

Updates on Bay Trail Gap Closure Implementation Plan and Equity Strategy



SF Bay Trail Board | October 27, 2023

Agenda

1. New Vision for the Bay Trail
2. Bay Trail Equity Strategy Overview
3. Bay Trail Gap Closure Implementation Plan Overview



Image Credit: Karl Nielsen

New Vision of the Bay Trail

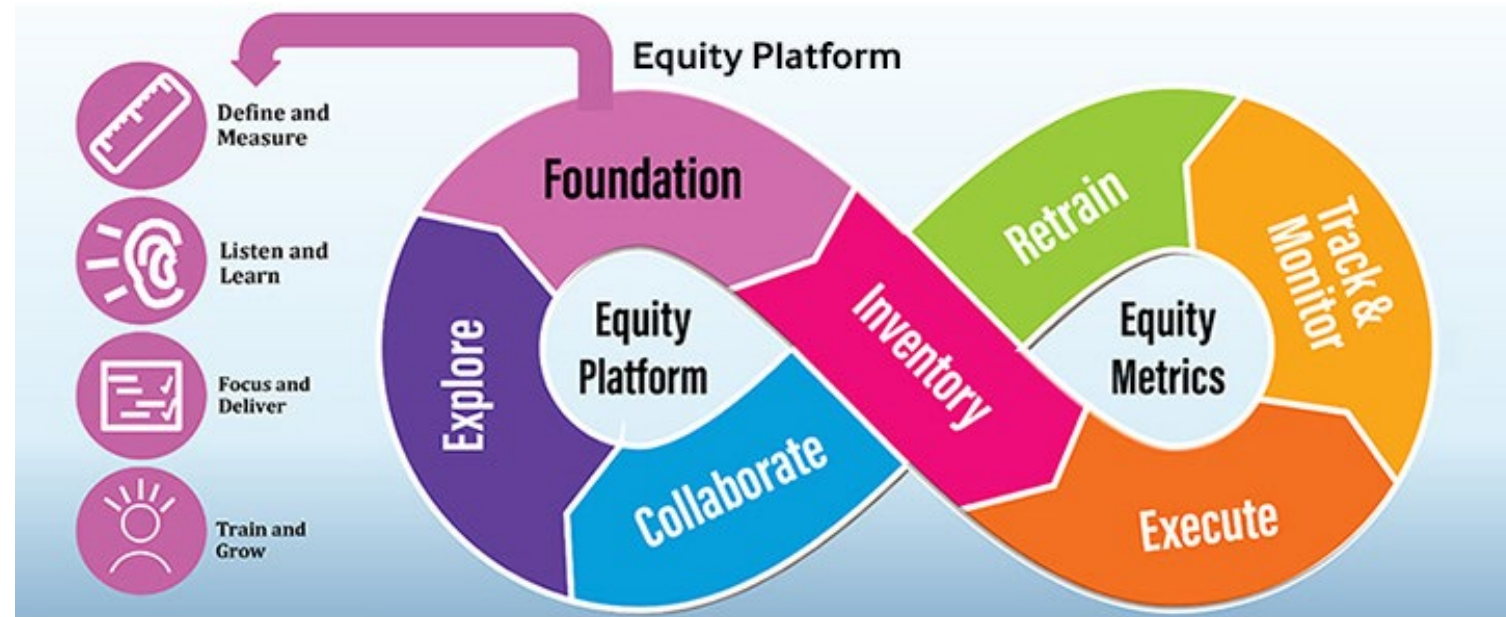
| Old | New |
|--|---|
| Singular focus on recreation | Multiple – recreation AND active transportation, public health, etc. |
| Primary goal to complete the loop around the Bay | Complete the spine AND spur and connector facilities, improve equitable access and usage |
| Serving those with easy access to the shoreline | Emphasis on all ages and abilities and Equity Priority Communities |
| Design emphasis on Class I multi-use path facility | Class I AND Class IV protected lanes, quick build, protected intersections |
| Decisions driven by recreation | Access, Equity, System Integration |



Bay Trail Equity Strategy Purpose & Need

Operationalize the **Equity Platform** in the Bay Trail work program to **equitably plan and manage** the Bay Trail by:

- Researching and acknowledging past harms
- Community In-reach
- Intentional integration of equity into Bay Trail work program



Project Timeline

2022 – Phase I: Define and Measure

- historic literature review, data analysis, and EPC resident interviews



2023 – Phase II: Listen and Learn

- Community in-reach in partnership with Bicycle Coalitions/CBOs



2024 – Phase III: Action and Implementation Plan



Ongoing Integration with Bay Trail Work Program

Phase I

- Help decision makers **understand** and **address** historical and present-day **inequities** and develop a Bay Trail that is **accessible and welcoming to all**
- Tackles the foundational Equity Platform step of **Defining & Measuring**
- Study methodology combined **historic literature review, data analysis, and EPC resident interviews**

Project webpage:

<https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-equity-strategy>



Phase II

- Listen and Learn
- Partnering with Bicycle Coalitions and CBOs to align equity efforts
- Hosting listening sessions, bike rides, fix it clinics, pop ups at community events to learn how to improve access and belonging
- Inform scoping of Phase III Action and Implementation Plan



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



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



Project Schedule

Summer 2022

- Project Kick-Off

Winter 2022

- Working Group Meeting 1

Fall 2023

- Working Group Meeting 2
- CBO Public Meeting

Fall 2022

- Data and Document Review

Spring/Summer 2023

- Project Prioritization
- CBO Engagement

2024

- Revisions and Plan Finalized



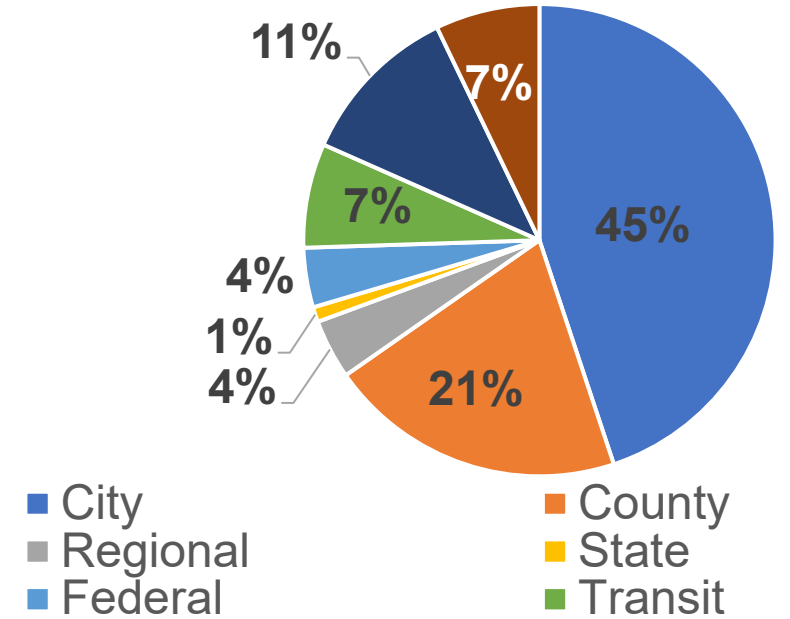
Acknowledging Limitations

- 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.

Engagement Summary

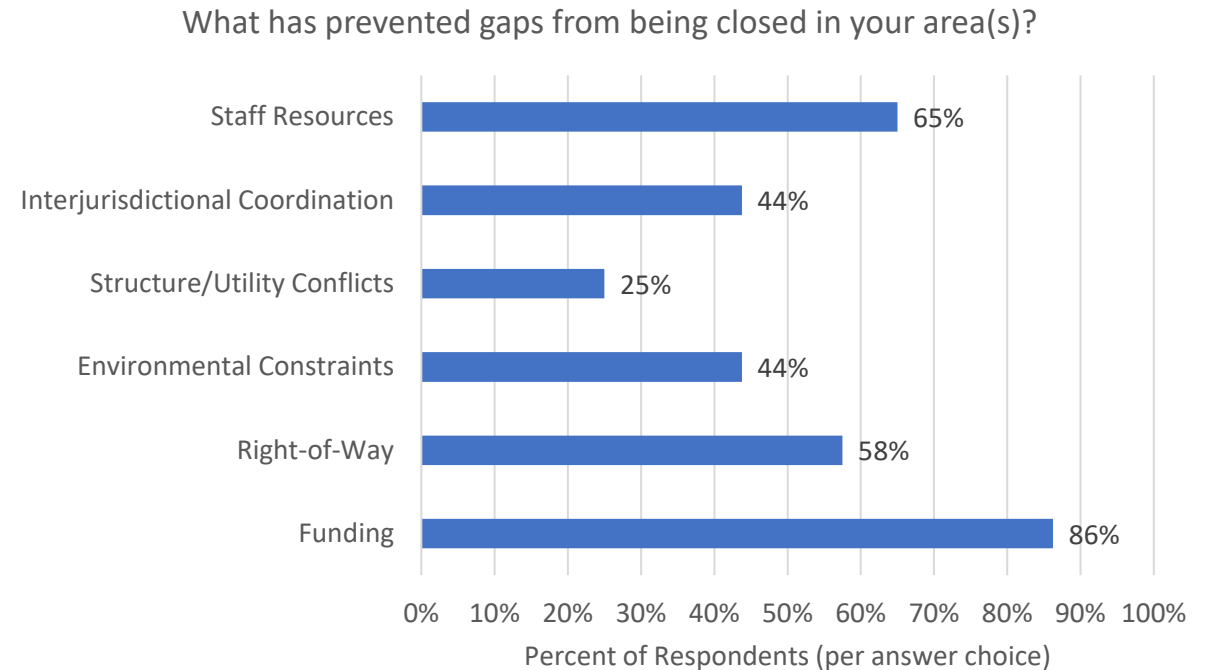
1. Convened **Working Group** of staff from city, county, regional, state, federal, transit, and advocates with **representatives from all 9 Bay Area Counties**
 - Meeting #1 held November 2022 with **98 participants** via zoom
 - Meeting #2 held September 2023 with **71 participants** in person and 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



What We Heard from Working Group

- Barriers to closing gaps: Funding, Staff Resources, Right-of-Way, Interjurisdictional Coordination, Environmental Constraints, and Structure/Utility Conflicts
- Post meeting received 96 comments: 47 on Bay Trail Alignment, 22 on Connector Trails, 17 on Prioritization Methods/Criteria Weighting, 10 on Base maps or other issues
- MTC revised base maps based on input from Working Group members and developed prioritization criteria based on input



What We Heard from CBO In-Reach

- Add more Wayfinding and Signage (in multiple languages)
- Encourage Access (bus connections to trailheads and more parking)
- Maintain the Trail
 - Potholes
 - Trash
 - Overgrown Vegetation
- Add new Amenities
 - Lighting
 - Bathrooms
 - Play structures
 - More Trash Cans/Dog Waste Bags/Signs to Remind Dog Owners to Clean Up Waste
- Patrol the Trail
- Program the Trail



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)

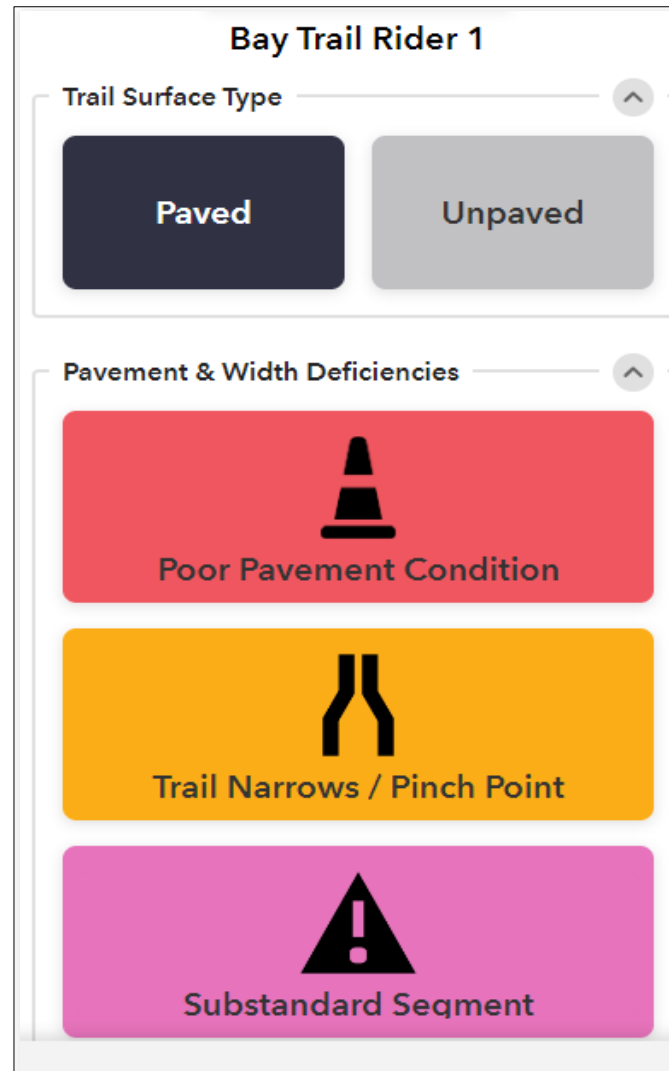


Fieldwork Methods

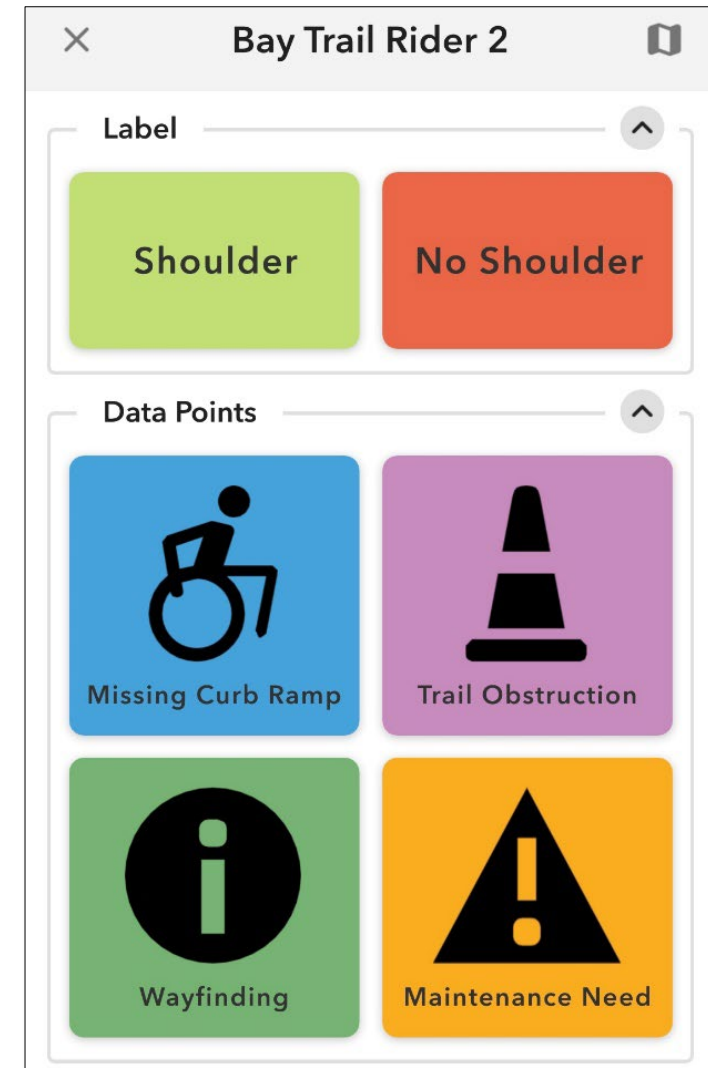
- ESRI QuickCapture App
- GoPro photo inventory



Phone mounted for data collection

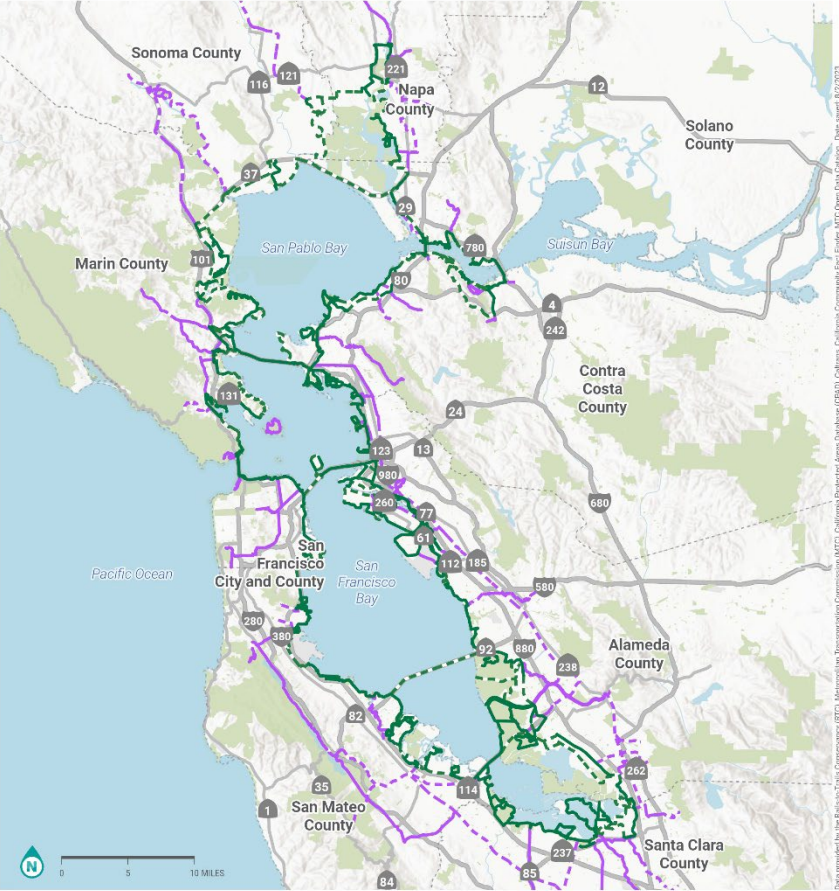


QuickCapture App interface



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*.



BASEMAP

BAY TRAIL GAP CLOSURE
IMPLEMENTATION PLAN

BAY TRAIL INFRASTRUCTURE
— Existing Bay Trail
- - Bay Trail Gaps
— Existing Connector Trails
- - Connector Trail Gaps

DESTINATIONS &
BOUNDARIES
■ Park/ Open Space
□ County Boundary
— Road
— Freeway

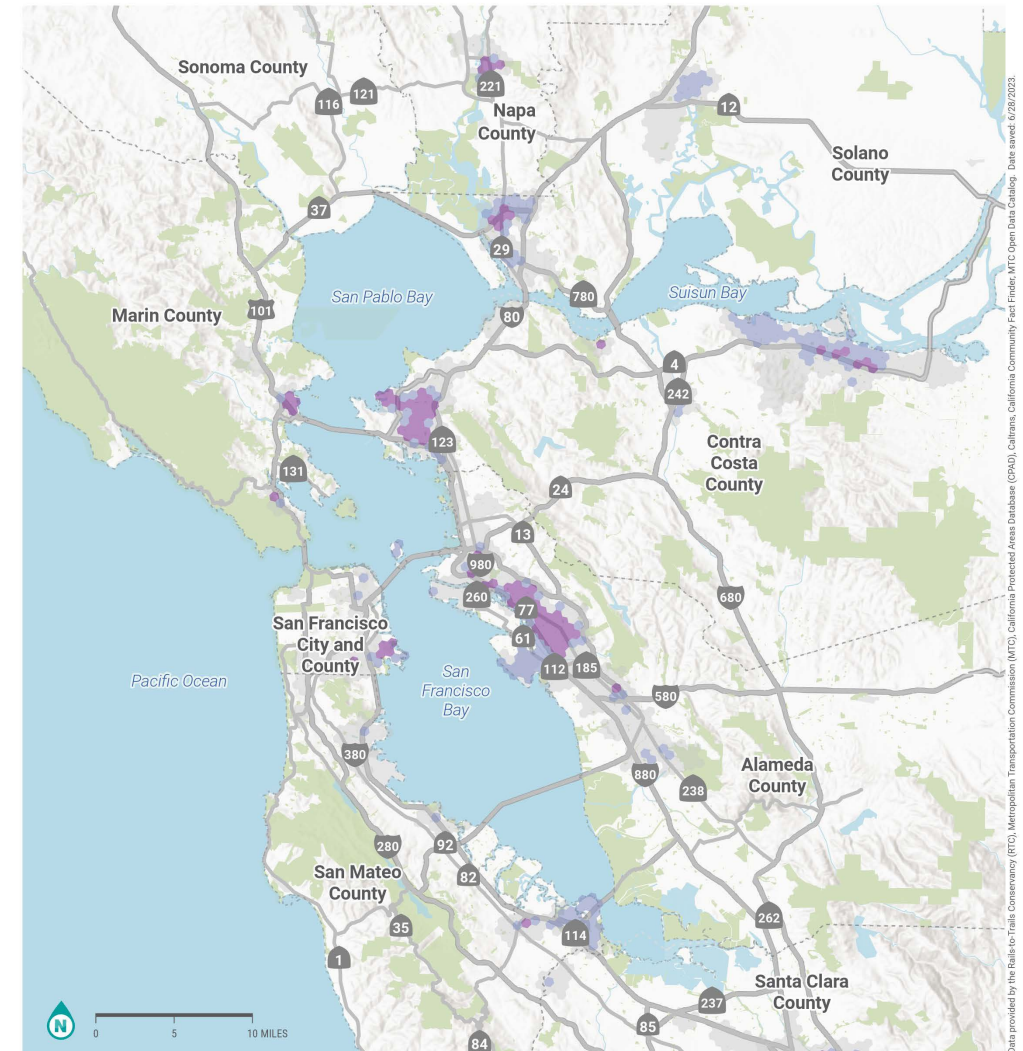


Scoring Criteria

| 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% |

Equity

- **Metric**
 - Equity Priority Community Severity Levels
- **Basis**
 - Locations with higher equity priority severity levels are likely to have a higher impact on trips taken by equity communities.
- **Methodology**
 - Project influence area's proportional average equity priority community severity level within influence area.



EQUITY SCORING HEXAGONS

BAY TRAIL GAP CLOSURE IMPLEMENTATION PLAN

EQUITY SCORE

Weighted Equity Score

- > 8
- 7 - 8
- < 6

DESTINATIONS & BOUNDARIES

- Park/ Open Space
- County Boundary
- Road
- Freeway

Access to Jobs & Housing

- **Metric**
 - Gross Activity Density (Households + Job Density)
- **Basis**
 - Areas with high density of jobs and housing are likely to have existing and latent demand for active transportation.
- **Methodology**
 - Proportional average of hexagon area gross activity density within influence area.



ACCESS TO JOBS & HOUSING SCORING HEXAGONS

BAY TRAIL GAP CLOSURE IMPLEMENTATION PLAN



ACCESS TO JOBS & HOUSING SCORE

Gross Activity Density

- > 25
- 11 - 25
- 6 - 10
- < 6

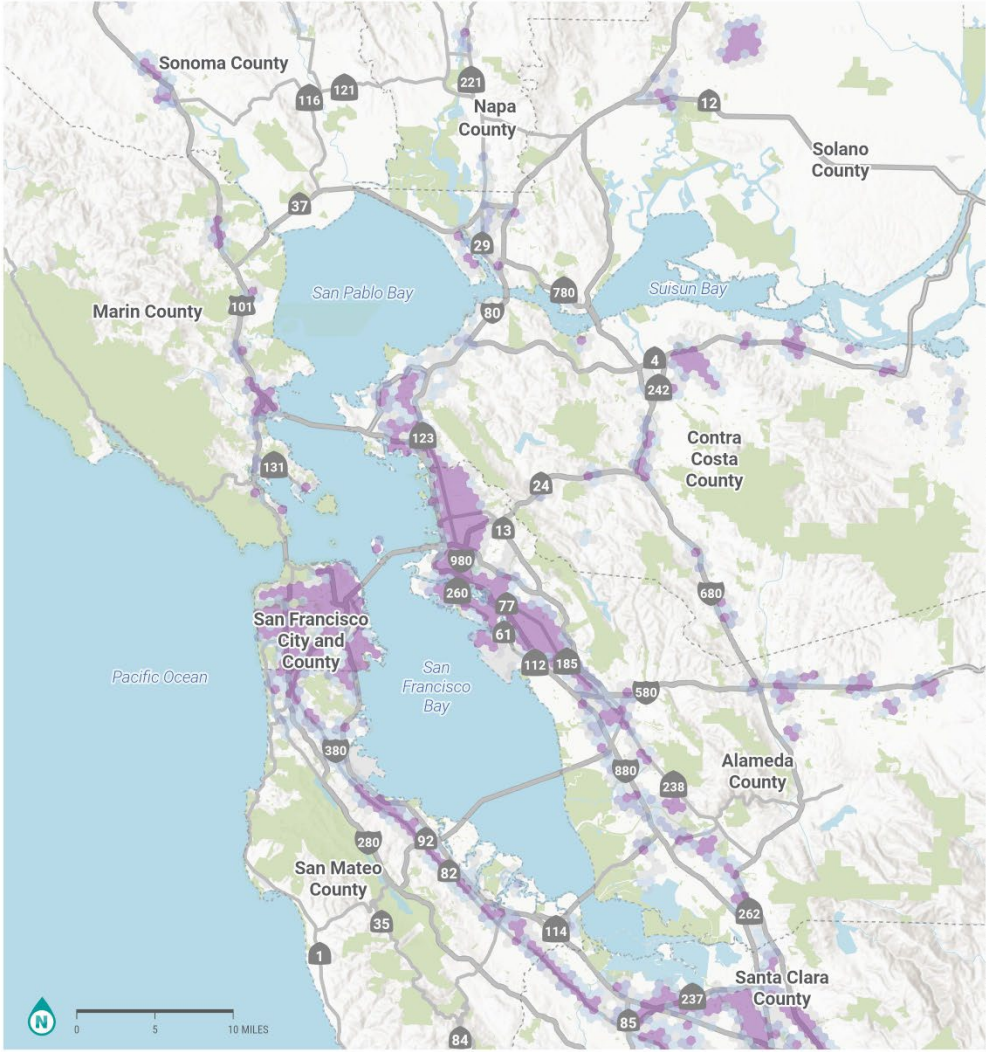
DESTINATIONS & BOUNDARIES

- Park/ Open Space
- County Boundary
- Road
- Freeway

Data provided by the Bay Area Regional Transportation Commission (BART), Metropolitan Transportation Commission (MTC), California Protected Areas Database (CPAD), California Community Fact Finder, MTC Open Data Catalog, Smart Location Database. Date saved: 8/22/2023.

Access to Transit Rich & Connected Communities

- **Metric**
 - Presence of geographies designated transit rich and designated strategic mobility investments.
- **Basis**
 - Areas pre-designated as favorable to the strategic mobility investments by regional Bay Area planning efforts.
- **Methodology**
 - Percent coverage of geographies within the influence area. These future alignment geographies are identified as MTC's priority development areas (PDA), transit rich areas (TRA), and transit-oriented communities (TOC).



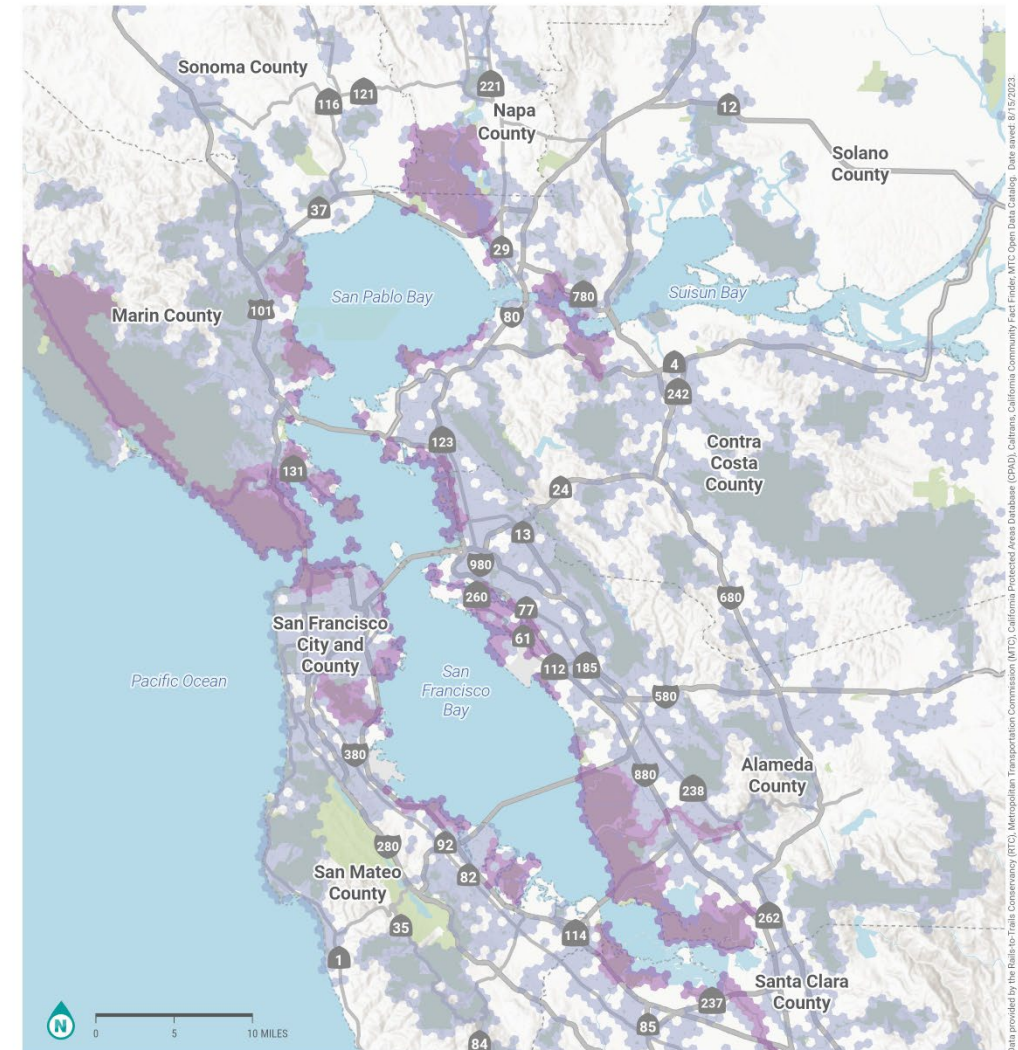
ACCESS TO TRANSIT RICH & CONNECTED COMMUNITIES SCORING HEXAGONS
BAY TRAIL GAP CLOSURE IMPLEMENTATION PLAN



Data provided by the Rails-to-Trails Conservancy (RTC), Metropolitan Transportation Commission (MTC), California Protected Areas Database (CPAD), Caltrans, California Community Fact Finder, MTC, Open Data Coalition. Date saved: 8/2/2023

Access to Parks

- **Metric**
 - Metric indicating a presence of a park, weighted by proximity to the Bay.
- **Basis**
 - Trails should improve access to parks and recreation to enable healthier and more active communities.
- **Methodology**
 - If a park was found within a hexagon, the hexagon was assigned a value of 3. If a park was within 0.10 miles of the Bay waterfront and found within a hexagon, the hexagon was assigned a value of 10.



ACCESS TO PARKS SCORING HEXAGONS

BAY TRAIL GAP CLOSURE
IMPLEMENTATION PLAN

ACCESS TO PARKS SCORE

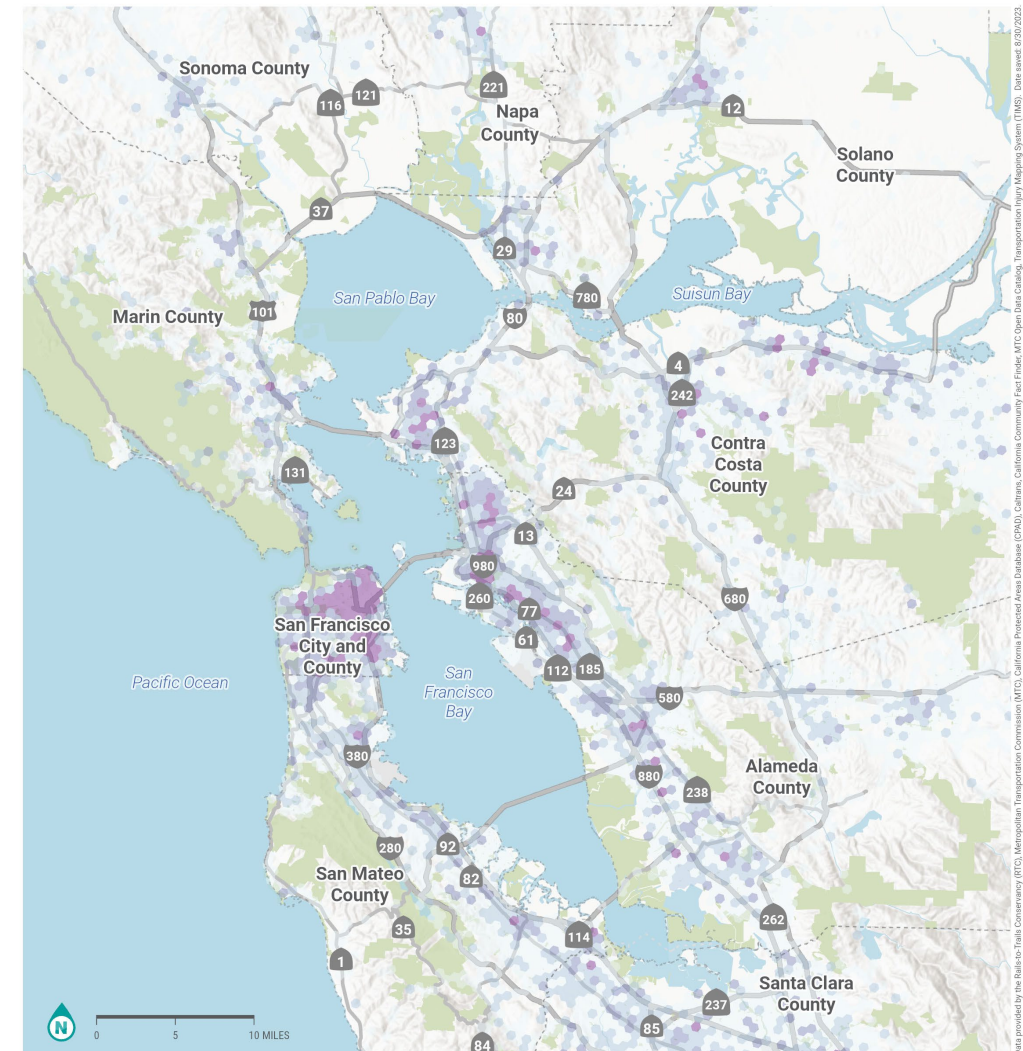
Parks Score
10
3

DESTINATIONS & BOUNDARIES

Park/ Open Space
County Boundary
Road
Freeway

Collision Proximity

- **Metric**
 - Collision Weighted Severity Density
- **Basis**
 - Locations with higher collision severity weighted densities, indicate higher risk cycling and walking conditions.
- **Methodology**
 - Weighted Collision severity, where severe bicycle and pedestrian crashes are weighted more than vehicular collisions (20x). Collisions data is then joined to the hexagon layer with a sum to get a combined total magnitude. Facility values based on average hexagon values in the influence area.



**COLLISION PROXIMITY
HEXAGONS**

**BAY TRAIL GAP CLOSURE
IMPLEMENTATION PLAN**

COLLISION PROXIMITY
Weighted Collision Severity Score

- > 25
- 11 - 25
- 2 - 10
- < 2

**DESTINATIONS &
BOUNDARIES**

- Park/ Open Space
- County Boundary
- Road
- Freeway

Gap Closure

- **Metric**
 - Qualitative Assessment of Gap Closure Indices
- **Basis**
 - Gaps which connect to existing Bay Trail segments, are close to bridge facilities, or connect to connector trails help provide system connectivity.
- **Methodology**
 - Gap closures were given 8 points if they connected to 3 mile or more of contiguous Bay Trail, 4 points if they connected to less than 3 miles of contiguous Bay Trail, 1 point if located within 3.5 miles of a major bridge corridor, and 1 point if connecting to a Connector trail.



GAP CLOSURE SCORING

BAY TRAIL GAP CLOSURE IMPLEMENTATION PLAN



GAP CLOSURE SCORE

Bay Trail Gaps

- > 8
- 6 - 8
- 2 - 5
- < 2

Connector Trail Gaps

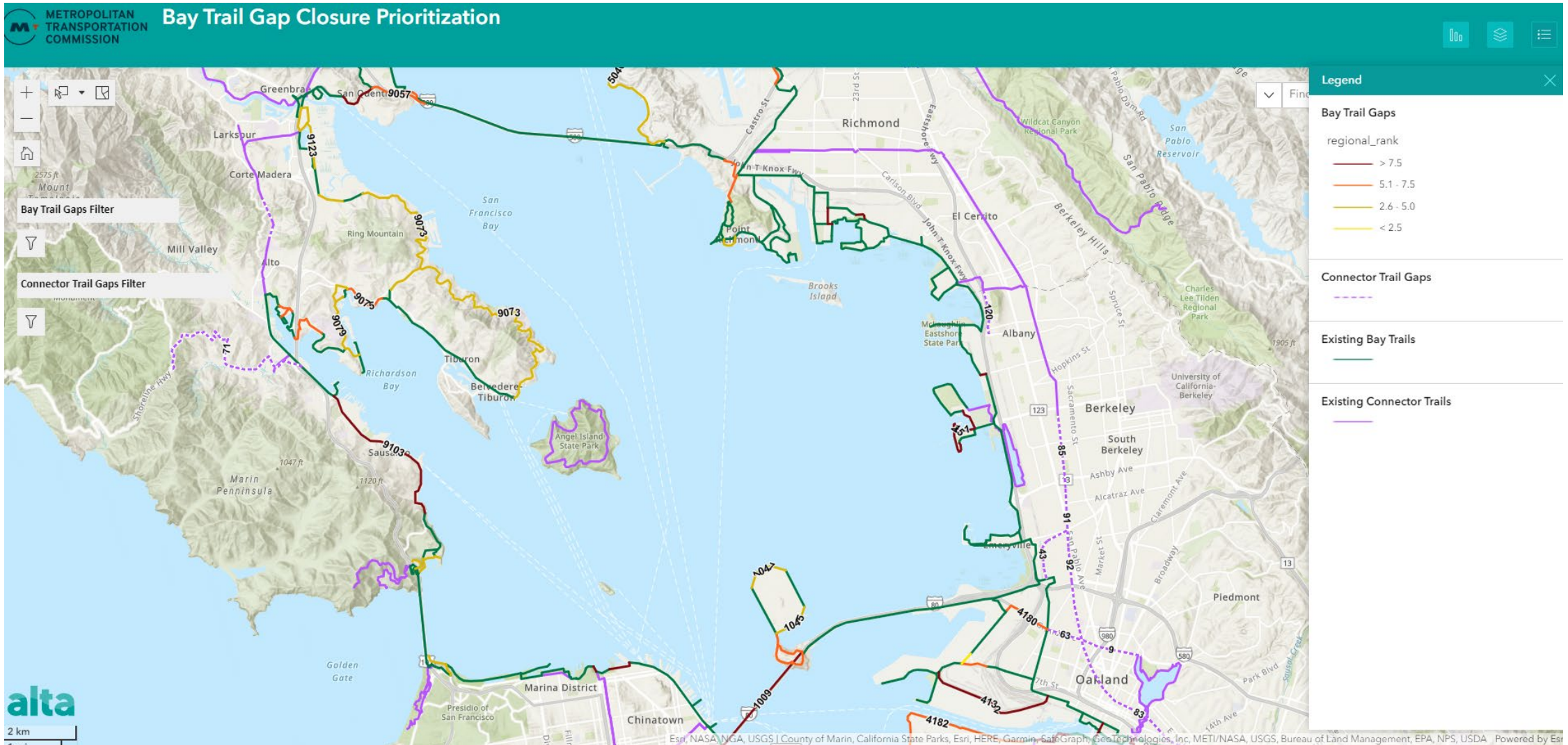
- > 8
- 6 - 8
- 2 - 5
- < 2

DESTINATIONS & BOUNDARIES

- Park/ Open Space
- County Boundary
- Road
- Freeway

How to review results

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



Next Steps

1. MTC to refine cost estimator tool
2. MTC to publish final report

Questions?

Lily Brown

Associate Planner – Active Transportation

Design and Project Delivery

lbrown@bayareametro.gov



METROPOLITAN TRANSPORTATION COMMISSION