



02 **SEGMENT
IDENTITY**



Divided into seven segments, FORTAG contains a spectrum of contexts with individual habitats, land uses, trail use needs, and opportunities for tailored design.

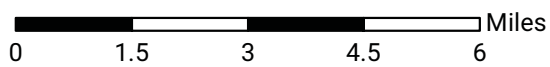
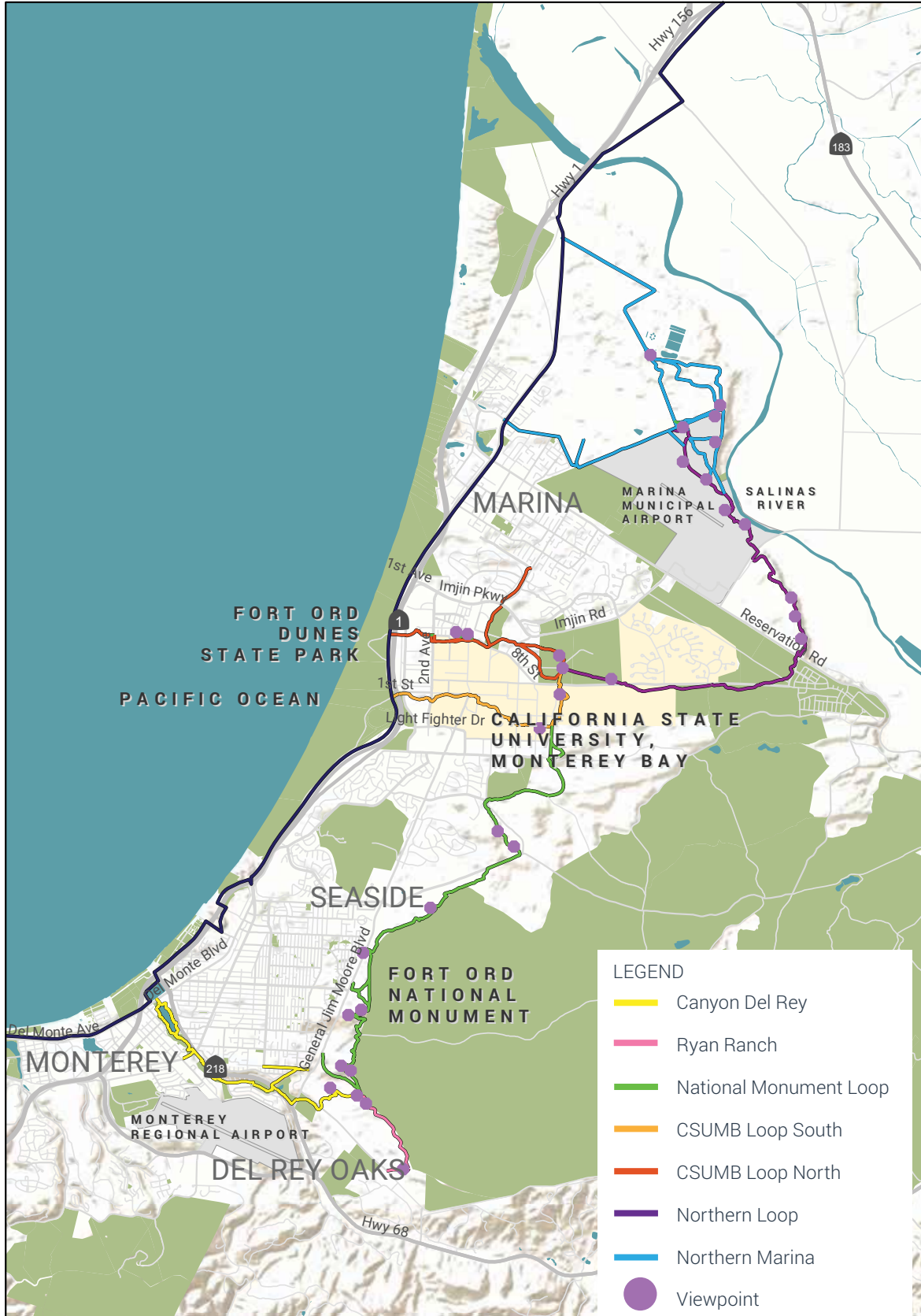
OVERVIEW

While FORTAG should display a unified design language, it must also respond to the greatly varied contexts through which it passes. These include new commercial and townhouse developments adjacent to CSUMB, dunes in the National Monument Loop, woodlands with equestrian and mountain bike users, coastal access, campus traffic, and airports.

This section catalogues the key design challenges, design cues, types of use, and signature features that will inform FORTAG's response to changing conditions.



Map 1. Trail Segments



| Segment | Length (Miles) | Jurisdictions |
|--|----------------|---|
|  Canyon Del Rey | 3.97 | Seaside, Monterey, Del Rey Oaks, Monterey County |
|  Ryan Ranch | 1.43 | Del Rey Oaks, Monterey County, Coastal Commission |
|  National Monument Loop | 7.97 | Seaside, Monterey County |
|  CSUMB Loop South | 2.68 | Seaside, Monterey County, CSUMB |
|  CSUMB Loop North | 3.03 | Marina, CSUMB |
|  Northern Loop | 6.40 | Marina, Monterey County, FORA |
|  Northern Marina | 2.29 | Marina, Monterey County |

Note: Segment lengths are for primary alignments, not design options

TRAIL SEGMENTS

The FORTAG trail corridor is organized into seven segments, illustrated on the previous page.

These segments have been defined jurisdictionally, as well as by environmental context. Each contains the unique potential for user experience and presents a set of challenges, opportunities, and history to inform trail design.

VIEWPOINTS

Throughout FORTAG, key viewpoints have been identified that provide coastal and inland views.

These viewpoints will be a key aspect of the FORTAG experience, and should feature a FORTAG-specific design language that is also compatible with the contextual identity of a given segment. These viewpoints are shown on the preceding map.

SEGMENT IDENTITIES

The following pages include a brief description of the environmental context for each segment, design vision including use of materials, Design Considerations, and depiction of existing site conditions through illustrative cross sections.



Work Memorial Park, Del Rey Oaks, CA



Laguna Grande Park, Seaside & Monterey, CA



Utility Easement on Plumas Ave, Del Rey Oaks, CA



Frog Pond Wetland Preserve, Del Rey Oaks, CA

Example images of existing context found along the Canyon Del Rey Segment.

CANYON DEL REY SEGMENT

3.97 MILES

“A riparian connection between Fort Ord National Monument and the Coastal Trail”

The Canyon Del Rey Segment jumps between existing municipal parkland (beginning at the existing coastal trail at Roberts Lake and crossing Del Monte Blvd. before traversing Laguna Grande Park, Work Memorial Park and Del Rey Park) and suburbs characterized by mixed architectural and landscape styles. It generally follows a riparian corridor studded with a mix of native oak trees and shrubs before entering the Frog Pond Wetland Preserve and continuing on to meet the National Monument Loop segment near the Fort Ord National Monument.



Freshwater Marsh and Riparian Corridor, Playa Vista, CA

PHOTO: [HTTPS://PLAYAVISTA.COM/COMMUNITY-UPDATE-FRESHWATER-MARSH-AND-RIPARIAN-CORRIDOR/](https://playavista.com/community-update-freshwater-marsh-and-riparian-corridor/)



Upper Sandusky, Ohio

PHOTO: VIC FAZIO, [HTTPS://BIRDING-IN-OHIO.COM/WYANDOT-COUNTY/UPPER-SANDUSKY-BIKE-TRAIL-RIPARIAN-CORRIDOR/](https://birding-in-ohio.com/wyandot-county/upper-sandusky-bike-trail-riparian-corridor/)



LA PASTORA Linear Park, Guadalupe, NL Mexico

PHOTO: JORGE TABOADA, [HTTPS://WWW.FLOORNATURE.COM/BLOG/LA-PASTORA-LINEAR-PARK-DI-HARARI-LANDSCAPE-ARCHITECTURE-UN-P-14143/](https://www.floornature.com/blog/la-pastora-linear-park-di-harari-landscape-architecture-un-p-14143/)



Streamside Trail, Northern California

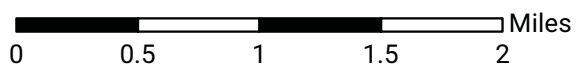
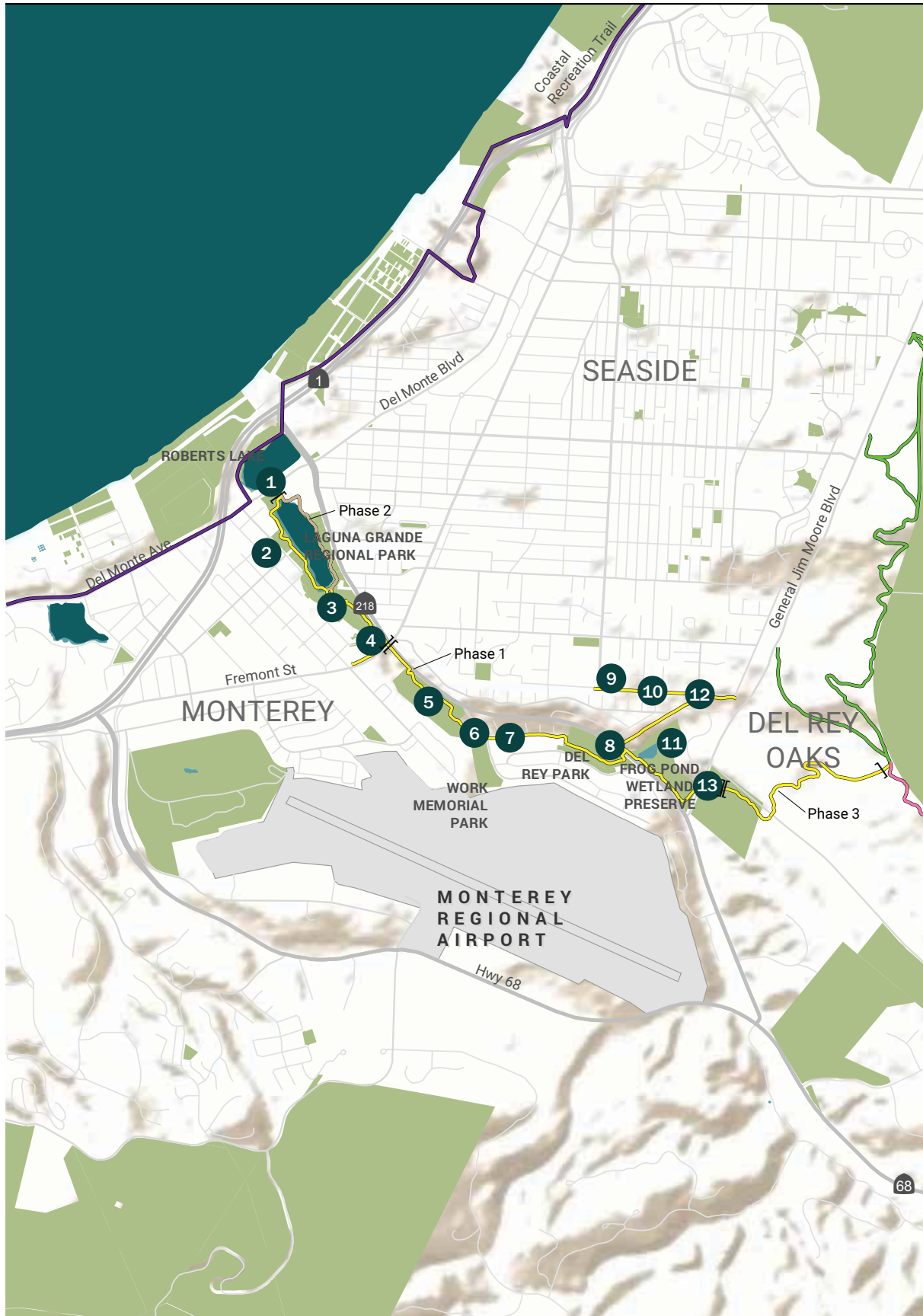
PHOTO: MICHAEL THILGEN WWW.FOURDIMENSIONSLANDSCAPE.COM/GALLERY.HTML

Design Ideas: examples of paths through riparian settings, interpretive signs, and shaded rest areas

Design Vision

- Oaks (*Quercus agrifolia* and *douglasii*)
- Wood
- Stone (boulders)
- Native woodland and riparian species
- Greens (color/furnishings)
- Green metal
- Native riparian species

Map 2. Canyon Del Rey: Design Considerations



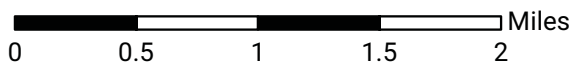


View across Laguna Grande Regional Park

Design Considerations

1. This segment connects to the 18-mile regional Monterey Bay Coastal recreational trail at Roberts Lake Park; potential mid-block crossing at Del Monte Boulevard will need design considerations.
2. Trails through Laguna Grande Regional Park provide direct access to recreational and leisure opportunities including a volleyball court, soccer field, several picnic areas, a children's playground, and viewing areas of the lake.
3. The heavily forested area between the park and residential neighborhood provides habitat and could provide shade and visual interest for trail users. This location has also been used by people experiencing homelessness.
4. There are challenging conditions for an ADA accessible ramp up a steep slope at the corner of Fremont and Canyon Del Rey Blvds.
5. The trail will cross open space currently used as a nursery.
6. On-street parking is available across from Work Memorial Park and the Church of Oaks Congregational.
7. The trail will transition to Class III route along the quiet, neighborhood street of Angelus Way towards Del Rey Oaks Park.
8. Del Rey Oaks Park is home to Del Rey Oaks City Hall and Parks Department as well as several athletic courts and passive recreational space.
9. The Del Rey Woods Elementary School has an existing safe route to school connection along Plumas Avenue.
10. The trail follows the utility corridor on the south side of Plumas Avenue.
11. Frog Pond Wetland Preserve will be a central piece of this segment experience with elevated trails and an underpass to help navigate the ecologically sensitive area.
12. The National Monument Loop trail segment and the Fort Ord National Monument are linked via the Del Rey Oaks neighborhood connection.
13. The underpass at General Jim Moore Boulevard provides a safe crossing and the first real pedestrian access/connection to trails in the eastern area of Frog Pond Wetland Preserve. It will also create a seamless natural experience for trail users and function as a wildlife corridor.

Map 3. Canyon Del Rey: Conceptual Design Locations



Conceptual Design Location

A

Conceptual rendering of mid-block crossing at Del Monte Boulevard

**B**

Conceptual rendering of trail in Laguna Grande Regional Park



B Conceptual renderings of trail in Laguna Grande Regional Park



C Conceptual rendering of FORTAG gateway at Fremont Blvd. and Canyon Del Rey Blvd at Laguna Grande Park



D Conceptual rendering of FORTAG gateway at Work Memorial Park viewed from SR 218



E

Conceptual rendering of Highway 218 undercrossing from Del Rey Park to Frog Pond Wetland Preserve



Conceptual rendering of Highway 218 undercrossing entering Frog Pond Wetland Preserve



F Conceptual rendering of Frog Pond Preserve Boardwalk Pathway alternative



Conceptual rendering of Frog Pond Preserve Boardwalk Pathway alternative



F Conceptual rendering of Frog Pond Preserve Retaining Wall alternative



G Conceptual rendering of trail alignment on Plumas Avenue at Del Rey Woods School



H

Conceptual rendering of underpass/bridge at General Jim Moore Boulevard with potential for wildlife crossing and stream restoration



Conceptual rendering of underpass/bridge at General Jim Moore Boulevard with potential for wildlife crossing and stream restoration





Above: views from within Ryan Ranch

RYAN RANCH SEGMENT

1.43 MILES

"Connecting the monument to Ryan Ranch"

This spur is the shortest segment of the alignment, moving southeasterly from the convergence of the National Monument Loop and Del Rey Oaks segments. There is little tree cover through this segment, which is criss-crossed by dirt roads that were part of the former Fort Ord base. It intersects Boundary Road, which connects to a commercial/medical plaza via Class II bike lanes on Rancho Saucito Road. Further south on Boundary Road is York School, which has property on either side of Boundary Road (athletic fields on the north side, and the main school campus on the south side). Warehouses and offices are tucked into the area, generally screened from surrounding roads through elevation or trees.



Atlanta Beltline, Atlanta, GA



Raised intersection and creative crossing, Palo Alto, CA

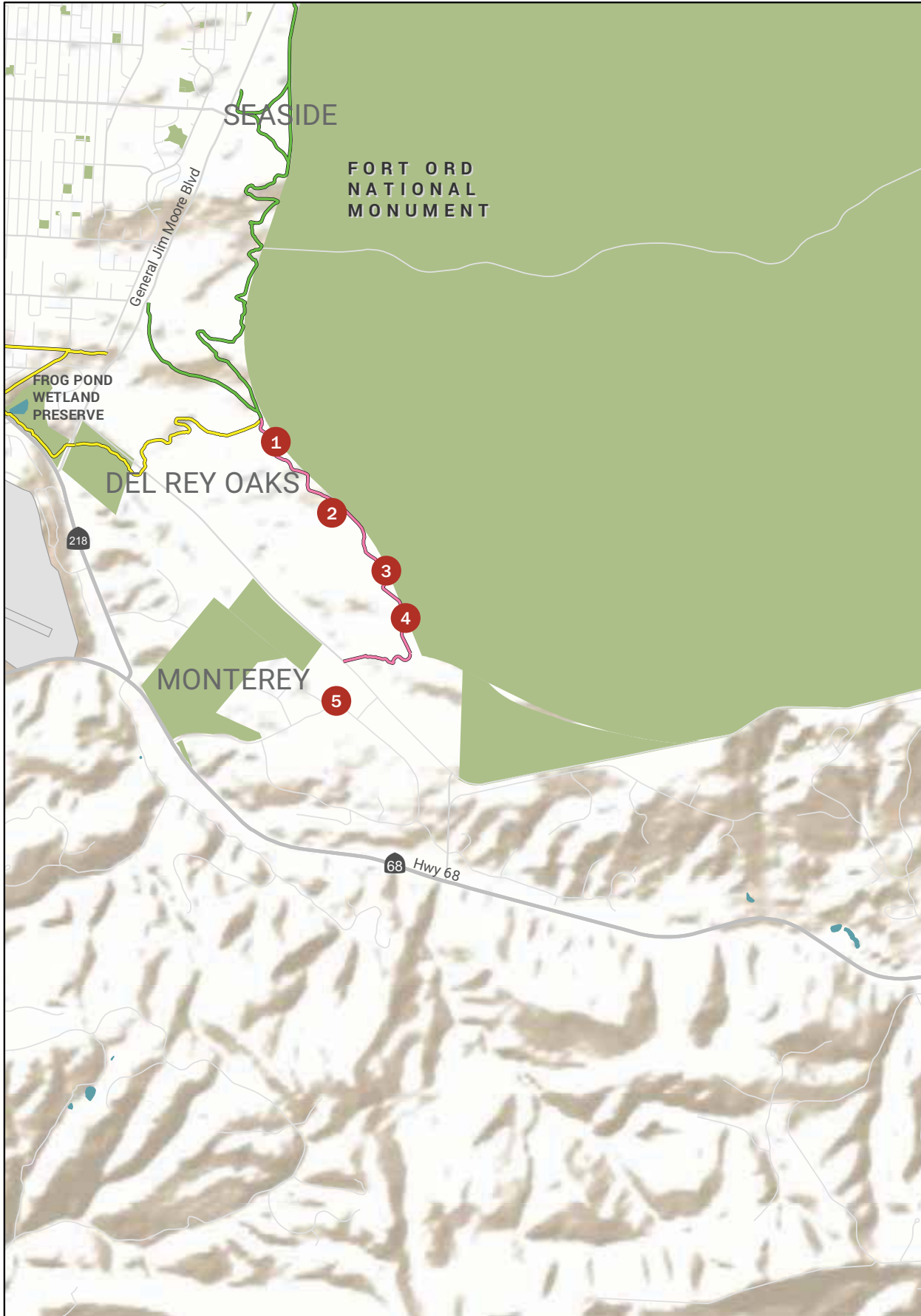
PHOTOS: ALTA PLANNING + DESIGN

Design Ideas: commuter pathways that are connected to destinations and integrated into existing topography; enhanced crosswalks to minimize conflicts between commuters of varying transportation modes.

Design Vision

- Monument access for area workforce
- Direct connections to business park and Laguna Seca
- Educational/interpretive signage
- Highlight oak woodlands, particularly toward western end

Map 4. Ryan Ranch: Design Considerations



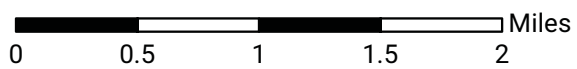
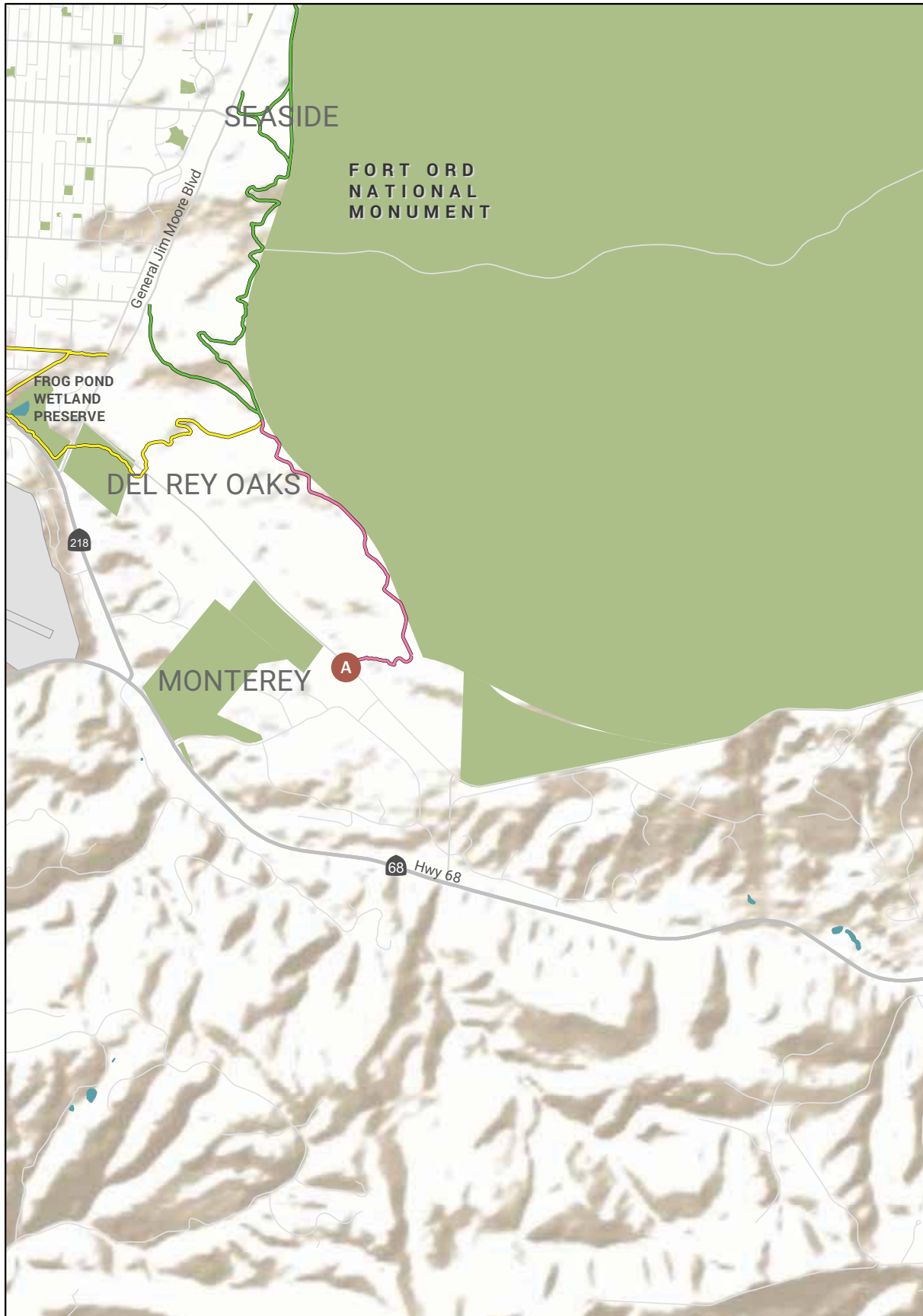


Ryan Ranch includes a mix of high-speed business commuter traffic and oak woodlands.

Design Considerations

1. There is a wayfinding opportunity at the junction of several existing dirt roads, some leading to the rest of the network, another leading to Boundary Road.
2. There is potential to create a small trailside rest area in the existing disturbed area.
3. Should this area open up in the future, there is a wayfinding opportunity along the existing road that leads directly into the Fort Ord National Monument area.
4. There is a potential future connection via an existing dirt road with athletic fields of York School (private).
5. The trail connects to South Boundary Road and facilitates access for people working at the wide array of health facilities and offices in the area.

Map 5. Ryan Ranch: Conceptual Design Locations



Conceptual Design Location

A

Conceptual rendering of trail gateway at intersection of South Boundary Road and Rancho Saucito



PHOTO: JEPSON EFLORA [HTTP://UCJEPS.BERKELEY.EDU/EFLORA/](http://ucjeps.berkeley.edu/eflora/)PHOTO: [HTTPS://CALIFORNIATHROUGHMYLENS.COM/FORT-ORD-NATIONAL-MONUMENT-CREEKSIDE](https://californiathroughmylens.com/fort-ord-national-monument-creekside)

PHOTO: DALVENJAH ON FLICKR

PHOTO: [HTTPS://CALIFORNIATHROUGHMYLENS.COM/FORT-ORD-NATIONAL-MONUMENT-CREEKSIDE](https://californiathroughmylens.com/fort-ord-national-monument-creekside)

Example images of existing context found along the National Monument Loop Segment

NATIONAL MONUMENT LOOP SEGMENT

7.97 MILES

“A tour through the natural and cultural history of the former Fort Ord”

This segment traverses the Western edge of Fort Ord National monument and offers people a chance to self tour through the natural and cultural history of the former Fort Ord. It offers sweeping views over the communities to the west and the Monterey Bay. The character of the site is comprised of rolling hills and dunes with a mix of oak woodland, maritime chaparral, and grassland plant communities. It also presents an opportunity for users to connect with and learn about the military history of Fort Ord. A number of potential trail spurs provide connection with neighborhoods on the east side of Seaside, offering ample recreation opportunities for residents.



Mountain Biking Under Oaks

PHOTO:FORTAG.ORG



Flamingo Arroyo Trail, Las Vegas, NV

PHOTO:BUSTER SIMPSON, HTTP://WWW.BUSTERSIMPSON.NET/FLAMINGOARROYOTRAILHEAD/



Owens Lake Land Art, Inyo County, CA



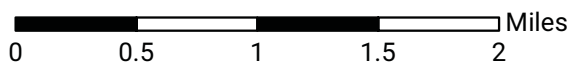
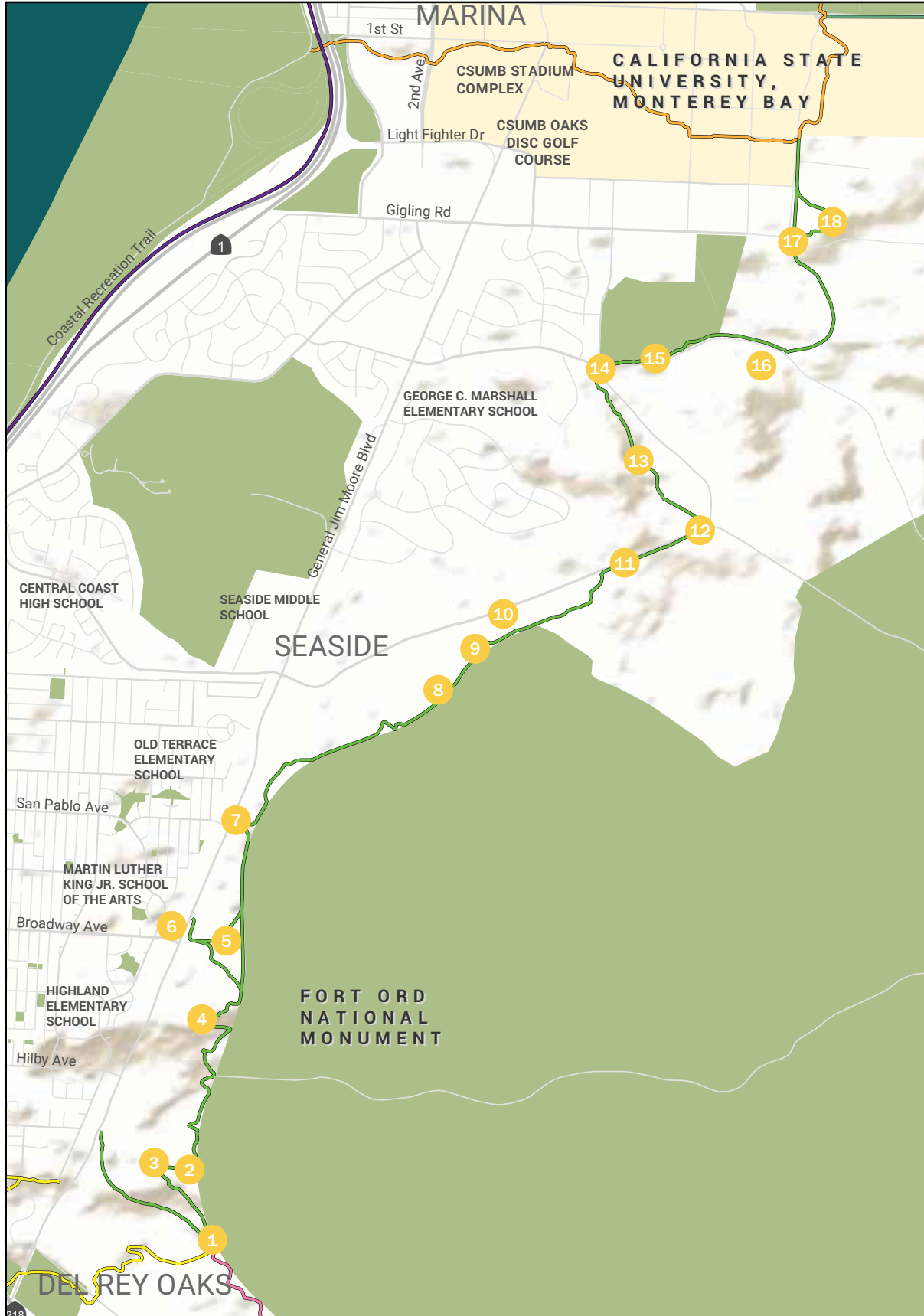
Moss Landing State Beach, CA

Design Ideas: rest areas enhanced with art, custom informational kiosks, interpretive panels, and historical / educational installations

Design Vision

- Pinus radiata (Monterey Pine)
- Oak woodland (Oaks and supporting shrubs)
- Maritime chaparral
- Military inspired colors/furnishings (metal in gray, olive, khaki)
- Decomposed Granite (sand dune inspired)
- Interpretive Signs
- Vista Overlook Points
- Trailheads

Map 6. National Monument Loop: Design Considerations



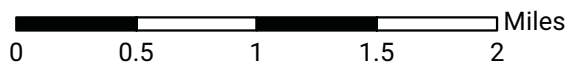
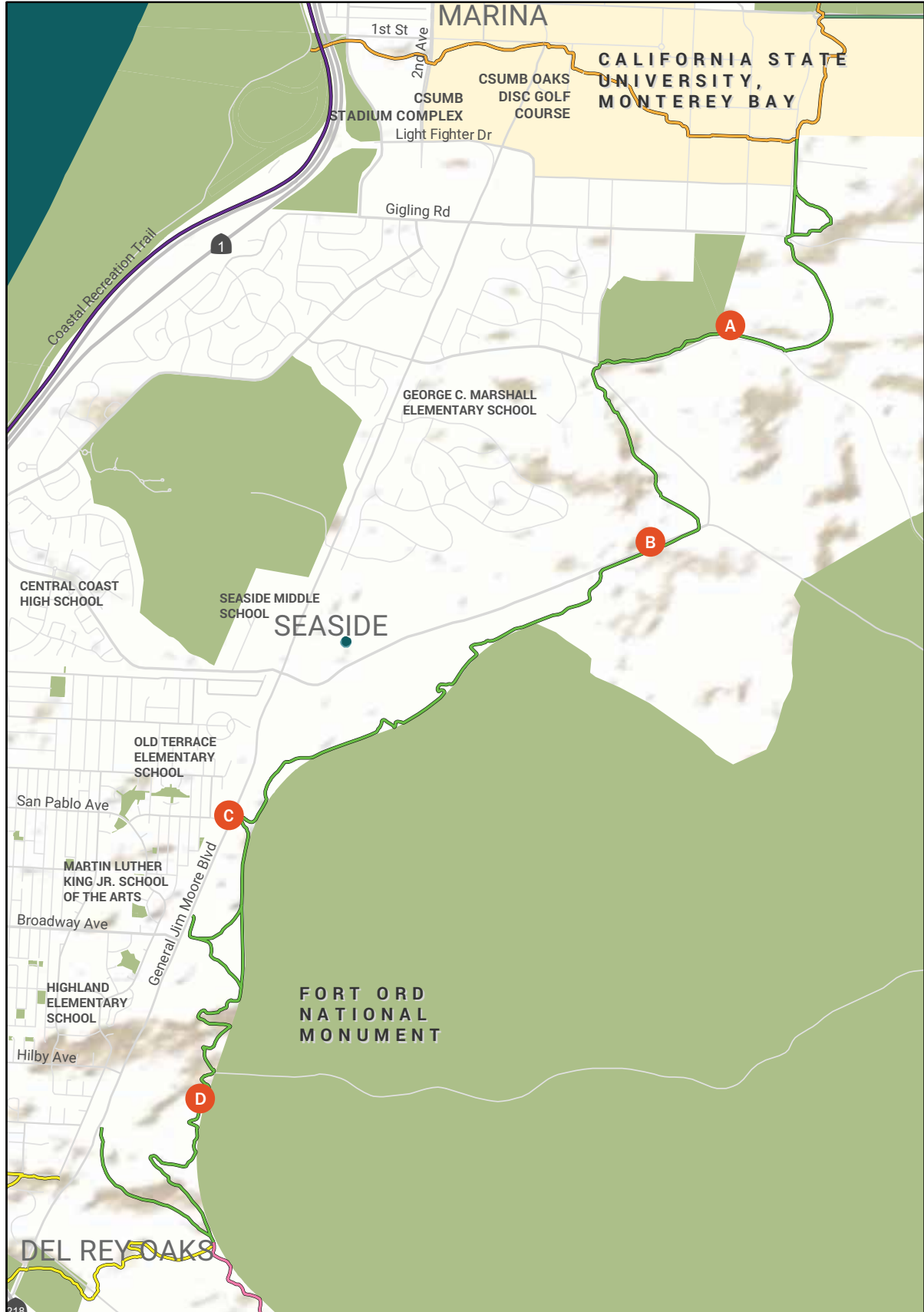


Informal trail, vegetation, and view point

Design Considerations

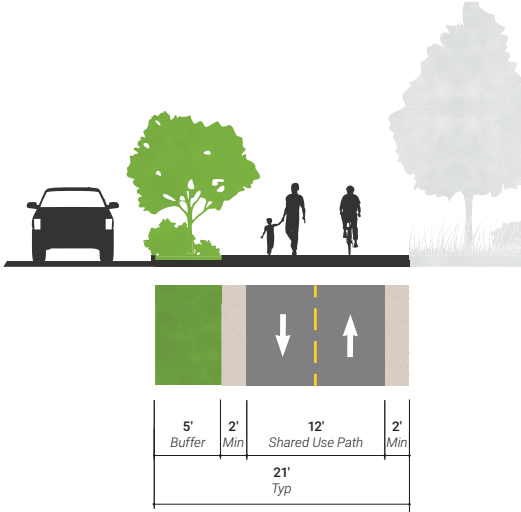
1. The trail junction with Ryan Ranch and Canyon Del Rey segments will require wayfinding and signage for trail users.
2. There is a placemaking opportunity where the trail intersects with the existing dirt road network.
3. This is a potential viewpoint location with views toward the ocean where the trail crests a ridge.
4. There is an opportunity to create a viewing plaza at an existing flat-topped dune ridge adjacent to the trail alignment.
5. A seasonal wetland is located here. The trail alignment goes around the wetland and provides opportunity for educational interpretive signage.
6. This is a potential gateway entrance and trailhead opportunity on General Jim Boulevard. It creates a connection between neighborhoods on the eastern side of Seaside and FORTAG.
7. The historic firing range area adjacent to the trail alignment offers an opportunity for interpretive elements highlighting Fort Ord history.
8. This is a potential viewpoint location to the ocean from one of the highest points on the trail.
9. This is another viewpoint on the trail to the ocean from one of the highest points on the trail.
10. This is a possible future connection to Eucalyptus Road via established informal trails, and informal trail network across the roadway.
11. Where this part of the trail alignment is adjacent to the roadway landscape buffer planting is recommended between the road and trail.
12. This is a potential for a gateway or small trailhead rest area at Eucalyptus Road Crossing, as it is a junction point of existing roads.
13. There is a mature oak stand in this area creating an opportunity for the trail to traverse down the slope through the trees. Care should be taken to minimize the removal of any oak trees during construction.
14. There is potential to put a trailhead and neighborhood entrance in this location, and an opportunity for wayfinding signage at the cross roads of Parker Flats Cut Off Road and Normandy Road. However, the Central Coast Veterans Cemetery entrance could limit the ability of this area to be used as a trailhead.
15. There is an opportunity for the trail to weave through a dense stand of oak trees in this area that will create a pleasant, shaded experience for trail users.
16. FORTAG will create a way to reach mountain biking trails in this area for users living to the South and West.
17. 8th Avenue and Gigling Road have gates closing the streets here to non-maintenance vehicles allowing for a comfortable trail experience on the roadway. A small parking lot here can provide formalized access to the trail system.
18. This is a viewpoint via a side loop that travels up a hillside overlooking CSUMB campus.

Map 7. National Monument Loop: Conceptual Design Locations

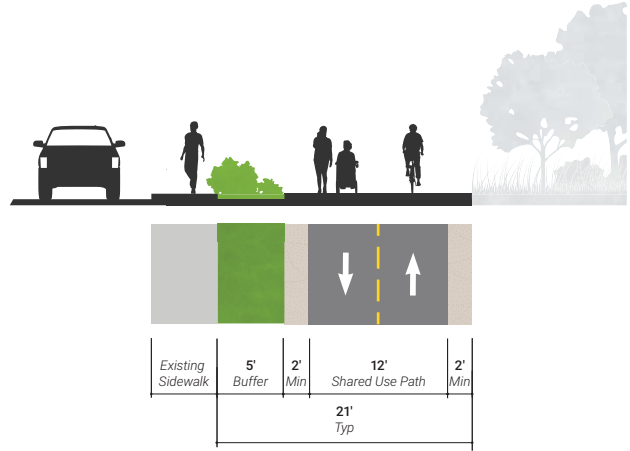


Conceptual Design Location

A



B

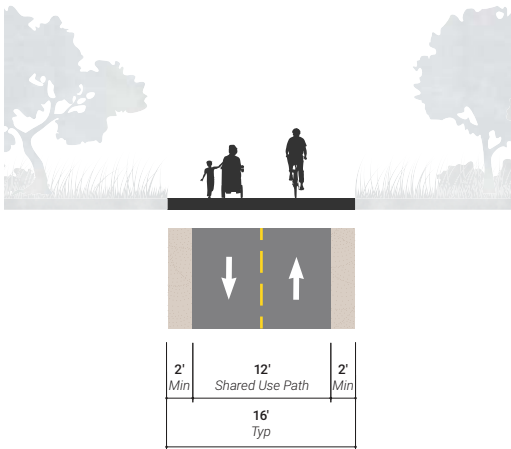


C

Conceptual rendering of potential trail gateway at intersection of General Jim Moore Boulevard and San Pablo Avenue



D





Example images of existing context found along the CSUMB Loop South Segment

CSUMB LOOP SOUTH SEGMENT

2.68 MILES

“Bringing an active transportation connection to CSUMB”

The two CSUMB segments are similar in character and run throughout the CSUMB campus with numerous opportunities to connect to on-street bike facilities and attract users to explore the natural areas surrounding the campus. A spur in the northern segment connects to an existing trail along Patton Parkway, which connects to the central neighborhoods of the City of Marina. The context alternates between an institutional setting and a naturalistic setting with Oak Woodland and sand dune successional plant communities. As the CSUMB campus is rapidly transforming, care will be taken to integrate the future trail segment into the planned campus projects from a connectivity and aesthetic standpoint.



Public Art - Sculpture, CSUMB

PHOTO: [HTTPS://THELUTRINAE.COM/2019/03/ART-TREASURES-AT-CSUMB/](https://thelutrinae.com/2019/03/art-treasures-at-csumb/)

Public Art - Sculpture, CSUMB Master Plan

PHOTO: [HTTPS://CSUMB MASTER PLAN](https://csumb-master-plan.com/)

Tongva Park, Santa Monica, CA

PHOTO: [HTTPS://HLBLIGHTING.COM/PROJECT/TONGVA-PARK/](https://hlblighting.com/project/tongva-park/)

Design Ideas: A modern landscape aesthetic and natural materials, combined with public art, could inform the design of feature areas along the trail through the CSUMB campus

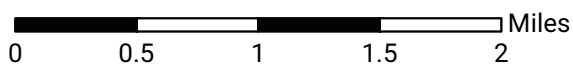
Design Vision

Create a visual and physical connection between the trail and CSUMB by providing strategic trail spurs aligning with major campus bicycle and pedestrian nodes, and visually referencing campus landmark architecture from the trail. Reference CSUMB vernacular and enhance naturalistic plantings with a focus on Oak Woodland community. The feel of trail amenities will be modern, simple, and should utilize natural materials, stone, concrete, D.G. wood.

CSUMB Design Guidelines

- Natural stone
- Expand on existing natural landscape, particularly native Oak Woodlands (use Coast Live Oak, Monterey Pine, Monterey Cypress)
- Integrate art in public spaces
- Incorporate wayfinding and interpretive signage
- Provide windbreaks where necessary utilizing land-forming, berms, structures, tree planting etc.
- Focus on natural and re-purposed materials: stone, recycled concrete, special accent paving, wood, and decomposed granite

Map 8. CSUMB Loop South: Design Considerations



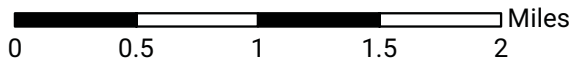


Example of vacant barracks found throughout this segment

Design Considerations

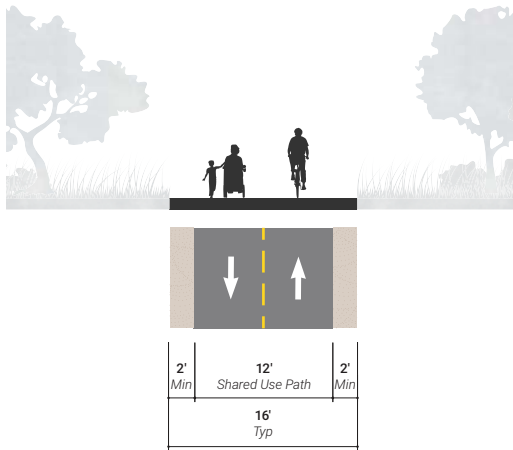
1. The western terminus of this segment offers a connection to Beach Range Road, Monterey Bay Coastal Recreation Trail and the south end of Fort Ord Dunes State Park.
2. There is an opportunity to fully integrate the trail into the future retail center and dense residential neighborhood planned in the City of Seaside.
3. This area is planned as a major expansion of CSUMB's Athletic facilities, possibly including public access to major amenities like a 50m pool. FORTAG will create an excellent opportunity for a bike/ped connection directly to and through this facility for users who could be coming from any of the peninsula cities.
4. The CSUMB campus' stadiums are located in this area with large fields for football, track, baseball, softball, and soccer as well as an aquatic center.
5. Construction in this area is underway. Modern student buildings are expected in the near future.
6. This is a pedestrian-only section on 6th Avenue across from the University Center featuring decorative paving.
7. FORTAG will connect to the College Crescent, a campus open-space that accommodates a variety of uses such as large gatherings, student organization promotion, graduation, socializing, performances, and studying.
8. The modern Tanimura & Antle Family Memorial Library is a resource for students and the surrounding community.
9. Recently demolished buildings along Butler Street should be replaced with new development that integrates FORTAG into the design.
10. Butler St and 8th Ave Y-intersection will become a T-intersection with enhanced crosswalks and wayfinding signage.
11. There is opportunity for a trailhead, amenities, and an additional gateway to CSUMB campus.

Map 9. CSUMB Loop South: Conceptual Design Locations



Conceptual Design Location

A

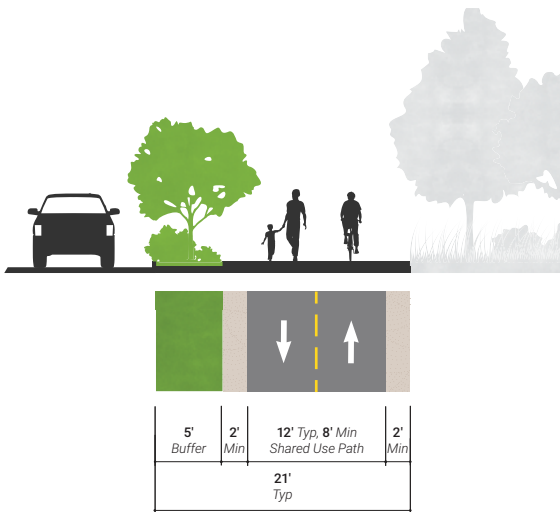


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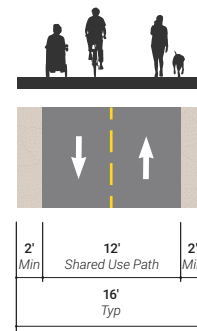
Conceptual rendering shows how FORTAG will highlight and blend into the existing landscape of CSUMB, with potential for rest areas under existing mature trees.



C



D





CSUMB LOOP NORTH SEGMENT

2.07 MILES

The CSUMB Loop North segment picks up at the intersection of the trail network and Engineering Equipment Road. The trail moves quickly off the road into more vegetated landscape to the north before crossing over Imjin Road via a pedestrian and bicycle bridge.

The southern fork connects to the CSUMB Loop South segment and should be used to enter the campus by entering on Inter-Garrison Road or one of the north-south collector streets identified in the CSUMB master plan as campus entry points.

Example images of existing context found along the CSUMB Loop North Segment

To the north, following 5th Avenue through California Drive a trail spur runs adjacent to the street past a series of historic military buildings and the Marina Equestrian Center Park. The trail spur continues north up California Avenue eventually connecting to a Class I bike path running north-west along Patton Parkway. This provides an easy connection from the residential neighborhoods of southern Marina to CSUMB..

The trail passes the Student Recreation Fields and follows 8th Street across Highway 1 to Beach Range Road. This provides connections to the Monterey Peninsula Recreational Trail, Beach Range Road Class I bike path, and Fort Ord Dunes State Park.



Trailside Interpretive Signage, Morro Bay, CA



Millennium Trail, IL

PHOTO: [HTTPS://WWW.LCFPD.ORG/PHOTOS/MILLENNIUM-TRAIL/](https://www.lcfpd.org/photos/millennium-trail/)



Student Housing, CSUMB, CA

PHOTO: [HTTPS://CSUMB.EDU/HOUSING/NORTH-QUAD](https://csumb.edu/housing/north-quad)



Fort Sheridan Forest Preserve, IL

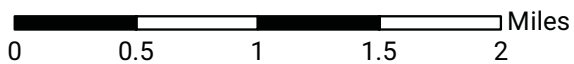
PHOTO: [HTTPS://WWW.TRIPADVISOR.COM/ATTRACTION_REVIEW-G36233-D8260293-REVIEWS-FORT_SHERIDAN_FOREST_PRESERVE-LAKE_FOREST_LAKE_COUNTY_ILINOIS.HTML](https://www.tripadvisor.com/Attraction_Review-g36233-d8260293-reviews-Fort_Sheridan_Forest_Preserve-Lake_Forest_Lake_County_Illinois.html)

Design Ideas: New student housing building vernacular, trailside interpretive elements, and interpretation of military history

Design Vision

- Coast live oak woodland, grassland
- Celebrate natural plant communities and park-like setting of this trail segment, minimal furnishings and amenities for those seeking a longer trail experience
- Interpretive sign program about different plant communities and species, like Sand Gilia and Sandmat Manzanita, at scenic overlook points, encouraging environmental stewardship
- Potential to connect with and enhance the equestrian activity around Marina Equestrian Center through providing equestrian-related amenities and design features to this segment where space permits
- Historical elements and interpretive signage related to military history

Map 10. CSUMB Loop North: Design Considerations



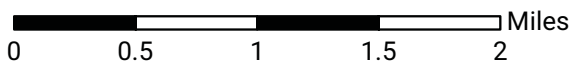


New roundabout on 8th/9th Street, between 1st and 2nd Avenues, that will be incorporated into trail network

Design Considerations

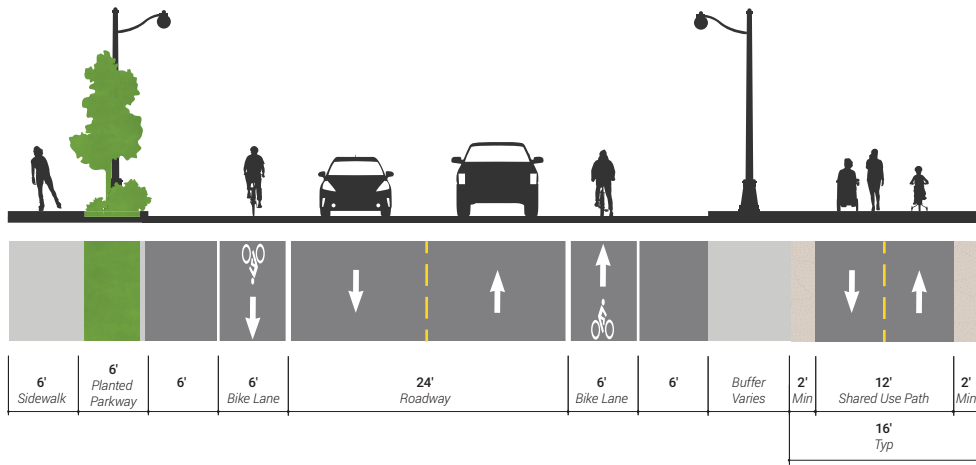
1. A connection to Beach Range Road, Monterey Bay Coastal Recreation Trail and the north end of Fort Ord Dunes State Park is found in this location.
2. This area should tie into the existing Class I cycle path along 2nd Avenue on east side of the street towards the center of campus.
3. The project proposes a tunnel or interim roundabout crossing at 2nd Ave. and 8th St.
4. Along this corridor, there is an interesting parkway design that utilizes different color ground cover material to create an artistic pattern in the landscape.
5. This is a potential future area of substantial campus development, which will greatly benefit from the presence of a regional trail.
6. The trail connects to the future planned Hilltop Park, which will provide opportunities for sunset views over the ocean.
7. The trail directly connects to a large soccer field. It is very close to student housing and along the entrance into the campus from the north via 5th Avenue.
8. The 5th Avenue trail spur runs directly adjacent to the Marina Equestrian Center Park and will create a community corridor for residents of Marina to access the CSUMB campus through active transportation.
9. A north-south spur along California Avenue terminates into the east-west Class I West Patton Parkway bike path and also provides connections for people coming from Marina via California Ave and from Sea Haven.
10. A new development is planned for this location.
11. The northern fork is the preferred alignment of the trail as it offers excellent views, staying consistently along the same ridge line, and is more direct than the southern fork.
12. A trail junction is a good place for wayfinding, placemaking, bike amenities as well as a potential equestrian specific parklet for riders in the area.

Map 11. CSUMB Loop North: Conceptual Design Locations

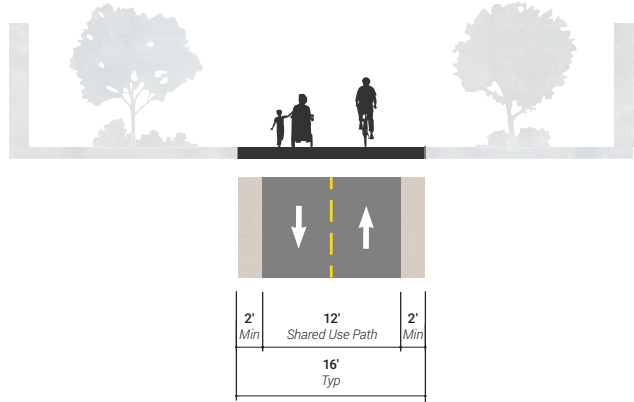


Conceptual Design Location

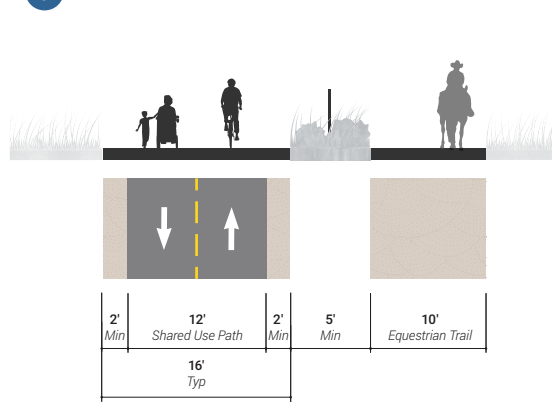
A



B



C

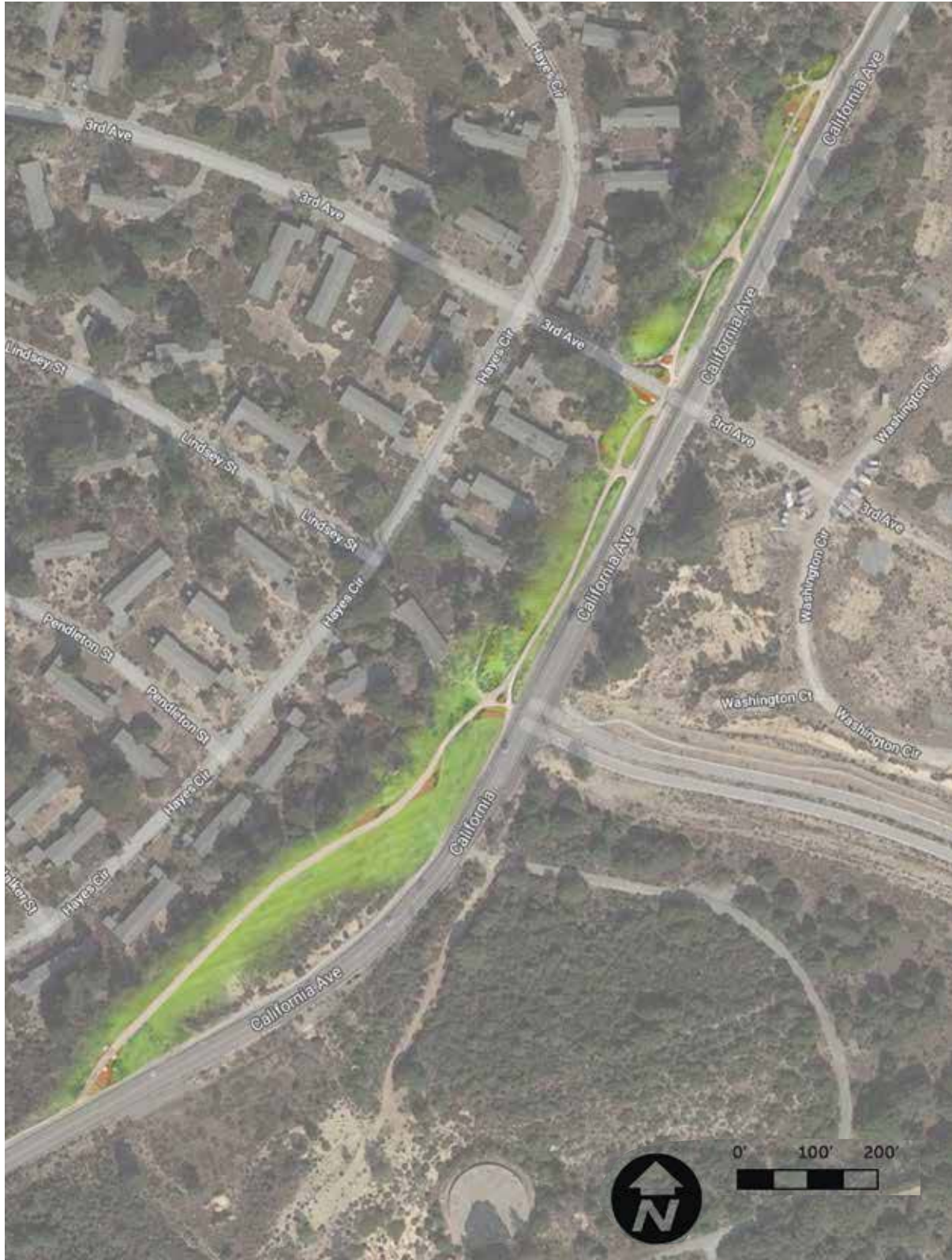


D

Conceptual rendering of FORTAG trail alignment on 5th Avenue adjacent to historical structures. Trail construction should avoid disturbing structures.



E Conceptual rendering of potential linear park element with FORTAG trail alignment adjacent to California Avenue.



- F Conceptual renderings of bridge over Imjin Road which allows seamless trail use while also providing an iconic gateway to the CSUMB campus.



- G** Conceptual renderings of boardwalk which can help protect sensitive plant species, like the federally endangered Sand Gilia, while enhancing trail user experience.



H

Conceptual rendering of trail underpass below 2nd Avenue. An interim roundabout is proposed at the intersection of 2nd Avenue and 8th Street.





NORTHERN LOOP SEGMENT

6.40 MILES

This segment runs through grasslands, oak woodlands, and coastal scrub with the potential for views and overlook points to the Salinas River below and mountains beyond. It provides a connection to the Salinas River from both Marina to the west, and East Garrison to the east, and well as connecting these communities to each other. As the trail bends away from the Salinas River Corridor it crosses Reservation Road, which has segments of Class II bike lanes, at

Example images of existing context found along the Northern Loop Segment

a traffic signal at Inter-Garrison Road. The alignment loops east after that crossing, running through mature oak stands that are criss-crossed by dirt roads, then crosses Inter-Garrison Road and passes a residential community of single-family homes. There are two alternatives for the alignment through this segment: one on the north side of Inter-Garrison, which has potential for equestrian amenities, and the other is on the south side of Inter-Garrison. This segment terminates at CSUMB Campus, acting as a portal to nature for the campus community and visitors.



Crumlin Arm, Wales, UK

PHOTO: [HTTPS://WWW.FWDP.CO.UK/PROJECTS/](https://www.fwdp.co.uk/projects/)

Upper Delaware Scenic Byway - Port Jervis to Hancock, NY

PHOTO: DAVID SOETE, [HTTPS://SCENICWILDELAWARIVER.COM/ENTRIES/UPPER-DELAWARE-SCENIC-BYWAY-PORT-JERVIS-TO-HANCOCK-NY/5690E91F-7D82-4409-AE7C-4E9D4ED441E2](https://scenicwilddelawariver.com/entries/upper-delaware-scenic-byway-port-jervis-to-hancock-ny/5690e91f-7d82-4409-ae7c-4e9d4ed441e2)

Equestrian Park, Los Angeles County, CA

PHOTO: [HTTPS://PARKS.LACOUNTY.GOV/72ND-STREET-EQUESTRIAN-PARK/](https://parks.lacounty.gov/72nd-street-equestrian-park/)

River Bluff, Real County, TX

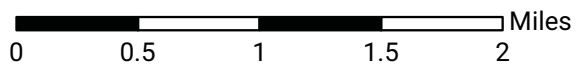
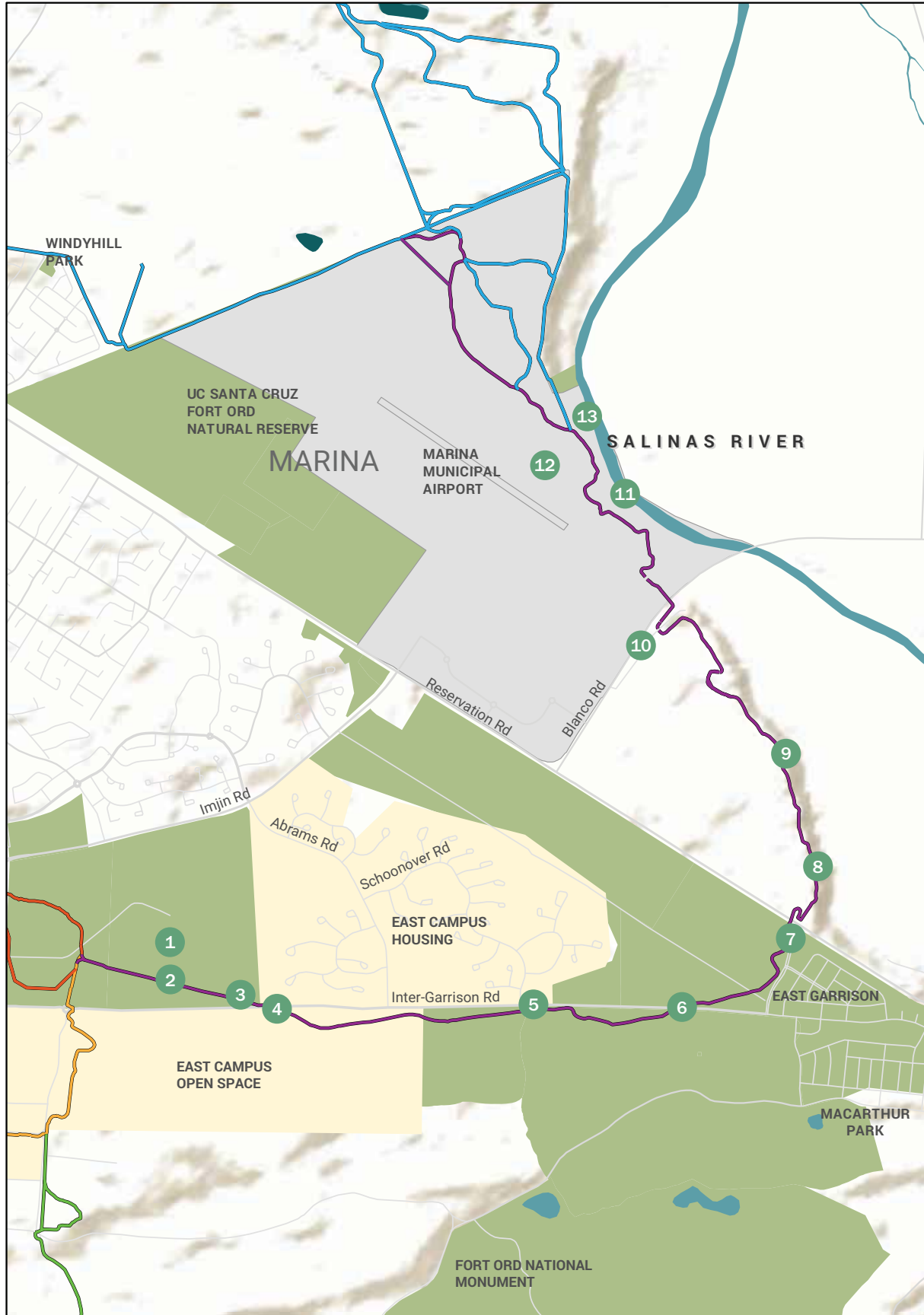
PHOTO: [HTTPS://WWW.ALTOFRIO.COM/RIVER-BLUFF.HTML](https://www.altofrio.com/river-bluff.html)

Design Ideas: elemental forms and natural materials that frame views without competing for attention

Design Vision

- Riparian forest, grassland, oak/scrub forest
- Celebrate natural plant communities and park-like setting of this trail segment, minimal furnishings and amenities for those seeking a longer trail experience
- Interpretative sign program about different plant communities at scenic overlook points, encouraging environmental stewardship and appreciation of the Salinas Valley agriculture.
- Potential for equestrian elements along this segment

Map 12. Northern Loop: Design Considerations



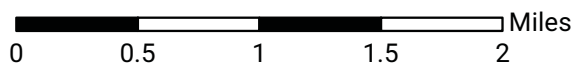
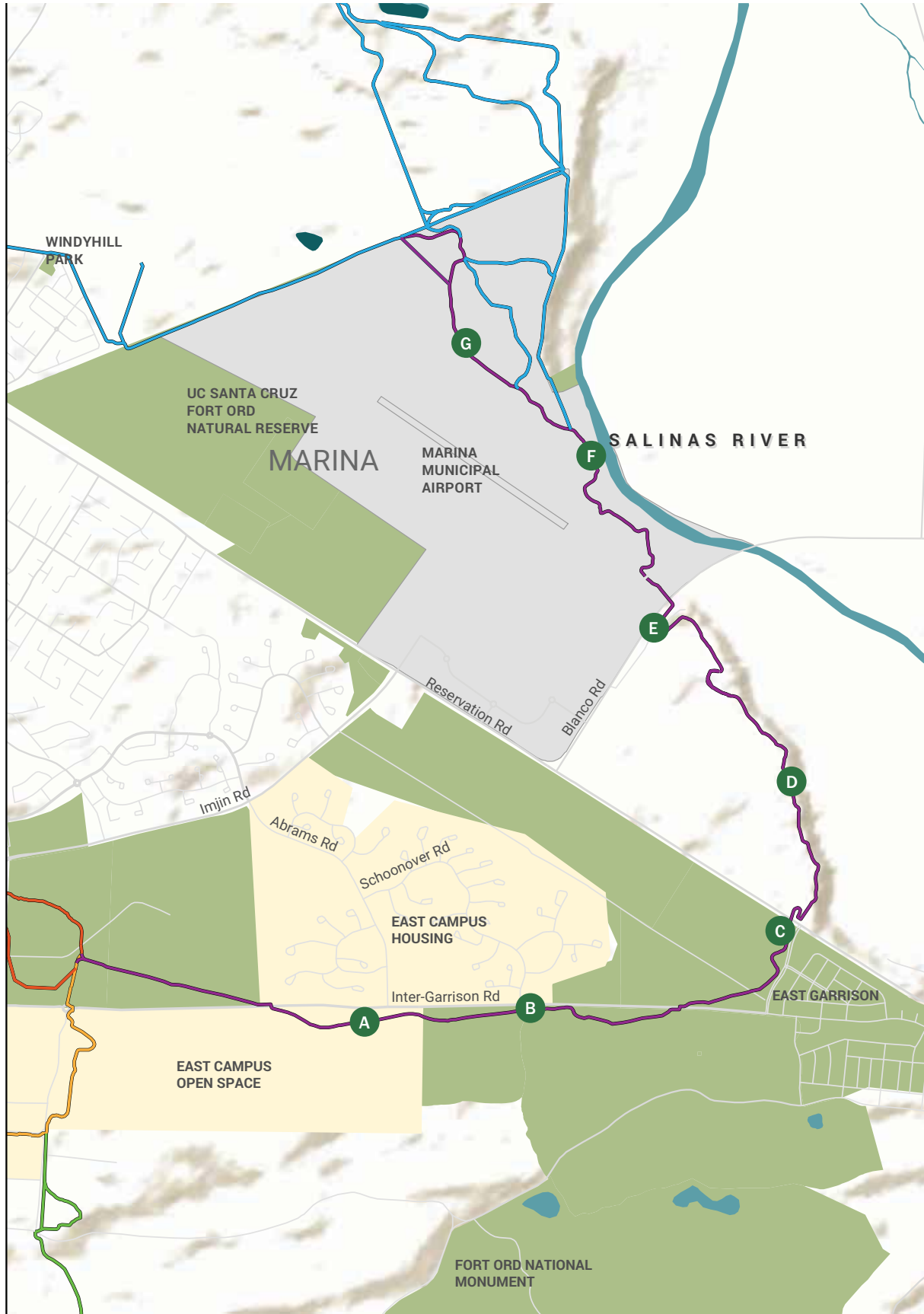


This segment provides sweeping views of farmland and the Salinas River

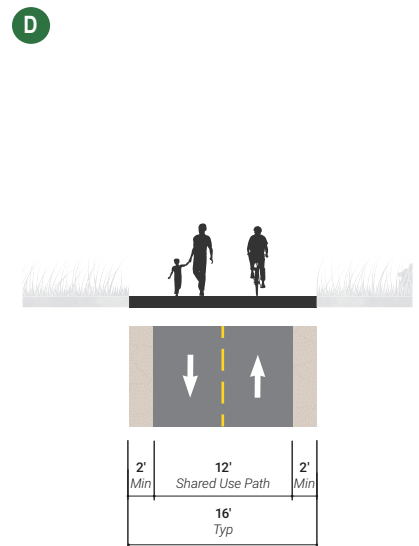
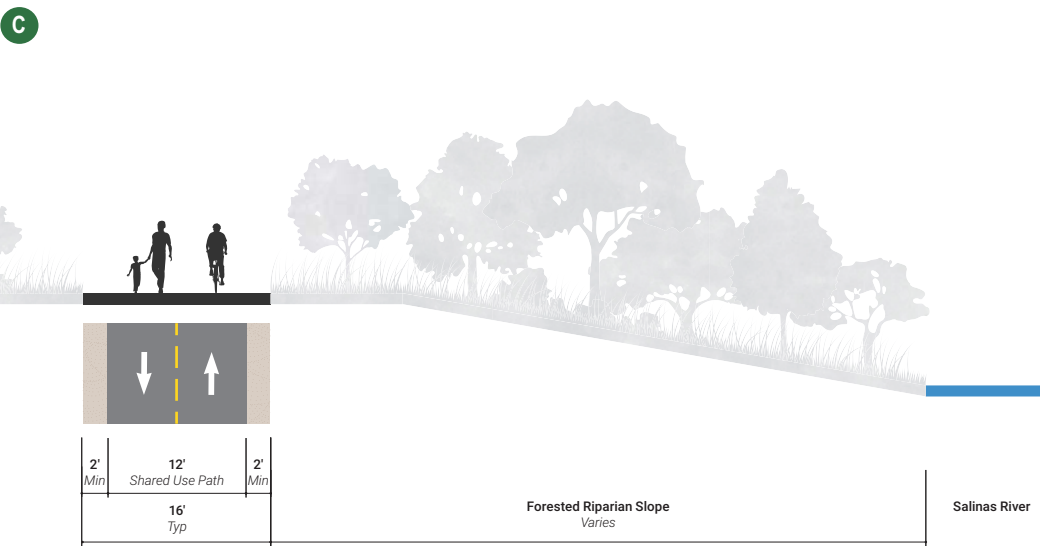
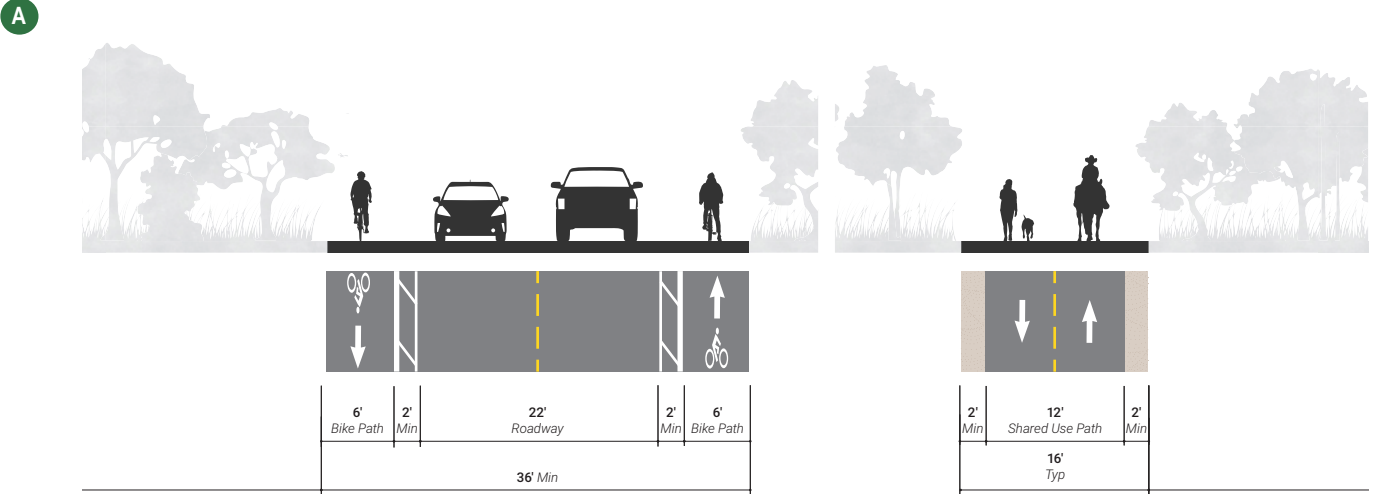
Design Considerations

1. There is a landfill with an un-vegetated and mounded surface at this location.
2. This area serves as a connection to informal neighborhood trails that run directly into the adjacent community.
3. There is an option for a trail on both sides of Inter-Garrison Road in this location, one for bicyclists and pedestrians and the other for equestrians and pedestrians.
4. A Rectangular Rapid Flashing Beacon (RRFB) is recommended at median to allow for a safer mid-block crossing of Inter-Garrison Road.
5. There is potential for a trailhead location at the existing Jerry Smith access point and parking area with connection to East Campus Housing.
6. Where the trail reconnects with Inter-Garrison Road, there is potential for trailhead at the existing dirt parking area, with placemaking and other amenities. An RRFB crossing treatment should be explored here.
7. A tunnel will provide safe crossing under Reservation Road and link users with sweeping views of the Salinas Valley agriculture, and a more direct, alternate connection through the forested area.
8. A grand view with a steep change in elevation overlooking farmland is found in this location.
9. This area provides a view of the surrounding mountains.
10. A bridge is proposed over Blanco Rd to provide a safe crossing and pleasant riding experience overlooking the Salinas Valley farmland.
11. The overlook features views of Salinas River.
12. Marina Municipal Airport has associated design restrictions.
13. The trail is closest to the Salinas River along this stretch, and could eventually have access to the river via sidepaths.

Map 13. Northern Loop: Conceptual Design Locations



Conceptual Design Location



- E** Conceptual rendering showing existing trail parking along Inter-Garrison Road formalized with parking bumpers and map kiosks.



F Conceptual renderings of underpass below Reservation Road at Inter-Garrison Road



- G** Conceptual renderings of trail bridge across Blanco Road set into the hillsides to maximize compatibility with nearby Marina Municipal Airport while creating a continuous experience for users without a grade change.





NORTHERN LOOP SEGMENT



PHOTO:GOOGLE EARTH



PHOTO:GOOGLE EARTH



Segment context

NORTHERN MARINA SEGMENT

2.29 MILES

*"Grasslands, agriculture, and
neighborhoods"*

This segment includes a range of alignment alternatives that will ultimately provide vastly different user experiences. Final alignments will be determined by negotiating access with adjacent landowners and operators. The southern alternative would cross Marina Station and include an on-street portion on Beach Road. The northern alternative follows access roads to waste management and water treatment facilities along Charles Benson Road. In either case, this segment will provide a connection to the existing Monterey Bay Coastal Recreational Trail. This segment traverses a variety of conditions: agricultural fields, the Marina Municipal Airport, and, depending on the final alignment, water treatment facilities, waste management facilities, undeveloped grasslands, and a residential community.



Monterey Bay Coastal Trail, Monterey, CA

PHOTO: KATKOZ, [HTTPS://WWW.TRAILLINK.COM/TRAIL-GALLERY/MONTEREY-BAY-COASTAL-RECREATION-TRAIL/](https://www.traillink.com/trail-gallery/monterey-bay-coastal-recreation-trail/)



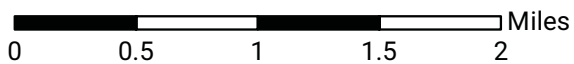
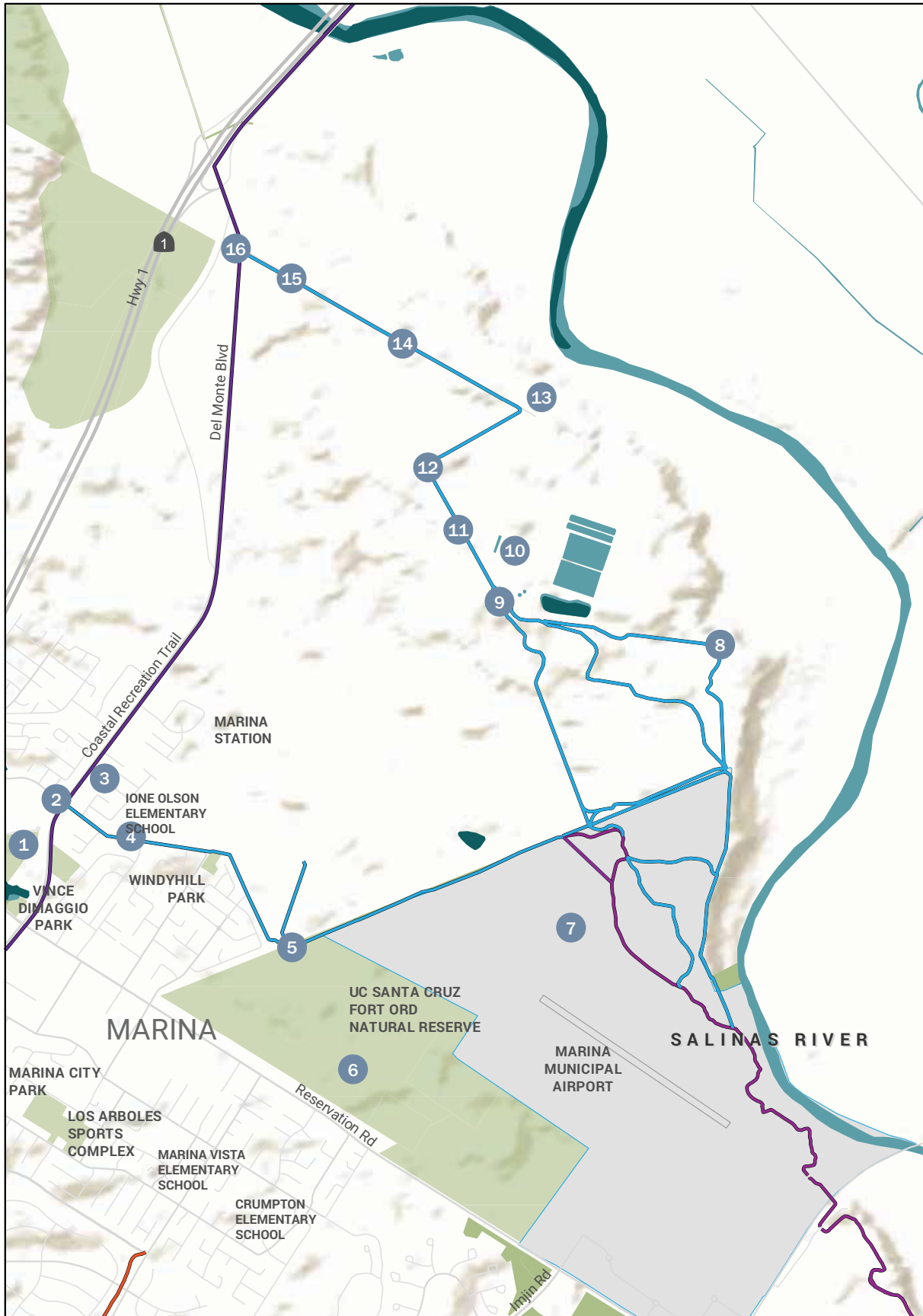
Trail and Agriculture, Monterey, CA

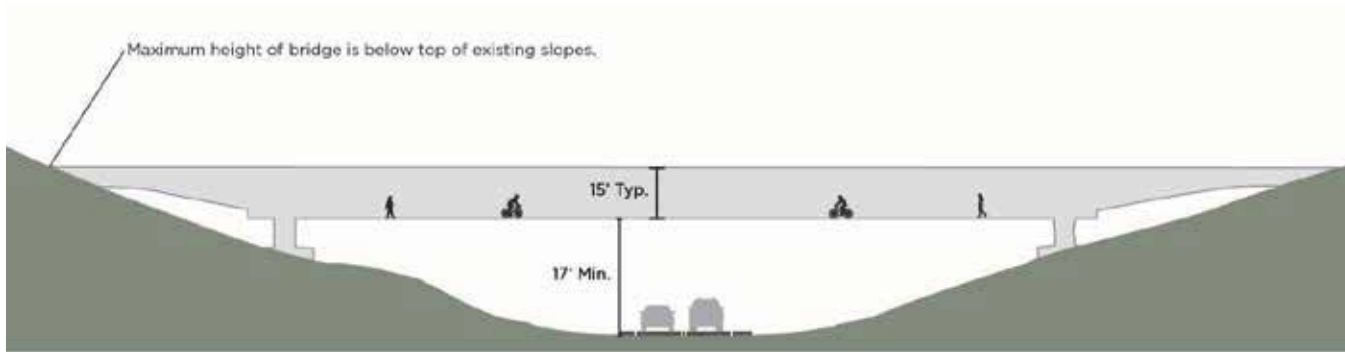
Design Ideas: A rustic landscape aesthetic utilizing materials with a nod to the area's agricultural heritage

Design Vision

- Open fields, wide views
- Wood/metal/steel to play off of simple agricultural fencing materials

Map 14. Northern Marina: Design Considerations



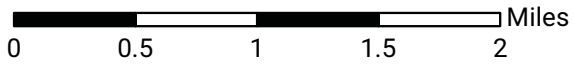
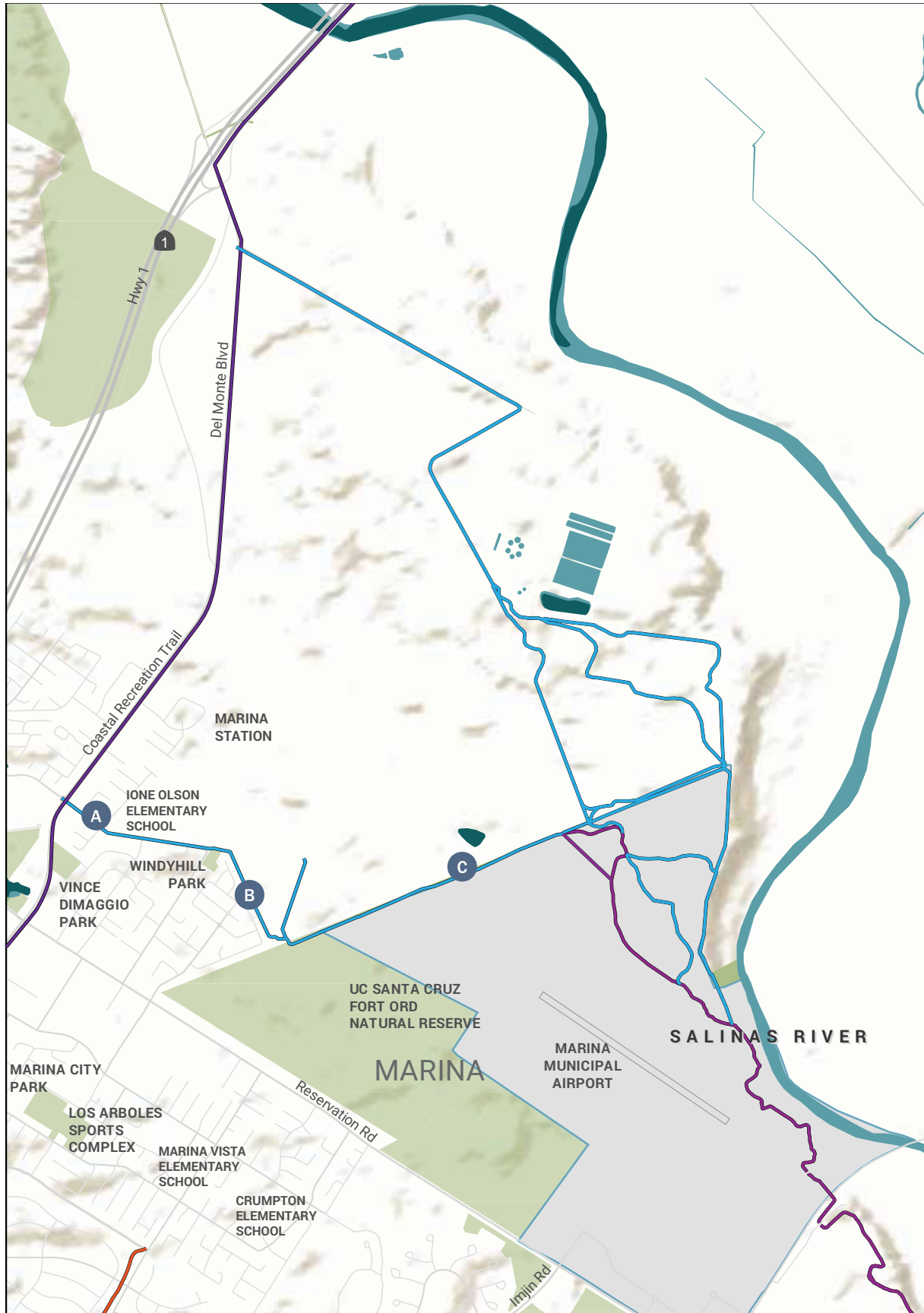


The proposed bridge across Blanco Road would be at or below existing slope heights to comply with airport development regulations.

Design Considerations

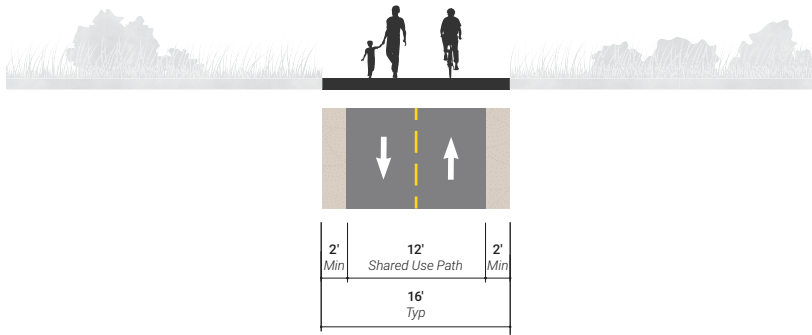
1. The Trail connects to the Coastal Recreation Trail, Marina State Beach, and Gloria Jean Tate Park.
2. Local parks can extend the trail network into their own circulation flows and provide destinations for trail users.
3. Residential zoning dominates this segment, with a major new development (Marina Station) already fully entitled on the adjacent and formerly zoned agricultural land.
4. The lone Olson Elementary School safe routes to school connection is located along Beach Road.
5. No access is permissible to the UC Santa Cruz Fort Ord Natural Reserve from the north side of FORTAG.
6. Marina Municipal Airport includes runway protection zones that limit the height of structures and light fixtures through this area.
7. There is potential to reoccupy historic unpaved trails on public land that provide access to the Salinas River.
8. This road is a utility corridor with a row of cypress trees on the west side. There is opportunity for placemaking at this corner.
9. Monterey One Water Treatment plant recycles water from the Salinas River and re-purposes much of the water to be used in the surrounding agriculture.
10. This industrial use street, while not heavy with traffic, would likely exhibit trucking operations that might affect the segment experience.
11. There is opportunity for placemaking at this corner.
12. The recycling facility occupies a significant amount of space next to the river, preventing direct public access in this location.
13. Charles Benson Road is a quiet street with low activity levels and a beautiful street tree colonnade of Monterey Cypresses along the entire last stretch.
14. This area provides connection to Del Monte Boulevard and Monterey Bay Coastal Recreation Trail.

Map 15. Northern Marina: Conceptual Design Locations

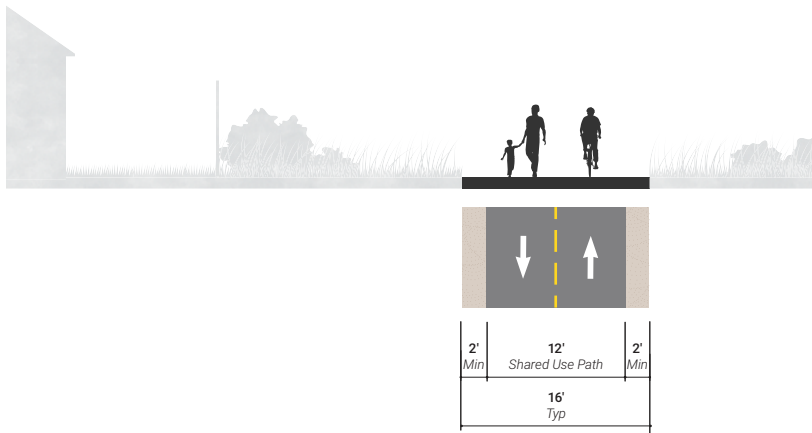


Conceptual Design Location

A



B



C

Conceptual rendering of on-street portion of alignment on Beach Road at Lone Elementary School

