

EAST BAY REGIONAL PARK DISTRICT



OPERATIONS DIVISION

MEMORANDUM

DATE: November 18, 2008

TO: Board Operations Committee

FROM: John Escobar, AGM, Operations

SUBJECT: **Correspondence Relating to Agenda Items #1 and #2
November 20, 2008 Board Operations Committee Meeting**

Attached are three items of correspondence relating to Items #1 and #2, scheduled for discussion at the November 20, 2008, Board Operations Committee meeting.

JE:lp
Attachments

From: michael dupray [mailto:mr2dupray@yahoo.com]
Sent: Tuesday, November 18, 2008 8:46 AM
To: John Escobar
Cc: mrdupray@lbl.gov
Subject: Re:

Good Morning,

As a reminder, the Segway is not a motorized vehicle. It is an EPAMD or Electric Personal Assistive Mobility Device designed specifically for sidewalks bike lanes and trails. It is governed at 12.5 mph so that it can be allowed on trails side walks and bike lanes. The Iron Horse Trail and others are exactly what it is designed and built for.

Sacramento County Parks made a simple policy statement that allows Segways on the trails with the caviat that they yield to bikes and pedestrians. No change in any legal agreements were required.

You may also wish to review the AASHTO study which shows Segways are far safer than bikes. I can send that to you if you like.

Segways are less damaging to pavement and non paved surfaces than bikes or pedestrians. This is because the tires do not spin and tear up the surface. If the tires spin on a segway or loose traction (as in locking up the brakes on any other device) you go down or fall over. So, the Segway has a far smaller local environmental impact than pedestrians, bikes or animals (i.e. horses and cattle).

I would implore you to not limit Segways but make an inexpensive common sense policy statement which can be further regulated at a later time if needed.

The trails in the East Bay are an incredible asset. To be able to use them for commuting just like bikes is a huge savings to me and others. There are over 200 of us who do want to use the trails but are afraid of getting ticketed or fined.

I'd really like to see a state tax to support building a better multi use trail system to accomodate bikes, pedestrians and other eco friendly SAFE systems.

Thank you

From: devlynsewell [mailto:devlynsewell@sbcglobal.net]

Sent: Sunday, November 16, 2008 12:02 AM

To: John Escobar; Leigh Pope

Cc: Heather Schiffman

Subject: Segway ridership threatened with red tape from East Bay Park System

Greetings,

My name is Devlyn Sewell and I am a Segway owner who rides for pleasure and personal freedom. Segways are a valuable transportation tool for many folks. Some want to commute to work as eco friendly and economically as they can. Going green is the trend we need to take to help reduce our carbon footprint on our oven burden planet.

Others, like myself use a Segway as a mobility device. Please see the EMPAND guidelines in the department motor vehicle code. My Segway allows me my personal freedom to explore and enjoy the outdoors. I have limited mobility, my Segway is my legs for extended lengths to travel. I live in Concord and have traveled to the Broadway Plaza via the Iron Horse Trail several times. It is a pleasant and scenic trip. Never has there been any communication problems with cyclists or pedestrians alike. Typically, one who is about to be passed, simply calls out, as if we were on the ski slopes. "On your right" or "on your left" Really this is a no brainer. Many owners have attached an audible alert, i.e. a horn or they just use their good old fashion common sense with a call out to advise pedestrians or equestrians of their presence.

I really do feel that there is enough red tape in this county. More importantly, there are many more pressing tasks at hand to overcome rather than trying to permit and monitor Segway ridership. Imagine the additional costs and supervision that would be required needlessly.

The parks systems are already operating marginally. This economic climate has taken its toll on many folks and public business.

I do realize however, there could be a hidden agenda involved. Is the East Bay Park System seeking Federal or State transportation grants? That could explain this incredibly narrow minded idea of monitoring requiring permits.

I would hope that you seriously reconsider the ramifications of what the Park System is considering to all involved. Please take time to study the facts and impacts of your potential negative outcome. Seems to be a lot to do about nothing.

Thank you for your time and consideration.

Devlyn Sewell/Stroke Survivor and registered voter

Contra Costa Centre Association

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October 7, 2008

Mr. John Escobar
Assistant General Manager
East Bay Regional Park District
Operation Division
2950 Peralta Oaks Court
Oakland, CA 94605

Dear John:

As a follow up to our recent meeting, I would like to take this opportunity to provide you with some background. Transit Villages, or transit-oriented developments (TOD), are a major element of the region's smart growth program of accommodating growth in infill and transit rich areas. The Contra Costa Centre area is a primary example of how jobs and housing near transit can work and get people out of their cars. A critical piece of this are the transportation demand management (TDM) programs of the Contra Costa Centre Association, in partnership with Contra Costa County. The Contra Costa Centre TDM program, including Carpool, Vanpool, BART, Bus, Guaranteed Ride Home, Bike-to-Work and Mid-Day Shuttle services for over 6,000 area workers, has resulted in a 32% reduction in single-occupancy vehicles commuting to the area. This result has been achieved consistently for over twenty years.

In 2002 members of the Contra Costa Centre Association voted to commit to an annual assessment (County Service Area M-31) in excess of \$200,00 per year that provides solely for on-going funding of TDM programs at the workplace. Services and commute incentives, as determined by annual budgetary guidelines, are provided through the Contra Costa Centre TDM program to alleviate single-occupant vehicle traffic to and from the Centre area.

Development of the Centre's Green Fleet program in 2005 created greater workplace accessibility for employees throughout the Contra Costa Centre Transit Village. At

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that time, the Contra Costa Centre, in partnership with the California Transportation Department and the University of California's Partners for Advanced Transit & Highways (PATH), set up a program at the Centre with several transit connection alternatives, including Segways, electric and regular bicycles, for use to and from the BART station, to run errands, or attend meetings in Walnut Creek and Pleasant Hill/Concord by traveling on the Iron Horse Trail, access to which was made possible by a two-year, special use permit issued by the East Bay Regional Park District.

Docking stations were set up at two Contra Costa Centre building locations with Segways and bicycles available for use by eligible employees who completed a short safety and training program. The program was not only effective in discouraging single-occupant vehicle use during the day, but employees benefited by not having to take their car out, saving them time and money. And most importantly the community benefited as well by sparing our environment from the harm done from cold-start automobile gas emissions.

The County Redevelopment Agency's community commitment to facilities benefiting the Iron Horse Trail have also included the \$6 million acquisition of the Southern Pacific right-of-way between Walden Road and Monument Boulevard, the \$150,000 Hookston Trail Gap closure project, the \$1.5 million Walden Green linear park and over 50% funding for the \$12.5 million Iron Horse Trail Overcrossing project.

In 2008 the Contra Costa Centre's Green Fleet program was expanded with an upgraded fleet of Segways, electric bicycles and bikes. The program has been enhanced with the automation of the two docking stations located at Pacific Plaza and Urban West. Each location has several low-speed modes of transportation available including three Segways, two giant electric bicycles and bicycles available at no cost for eligible Centre employee use. Combining a feature for making online vehicle reservations, the computerized automation of the two docking stations has made on-site vehicle access easier and more efficient.

Users are certified through a Centre-sponsored training program and issued a Smart Card authorizing their placement of online vehicle reservations. The program includes a 30-minute private instructional ride, safety overview and viewing of a Segway safety video. Only then can users make online reservations, access the vehicle keysafe and obtain a Segway, electric bike, or bike from a Green Fleet docking station. When finished, they simply return the vehicle to the docking station and replace

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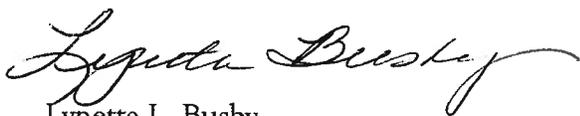
the key in the key safe. There are currently 27 Segway-certified employees enrolled in the Centre's Green Fleet program. Additional training sessions are scheduled for every other month.

With the conclusion of the two-year joint project between the Contra Costa Centre Transit Village, the California Transportation Department and PATH, we would like to request a special use permit from the East Bay Regional Park District allowing Centre-certified Segway operation along the Iron Horse Trail within a four mile radius of the Contra Costa Centre. Permission is requested for Monday through Friday from 8:00 a.m. to 6:00 p.m. for Centre Segways that operate at travel speeds of no more than eight miles per hour.

The issuance by the East Bay Regional Park District of this special Segway permit would encourage the continued use of the Iron Horse Trail by Contra Costa Centre employees for traveling to and from the Walnut Creek and Pleasant Hill/Concord areas thus eliminating the need to take their cars out and sparing the environment of additional cold-start gas emissions. Your affirmative action will reinforce the smart growth principles that underly the Transit Village program.

I would like to thank you in advance for consideration of our request and if you require any further information, please do hesitate to contact me.

Yours truly,



Lynette L. Busby
Executive Director

skm/LB

Cc: Anne Rockwell, Unit Manager, East Bay Regional Park District
Louie Guzman, Park Supervisor, East Bay Regional Park District
Linda Novick, Project Manager, California PATH,
University of California, Berkeley
Jim Kennedy, Redevelopment Director,
Community Development Dept., Contra Costa County