fix gaps in the West Dock and add accessibility improvements (including accessible features to the gangway and a low freeboard dock with transfer system).

The Project Management Team decided in favor of conditional designation of the Petaluma Marina.

General Public Comments

- The Water Trail is a great organization. It is great to see that accessibility is now more part of the discussion. It would be good to see the discussion move toward universal design rather than just accessibility.
- Ms. Castello is involved with Good Life Mobility, which makes motorized add-ons for kayaks and stand-up paddleboards, but there is no point in making these if there is no place to get into the water. She will encourage both CEOs to go to Petaluma to see the sites and become informed.
- Coyote Point is a good NMSB site - we don't want to leave a false impression. More sites are better, and this location is an important part of the Water Trail network and as an emergency stopping location. People can choose where they want to go.
- Ben Botkin has been doing excellent work and it is very much appreciated.
- Presentations on the Water Trail are generally well received by the public, but more are needed. Ms. Harris recently did a presentation to Sierra Club members, who were not familiar with the Water Trail. Ben will be doing more presentations at REI, where past presentations were very popular—Laura Thompson is helping to organize. It may be possible to create a standard presentation. Ms. Ambruster will send a copy of the standard presentation that the South Bay Salt Pond project developed to Ben. Ms. Starbird will help arrange the presentation of the Water Trail in Petaluma.
- It would be good to have an update on trends and NMSB use. One source of information may be the Outdoor Retailers Association.

Action Items:

- Ben will communicate with the City of Berkeley to share Water Trail feedback and the desire to have input on the design.
- Ben will circulate the use-tracking approach as it is developed
- Water Trail staff will continue to track the Vallejo Marine Terminal and follow up on the question of whether there is a USFWS BO prohibiting recreational boating access sites at Mare Island, and, if so, whether USFWS would reconsider elements of that BO.

Adjourn – Meeting was adjourned at 1:23 p.m.

Next Meeting – The next meeting is scheduled for March 11, 2016, at 10 a.m.