

2026 EBRPD Board Candidate Questionnaire

Your answers will not be saved until you submit the form at the end. If you don't feel you can answer these questions in one sitting, you may want to [download the questions](#) and draft your answers externally, then paste them into this form.

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Please record your full name below: *

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When you visit the East Bay Regional Parks, how often do you enjoy the following activities?

	Often	Sometimes	Rarely	Never
Hiking	☒	☐	☐	☐
Cycling on dirt trails or natural surface roads (mountain biking, gravel riding, fire roads, etc.)	☐	☐	☒	☐
Cycling on paved trails and roads within the park	☐	☒	☐	☐
Running/Jogging	☒	☐	☐	☐
Dog walking	☒	☐	☐	☐
Horseback riding	☐	☐	☐	☒
Picnicking or other gatherings	☐	☒	☐	☐
Visiting park amenities (lakes, visitor centers, gardens, etc.)	☒	☐	☐	☐

Narrow Trail Maintenance

Historically, basic ongoing or scheduled maintenance of existing natural surface narrow trails has been a low-priority activity for the EBRPD. As a result many trails are badly eroded and even dangerous.

What are your thoughts on regular institutionalized EBRPD collaboration with volunteer organizations that have expertise and are eager to assist with such maintenance on narrow natural surface trails (singletrack) that are open to bicycles?

Maintenance activities are handled under the supervision of park employees. If volunteer organizations are willing to fund the overtime required to pay park employees on weekends and holidays, I have no issue with the use of volunteers.

Historically EPRPD trails suffer from explosive vegetation growth during spring. As a result some of those trails are nearly impassable for weeks if not months until mechanized crews are able to clear the tall grasses and weeds directly impacting the trails. The volume of work is impractical and has safety concerns making volunteer hand work unreasonable. We understand the union MOU issues would need to be worked through. There are stewardship volunteers that would also like the authorization to operate line trimmers to do more effective work.

Do you support finding ways for volunteer groups such as BTCEB to operate powered tools for the exclusive purpose of trail brushing? Would you make this a priority objective? Why or why not? If not, do you support the park district making it a priority to clear vegetation impacted trails in a much more timely manner?

Under appropriate supervision of the EBRPD staff, the use of volunteers is acceptable. However, there are issues of liability for the District, that must be mitigated. My priorities include getting more funding for operations and stewardship.

Narrow Trails - Demand & Access Issues

Since 1995, EBRPD park acreage has nearly doubled while less than 25 miles of narrow trails have been added. Demand for access to these parks and its trail system is now at an all-time high. In the last few years much of this demand has been driven by the increase in popularity of mountain biking, especially among youth. High school and middle school teams have sprung up all over the Bay Area with many hundreds of young riders joining.

The imbalance of demand and supply of the Park's existing narrow trails (singletrack) has been magnified by historical inequity regarding access for bikes. Equestrians (a small and decreasing user group) have access to roughly 55% of the narrow trail system while cyclists (a much larger and growing group) have access to less than 25%. Pedestrians have nearly 100% access. Ordinance 38 allows broad pedestrian off trail access. All this has resulted in user conflicts - real and perceived. In addition, the Park has seen an increase in the creation of unofficial, unsanctioned trails due to the absence of EBRPD trail additions and actions on access.

There has been minimal addition of singletrack trails over the last several decades in part due to the high resource load for planning, environmental review for new trails, and funding. Change in Use is an option to address some of the access issues in a much shorter time frame.

What strategies do you have in mind to balance increased recreational demand overall for narrow trail experiences, with the preservation of natural habitats?

Parklands are to be enjoyed for generations, so a slow, methodical approach to expanding trail access is reasonable. Habitat preservation is a priority as well as recreational access. Issues of soil, slope, drainage and erosion must be considered before new trails are built. Safety is another factor for emergency and maintenance crews. Finally, there is an operational cost to supporting new singletrack trails. Where is the money coming from and who is funding these projects?

Do you support consideration of Change In Use for existing trails to alleviate some of the lack of bike access? Why or why not?

I support change of use when park staff determines that existing trails can bear an increase in traffic. The relevant question is where use occurs, its intensity, timing, the trail design and cumulative impacts.

With the *Briones Pilot Program*, EBRPD took a significant step toward recognizing and addressing issues of trail conflict, non-system trail impact on habitat, and equitable access for bikes. The Pilot was a pragmatic approach to today's reality, the resulting impacts, and not a reward to rogue trail building.

What are your thoughts on the results from the pilot and how learnings & outcomes could be applied at other parks? What are your thoughts regarding further evaluation of non-system trails in other parks, adoption of those that can be sustainable and make sense in the trail system, along with closure and habitat rehabilitation of unsustainable non-system trails?

In 2024, the Briones Pilot Program converted 7 miles of rogue trails out of 32, leaving 23 miles of rogue trails in the park. EBRPD staff have not released statistical data showing these trails are being monitored or that new rogue trails are not being created. I have seen no data from EBRPD showing a summary of rogue trails across all the parks. I think EBRPD should annually collect data from each park identifying whether new trails should be considered and under what conditions. This data set can then be prioritized so that park managers can budget for the operational and construction costs for existing and new trails.

The Wildcat Bike Trail Project

The Wildcat Bike Trail Project is proposed to add 1.4 miles of downhill directional bike only trail. The public process for this trail has been extraordinary given the very limited project scope. There has been some vocal opposition to the project while several thousand members of the public support the project. The project is currently working on an EIR. Staff brought the project back to the board for a second time requesting approval to proceed with an EIR. A majority of board members supported moving forward with the EIR and issuing the contract for the EIR.

If a vote to continue the EIR were to come before you today would you vote to support continuing or would you vote to stop the project and why?

The EIR is reasonable and should be continued.

One candidate has publicly opposed the Wildcat Project and and stated 'I don't see how recreational trails of this nature fit in the ethos of a park district', ' Briones was just expanded ... before that it was Crockett. What park is next after we do this one? ... Where does it end?'

Do you agree that recreational trails of this nature don't fit the park district ethos? Why or why not?

Crockett, Briones, and Pleasanton Ridge all have constructed downhill flow trails. These trails require sustained and ongoing maintenance that is expensive to supervise and labor-intensive. If members of the public want a highly engineered recreational experience and are willing to pay the ongoing operational costs, then I am supportive. Let's set up a fund via the Park Foundation where clubs and organizations that want a downhill flow trail experience can contribute towards the ongoing costs.

The Next Century District Plan and Future Bike Access

The park district is in the process of developing it's next century plan or district plan. The 2013 District Plan included Trails for All and envisioned both multi-use and single use trails. It did not provide a clear vision for a magnitude of trail expansion or additional bike access. BTCEB has proposed that the district set a vision of all residents in the park district having access to a park with 10 miles of bike legal singletrack within a 20-25 minute drive from their home. The lack of bike access is leading to increased unauthorized trail creation by park users which often may result in increased natural resource impacts. We ask that the district target reaching 75% of the district having this available to them in the next 20 years.

What is your vision for Singletrack bike access from a volume and timing perspective and why?

Do you support the above proposed level of bike access and trails? Why or why not?

The 73 parks in the system include 1,330 miles of trails of which 208 miles are single-track. Officially, bikes are allowed on 63 miles of these single-track trails. There are opportunities to create more interconnected trails between parks that would allow for more single-track trails. The issue is that interconnected parks provide essential animal corridors and trails for pedestrians, bikers or equestrians increase the negative impact on animals. Increasing the number of trails in our parks further fragments animal habitat.

What is the impact of 10 miles of single-track trails within a 25minute drive from all East Bay communities? Since BTCEB has stated this as a vision statement, where is the map showing which of the existing parks (city and regional) fit this constraint? For example, Joaquin Miller is within 25 minutes of Richmond, Emeryville, Berkeley, Oakland, city of Alameda, San Lorenzo, San Leandro, Castro Valley, and Hayward. It has 15 miles of single-track bike-friendly trails.

There are many regional parks that have acreage constraints. For example, Las Trampas has 24 miles of trails and 6 miles of single-track. The park consists of very steep wooded terrain, and erosion and maintenance are concerns.

My overall concern is protection of EBRPD as an institution and its mission to protect open-space lands. If development of single-track trails threatens the viability of the park district due to a huge increase in unfunded operational costs, the district will lose public support. If BTCEB membership can show they are willing to fund the construction and operational costs for single-track trails. then let's set up a fund with the Park Foundation for this effort.

The Roles of Access, Education, and Enforcement

Singletrack bike access is limited in the East Bay Regional Park District. The addition of sanctioned access at Crockett Hills and the adoption of unsanctioned trails at Briones have shown a positive impact on unsanctioned trail activity. Those increases in access are significant yet much of the district has very limited opportunity to biking singletrack trails. Some members of the community call for increased enforcement and also self policing by the mountain bike community. Self policing is challenging in light of decades of access advocacy with EBRPD while other land managers demonstrate significantly more expansion in access. Meanwhile the net impact to habitat is much worse than additional well planned trails.

Where do you see the roles of increased access, education, and enforcement in the overall situation related to mountain bikes in EBRPD?

Overall, EBRPD police do not enforce Ordinance 38 violations. For example, out of 90million unique park visits over a 46 month period, EBRPD handed out 120 bike violations, most on the Iron Horse Trail (23%) and Pleasanton Ridge (18%). Do the math (.0000013) and this is as close to zero as you can get. If we take enforcement off the table and mountain bikers are not willing to police themselves, then everybody loses. Take the Briones Pilot Project as an example as the cost of restoring rogue trails cost the District over \$200,000. None of that money came from funds contributed directly by the mountain biking community. Yet all park users were impacted as those funds were not available for trail maintenance at other regional parks.

Many mountain bikers know that riding in wet weather severely impacts single-track trails, yet I see bikes with mud-encrusted gears at staging areas. Did the rider understand the impact on the trail everyone must use and choose to ignore it? I see use tracks down steep slopes where no trail should exist, yet someone has repeatedly chosen this route. Will education work for these users? I doubt it and this is true for hikers, bikers and equestrians. The impact of increased access is greater damage to habitat for plants and animals. There is opportunity for increased access but we must increase the amount of open space to lessen the impact. This requires funding that all the user groups must commit to raising.

Other Comments

If you have any other comments on the topics discussed here or any related topics, please leave them below. Press Submit when you are done. Thank you for your time and consideration.

As a candidate for the EBRPD Board of Directors Ward 3, I am endorsed by five of the seven EBRPD Board Directors. I am endorsed by Robert Doyle, the former EBRPD General Manager. I am also endorsed by all five Hayward Recreational District Board members (HARD). This organization works closely with EBRPD. Ward 3 includes Castro Valley, San Lorenzo, Cherryland, Ashland, Eden, and Hayward.

The Sierra Club is the oldest environmental organization in the United States. I have been a Sierra Club leader (www.sierraclub.org/sfbay/leadership-roster) since 2012 and am the Chair for the SF Bay Chapter Southern Alameda Group which includes all of EBRPD Ward 3. I am the Sierra Club Activities Committee Chair and have been the Alameda County Vice Chair for the Chapter's Political Committee handling political endorsements for the last 8 years. This includes Sierra Club endorsements for most of the existing Board members. The Activities Committee manages over 450 outings a year, many in EBRPD parks. I am a Sierra Club hike leader and have led hundreds of hikes in EBRPD parks. I have worked with EBRPD as a Sierra Club representative for years and am on a first-name-basis with many EBRPD Board members and staff. I believe building relationships is important to achieve shared goals which is why so many Board members have endorsed my campaign, including the current Ward 3 incumbent, Dennis Waespi.

In 2014, I co-founded Mission Peak Conservancy (www.missionpeakconservancy.net/) to advocate for multi-use trail development and improved park access. We successfully fought to get water to Vargas Plateau and Mission Peak's Ohlone College entrance. We were successful in getting EBRPD to stop enforcing parking restrictions outside of the local regional park. We have advocated for sanitary toilets, better park hours, improved trail maintenance, and better use-trail management. We held multiple community meetings to advocate for road closure and conversion of rail easements. We were successful in getting Morrison Canyon Road closed for 1.75 miles. Bikes, pedestrians and equestrians now have vehicle-free access. We are contributors to the Tri City Voice and Tri City Ecology, where our opinions are documented often.

I am happy to work with BTCEB members where our paths are aligned and will ensure that all park users are represented. wm

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This form was created inside of The Bicycle Trails Council of the East Bay.

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