

When planned and designed holistically, safe and inviting trails can be seamlessly incorporated into transportation infrastructure projects...



THE SAN
FRANCISCO
BAY TRAIL

A 500-Mile
Trail Around
the Bay



Bike/ped path on the Carquinez Bridge

Transportation Facilities: The Bay Bridge Trail



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15' wide multi-use path striped with 5' for peds, 5' each direction for bicycles. The breakdown lane separating traffic from the pathway barrier serves as an important buffer from noise, pollution, etc.

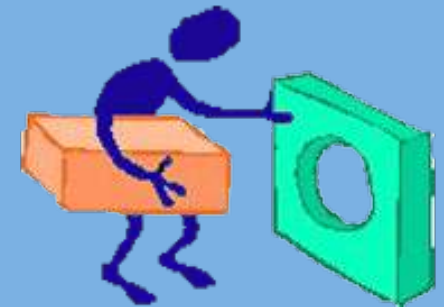
Hwy 37 presents challenges and opportunities for the Bay Trail on all fronts:



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- Meshing with a transportation facility
- Adapting to sea level rise
- Compatibility with Habitat Restoration
- Designing a safe and inviting trail in the context of all of the above



For Inspiration...



Integrated environmental, highway, bicycle, and pedestrian infrastructure with ground-level opportunities for engagement.



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SAN FRANCISCO BAY TRAIL

DESIGN GUIDELINES
AND TOOLKIT

ASSOCIATION OF BAY AREA GOVERNMENTS





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Benicia State Recreation Area

DESIGN PRINCIPLES

In designing the Bay Trail, there are seven essential principles that should be considered and addressed for any trail segment. These principles include:

- 3.1** User Experience and Safety
- 3.2** Continuity and Connectivity
- 3.3** Universal Access
- 3.4** Proximity to the Bay
- 3.5** Expected Levels of Use
- 3.6** Compatibility with Wildlife
- 3.7** Sea Level Rise

The following sections elaborate on the above principles and provide design objectives for each.



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5.1 THE ESSENTIAL BAY TRAIL

Trail Geometrics

- **Trail Width:** The standard width of the Bay Trail should accommodate the user's primary travel space and the use of shoulders when present. The Bay Trail and its clear space should consist of a minimum 18-foot width. The trail and shoulder widths are considered minimum standards necessary to accommodate a typical level of use along the

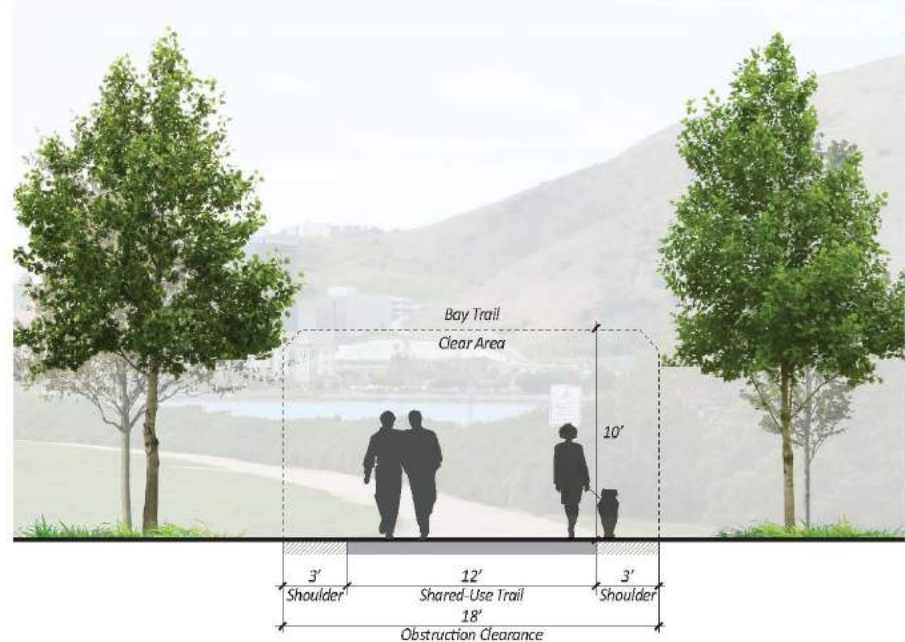


TOOLKIT
BAY TRAIL DESIGN GUIDELINES AND TOOLKIT

Bay Trail when completed. In many instances, projected use levels may be high, and therefore the Bay Trail width should be wider, such as along urban waterfront promenades. If use levels are anticipated to be extremely high, consideration should be given to separating fast-moving users (e.g., bicyclists, rollerbladers, or skateboarders) from slower-

moving pedestrians. There are a variety of methods to do so, such as pavement striping or inclusion of physical barriers (see Section 5.2, Bay Trail in Special Circumstances). In any case, all Bay Trail users should be able to enjoy a Bay experience, including Bay views.

FIGURE 5-1: BAY TRAIL WIDTH





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Bay Trail in a Limited Right-of-Way

In some locations, it is not feasible to fit the Bay Trail into the available right-of-way as an off-street Class I bike path. Alternatives to consider that would assure continuity of the Bay Trail include:

- **Class IV Separated Bikeways:** In some areas, Bay Trail bicyclists may need to ride on city streets. In these instances, it may be necessary to redesign an adjacent street right-of-way to create a dedicated bikeway with pedestrians using the sidewalk. This is particularly relevant where there is a limited number of driveway crossings that would conflict with bicycle use. Bay Trail separated bikeways should include:

- ▶ A 12-foot-wide two-way bicycle facility.
- ▶ A parallel physical barrier (guardrails, raised medians, large planters, or permanent bollards) to protect Bay Trail cyclists from adjacent motor vehicle traffic. Permanent physical barriers are preferred to parked cars.
- ▶ A yellow dashed center line stripe and white edge striping.
- ▶ Where the separated bikeway is at the same grade as either parking or a pedestrian sidewalk, different pavement color/texture could be used to visually separate the bikeway.
- ▶ While two-way separated bikeways are recommended, in some instances one-way protected bikeways on each side of the street could be considered. An example would be updating existing Class II bike lanes to one-way protected bikeways to avoid reconfiguring intersections.

FIGURE 5-7: SEPARATED BIKEWAY BUFFERED BY PERMANENT BOLLARDS AND PARKING

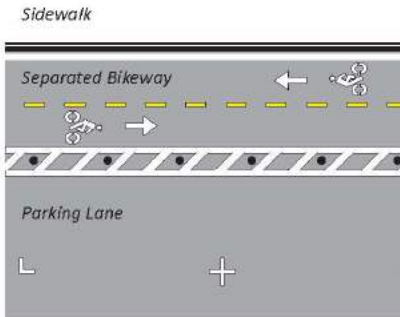
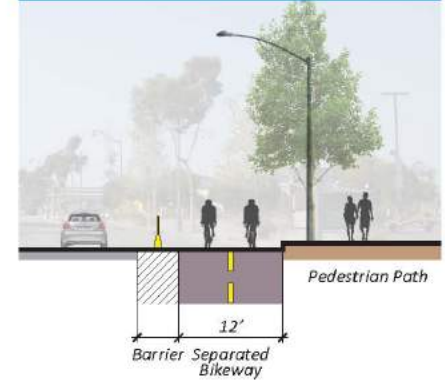


FIGURE 5-8: SEPARATED BIKEWAY WITH BARRIER



The End.



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Laura Thompson
Bay Trail Project Manager
415.820.7935
lthompson@bayareametro.gov

Maureen Gaffney
Bay Trail Planner
415.820.7909
mgaffney@bayareametro.gov

Lee Huo
Bay Trail Planner
415.820.7915
lhuo@bayareametro.gov

Ben Botkin
Water Trail/Bay Trail Planner
415.820.7936
bbotkin@bayareametro.gov