



City of **Pittsburg**
CALIFORNIA



Great California Delta Trail: Bay Point Regional Shoreline to Marina Park in Pittsburg

Bay Point Neighborhood Meeting

Ambrose Community Center

Thursday, March 31, 2011

Meeting Summary

Meeting held on March 23, 2011, attended by approximately 12 people, mostly from the Bay Point community, representatives of the Ambrose Recreation District, and representatives of local and state elected officials. The meeting included a Powerpoint presentation, followed by a Question and Answer period. Sean Dougan, EBRPD Project Manager, and Jeff Peters and Margaret Henderson, Planning Consultants from Questa Engineering, made the presentation. Also in attendance was Jim Townsend, District Trails Program manager, who provided answers to many of the questions. The following reflect the questions asked and answers provided.

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- 1. Is GenOn a TWIC Facility?** No.
 - 2. What about homeless people in the area?** Generally, as the area becomes accessible and the trail is used on a regular basis, the area becomes self policing with less homeless issues. Union Pacific also conducted a cleanup of the area to minimize homeless encampments.
 - 3. What funding is available for the trail?** EBRPD has \$1.35M from Port Chicago mitigation fund for trail construction. The Board of Supervisors authorized \$350K for planning and design. Some funding is from County Measure WW. The funding commitment is for one million west of Bay Point Regional Shoreline, and one million east of the park. EBRPD is currently considering requesting all the money be spent east of the park, due to issues with access at Concord Naval Weapons Station and the Point Edith TWIC constraints. Some of this money could be used to build a spur trail to the spit on the Trost property.
 - 4. Trail Standards.** A question was asked about trail widths and the need for paving the trail. The trail would be constructed to current District standards, (based on Caltrans Chapter 1000 of State Highway Design Manual) with a ten foot width and two-foot foot shoulders on each side, paved with 3 inches of asphalt. The desire is to make the trail as pedestrian scale as possible, not like a road. Some people think the trails are like freeways, and should be designed on a more intimate scale. The District mentioned that in more heavily used areas the width is sometimes increased to 12 feet, but then the trail has more the feeling of a roadway.
 - 5. Trail Connections.** A question was asked regarding where the trail would connect with the Bay Point area, at the two ends only or in other areas? The response was that because of the active Union Pacific rail line north of Willow Pass Rd., the only connections proposed will be at the west end (Port Chicago Highway/McAvoy Road) or east end (Marina Park). Any new crossings of the railroad tracks

would need to be grade-separated (overpass or underpass) which would be prohibitively expensive. If a new street is built as part of the Bay Point Strategic Plan, then pedestrian and bicycle facilities would be incorporated into the street. It was pointed out that this would be a fairly long trail (5 miles,) with no connections.

6. **Could PG& E pave the road so it is ready to use as a trail?** The current proposal is for a gravel road, built to handle large trucks. EBRPD would like a trail that is perhaps narrower and a pedestrian scale, as well as paved to meet accessibility needs. PG&E is anticipating public comments on their project beginning April 13, 2011, so interested parties should provide input regarding re-use of the road, public access features, overlooks, etc.
7. **Union Pacific Railway.** There was some discussion that Union Pacific Railroad recently informed the project study team that they considered the old Sacramento Northern spur line that goes to the Mirant tank farm as still potentially active (although not currently used). Therefore Options 4A and 4B are no longer considered viable alternatives.
8. **Trail Ownership and Management.** An audience member asked who would own and manage the trail. The response was that the trail would be constructed by a variety of stakeholders and would more than likely be operated and managed by East Bay Regional Park District under a licensing agreement with each property owner, both public and private. The exception may be that Segment 5 (between Mirant access road and Marina Park), could be constructed and managed by City of Pittsburg in association with the existing park.
9. **Considering the shift in the economy, will there be an increase in population using non-motorized transportation here?** Securing transportation-related funding for trails projects has increased in recent years, especially where the trail can be used for commuting. This trail will link two populated areas, so there would be some potential transportation benefit.
10. **Who will own and maintain the trail?** EBRPD will likely maintain the trail, with agreement for use by each property owner.
11. **Will there be pit toilets?** No.
12. **Will there be wind towers?** No.
13. **Where will the trail tie in to the DeAnza Trail?** Connections will be at Port Chicago highway or from Marina Park/Herb White Way, due to issues with crossing the railroad tracks.
14. **Where is the Water Trail?** The BCDC Water Trail ends in Martinez; EBRPD water trail will continue to the Old River, with connections to the Big Break kayak launch, Old Point, Orwood Resort and connection to the Moklumne Trail. The long term goal is to connect Big Break to Oakley under the Antioch Bridge, which requires further study.
15. **Follow up Action Items:**
 - Explore presenting the Study at the City of Pittsburg and Contra Costa County Bicycle and Pedestrian Advisory Committees, for potential discussion, input and inclusion into adopted Bicycle Plans.
 - Pursue implementation of spur trail from EBRPD Bay Point Regional Shoreline to Trost property.
 - Complete CEQA review of proposed trail.

- Coordinate with State Lands Commission on possible state ownership interest along Sacramento River
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