

**Recommended Widening of Marina Bay Trail Sections**  
**By Richmond Bicycle & Pedestrian Advisory Committee**  
**9/13/21**

Widening the higher use sections of Bay Trail in the Marina Bay Area is recommended to reduce the many reported incidents involving conflicts between pedestrians and bicyclists competing for the limited space available. Built more than 30 years ago, these trails do not satisfy recommendations of the [San Francisco Bay Trail Design Guidelines and Toolkit](#). The paved surfaces range mostly from eight to ten feet wide compared to the current recommendation of 12 feet. Shoulders range from non-existent to typically a foot or two wide compared to the guidance of three to six feet in high use areas.

The most cost effective approach would be to widen the compacted decomposed granite (DG) shoulders, rather than incurring the higher cost of widening the paved asphalt concrete (AC) surface. This will not provide additional travel space for cyclists, but will move many pedestrians off the pavement and thereby reduce conflicts and increase the comfort and enjoyment of both cyclists and pedestrians.

Most pedestrians will be attracted to DG as an even, firm surface comfortable for walking and jogging while separated and safe from cyclists, who will prefer the paved surface with fewer pedestrians present. Some pedestrians will prefer the paved surface, especially those with mobility aids, pushing strollers or accompanied by small children on wheeled vehicles. The adjacent paved surface also will be used by joggers and others passing those moving more slowly in the same direction on the DG pathway, as well as for those passing from the opposite direction. Walking is a social activity for some users of the Bay Trail, so there always will be some side-by-side walkers. Widening the overall trail will allow bicyclists to more safely pass small clusters of walkers.

The following sections of high-use Bay Trail are recommended for widening as described below in priority rank order and marked on the attached map.

**Section 1 - Meeker Slough Bridge/Shimada Park**



Restore and widen the DG shoulder inland to within two feet of lighting bollards and bayward six feet where feasible without incurring undue cost. The bay side shoulder will narrow to less than six feet in places where there is insufficient usable space between the AC pavement and shoreline rip rap or objects that would be very expensive to relocate. Adjacent to the turf lawn, there is a low spot with a clogged drain which will need attention to prevent pooling of water. It would be desirable to make entries to the trail on the bay side of the lawn more

obvious and attractive by installing a six-foot wide DG pathway for at least the first 10 to 20 feet from the Bay Trail, if not the entire perimeter of the lawn.

## **Section 2 - Meeker Tidal Creek Trail: Marina Bay Parkway/Meeker Slough Bridge**



Restore the DG shoulder to within two feet of the lighting bollards on the inland of this Meeker Tidal Creek Trail. On the creek side, restore and widen the shoulder to six feet where feasible without incurring excessive cost. The shoulder will narrow to less than six feet in places due to lack of usable space between the AC pavement and the creek or the presence of massive eucalyptus trees.

## **Section 3 - Marina Esplanade: Peninsular Drive/Spinnaker Way**



Install a six-foot wide DG shoulder on the inland side of the concrete esplanade. Electrical and sprinkler system vaults will need to be relocated or adjusted to be level with the DG shoulder's surface

Comments on this Project can be made to:

Richmond Parks & Landscaping Supervisor Greg Hardesty at  
Greg\_Hardesty@ci.richmond.ca.us  
RBPAC Chair Catalin Kaser at kaser.catalin@gmail.com  
TRAC Chair Bruce Beyaert at baytrailtrac@gmail.com



