



Some notes on FORTAG's relationship to the County's

FORHA Trail Master Plan amended with Open Space Management Strategy
(Admin Draft, Jan 2015)

<http://www.co.monterey.ca.us/rma/pdf/Fort%20Ord%20Rec%20Trail%20MP.pdf>

(FORHA = Fort Ord Recreational Habitat Area)

F. Watson et al. 28 Feb 2015

www.fortag.org

FORTAG overlaid on FORHA – wide view

Fort Ord Rec Trail and Greenway and Coastal Rec Trail

Relationship to County's 2012 FORHA plan

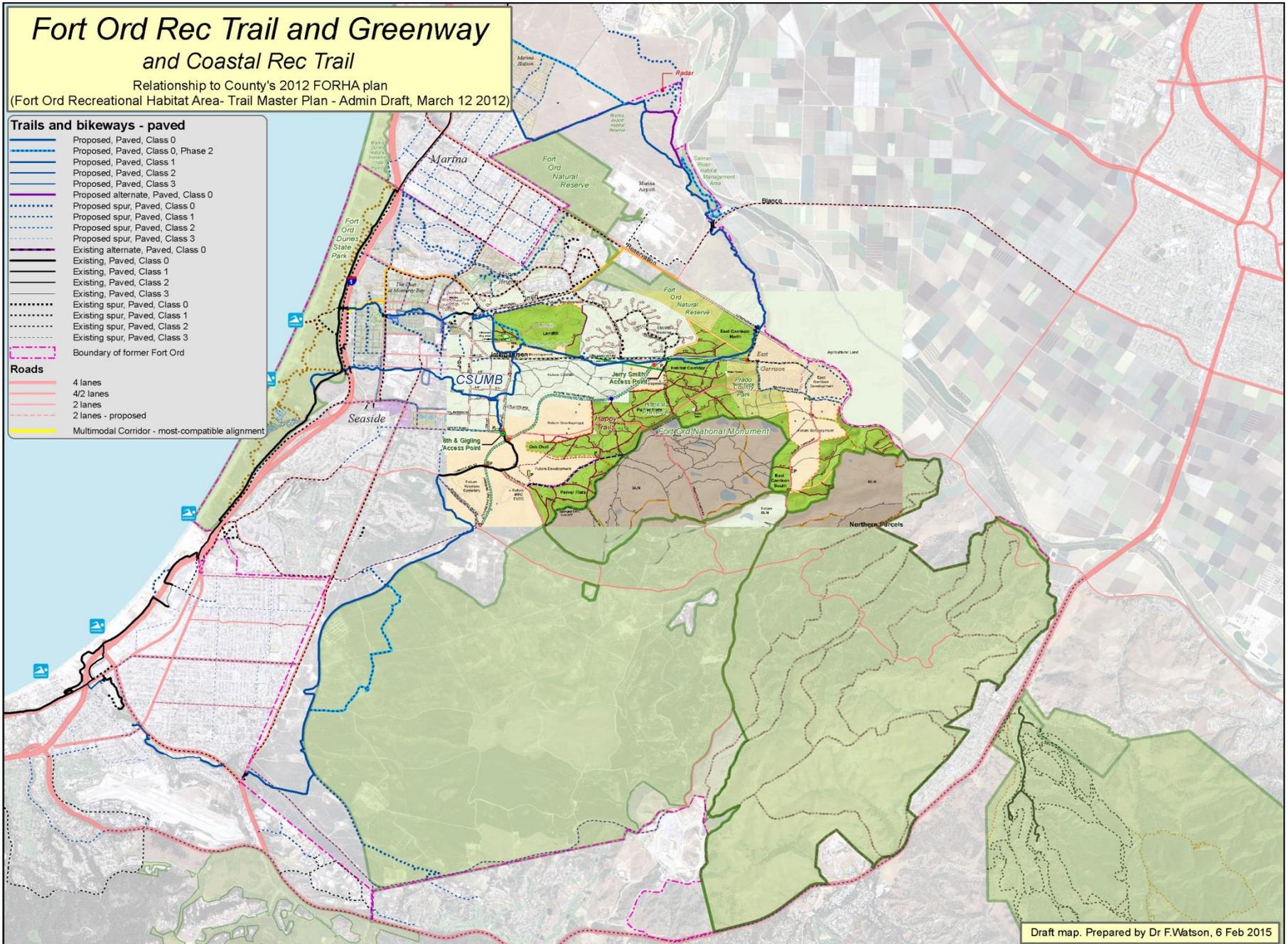
(Fort Ord Recreational Habitat Area- Trail Master Plan - Admin Draft, March 12 2012)

Trails and bikeways - paved

- Proposed, Paved, Class 0
- - - Proposed, Paved, Class 0, Phase 2
- Proposed, Paved, Class 1
- Proposed, Paved, Class 2
- Proposed, Paved, Class 3
- Proposed alternate, Paved, Class 0
- - - Proposed spur, Paved, Class 0
- - - Proposed spur, Paved, Class 1
- - - Proposed spur, Paved, Class 2
- - - Proposed spur, Paved, Class 3
- Existing alternate, Paved, Class 0
- Existing, Paved, Class 0
- Existing, Paved, Class 1
- Existing, Paved, Class 2
- Existing, Paved, Class 3
- - - Existing spur, Paved, Class 0
- - - Existing spur, Paved, Class 1
- - - Existing spur, Paved, Class 2
- - - Existing spur, Paved, Class 3
- Boundary of former Fort Ord

Roads

- 4 lanes
- - - 4/2 lanes
- 2 lanes
- - - 2 lanes - proposed
- Multimodal Corridor - most-compatible alignment



FORTAG / FORHA relationship

- The FORHA Process
 - County now has a new point person on Fort Ord: Melanie Beretti. It's **great** to have this new position.
 - FORTAG proponents are maintaining close contact with County on FORHA issues. FORTAG is very appreciative of the opportunity to be part of the conversation. The intent is for FORTAG to be able to chime in on ideas and actions well before they reach committee packets or board packets.
 - FORTAG proponents are happy to provide County with anything of use - maps, data, clarifications, opinions, conversations, history, tours, bike rides etc.
 - Community input on FORHA should be broad and transparent. Emails should go out to a very wide list, with plenty of lead time. Public meetings should be held twice, in case folks have a clash with just one meeting. Physical notices should be placed on trailhead signs. A public record should be kept of who attended, or at least how many people attended, and from which organization and affiliation. It should be recognized that many trail users do not affiliate with any particular group, and that such users would be thus by excluded from a process that **only** reached out to leaders of groups like MORCA, FORT Friends, FFOV, FORTAG, CCCX, NorCal MTB, MEC, KFOV etc.
- The FORHA Plan
 - The efficacy of any FORHA planning is heavily dependent on its regional geographic context.
 - Given this, the FORHA Plan should explicitly reference FORTAG, because:
 - FORTAG is arguably the most substantial regional trail planning effort in play on Fort Ord (<http://www.fortag.org>).
 - FORTAG has growing legitimacy, as evidenced, for example by:
 - Marina City Council's adoption of a motion (11/20/14) supporting the FORTAG concept as including a loop around Marina along an alignment that includes the FORHA lands, and a process to progress with the concept.
 - FORTAG's inclusion in FORA's introduction to the Fort Ord Trails Symposium (Jan 2015)
 - FORTAG's inclusion in the Fort Ord HCP process
 - Informal support from a long, diverse, and inclusive list of stakeholders (see 'people' page on FORTAG web site)
 - Specifically, FORHA should allow for construction of 12-ft paved bike trail within a 20-ft construction limit along the proposed FORTAG alignment.
 - FORHA trailhead planning should account for connectivity with FORTAG. For example, at present, FORTAG does not reach into the Youth Camp parking area. If a trailhead is built there (the plans for which emerged during county proceedings in January), it should be thought of not just as a trailhead into Happy Trails and the Monument, but also a trailhead from which journeys along FORTAG could be launched toward the coast, or along the Salinas River bluffs - both of which will be magical journeys rivalling the best of the Coastal Rec Trail. This will involve East Garrison (see below).
 - FORHA should indicate that some form of Jerry Smith Trailhead should remain in perpetuity, even if it needs to be moved for the HCP or Eastside Parkway. Note that while the HCP is still being finalized, the opportunity remains to site at least a part of the Jerry Smith Trailhead on HCP-HMA land (e.g. the "Habitat Corridor"), provided that impact is mitigated elsewhere (and described as such in the HCP), e.g. by putting some of Parcel L5.7 into conservation easement. Multiple trailheads will disperse the recreational load. JST in particular provides more central and topographical favorable access to Happy Trails than Youth Camp. Both are valuable. (Happy Trails, by the way, could be loosely defined as all the county lands in the northern part of Fort Ord; the area offers uniquely outstanding and accessible trails somewhat unlike the more remote and rugged trails that typify FONM.)
 - We should pursue any opportunity to upgrade East Garrison's bikeways to spacious Class 1 along segments that should connect with FORTAG and any trailhead at Youth Camp. East Garrison's present bikeways and bikeway plans are mostly Class 2, which does not leverage sufficient opportunity to connect EG residents (especially kids) safely to surrounding areas. EG's bikeways are better than nothing, and better than what much of Marina and Seaside currently has on the ground. But they are only Class 2, and they are fairly narrow. EG's pedestrian ways are also narrow (e.g. the one along the short north-south section of Inter-Garrison). The EG specific plan (Figure 4.43) references the "hiker/biker" trails in the Fort Ord reuse plan (Fig 3.6-3); these are described as 10-foot and 12-foot paved trails for hikers and bikers; a Class 2 bike lane falls short of the reuse plan in some key areas. To walk along a Class 2 bike lane is not to be a "hiker". The EG SP discusses Class 1 only in a very limited and disconnected way (Fig 4.48) and in one case leaves Class 1 for county to implement (Fig 4.47) at a roundabout that never came to pass. County needs to be watching this. The EG developers will know that trail connectivity boosts real estate value. It should be a win-win to work with EG on these issues (FORTAG proponents plan to meet with EG soon), to the extent that perhaps some of EG is not yet complete to the stage of engineering drawings. FORTAG proponents would like to assist with conversations between county and EG on this issue.

Details

- Still working on some details about specific trails etc...