Bay Trail Gap Closure Implementation Plan

Oakland-Alameda Adaptation Working Group
December 13, 2023

METROPOLITAN TRANSPORTATION COMMISSION

Agenda

1. **Plan Overview**
2. **Engagement Summary**
3. **Field Survey**
4. **Prioritization**
5. **Next Steps**

Image Credit: Karl Nielsen

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Bay Trail Gap Closure Implementation Plan Need

- Last Gap Study for the Bay Trail is from **2005**

- **Criteria** in gap study are **outdated** (e.g., no equity considerations, sea level rise)

- Need for **data-driven project prioritization**

- **Align** with other recent **regional AT networks**

- Last cost estimator tool for gap closure developed in **2018**

- Need to **focus on enhancing access to** and **ridership on** the Bay Trail, including **spur and connector trails** adjacent to the Bay Trail

- **No more low-hanging fruit**

The San Francisco Bay Trail Project
Gap Analysis Study

A Report on Closing the Gaps in the 500-mile Regional Trail System Encircling San Francisco Bay

September 2005   ABAG · GreenInfo Network · Coastal Conservancy · alta

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Bay Trail Gap Closure Implementation Plan Outcomes

- Updated **evaluation criteria**

- Updated **inventory of gaps** in Bay Trail network

- Prioritized **project list**

- Updated **cost estimation tool**

- Curate robust **community engagement, coordination & partnerships**

  - Engage community-based organizations (CBOs)

  - Agency and stakeholder coordination through project Working Group

Laszlo Green

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Project Schedule

Summer 2022
- Project Kick-Off

Fall 2022
- Data and Document Review

Winter 2022
- Working Group Meeting 1

Spring/Summer 2023
- Project Prioritization
- CBO Engagement

Fall 2023
- Working Group Meeting 2
- CBO Public Meeting
- Revisions

2024
- Cost Estimates
- Plan Finalized

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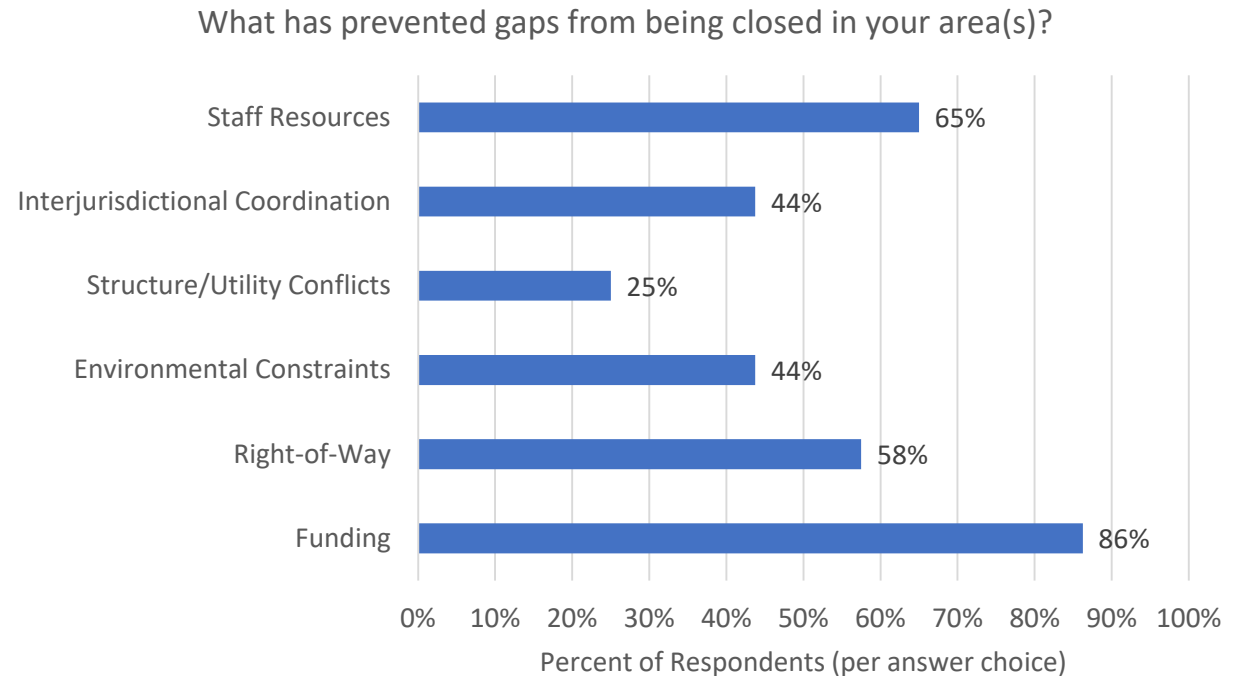
Engagement Summary

1. Convened **Working Group** of staff from city, county, regional, state, federal, transit, and advocates with **representatives from all 9 Bay Area Counties**

   - Meeting #1 held November 2022 with **98 participants** via zoom

   - Meeting #2 held September 2023 with **71 participants** in person and on zoom

2. Partnered with seven (7**) Community Based Organizations from Equity Priority Communities** throughout the region

   - **9 events held in 7 counties, with over 200 participants**

   - Held in both **English and Spanish** and many formats, including bike rides, tabling, zoom meetings, farm gatherings, dinners, and picnics

Working Group Meeting #1 Participant Organizations

- 45%
- 21%
- 11%
- 7%
- 7%
- 4%
- 1%
- 4%

Legend:
- City
- Regional
- Federal
- County
- State
- Transit
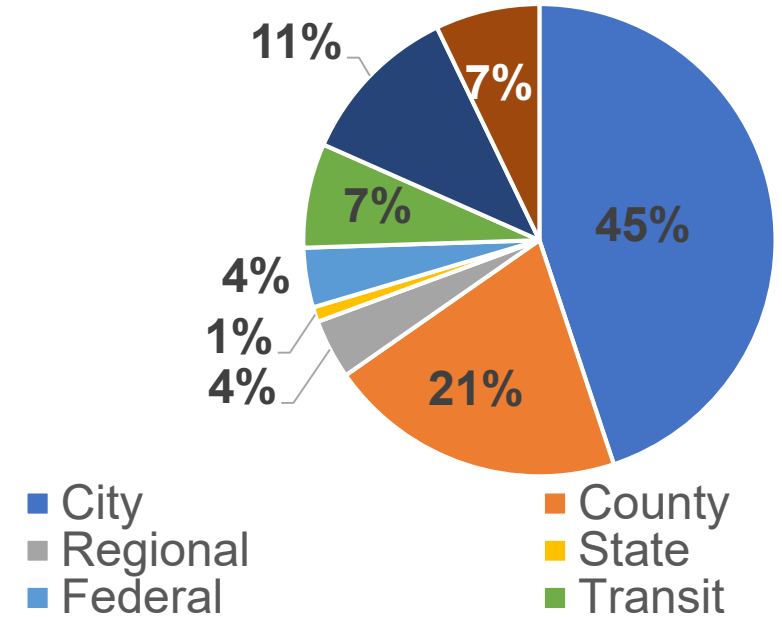
What We Heard from Working Group

- Barriers to closing gaps

- Bay Trail Alignment updates

- Connector Trail alignments

- Prioritization methods and criteria weighting

- Base map and other issues

What has prevented gaps from being closed in your area(s)?

Category	Percent
Staff Resources	65%
Interjurisdictional Coordination	44%
Structure/Utility Conflicts	25%
Environmental Constraints	44%
Right-of-Way	58%
Funding	86%

Percent of Respondents (per answer choice)

What We Heard from CBO In-Reach

Complete community connector trails and local bike and pedestrian networks

Address environmental justice concerns and avoid contaminated areas

Offer free events to get people using the trail more regularly

Improve bus connections to trailheads and increase spaces at parking lots

Add and maintain amenities like signage & maps, bathrooms, trees & shade, play areas, pet equipment, and general trail maintenance

Green Hive
Vallejo, CA

Green Hive Spaces
WORK · CONNECT · GROW

CANAL ALLIANCE

Canal Alliance
San Rafael, CA

Rich City Rides
Richmond, CA

RICH ★ CITY ★ RIDES
RICHMOND · CALIFORNIA

SF Parks Alliance

East Oakland Neighborhood Initiative
Oakland, CA

Rafiki Coalition / SF Bike Coalition / SF Parks Alliance
San Francisco, CA

EAST OAKLAND NEIGHBORHOODS INITIATIVE

SAN FRANCISCO BICYCLE COALITION

Rafiki COALITION

El Concilio
East Palo Alto, CA

VEGGIELUTION

El Concilio of San Mateo County

Veggielution
San José, CA

Field Survey Review

Goal: Identify segments of the Bay Trail that are misclassified, unbuilt, or otherwise unrideable gaps, or are substandard, per the *San Francisco Bay Trail Design Guidelines*

Results in two classifications:

- **Gap** – unbuilt or unrideable infrastructure to be prioritized

- **Substandard** – existing facility that does not meet *Design Guidelines*, identified but not prioritized

Data collected via:

- Desktop review (on-street infrastructure and sidewalks)

- Fieldwork (Class I trails)

Fieldwork Methods

- ESRI QuickCapture App
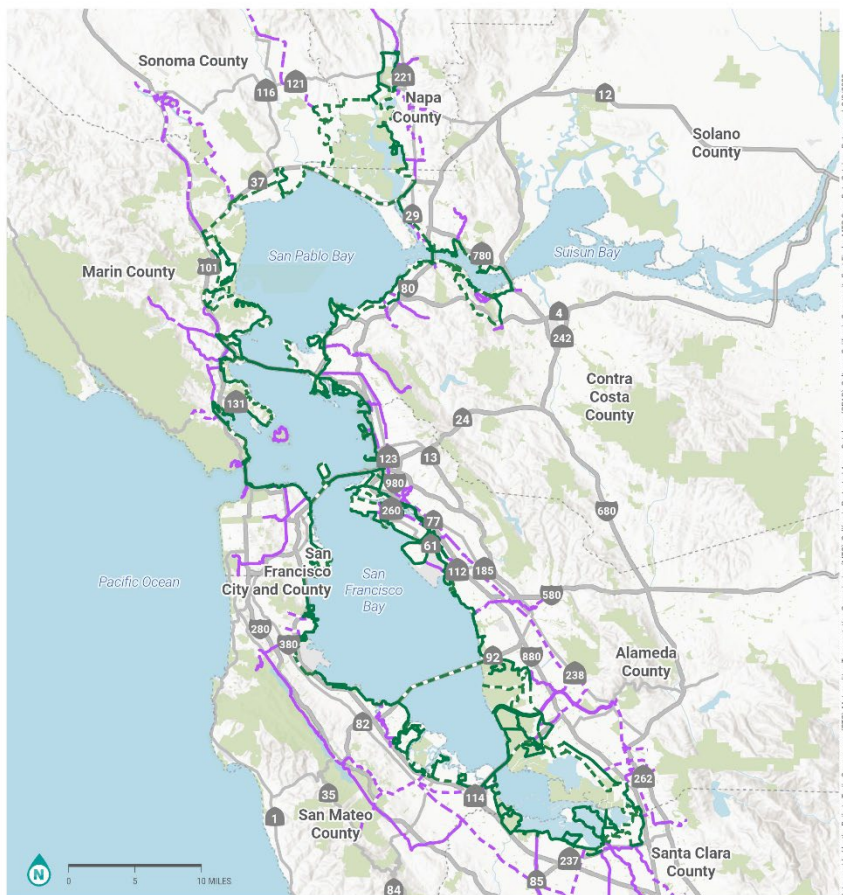- GoPro photo inventory

Phone mounted for data collection

QuickCapture App interface

Photo Inventory
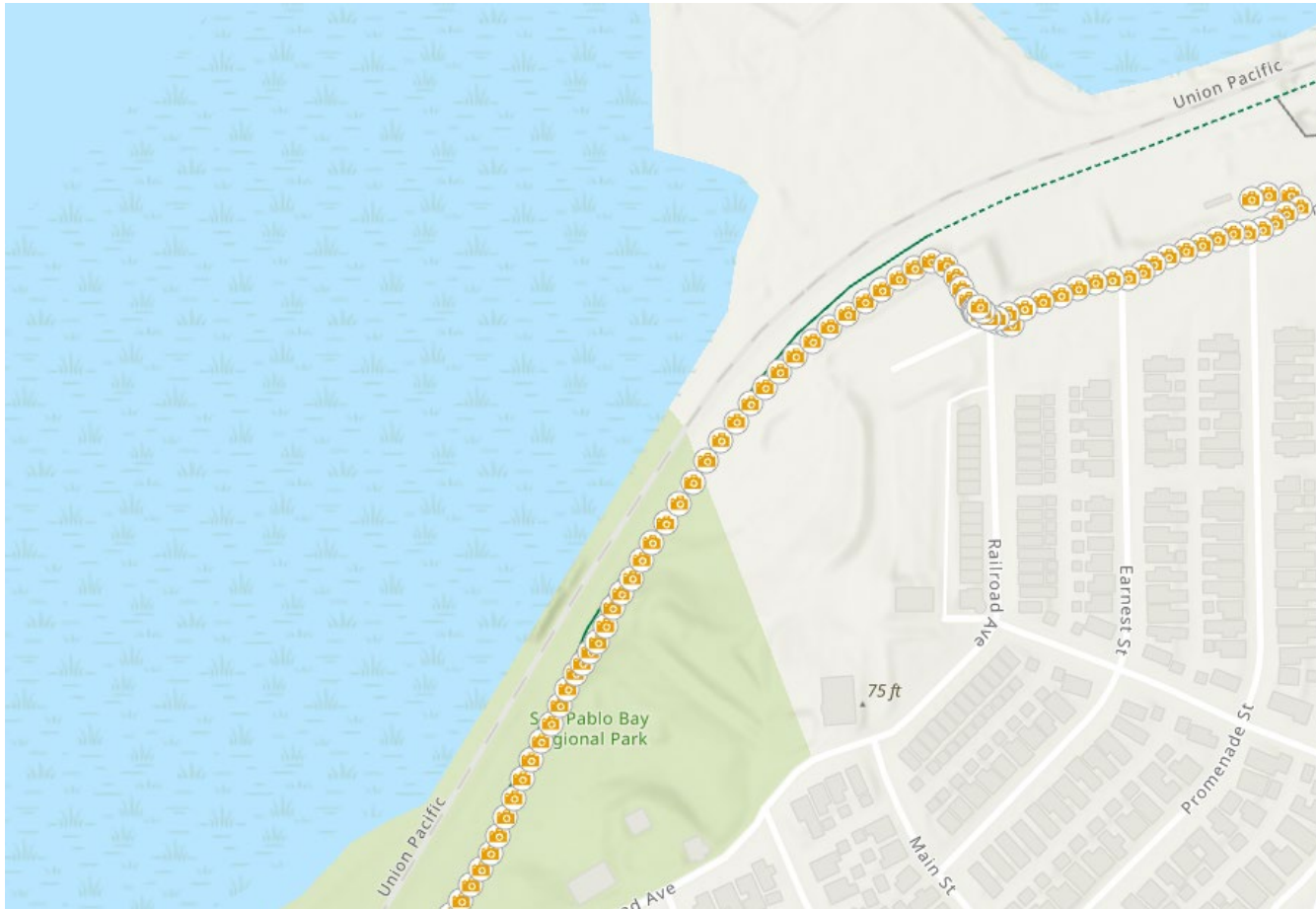
Geo-referenced photo inventory

BASEMAP

BAY TRAIL GAP CLOSURE
IMPLEMENTATION PLAN

alta

Prioritization Goals

- The goal of this spatial analysis is to inform the prioritization of gap closure projects for the San Francisco Bay Trail and its connector trails.

- This analysis assumes the trails to be scored will consist of 1) the Bay Trail and 2) Connector Trails. The Bay Trail and Connector Trails are considered *separate* entities worthy of independent *prioritization scores.*

Acknowledging Limitations

- Prioritization results will not singularly dictate MTC funding decisions.

- This is not a prescriptive list that will be funded in ranked order

- Prioritization results use the best available data within the criteria and DO NOT include:

- Cost

- Constructability

- Project readiness

- Community-based support

- Additional study for each trail gap is needed prior to implementation.

- Local project sponsors will be responsible for pursuing funding opportunities through MTC and other sources.
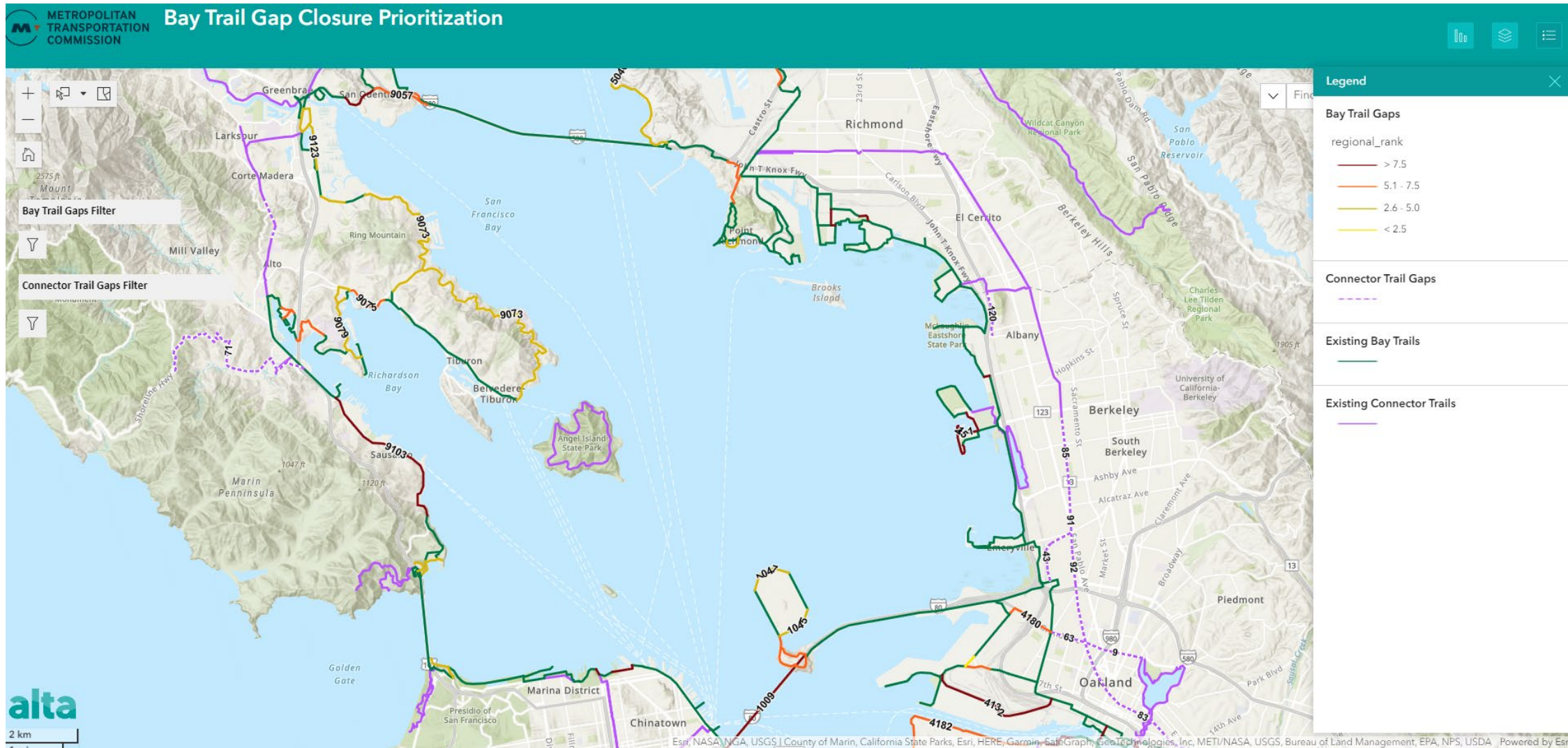
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Scoring Criteria

Draft Criteria – currently updating

Highly Ranked Working Group Criteria	Final Scoring Criteria	Weights
Improved Access to Key Destinations + Demand	Access to Jobs & Housing	15%
	Access to Parks	15%
	Access to Transit Rich & Connected Communities	15%
Safety/Comfort	Collision Proximity	5%
	Gap Closure	25%
Equity	Equity	25%
		100%

Adding Proximity to Shoreline

How to review results

Webpage: https://experience.arcgis.com/experience/47e62355599c4154b5edf44acee64f0a/

Oakland – Alameda Estuary Key Gaps

Gap after the Tidewater Boating Center

Bay Trail to Coliseum BART

MLK Shoreline

Gaps between connector trails: East Bay Greenway and San Leandro Creek Trail
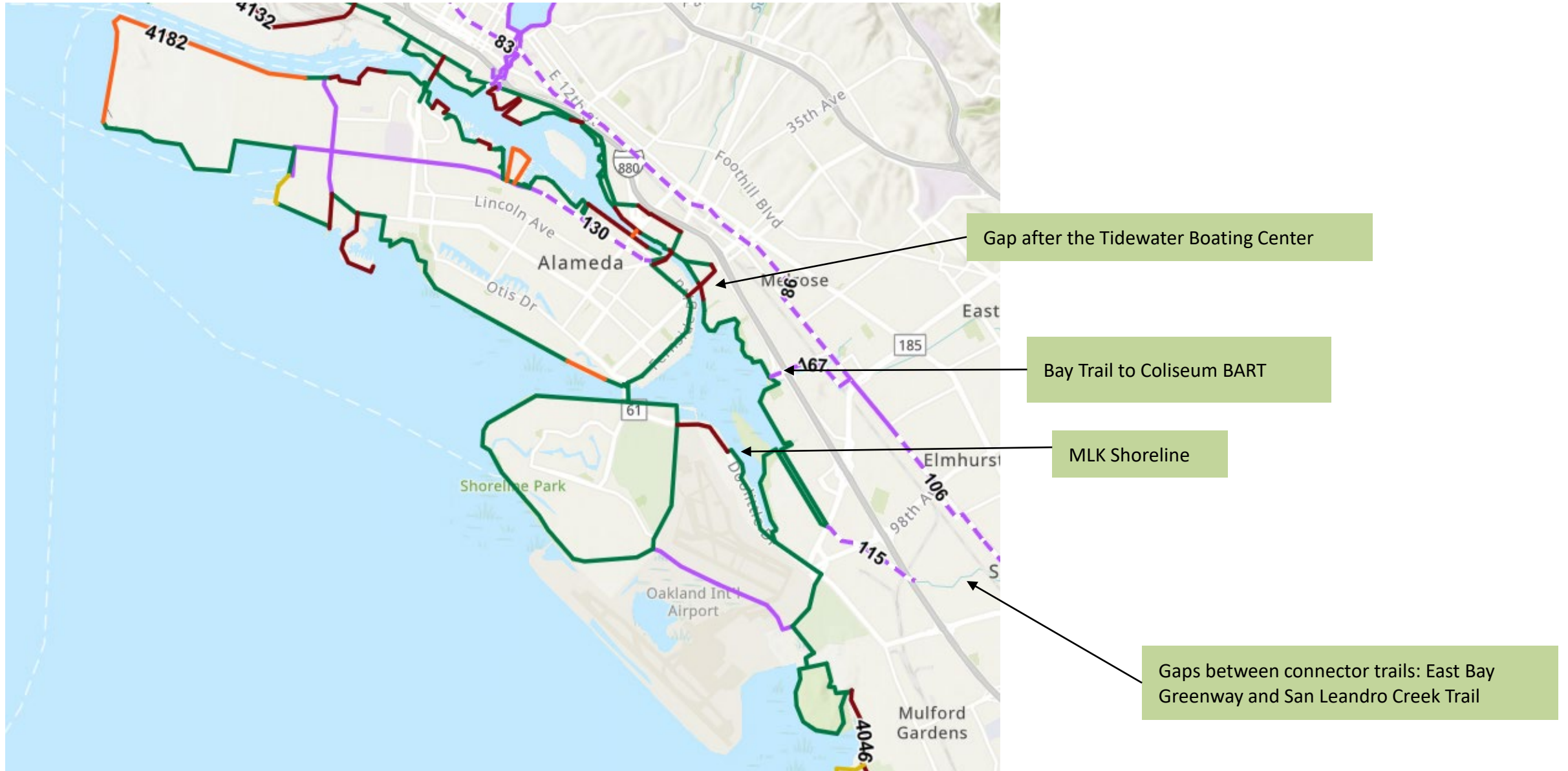
EONI Led Engagement – Key Feedback

- Gaps to prioritize:
  - <u>Doolittle Drive</u> – unsafe for any level of rider with lack of bike/ped infrastructure and cars traveling at high speeds. Desire for protected lanes with barriers in vibrant colors or design.
  - <u>Tidewater Ave</u> - need wayfinding and better street design to protect bike and pedestrians.

- Amenities improvements:
  - Need for bike tools and bike racks at sites around the MLK Jr. Shoreline
  - Need wayfinding and Bay Trail signage from the Columbia Gardens neighborhood, at 98th and Empire Rd and on Tidewater Ave
  - Increase arts/cultural representation specifically at MLK Jr. Grove and increase natural art, such as the famous watermelon rock. The youth mentioned painting more fruit.

Next Steps

1. Revise GIS and prioritization criteria

2. Refine cost estimator tool and conduct sea level rise analysis

3. Publish final report

Upcoming Projects

1. OakDOT was recently awarded funds from MTC for technical assistance to further design for an interim gap closure of Doolittle Dr

2. Upcoming Bay Trail projects include a Bay Trail Needs Assessment that will focus on Operations, Maintenance and Amenities and The Bay Trail Equity Strategy Phase III Action and Implementation Plan

Questions?

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Image Credit: Karl Nielson