Updates on Bay Trail Gap Closure Implementation Plan and Equity Strategy

SF Bay Trail Board| October 27, 2023

METROPOLITAN TRANSPORTATION COMMISSION

Metropolitan Transportation Commission
DPD
design & project delivery

Image Credit: Karl Nielsen

Agenda

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

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

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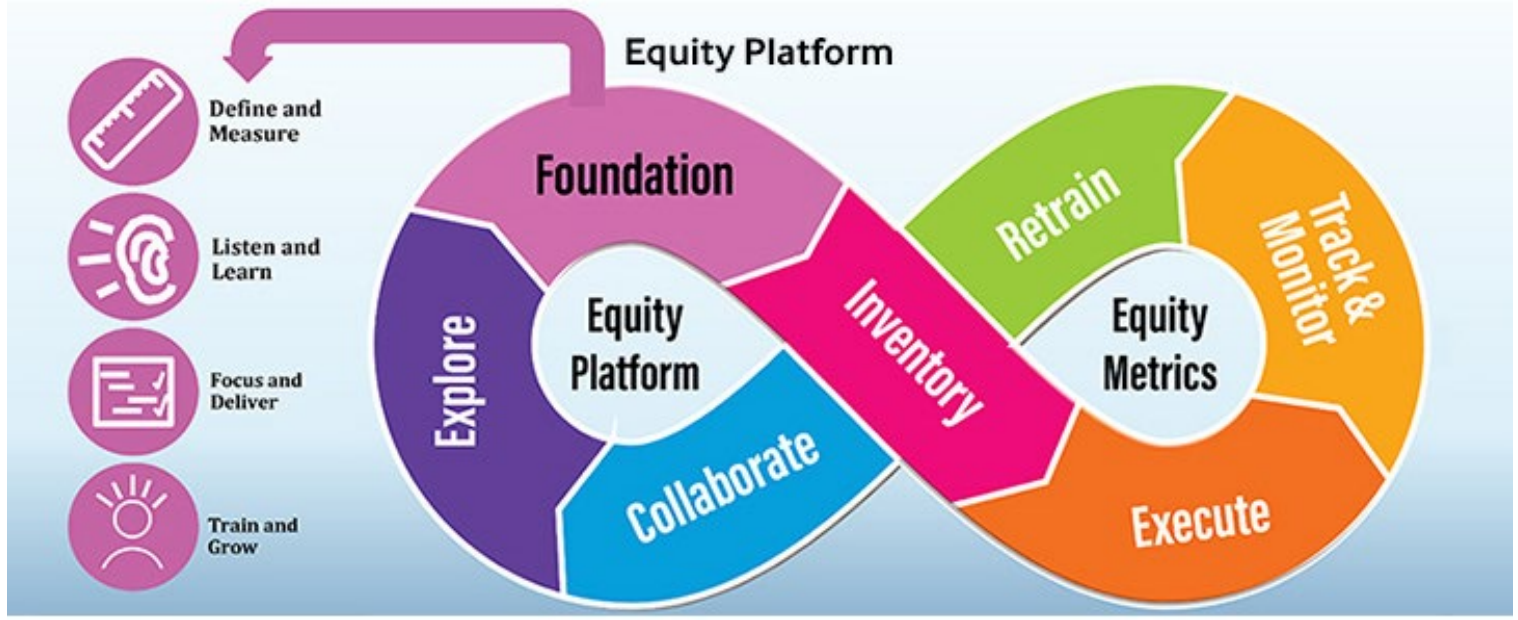
Bay Trail Equity Strategy Purpose & Need

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

SAN FRANCISCO BICYCLE COALITION

SF Parks Alliance

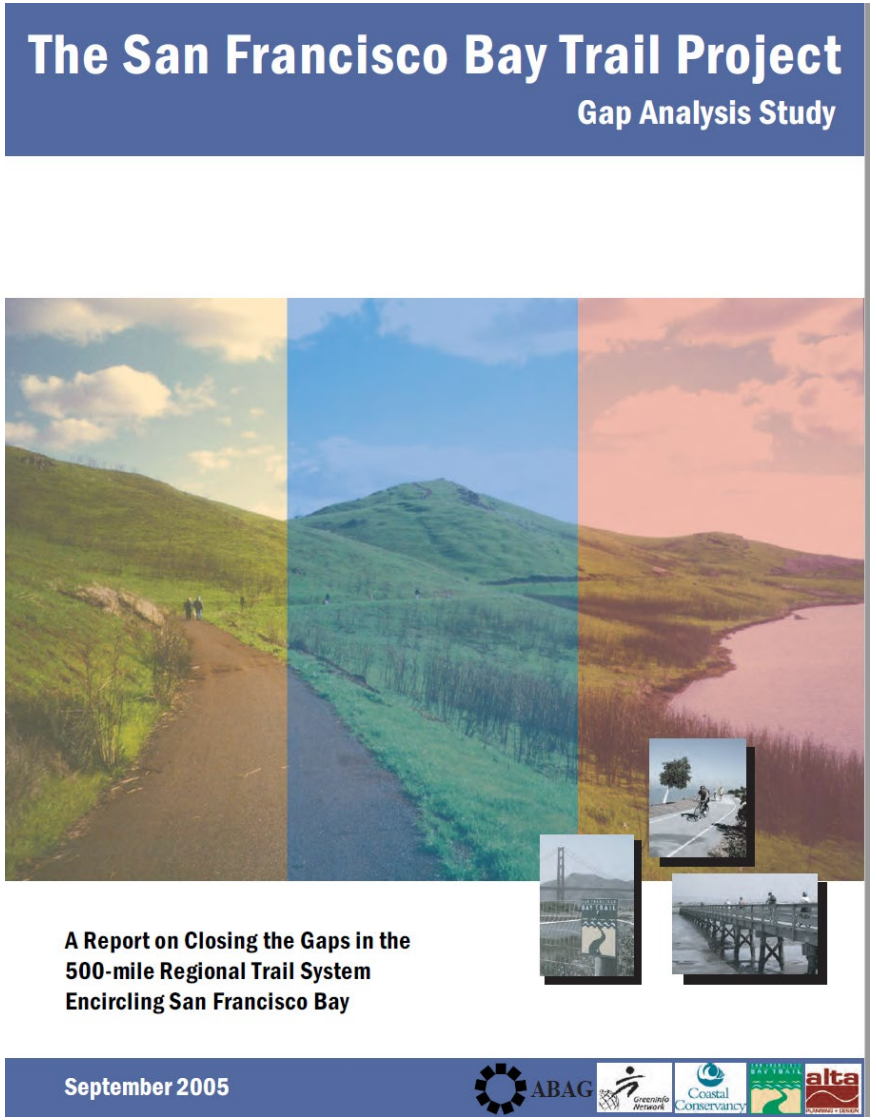
BIKE EAST BAY

BORP ADAPTIVE SPORTS AND RECREATION

SILICON VALLEY BICYCLE COALITION

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**



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

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

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**

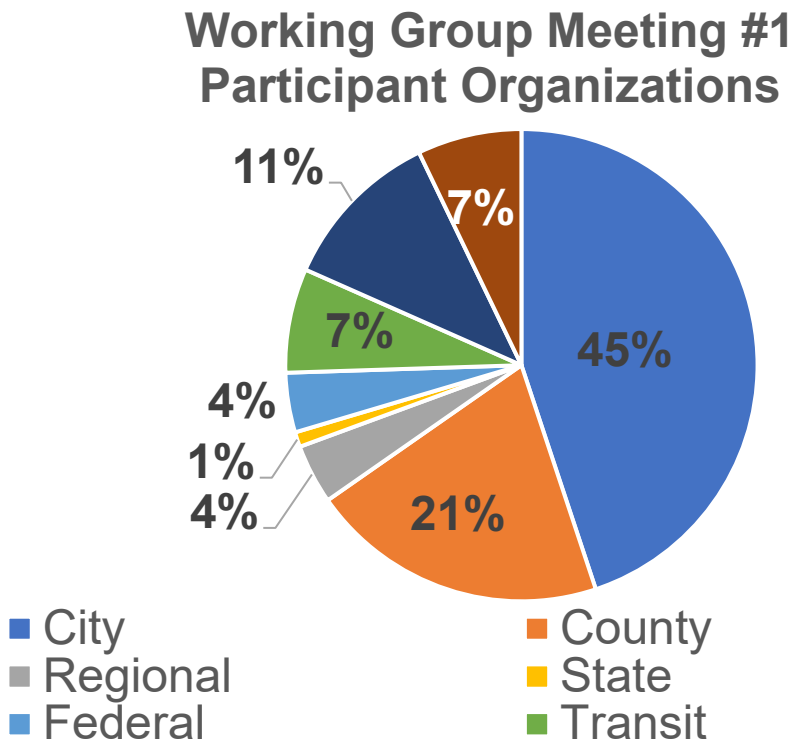
   - Meeting #1 held November 2022 with **98 participants** via zoom

   - 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

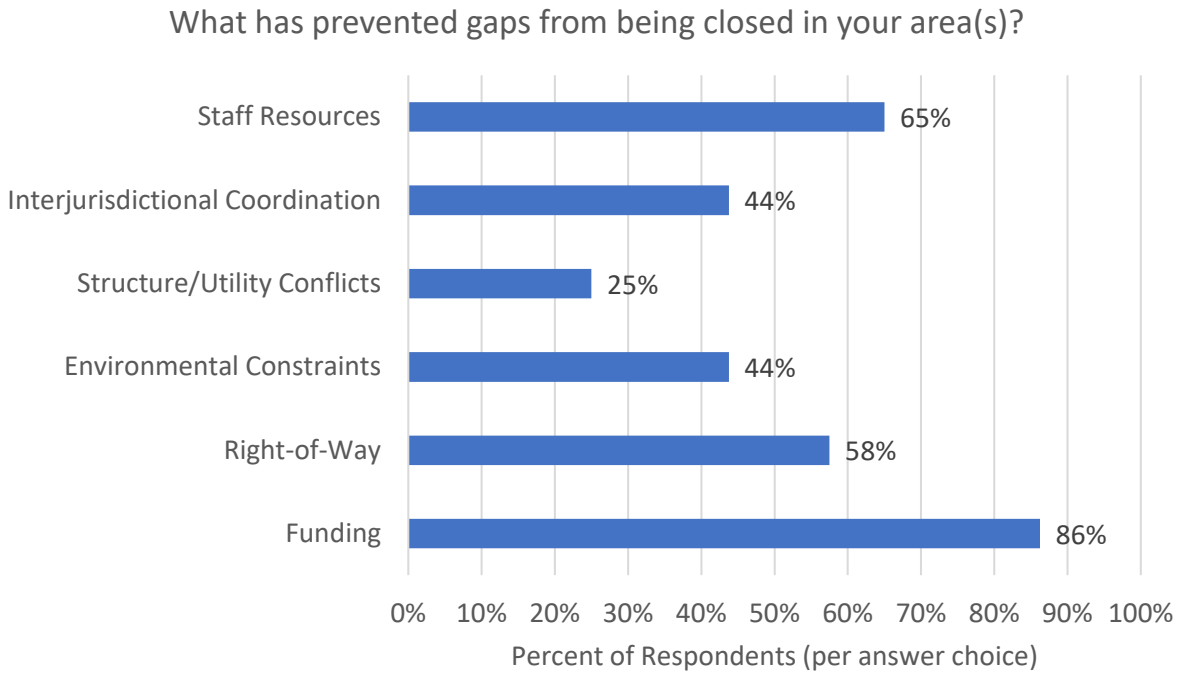
   - **9 events held in 7 counties, with over 200 participants**

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



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

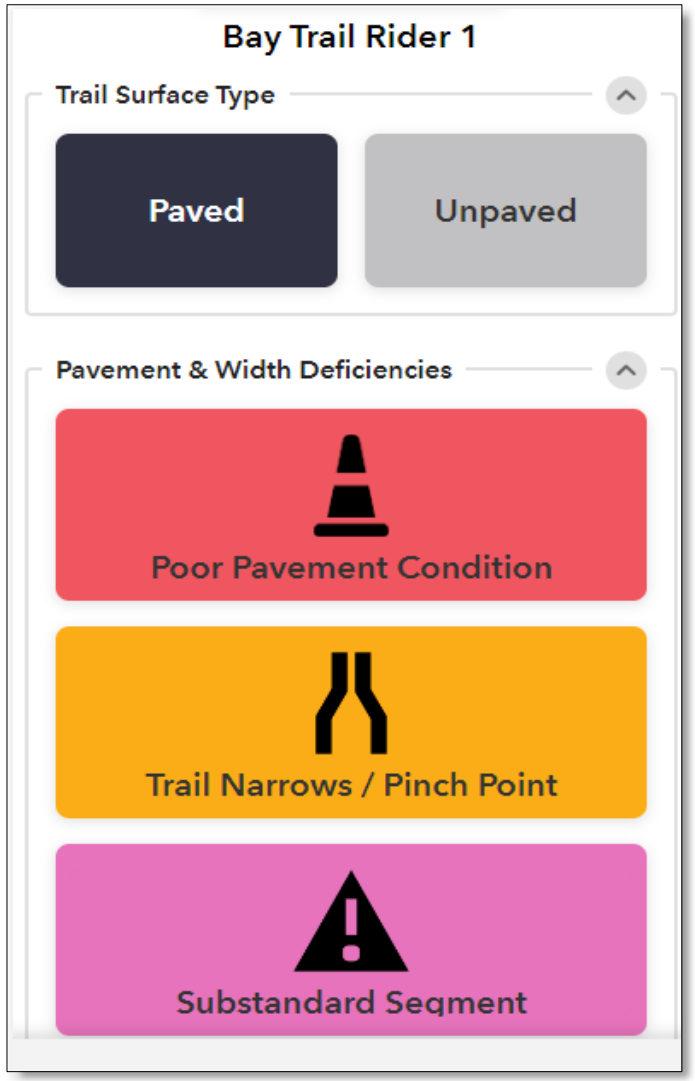
Data collected via:

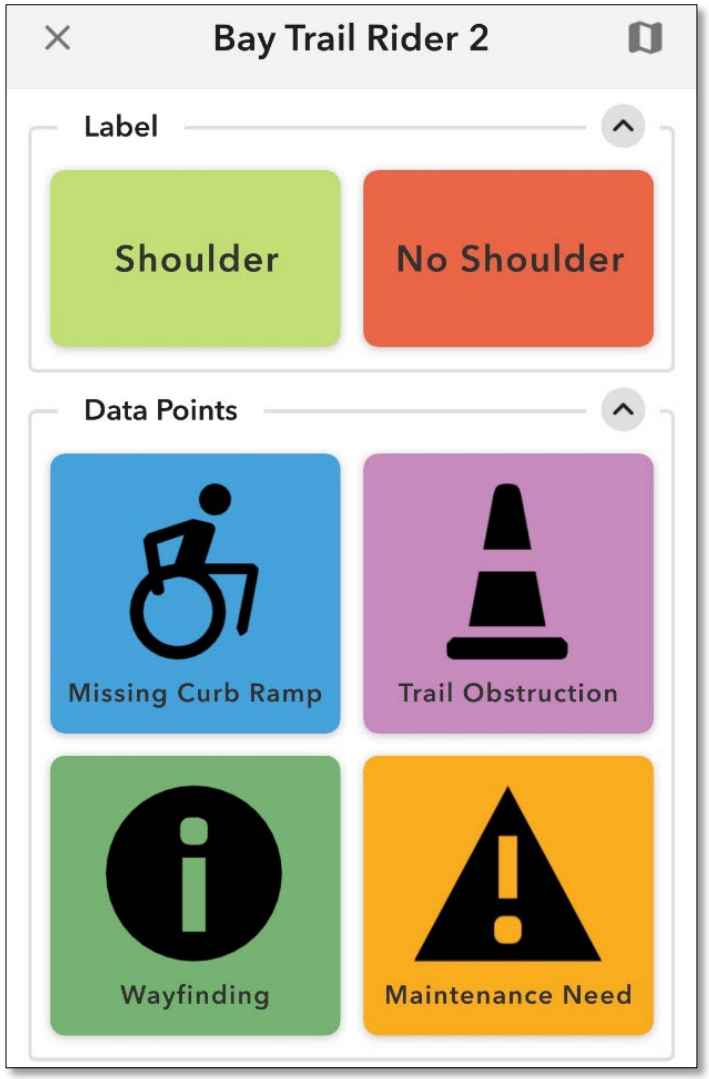
- Desktop review (on-street infrastructure and sidewalks)
- Fieldwork (Class I trails)

Fieldwork Methods

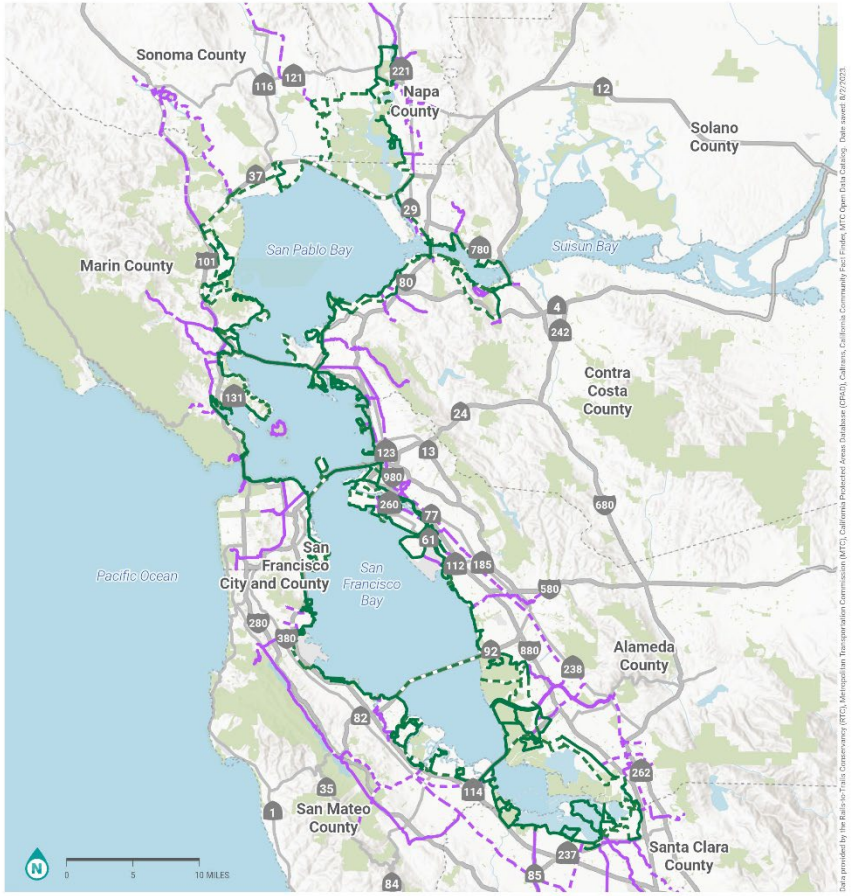
- ESRI QuickCapture App
- GoPro photo inventory

Phone mounted for data collection





QuickCapture App interface



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

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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.

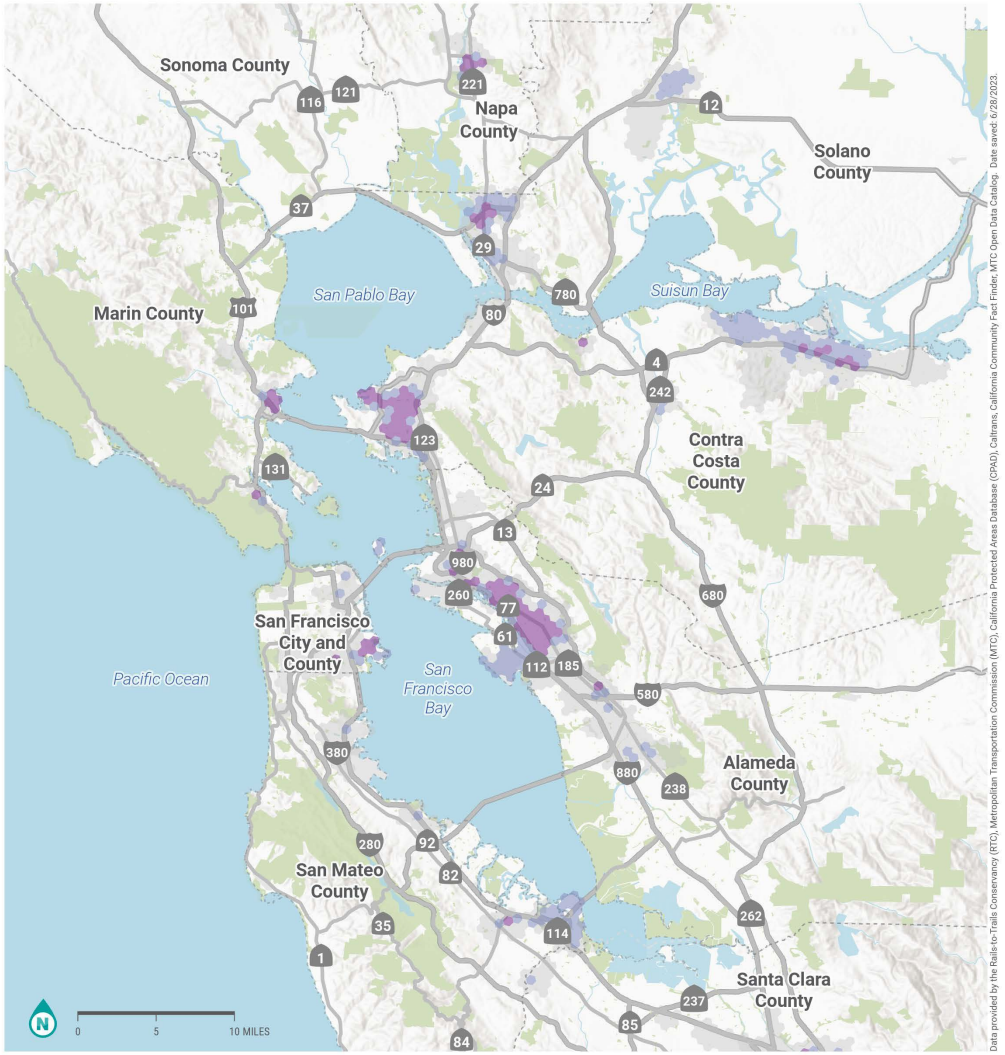
- This analysis assumes the trails to be scored will consist of 1) the Bay Trail and 2) Connector Trails. The Bay Trail and Connector Trails are considered *separate* entities worthy of independent *prioritization scores.*

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

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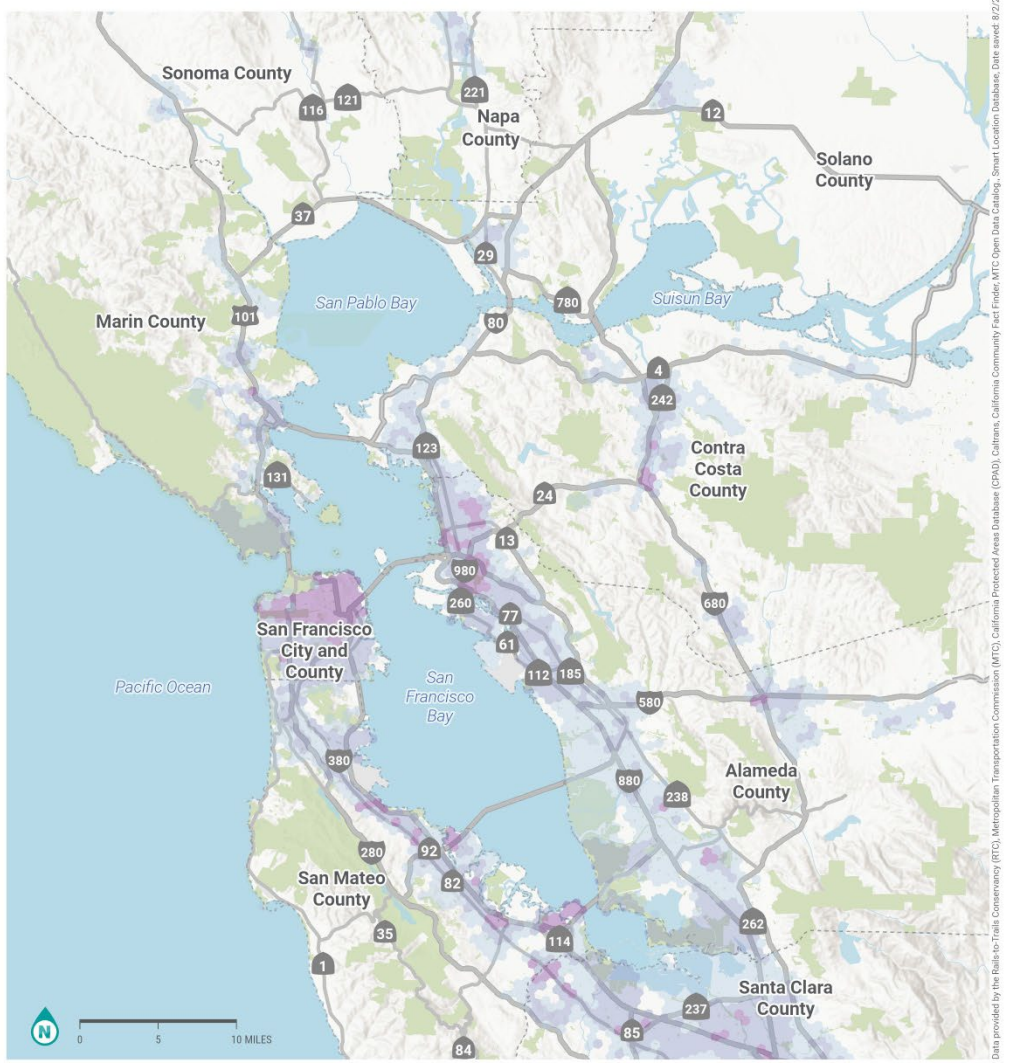
Access to Jobs & Housing

- **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

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ACCESS TO JOBS & HOUSING SCORE

Gross Activity Density

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

DESTINATIONS & BOUNDARIES

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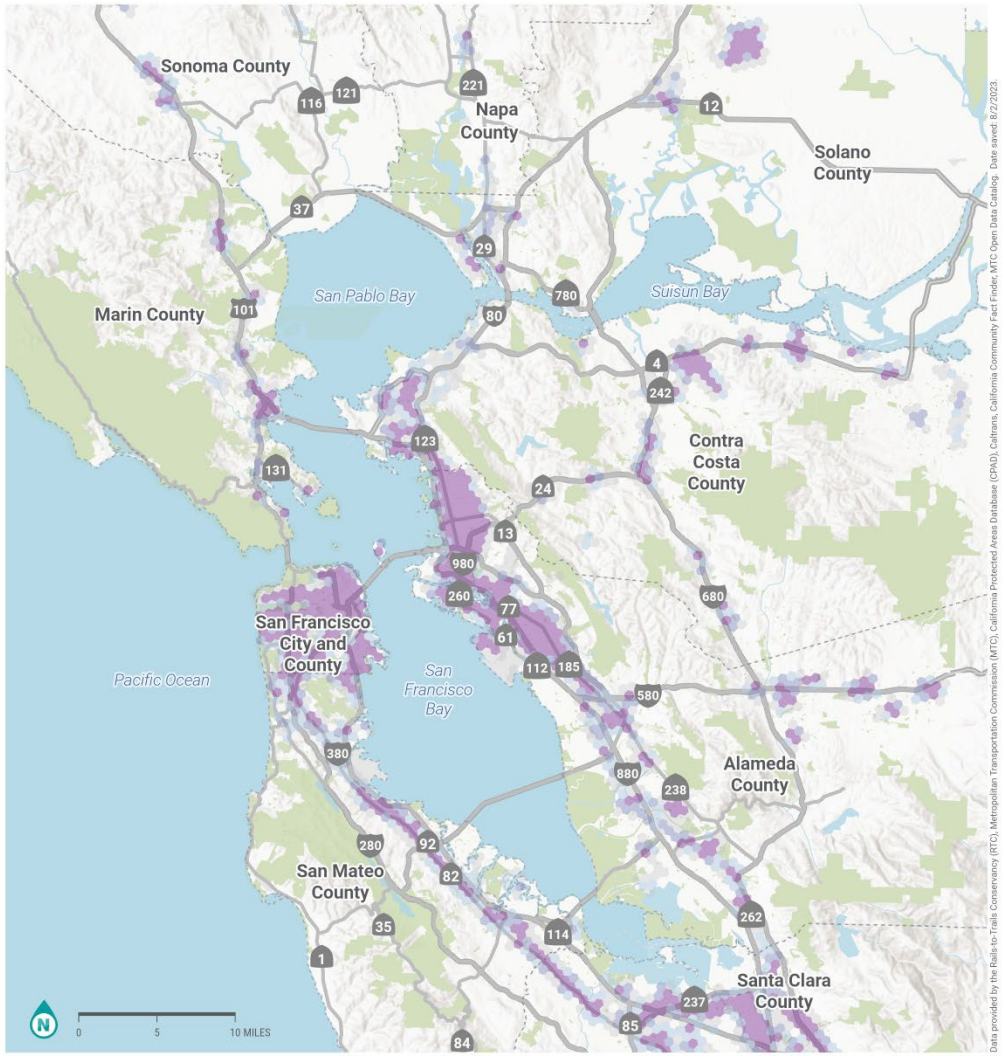
Data provided by the Rails-to-Trails Conservancy (RTC), Metropolitan Transportation Commission (MTC), California Protected Areas Database (CPAD), Caltrans, California Community Fact Finder, MTC Open Data Catalog, Smart Location Database, Date saved: 8/2/2023.

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

ACCESS TO TRANSIT RICH & CONNECTED COMMUNITIES SCORE

Transit Rich & Connected Communities Coverage %

- > 75%
- 51% - 75%
- 26% - 50%
- < 25%

DESTINATIONS & BOUNDARIES

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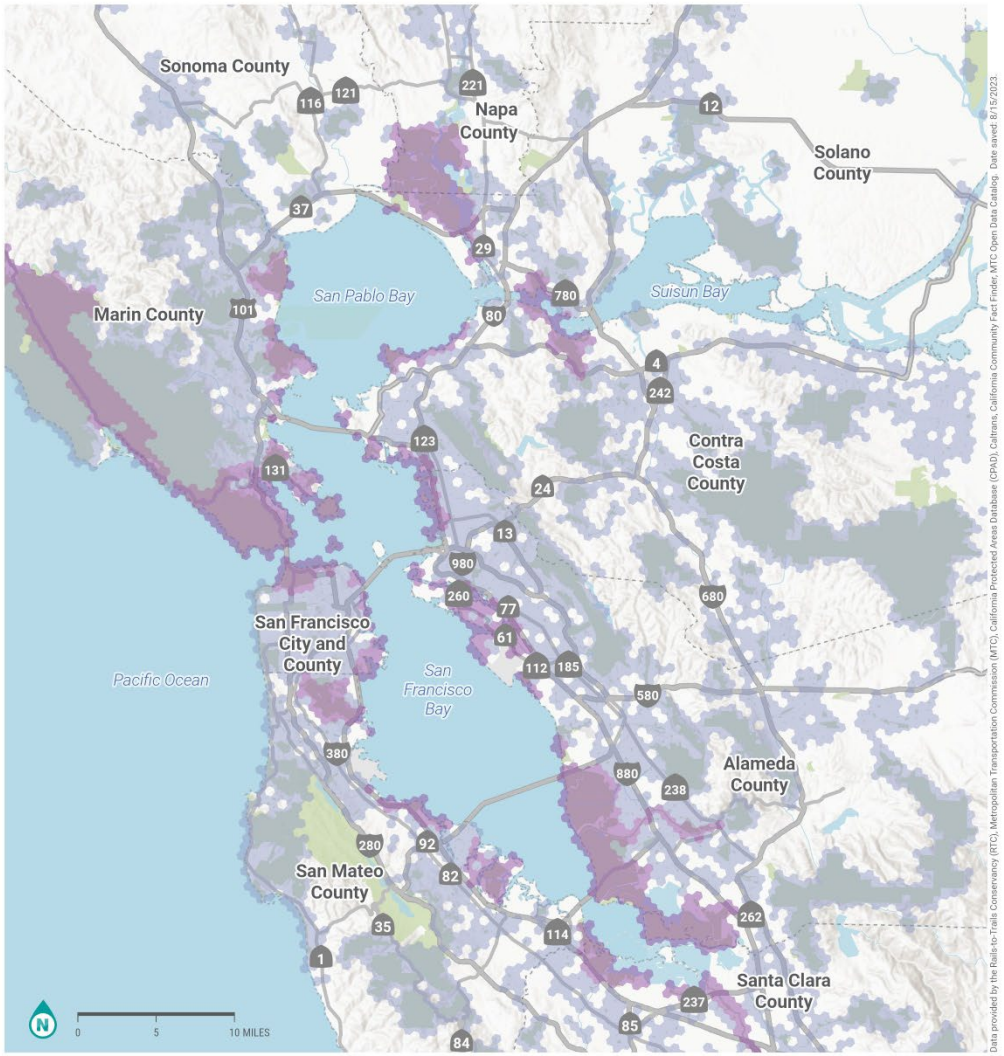
Access to Parks

- **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

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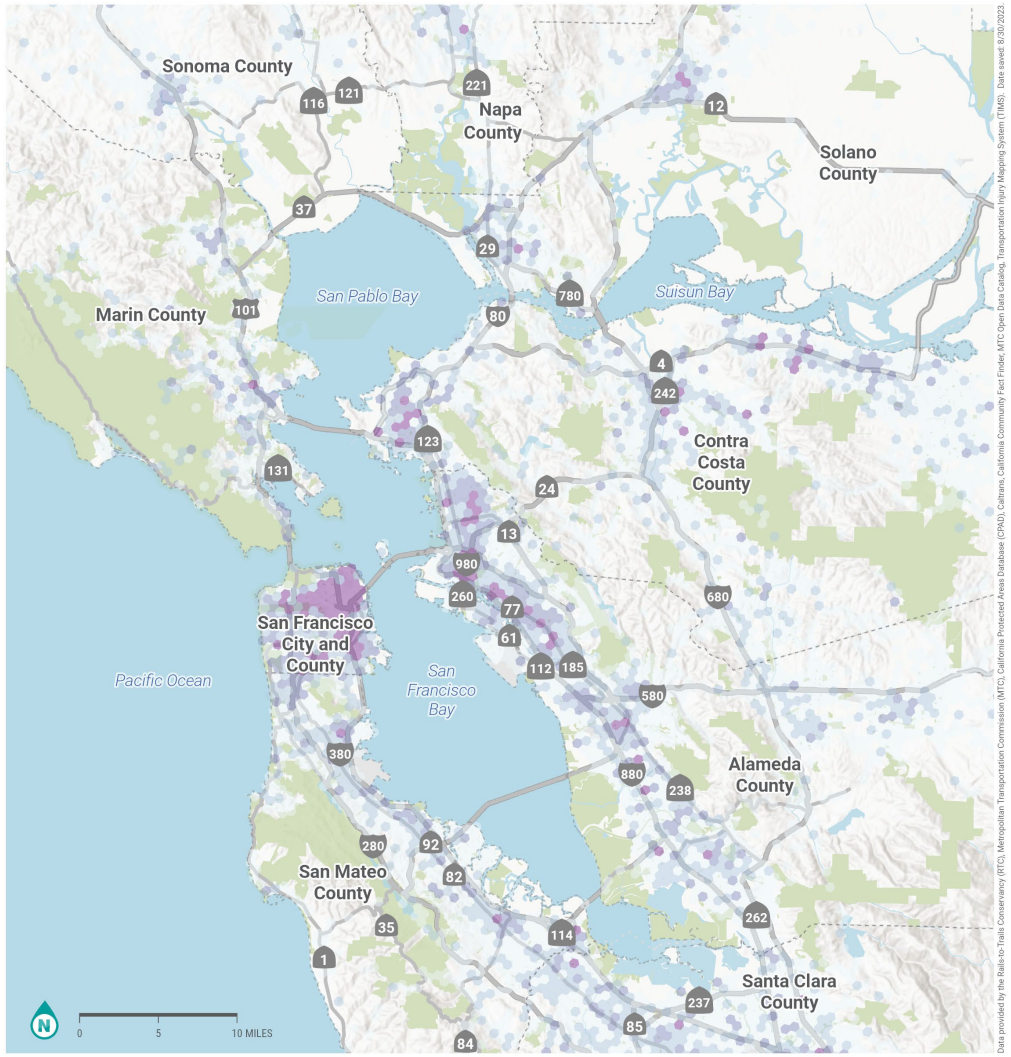
Collision Proximity

- **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
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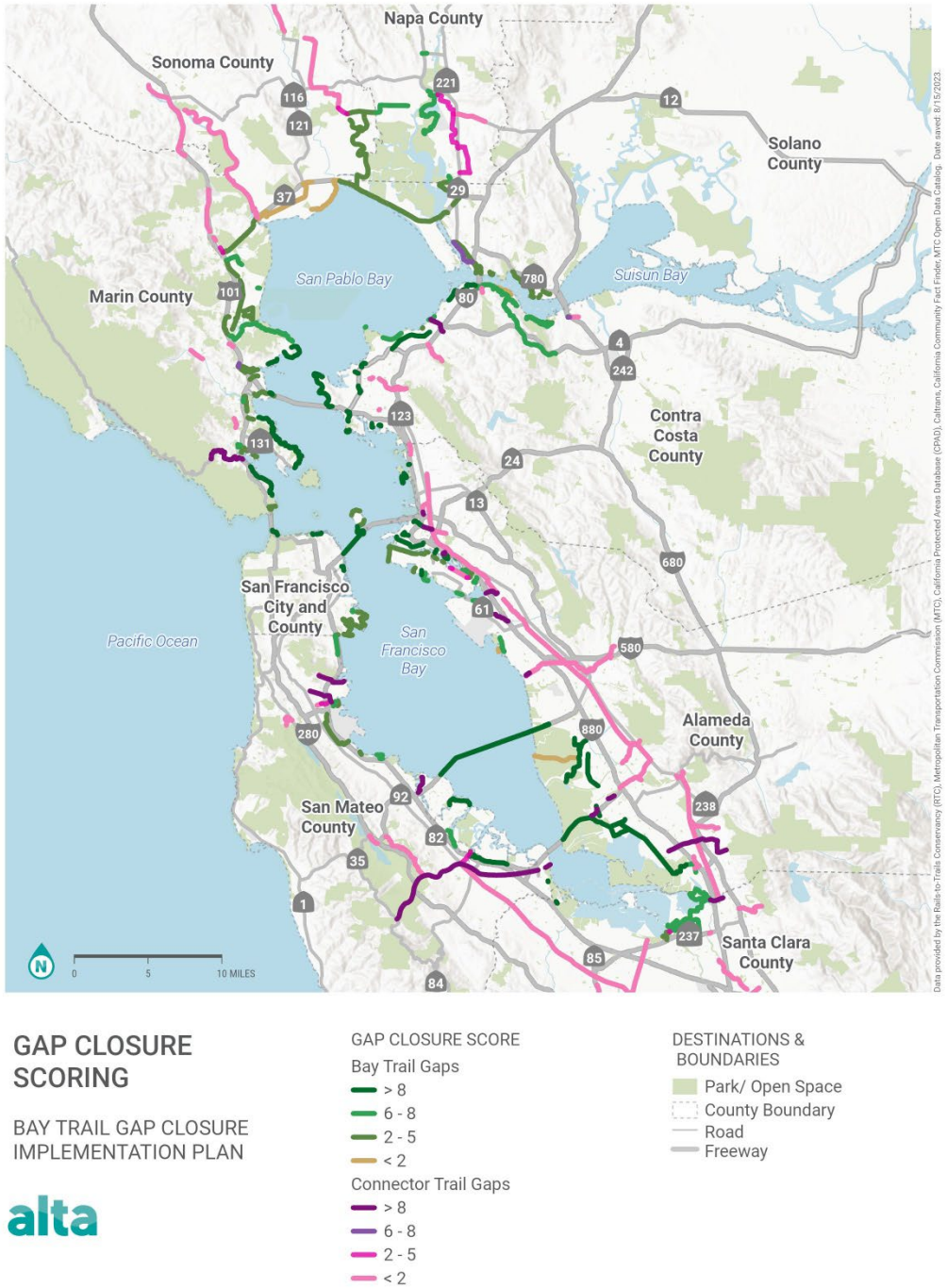
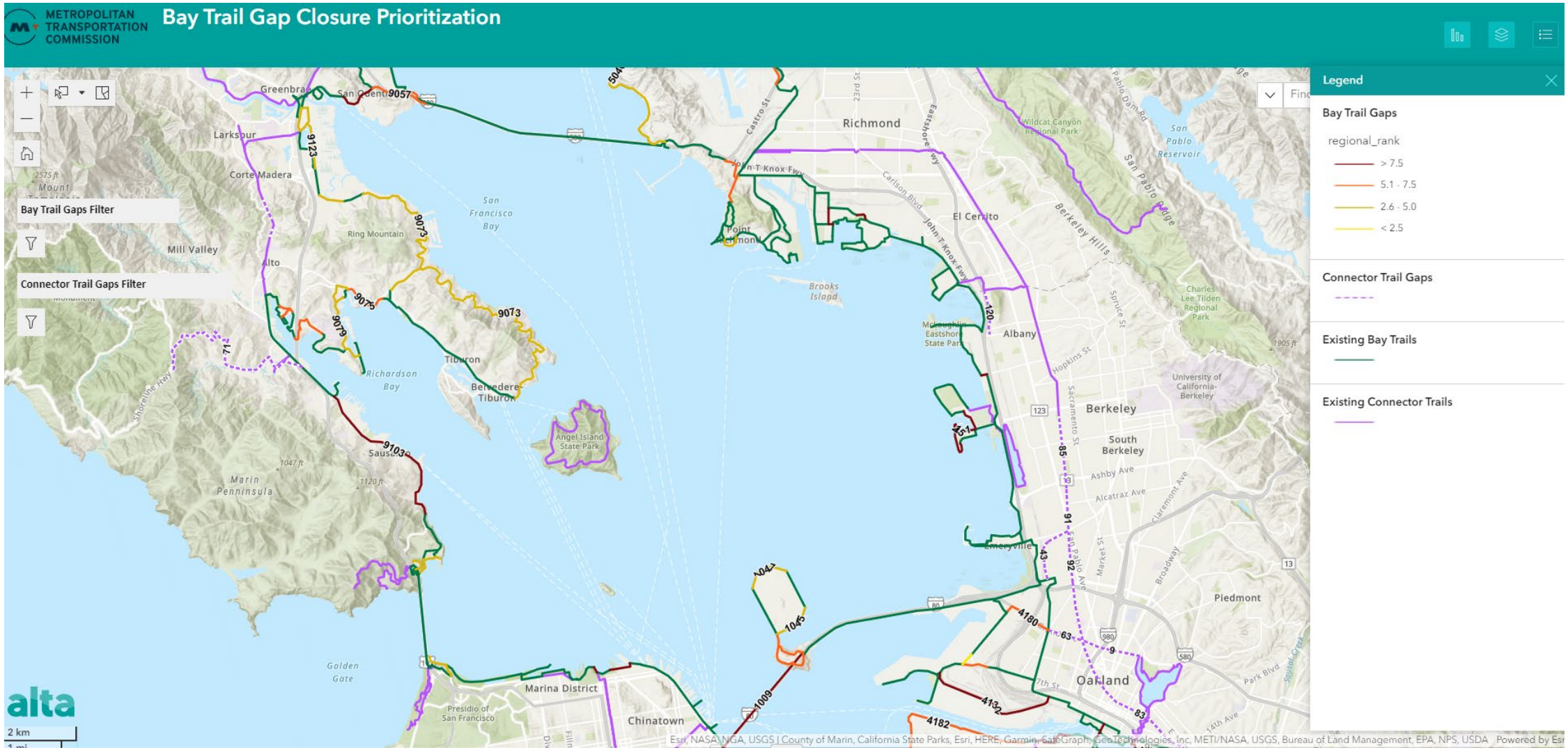
Gap Closure

- **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.



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?

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Image Credit: Karl Nielson