

**GOGA 167755  
Vista Point  
Multi-use Connections  
to Fort Baker**

**SUMMARY: *Chosen Alternative***



Prepared for May 22, 2014 Design Development Meeting

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Golden Gate National Recreation Area  
Marin County, California

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The proposed *Vista Point Trail*, also known as *Old Conzelman Trail*, connects Dana Bowers Vista Point and the Golden Gate Bridge with Golden Gate National Recreation Area's (GGNRA's) Fort Baker and surrounding Marin County cities and trails. The trail is an historic segment of Conzelman Road and was previously open as a public trail. It is not currently open having been closed since the late 1990's for the Golden Gate Bridge Seismic Project. It now serves as an administrative road in the park

### **Tiering from other Planning Documents**

*Vista Point Trail* was analyzed and recommended as a preferred bicycle route in the multi-agency *Alexander Avenue Planning Study* (July, 2012). The project will be on NPS lands in Fort Baker and includes Golden Gate Bridge District and Caltrans rights-of-way. The proposed trail plan will include not only *Vista Point Trail* (approximately 1,740 L.F.) but also Lower Conzelman Road (2,050 L.F) to the intersection with Sommerville Rd at the edge of San Francisco Bay. The route has long been planned as an important segment of the 500 mile San Francisco Bay Trail.<sup>1</sup>

The trail project will coordinate with the proposed *GGBHTD Lead Remediation Project* so that all remediation work is completed prior to commencing work on the Vista Point Trail project. See overall site map in Appendix C, *Site Map*.

### **Safety and Access are the Goals**

The facility supports NPS goals for Visitor Safety, Visitor Enjoyment, Provide Visitor Services, Educational and Recreational Opportunities, Protection of Resources, and Protect Employee Health, Safety and Welfare.

*Safety:* The project will improve safety for thousands of cyclists and pedestrians by providing a car-free Class 1 multi-use path through GGNRA parklands to Fort Baker, Sausalito and Marin County destinations. The trail will serve to reroute and reduce the large quantity of bicycle and pedestrian traffic currently forced onto Alexander Avenue – a busy feeder street between the Golden Gate Bridge and Sausalito. Alexander Avenue has no shoulder or path for pedestrians who are forced to share the marked bike lanes with cyclists. This forces cyclists (often family groups with young children) into the traffic lane. The project will allow pedestrians and cyclists that choose to do so to travel the new car-free multi-use trail. Those cyclists that desire can continue to use Alexander Avenue as they do currently. This will improve the safety for faster, experienced cyclists along Alexander Avenue and who will not have to pull into the vehicle lane to pass slower cyclists. Those that prefer can more safely enjoy the proposed *Vista Point Trail* which will provide opportunity to rest as well as enjoy views and amenities, and to enter Fort Baker, matching those user groups interests.

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<sup>1</sup> [www.baytrail.org](http://www.baytrail.org) The Bay Trail is a planned recreational corridor that, when complete, will encircle San Francisco and San Pablo Bays with a continuous 500-mile network of bicycling and hiking trails. It will connect the shoreline of all [nine Bay Area counties](#), link [47 cities](#), and cross the major [toll bridges](#) in the region. To date, approximately 330 miles of the alignment—over 60 percent of the Bay Trail's ultimate length—have been completed.

Specific safety improvements include the route itself, separation from cars, decreasing trail gradients, establishing appropriate cross-slopes, railings, paving and striping, rest areas, and drainage improvements. The trail design will be coordinated with the physical security measures provided for the Golden Gate Bridge. See site photos in Appendix **D**, *Site Photos*.

*Bringing Visitors and Commuters into the Park:* Over 13 million visitors annually come to the Golden Gate National Recreation Area, and many stop at Dana Bowers Vista Point as part of their visit. The Golden Gate Bridge Highway and Transportation District (GGBHTD) estimates that on busy days, over 6,000 bicyclists and over 10,000 pedestrians use trails to access the Bridge sidewalks. Currently on weekdays most of these cyclists and a number of pedestrians travel down Alexander Avenue to Sausalito. Our goal is to invite visitors and locals on foot and bike to travel into and through Fort Baker. Based on our experience constructing multi-use trails in this area, including the Golden Gate Promenade on Crissy Field and the Bay Trail connection to the Golden Gate Bridge, this project will have wide appeal.

Due to the Golden Gate Bridge and the proximity to the urban center of the Bay Area, these improvements have the potential to be among the most highly used non-motorized transportation facilities in the nation. Currently Fort Baker, a unit of GGNRA is bypassed completely by such visitors on weekdays. Thousands of visitors lack the safety of being away from cars, and the thrill of spectacular views of Marin, the Bay, the Golden Gate Bridge and the City of San Francisco. Completely missed are intriguing elements of historic Fort Baker such as the Bay Area Discovery Museum, trails and services, the yacht harbor and Cavallo Point Lodge and Conference Center, fishing pier, and of course, public restrooms. Specific access improvements are the trailhead, wayfinding, rest areas, proposed mapping on Bay Trail, NPS and other trail websites, and publicity through the Marin County and SF Bike Coalitions, and bike rental companies. Provided will be a highly improved visitor experience, stress reduction and spectacular unfolding views- all not found on Alexander Avenue.

**The Trail** The trail segment is a 1740 foot long sloping historic road that crosses under the north end of the bridge and then meets and continues down Lower Conzelman Road to meet the San Francisco Bay. A multi-agency *Choosing by Advantage* (CBA) workshop was held to review Vista Point Trail alternatives on November 19, 2013. Alternatives were based on Project Design Guidelines. It was determined that in order to consider the Vista Point Trail as a safe multimodal trail for bicyclists and pedestrians that any design would have to meet the following:

<b>Project Design Guidelines</b>	<b>Chosen Alternative</b>
Maximum grade of 12%:	Maximum grade is 10%
Maximize the trail width on steep grades.	15-foot width
Provide separate clear visual separation between downhill bicyclists, uphill bicyclists and pedestrians.	Uphill and downhill cyclists will be in marked separated lanes and uphill bicyclists and pedestrians will be combined in one 7-foot wide lane. Downhill cycle lane is 8 feet wide.
Safe stopping low slope intersection/decision points:	Landing and trailhead at the top. Gentler grades and swooping intersection at the lower intersection with Conzelman Road.

Smooth maintainable trail surface.	Asphaltic paving and not gravel, road base or soil stabilized (soil cement).
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The top of *Vista Point Trail* conforms to the existing horizontal road alignment, with a trailhead at the intersection with the existing multi-use trail at the Dana Bowers Vista Point. The Preferred (Chosen) Alternative includes a maximum slope of 10% at the top of the trail and the connection at the lower end is a sweeping curve where it meets Lower Conzelman Rd. Retaining walls with railings reduce the existing 17% grade at the top and bottom segments to between 8 and 10%.

Due to the potential speeds of downhill cyclists and the high volume of pedestrians the 15-foot width was determined to be the safest reasonable width for the entire trail. The 15-foot trail has an 8 foot wide dedicated bicycle downhill lane and a 7 foot wide shared uphill bicycle and pedestrian lane. It will be paved and striped, and will follow the historic alignment of the road bed - the original Conzelman Road. The trailhead at the Dana Bowers Vista Point will provide wayfinding and three rest areas will be spaced along the trail at existing wide spots.

The preferred alternative was supported by a mini value analysis which was prepared by the project team. (See “*Summary Value Analysis and Choosing By Advantages Workshop Workbook*” 11/19/2013)

**Architectural Barriers Act Compliance**

The *Vista Point Trail* has been evaluated for compliance with the Architectural Barriers Act (ABA). Chapter 10, Recreation Facilities, Section 1017 Trails which addresses the requirements for trails on federal lands that are altered by federal agencies. Section 1019 Conditions for Exceptions provides four conditions for an exception. The Vista Point Trail meets two of the conditions as follows:

1. *Compliance is not practicable due to terrain.*
4. *Compliance is limited or precluded by any of the following laws*
  - a. *National Historic Preservation act (16 U.S.C. 470 et seq)*

Per the ABA *Vista Point Trail* will comply with all other specific provision in section 1017 to the fullest extent practicable.

**Cost**

The current Class C estimate for this preferred alternative is \$1,622,201. The security options are still being evaluated and are not included, nor is lead remediation.

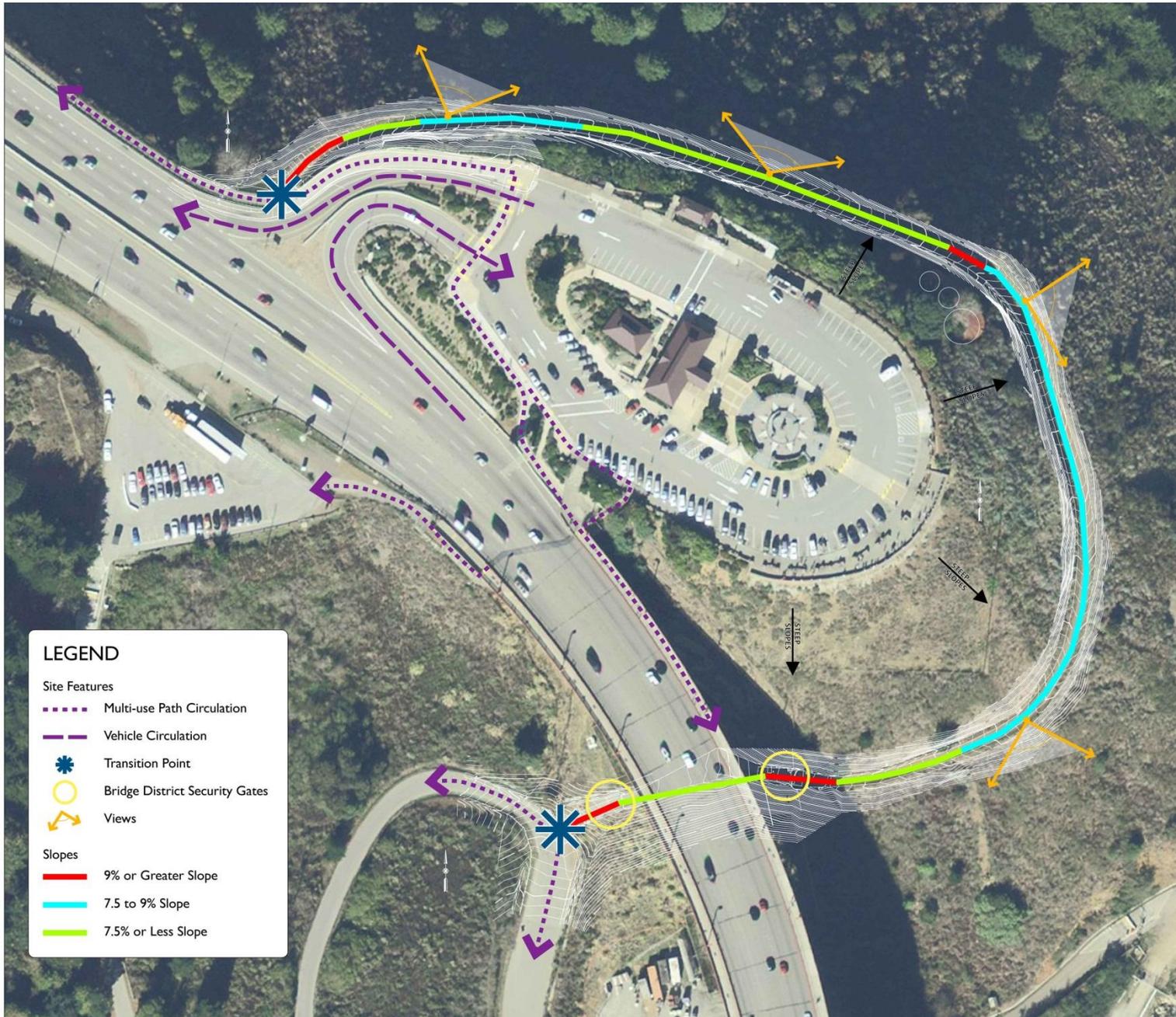
**Schedule**

- Compliance is anticipated to be a Categorical Exclusion and signed NHPA Section 106 SHPO consultation letter-Winter 2014
- Finalize Design Development- Summer 2014
- Project will be presented to PWR Project Review- Summer 2014
- Finalize Construction Documents-Fall 2014
- Construction is anticipated in 2016 following the Golden Gate Bridge Lead Remediation project.

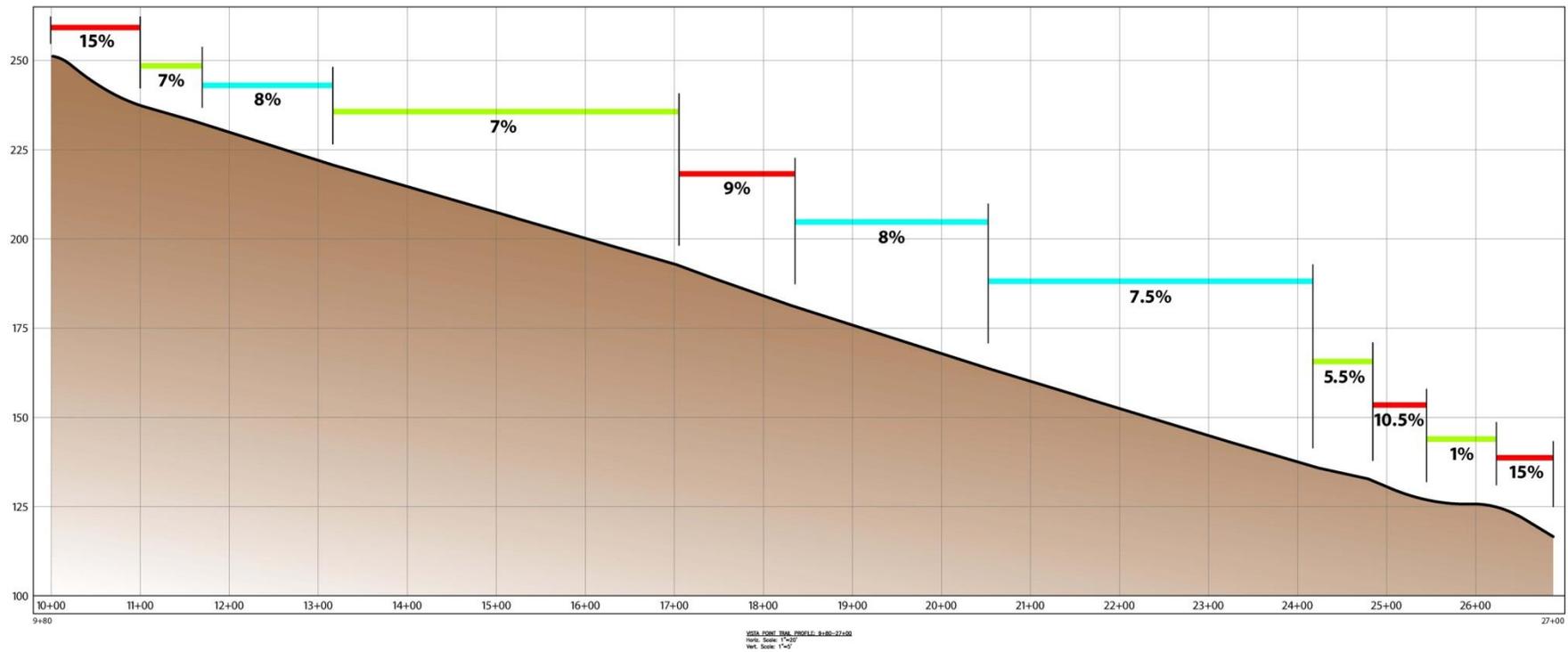
## APPENDICES

- A: Site Map
- B: Vista Point Trail Existing Profile
- C: Site Photos
- D: Proposed Trailhead and Rest Area
- E: Vista Point Bottom
- F: Vista Point Top

SITE MAP

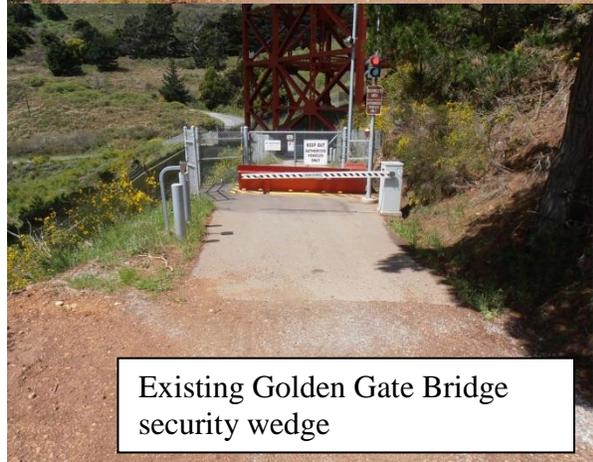
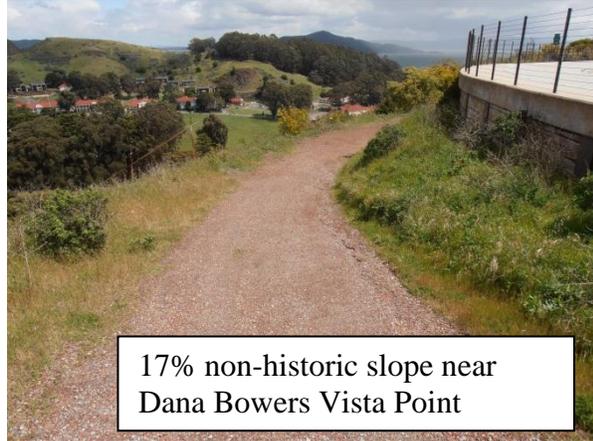


# Appendix B



Vista Point Trail Existing Profile

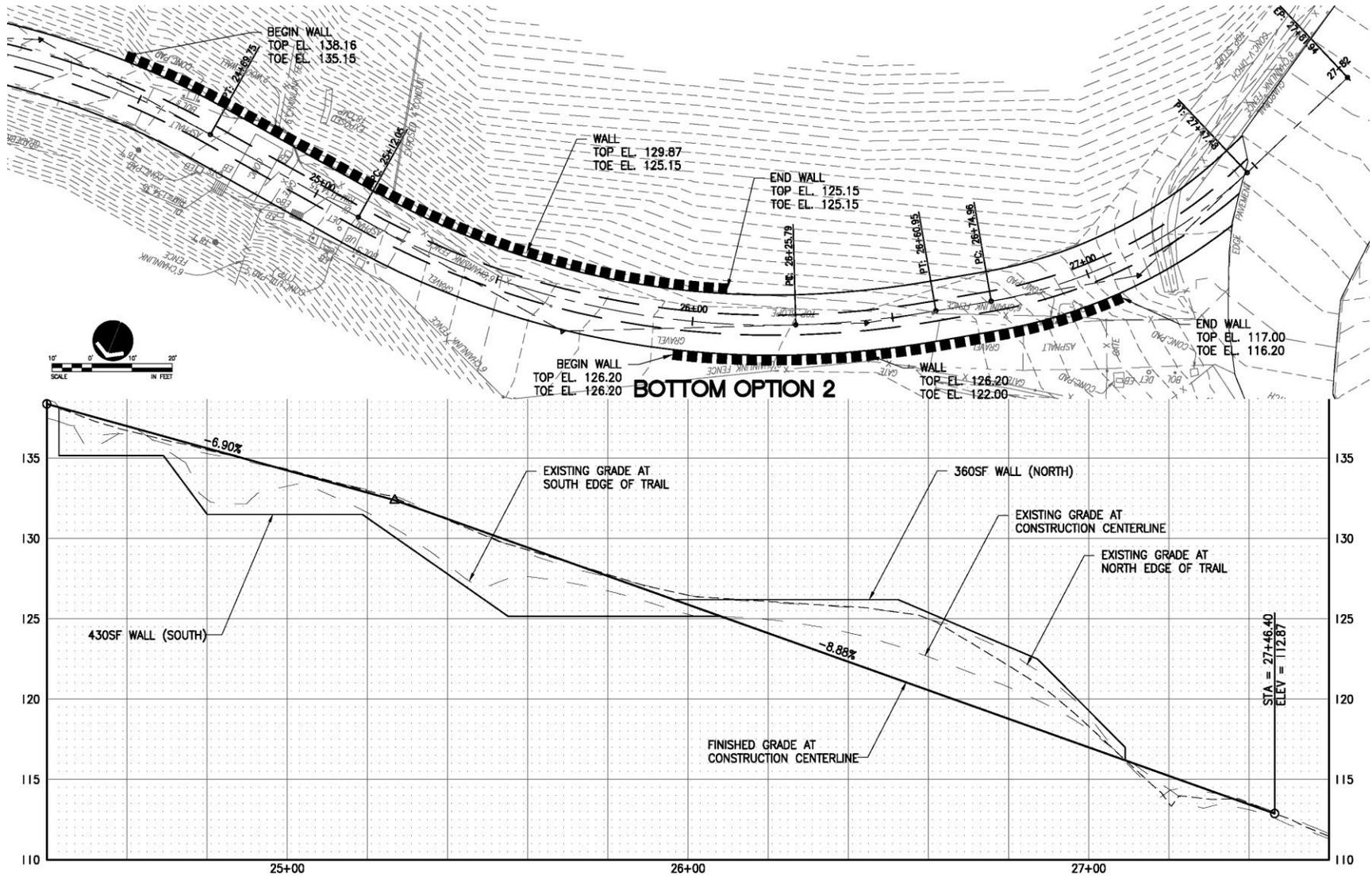
**Site Photos:**



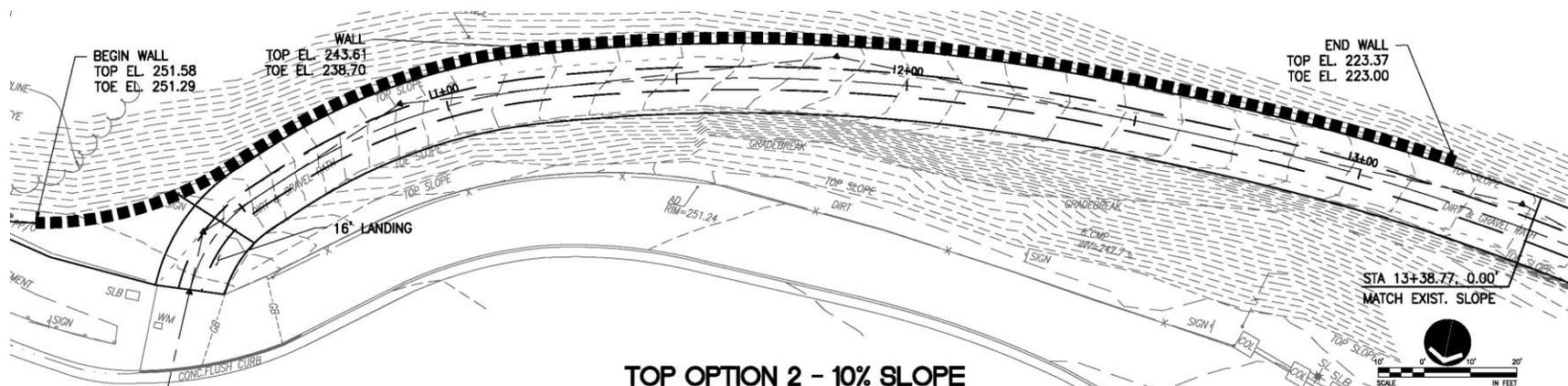
Appendix C



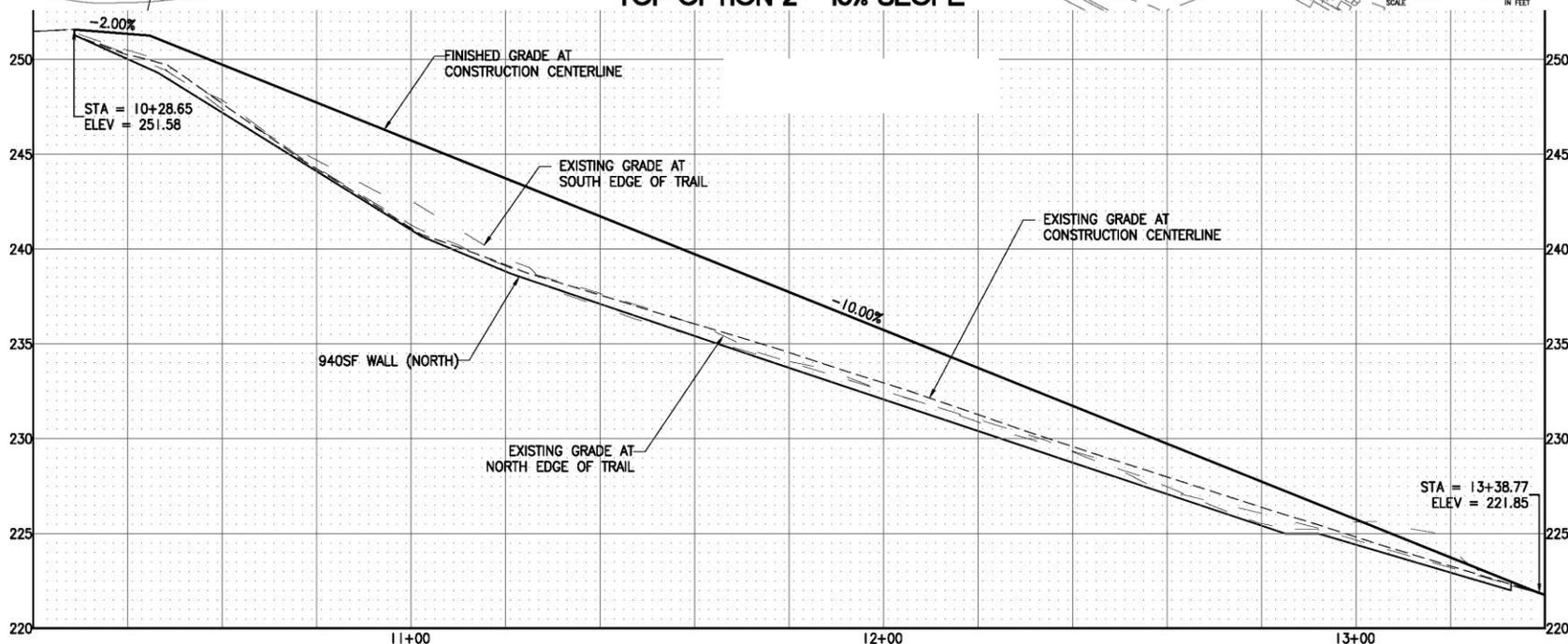
# Appendix F



# Appendix F



**TOP OPTION 2 - 10% SLOPE**



**Alternate B - Curved to Tie into Existing Curve and Slope**