

San Miguel Community Multi-Purpose Trail Extension



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For the County of San Luis Obispo**

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Project Goals

1. Connect the proposed bike trail to the existing park and Mission Street Plaza.

Developing a connection between the proposed community trail system and the existing park will promote walking and bicycling as an alternative to automobile use. The connection of the trail to Mission Street will also meet the County's Conservation and Open Space Element Policy AQ 1.6 for Multi-modal Transportation. The existing bus stop on Mission Street will be connected to the community through bikeways and sidewalks to "provide multi-modal transfer sites that incorporate auto, bike parking, transit, [and] pedestrian and bicycle paths."

2. Promote walking and bicycling as alternative modes of transportation in the community by creating safer streets.

The community currently lacks a complete system of sidewalks, as required by Assembly Bill 1358 the Complete Streets Act. As a result, pedestrians currently have to walk in the streets next to vehicular traffic. Building sidewalks and creating a fenced trail will create a difference in elevation and place a physical barrier between pedestrians and vehicles. This will help the County meet its Air Quality goals of the General Plan's Conservation and Open Space Element by meeting Implementation Measure AQ 1.2e: Incorporate design features and infrastructure into new projects that enable access by transit, bicycling, and walking. This will also meet AQ 1.6.3 Adopt Complete Streets Ordinance. This is designed to provide safe access to County streets to all modes of transportation, including pedestrian, bicyclists, transit vehicles, and automobiles.

3. Connect San Miguel to the completed Salinas River Trail.

Connecting the Salinas River Trail to the community of San Miguel will turn San Miguel into a destination for bicyclists using the trail. Cyclists can stop in San Miguel to rest, buy food and beverages, and explore the community. Completing the Salinas River Trail will connect San Miguel to other communities along the Salinas River.

The completion of the Salinas River Trail through the community of San Miguel will also meet San Luis Obispo County's Salinas River Plan goal for the environment to "maintain and protect a living environment that is safe, healthy, and pleasant for all residents by conserving nonrenewable resources and replenishing renewable resources." Connecting San Miguel to the Salinas River Trail will also meet the goals set out in the San Luis Obispo County's Parks and Recreation Element to connect San Miguel to the San Juan Bautista Trail, as the trail run along the Salinas River through Paso Robles. It also meets the County's plan for a Salinas River Trail Plan to complete a trail system from Santa Margarita Lake to the Monterey County line along the Salinas River.

Background Information

San Miguel Community Multi-Purpose Trail Extension



Paso Robles Salinas River Trail Plan – California State Parks Trail
Guidelines – Professional Consultation

Proposed Salinas River Trail, Paso Robles

The City of Paso Robles has currently proposed the completion of a section of the Salinas River Trail for the northern section of San Luis Obispo County through the City of Paso Robles. Figure 1-1 indicates the location of the multi-modal trail along the river banks, as well as a season trail that will be located within the more sensitive habitats within the river corridor. Each jurisdiction along the path of the trail will be responsible for the completion of the trail, which designates the County of San Luis Obispo as being responsible for the section of trail between Paso Robles and Monterey County. Part of the trail will be overlap the National Historic Anza Trail, which will provide grant opportunities for funding the construction of the trail and increase the number of amenities along the trail, such as rest areas, viewing structures, trail improvements, and information kiosks.

The City of Paso Robles is proposing two trails on either side of the river bank, which will be open year-round. Additionally, several seasonal trails are proposed to allow visitors to enter more environmentally sensitive areas of the riverbed. These trails are considered seasonal because they may flood in the rainy season.

Connecting the Salinas River Trail through San Miguel will satisfy Goal 3 as well as meeting goals set out in the County of San Luis Obispo's Parks and Recreation Element of the General Plan. Table 1 (b) in the Element describes a proposed plan to extend a trail from San Miguel to the San Jaun Bautista Trail.

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California State Parks: Multi-use Trails – Ensuring Successful Planning

The California State Parks offer a guide to the successful planning of regional multi-use trails. According to this document, there is funding available to regional trail planners through Proposition 12 and Proposition 40, as well as through a number of funding programs. These programs include the Environmental Enhancement and Mitigation Program, National Recreation Trail Program, and TEA-21. Grant programs that fund trails include the Habitat Conservation Fund and the Land and Water Conservation Fund. Trails projects that link several trail systems together are usually more likely to receive funding than single trail systems (Planning division, 2002). The complete document outlining these guidelines is included as Appendix C.

San Miguel Existing Conditions

San Miguel is currently underdeveloped and has an abundance of vacant or underdeveloped parcels. Figure 1-4 shows the existing land uses and the location of vacant parcels. The Draft Community Plan Update will increase the number of underdeveloped parcels as many Single Family Residential zoned parcels will be up-zoned to Multifamily Residential or Central Business District zoning. Figure 1-5 shows what the land use designations will be if the Draft San Miguel Community Plan is adopted. The abundance of vacant and underdeveloped land presents the opportunity to impose easements on properties or to acquire properties for the creation of the trail and trail amenities, such as staging areas, rest areas, and scenic viewing areas.

The existing bikeways in the community consist of two separate classifications of bikeways. Class I bike paths are a designated bike lane that shares the right of way with vehicular traffic. These bike paths, indicated in Figure 1-6, are located on Mission Street, 16th Street, and 10th Street. Class II bike paths are not a separate bike lane, but share the right of way with vehicular traffic. There is currently one Class II bikeway on Cemetery Road between 10th Street and the southbound 101 10th Street on-ramp. There is a proposed bikeway on River Road to connect San Lawrence Terrace to the rest of the community.



Figure 1-2: Class I Bikeway



Figure 1-3: Class II Bikeway (CRP 411)

(CRP 411)

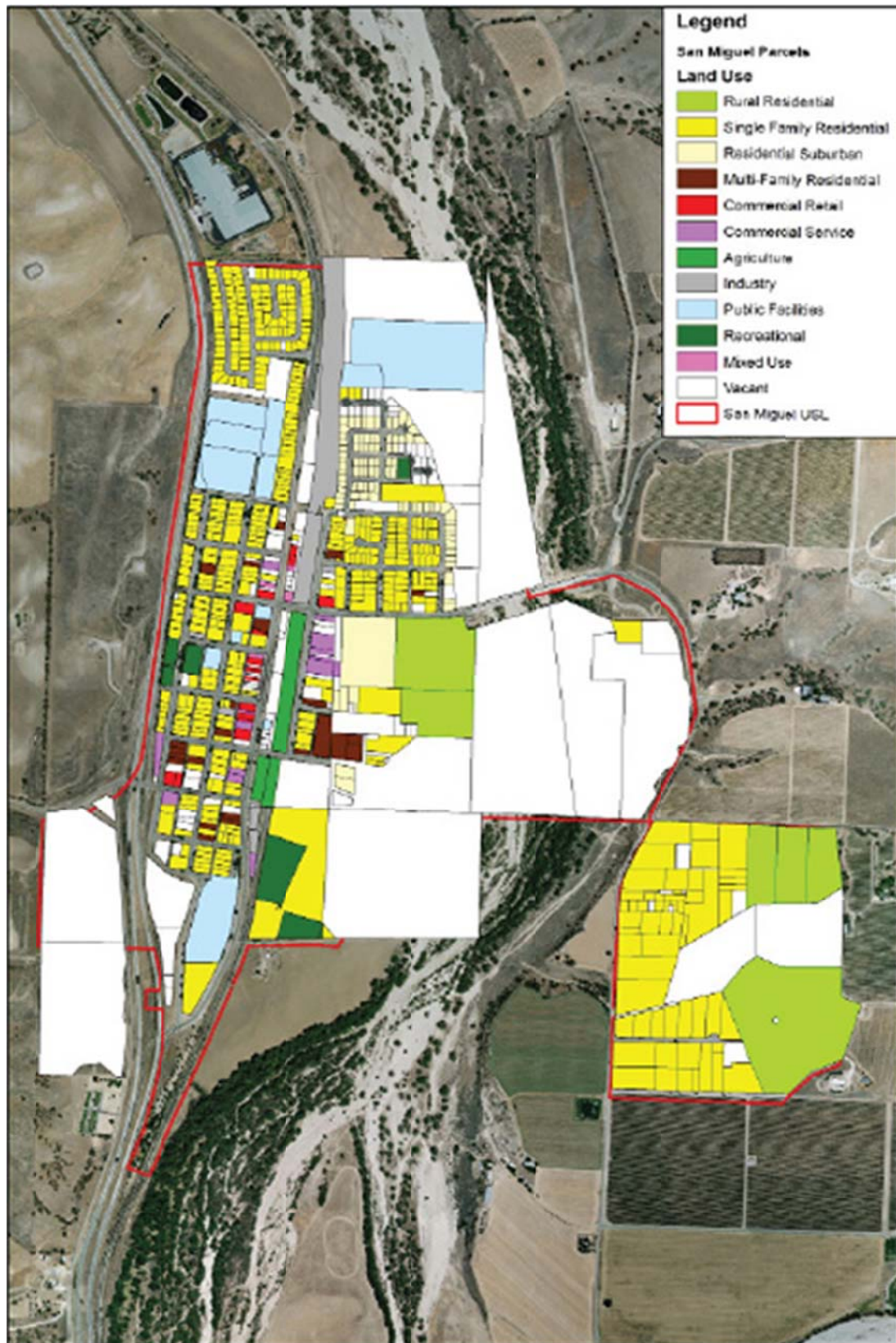


Figure 1-4: Existing Land Uses (CRP 411).

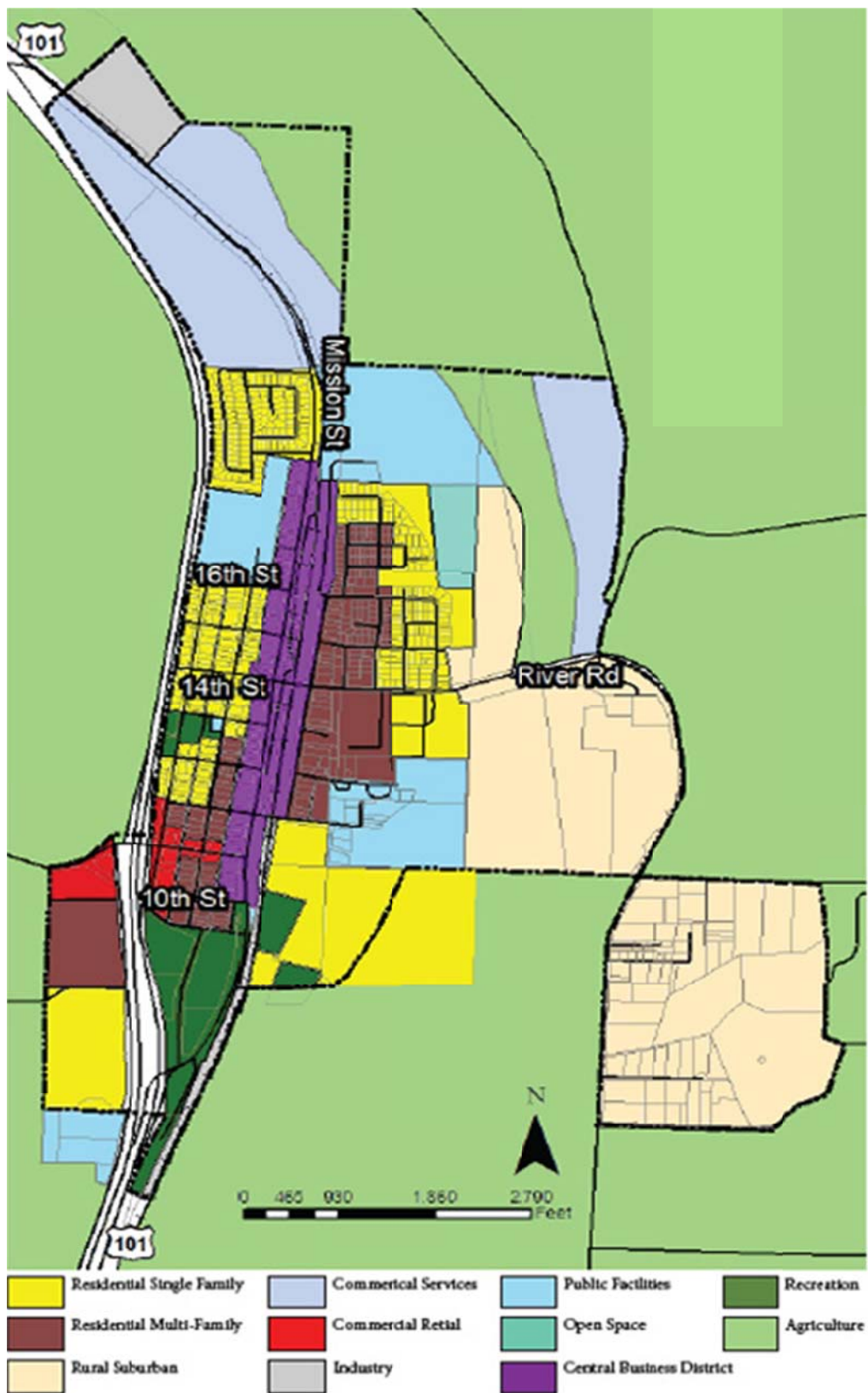


Figure 1-5: Proposed Land Uses (CRP 411).

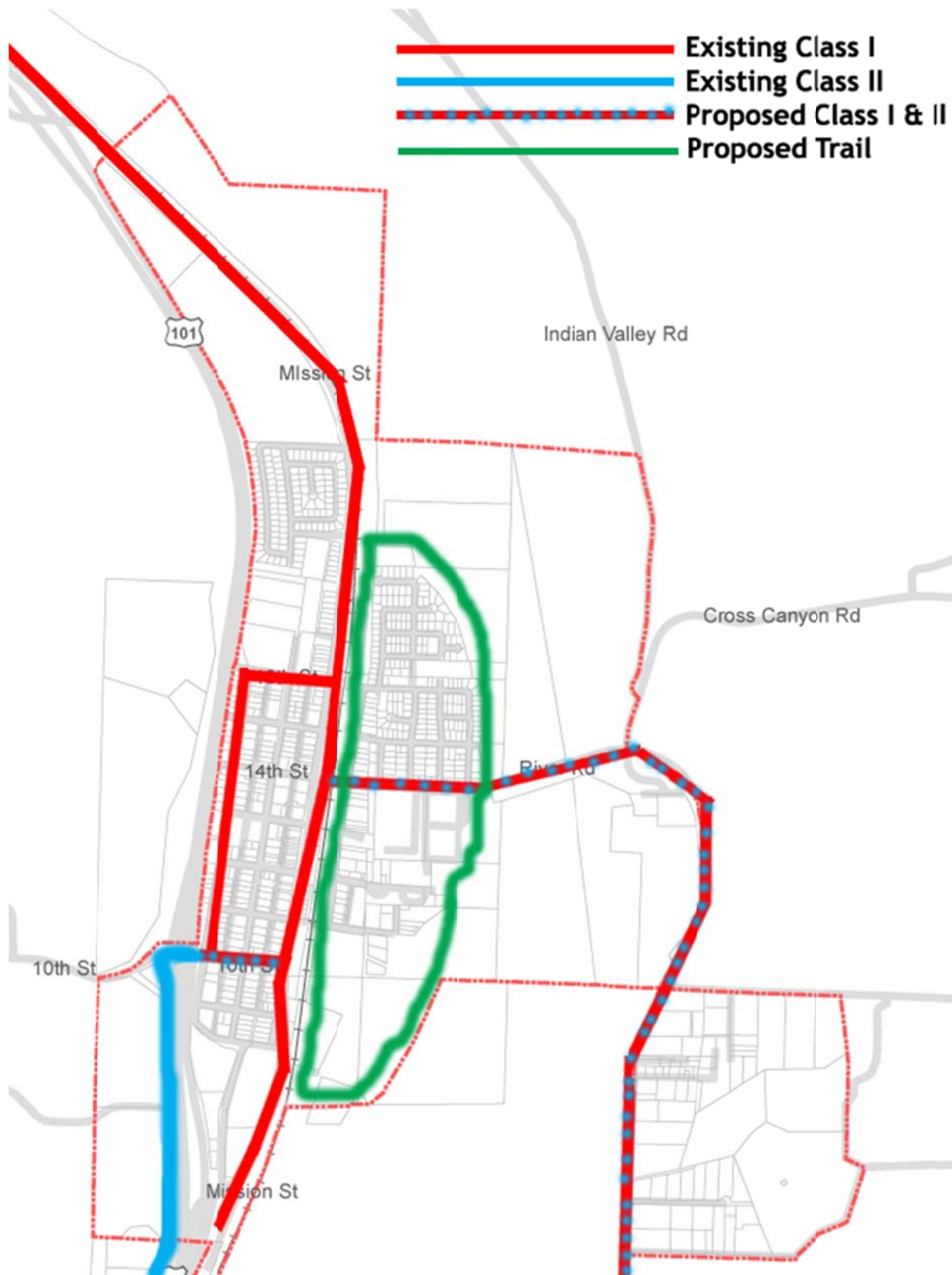


Figure 1-6: San Miguel Bikeways (CRP 411).

Existing Park Expansion Plan

The existing park in San Miguel currently is in the planning stages to expand the park size. Current plans will include the closure of K Street between 12th and 13th Streets and a partial closure of the alley between K Street and L Street at 13th Street. Residents will continue to have access to their properties through the alley at 12th Street. The park size will be expanded to approximately 4.25 acres. The complete E-mail received from County Staff can be viewed in Appendix B.



Figure 1-7: Existing Park Expansion Plan (Elizabeth Kavanaugh)

Case Studies

San Miguel Community Multi-Purpose Trail Extension



Santa Ana River Trail, California – Katy Trail, Missouri – Sweet Springs Nature Preserve, Los Osos, California – Juan Bautista De Anza National Historic Trail, California – San Juan Bautista, California

Santa Ana River Trail – San Bernardino County, CA to Huntington Beach, CA

The Santa Ana River Trail is a 110-mile bicycle path that begins in San Bernardino County in California and meanders through Riverside and Orange Counties to the Pacific Ocean at Huntington Beach. The trail is directly adjacent to major transportation corridors along sections of the trail, such as Highway 91 near the Orange County and Riverside County lines and Interstate 10 in Redlands. The trail is currently being expanded northeast into San Bernardino County to the Seven Oaks Dam near Redlands and is being completed in Riverside County from Prado Dam to the Hidden Valley Wildlife Area.

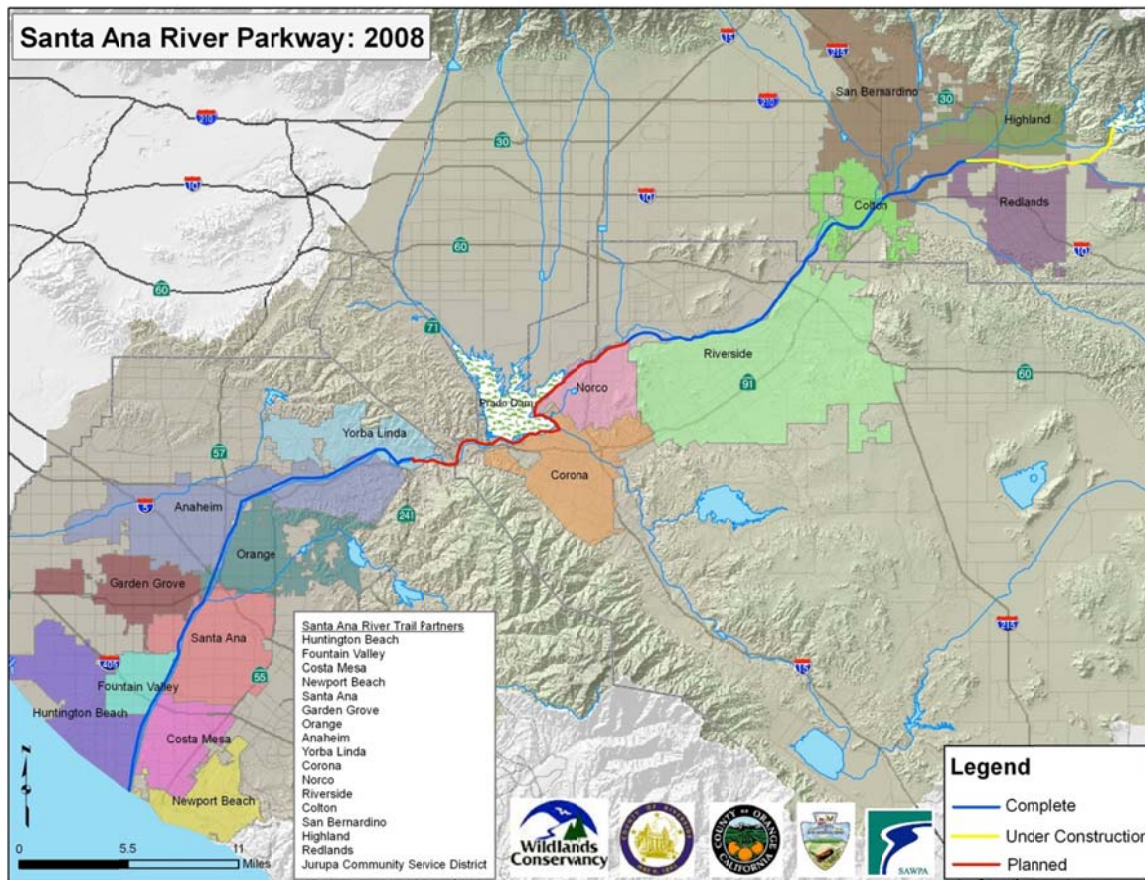


Figure 2-1: Santa Ana River Trail Map

Sections of the trail are still being completed. The beginning of the trail between Redlands, CA and the Seven Oaks Dam is under construction and the section between the City of Riverside and the City of Yorba Linda is still being planned. Temporary sections of the trail between the Riverside County Line and the City of Yorba Linda have been completed but current work on Highway 91 will affect the final trail location.

Signage



Figure 2-2: Examples of Directional Signage

Signs along the Santa Ana River Trail direct users to the trail and to exits along the trail. Exits, such as the Weir Canyon Road exit pictured above, direct users to commercial centers where they can rest and purchase lunch or shop.

Information



Figure 2-3: Examples of Informational Signage

The Trail regulations permit pedestrian, bicycle and equestrian uses. Motor vehicles and skateboards are prohibited. Users of the trail are permitted to walk their dogs along the trail but must clean up after their pet. These same regulations may be used for the San Miguel Trail and the Salinas River Trail.

Environment



Figure 2-4: Santa Ana River Trail Environmentally Sensitive Areas

The trail passes through environmentally sensitive areas alongside the Santa Ana River. This is similar to how the trail may pass through the Oak Woodlands habitat in the Salinas River Floodplain. Allowing vegetation to remain in a natural state will promote ecotourism along the trail.

Bridges and Benches



Figure 2-5: Santa Ana River Trail Bridges and Benches

Wooden bridges allow users of the trail to cross over the Santa Ana River. This type of bridge may be used in San Miguel in the future to safely connect San Lawrence Terrace to the community for bicyclists and pedestrians. Benches at scenic locations allow users of the trail a place to rest. The scenic beauty promotes the rest areas as individual destinations. Incorporating scenic rest stops along the trail will encourage use of the trail, as people will want to stop at these rest stops to view the scenery.

Safety



Figure 2-6: The Santa Ana River Trail along California State Route 91

The location of the trail between a major transportation corridor and the Santa Ana River highlights some of the same difficulties the San Miguel Trail system and the Salinas River Trail will face. The trail may be located between the Salinas River and both the railroad and Highway 101. The Santa Ana River Trail has some fencing between the trail and the steep slope to the river, but not between the trail and the highway. This poses a safety risk for young children who may be using the trail, as they have easy access to a busy highway. Other sections of the trail do have fencing between the highway and the trail, which creates a much safer environment for trail users. The barricade is an example of a type of safety measure that will keep vehicular traffic off the trail, but will not prevent children or pets from entering the highway.

Tourism



Figure 2-7: Tourist Draws Along the Santa Ana River Trail

The Santa Ana River Trail passes by major landmarks, such as the Angel's Stadium and the Honda Center in Anaheim. San Miguel may market the Mission and Trail as a draw to tourism. The trail will also allow elderly residents an opportunity to remain active. The aging demographics in San Miguel will need activities to keep the residents active and healthy.

Katy Trail, Missouri

The Katy Trail runs along the Missouri River and about half of the trail follows the path Lewis and Clark traveled. It is 237 miles long and runs along both the Missouri River and through farmland and small towns. The trail is primarily designated for pedestrian and bicyclist use, however a 25-mile section permits equestrian use. The trail is part of the American Discovery Trail, which is a 343-mile trail that runs east to west across the state of Missouri. The trail is marketed as a cycling tourist attraction and advertises local hotels, eateries, and groceries stops along the trail. The trail also runs through Missouri's wine country, which is similar to the Salinas River Trail, which will pass through San Luis Obispo's Wine Country.



Figure 2-8: Katy Trail Map

Information



Figure 2-9: Katy Trail Informational Signage

Rest stops contain information about each location. Rest stops in San Miguel may be located near historic structures and share a section of the proposed Historic Walking Trail. This will promote tourism along the trail as people will want learn about the Mission and the community that grew around it.

Bridges and Benches



Figure 2-10: Katy Trail bridges and benches

Wooden bridges cross creeks and the Missouri River. Similar bridges may be used to cross the Salinas River in San Miguel.

Safety



Figure 2-11: Katy Trail Safety Barriers

The bike trail is separated from vehicular traffic where it parallels roads and separated from the Missouri River. This increases safety along the trail as pedestrians and bicyclists do not have to share lanes with vehicular traffic, reducing the risk of accidents, as well as prevents users from falling into the river.

Tourism



Figure 2-12: Katy Trail Tourist Draws

The Katy Trail is developed along an abandoned railroad corridor. Historic sites along the trail act as tourist draws along the trail. Many historic sites along the trail outline the railroad industries history in the region and the communities that grew around rail stations. The trail also uses the path Lewis and Clark followed as an additional draw to tourism.

Environment



Figure 2-13: Katy Trail Environmentally Sensitive Areas

The Katy Trail passes through several areas that highlight the natural environment in Missouri. The location of the San Miguel Community Multi-Purpose Trail along the Salinas River will highlight the natural beauty of the Salinas River. Native plantings along the trail within the community will link the natural environment through the community.

Sweet Springs Nature Preserve, Los Osos CA

Sweet Springs is located off of Ramona Avenue in Los Osos. It offers a small hiking trail that gives beautiful views of Morro Bay and Morro Rock. There are many elements to Sweet Springs Nature Preserve that San Miguel's pedestrian and bicycle trail system can take from.



Figure 2-14: Map of Sweet Springs Nature Preserve

SIGNAGE



Figure 2-15: Sweet Springs Signage

There are a series of signage that directs one from downtown Los Osos to Sweet Springs Nature Preserve. These signs would be great for the San Miguel Pedestrian and Bicycle path.

Information



Figure 2-16: Sweet Springs Informational Signage

Informational signs are located at the entrance of Sweet Springs Nature Preserve. These signs identify the natural habitat, animals, and history of the site. The entrance of the Salinas River trail system in San Miguel can do something similar to how Sweet Springs has done their entry.

Accessibility



Figure 2-17: Sweet Springs Entrance

Sweet Springs is located around numerous housing developments, which makes it easy for community members to walk to. It is also a dog friendly trail that has bags to pick up after your pet. Sweet Springs Nature Preserve has off street parking, a sidewalk for pedestrians, and bicycle path that runs alongside the parking. There are also bike racks for bicycles located at the entrance of the trail.

Bridges and Benches



Figure 2-18: Sweet Springs Bridges and Benches

Sweet Springs has two bridges, numerous benches, and a dock to walk out and enjoy the view. Benches and consideration of viewpoints along the Salinas River Trail system can be something to consider.

Juan Bautista De Anza National Historic Trail

This historic trail stretches from Nogales on the U.S. Mexican border in Arizona, through the California desert, coastal areas, and the central coast region up to San Francisco. It is a 1,210 mile National Park Service Unit and is part of the United States National Historic Trail programs.



Figure 2-19: Jaun Bautista de Anza Trail Map

Tourism by Trail Extension



Figure 2-20: Juan Bautista de Anza Trail in SLO County

Once the trail passes through Paso Robles, the trail goes west through Camp Roberts. There is an Alternative Auto Tour identified in Blue as an Alternative Auto Tour. It looks as though it is a part of the Salinas River Trail system. By connecting San Miguel with the Paso Salinas River Trail, the Alternative Auto Tour will extend and put San Miguel on the map. San Miguel is not even listed as a Historic site according to this trail map, even though it has many historical features like Mission San Miguel Arc angel and the Rios Caledonia Adobe. If the alternative auto tour can incorporate San Miguel it would be beneficial for attracting even more tourism and bring more money into town.

San Juan Bautista in San Benito County: A comparable Mission Town

San Juan Bautista is a small town of about 1,862 people according to the 2010 census. The City of San Juan Bautista was named after Mission San Juan Bautista. It is primarily an Agricultural town, it has a Historical District with National Historic Landmarks, and has a connecting trail to the San Juan Bautista De Anza Historic Trail.

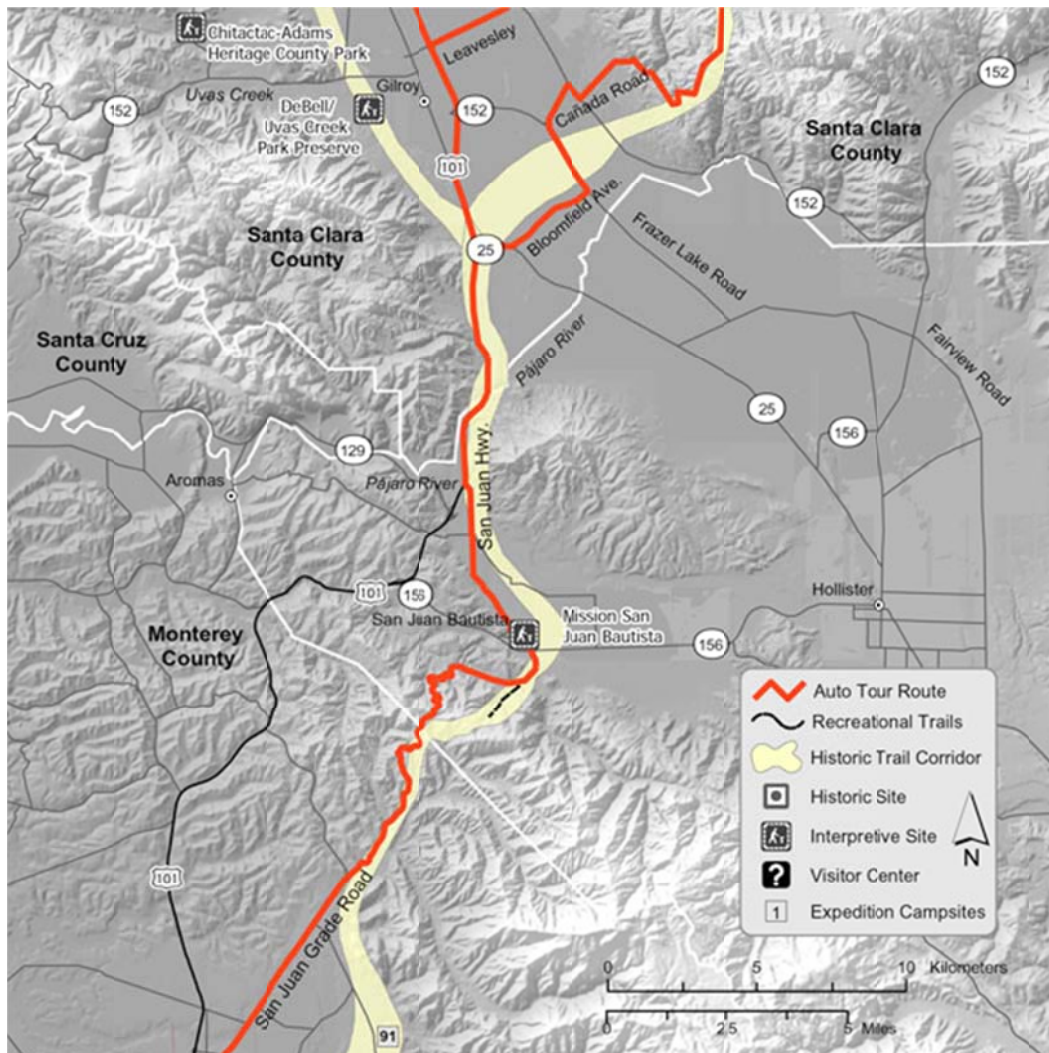


Figure 2-21: Juan Bautista de Anza Trail in San Juan Bautista, CA

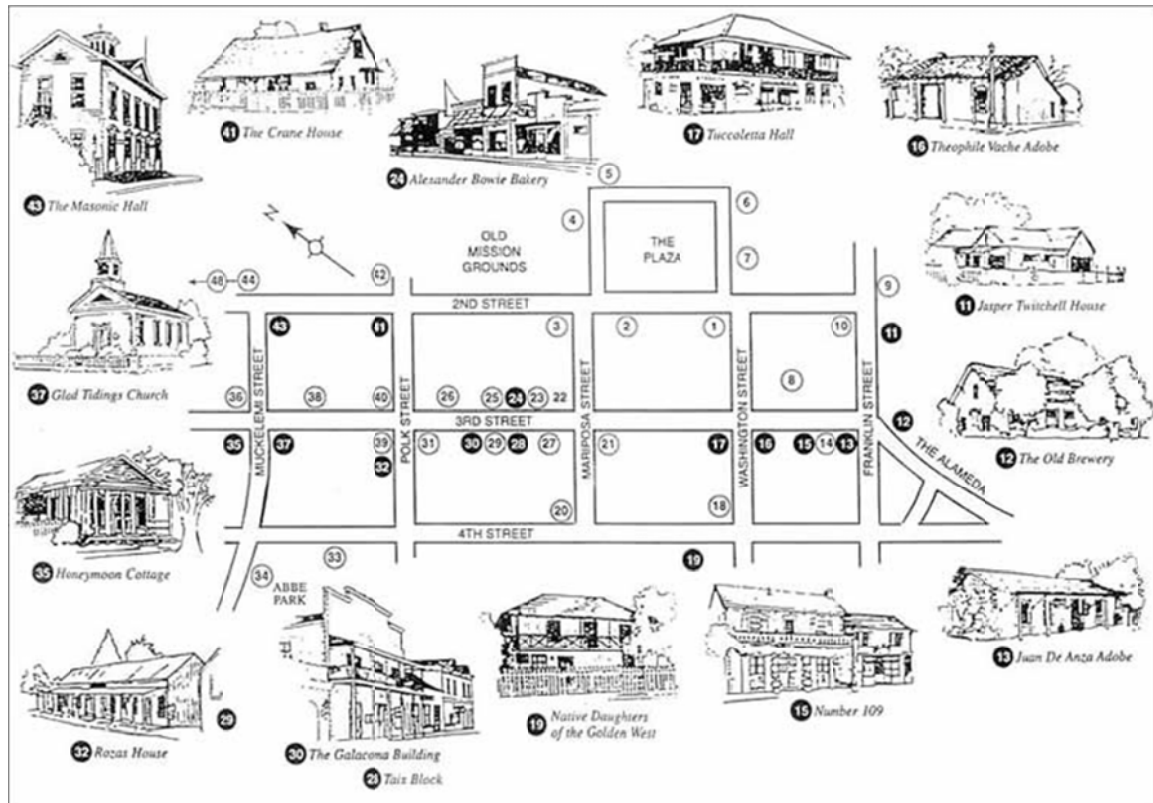
Tourism by Signage



Figure 2-22: Juan Bautista de Anza Trail Signage

Juan Bautista de Anza Trail Head Marker marks the way as a pedestrian and mountain bike trail, as well as to show its historic value. The Juan Bautista De Anza National Historic Trail logo is also used as an identifying marker along Highway 101. San Miguel would benefit to being a part of this trail system. By being a part of the trail system San Miguel can also have the Juan Bautista De Anza National Historic trail sign advertising for them along Highway 101 as well, bringing in extra tourism.

Historical Landmark Handouts



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San Juan Bautista has also developed a walking trail through its small town. It has noted a variety of historical features and has mapped them with sketches and matching locations. San Juan Bautista and San Miguel have a similar walk-able size and number of interesting places to see and visit within town. San Miguel can easily develop a map like San Juan Bautista's. San Miguel would just incorporate its connections with the proposed trail and Salinas River trail system.

Information



Figure 2-24: Juan Bautista de Anza Trail Informational Sign

Located at the entry of the trials informational signs give maps, pictures, and history of the whole trail. San Miguel can do something similar to this for their visitors.

Concept Maps

San Miguel Community Multi-Purpose Trail Extension



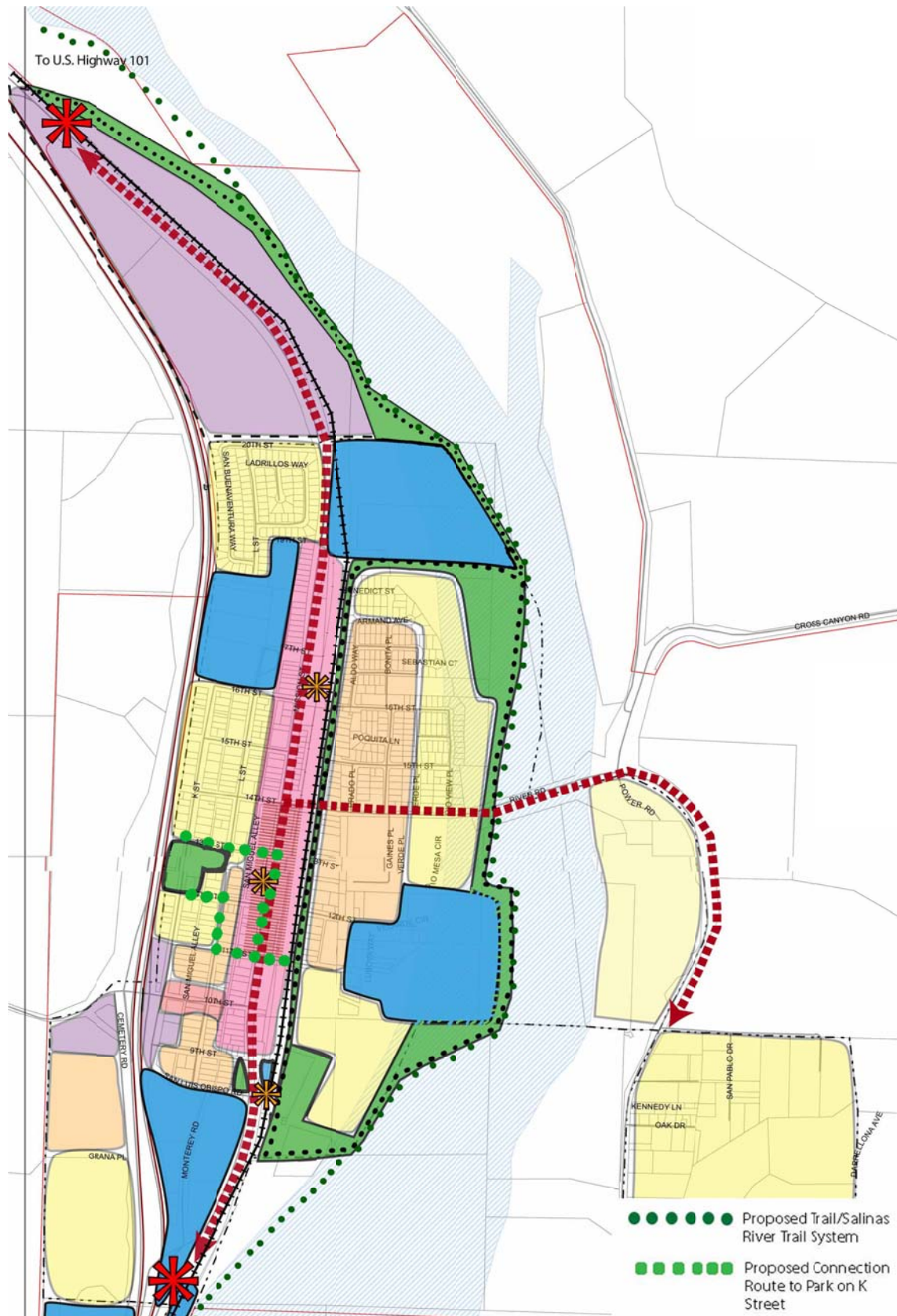


Figure 3-1: Concept Map 1

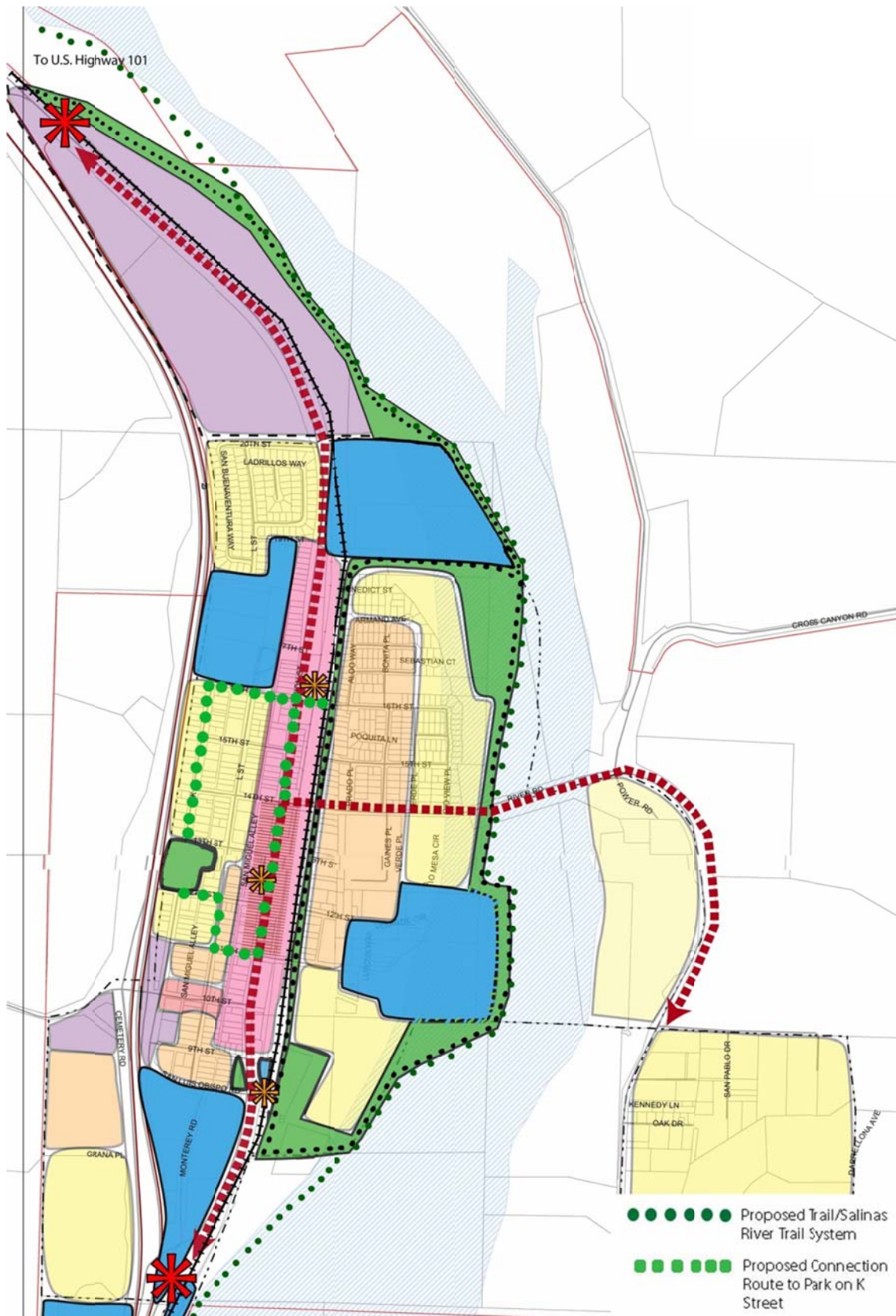


Figure 3-3: Concept Map 3

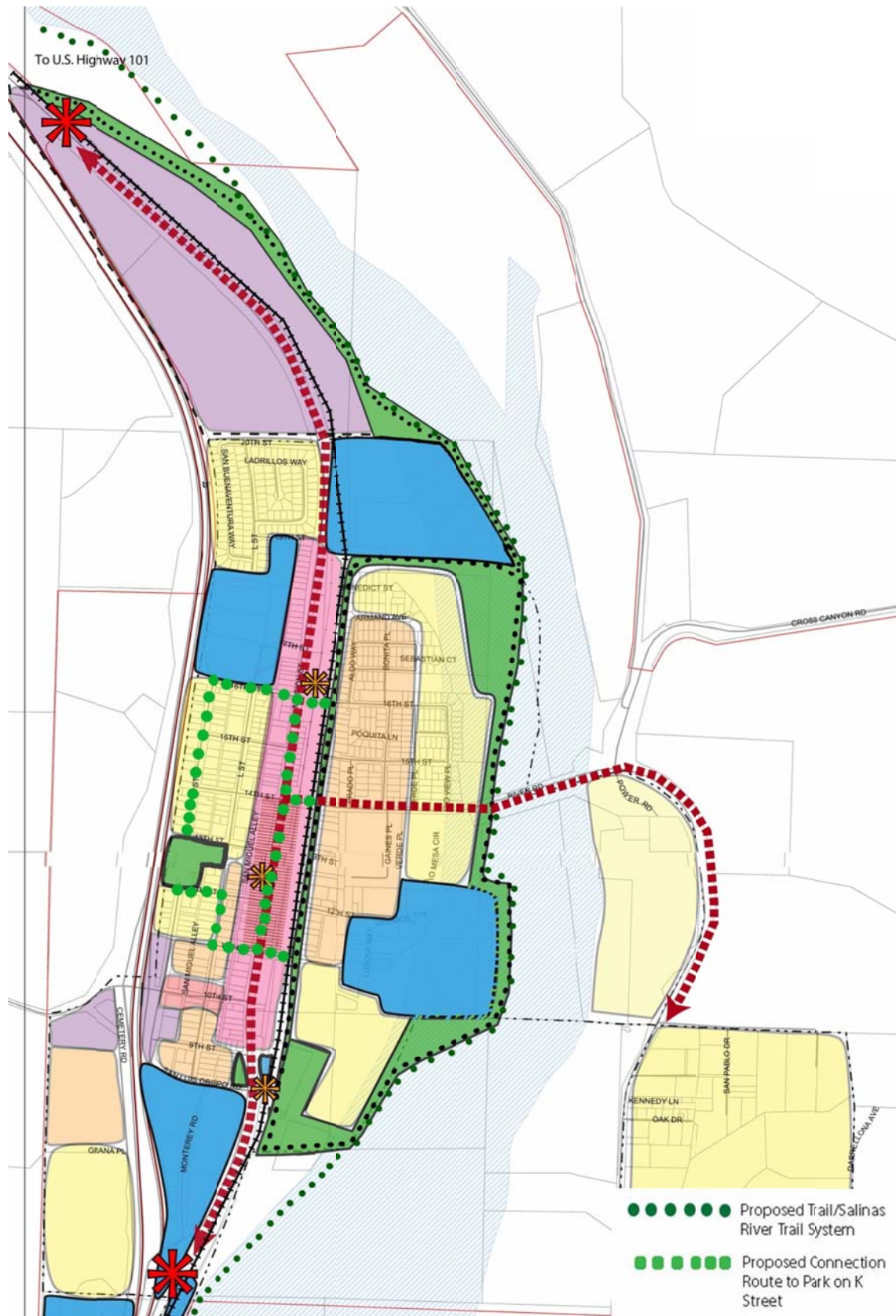


Figure 3-6: Concept Map 6

Final Recommendations

San Miguel Community Multi-Purpose Trail Extension



San Miguel Community Multi-Purpose Trail and the Salinas River Trail Connection

San Miguel Trail Extension

The San Miguel Multi-Purpose Trail should extend into the west side of San Miguel to the existing park on K Street. The two railroad crossings that offer the most opportunities for the trail are the 11th Street and the planned 16th Street crossings. The 11th Street crossing currently has an abundance of vacant or underdeveloped parcels on either side, which will allow the trail system to be built without destroying any buildings. The 16th Street crossing is a planned pedestrian crossing and may be developed to allow bicycles to cross as well. The 14th Street crossing currently has a newly constructed building and the historic Flouring Mill along the north side of the crossing, with limits the amount of available land for the trail. There is currently a proposed project on the southwest side of the crossing, further constraining the amount of available land.

The existing bikeways along Mission, 16th, and K Streets provide the necessary right-of-way required for the bike portion of the trail system, as seen in Figure 4-1. In Figure 4-1, the road is visible to the left with a vegetative strip separating vehicular traffic from the bicycle and pedestrian traffic. In the more developed areas, such as Mission Street, the trail may be more urbanized by converting to existing sidewalks and allowing bicyclist to share the existing bikeways. In areas with lower intensities of development, the trail may be at the sidewalk elevation with a dedicated Class I bikeway that is grade separated from vehicular traffic. This creates a safer environment for trail users. To allow equestrian use, the trail will be composed of packed earth or a similar type of materials that will reduce the stress to horse hooves.



ys

Connecting the trail to the Mission Street bikeways allows the County to meet its goals set out in the General Plan to comply with AB 1358 Complete Street Ordinance as well as the Air Quality goals laid out in its Conservation and Open Space Element, as described previously under the Project Goals. The connection of the trail to the regional Salinas River Trail poses an opportunity for grants, as laid out in the California State Parks document on Successful Trails in Appendix C. Also shown in Appendix C is additional support for trail systems improving the air quality in the region, as people will use the system instead of driving.

The proposed trail extension will meet the Project Goal #1 by connecting the existing park and the proposed Mission Street Plaza with a dedicated trail in residential areas and a modified trail on Mission Street. The project will also meet Project Goal #2 by providing a safe alternative to

automobile use by providing a separated path for pedestrian, bicycle and equestrian use that is separated from vehicular traffic. The connection to the Salinas River Trail, described in the next section, will meet goal 3 of the project.

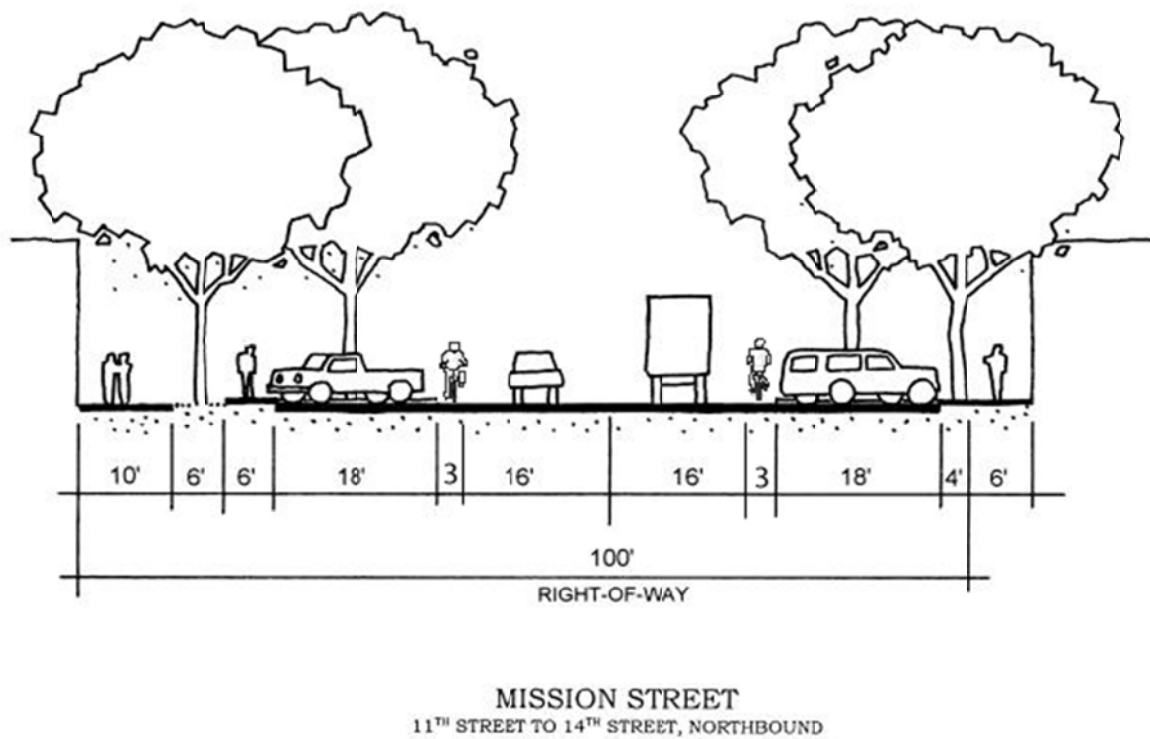


Figure 4-2: Mission Street Design Plan with Added Bike Lanes (County of San Luis Obispo, 2003).

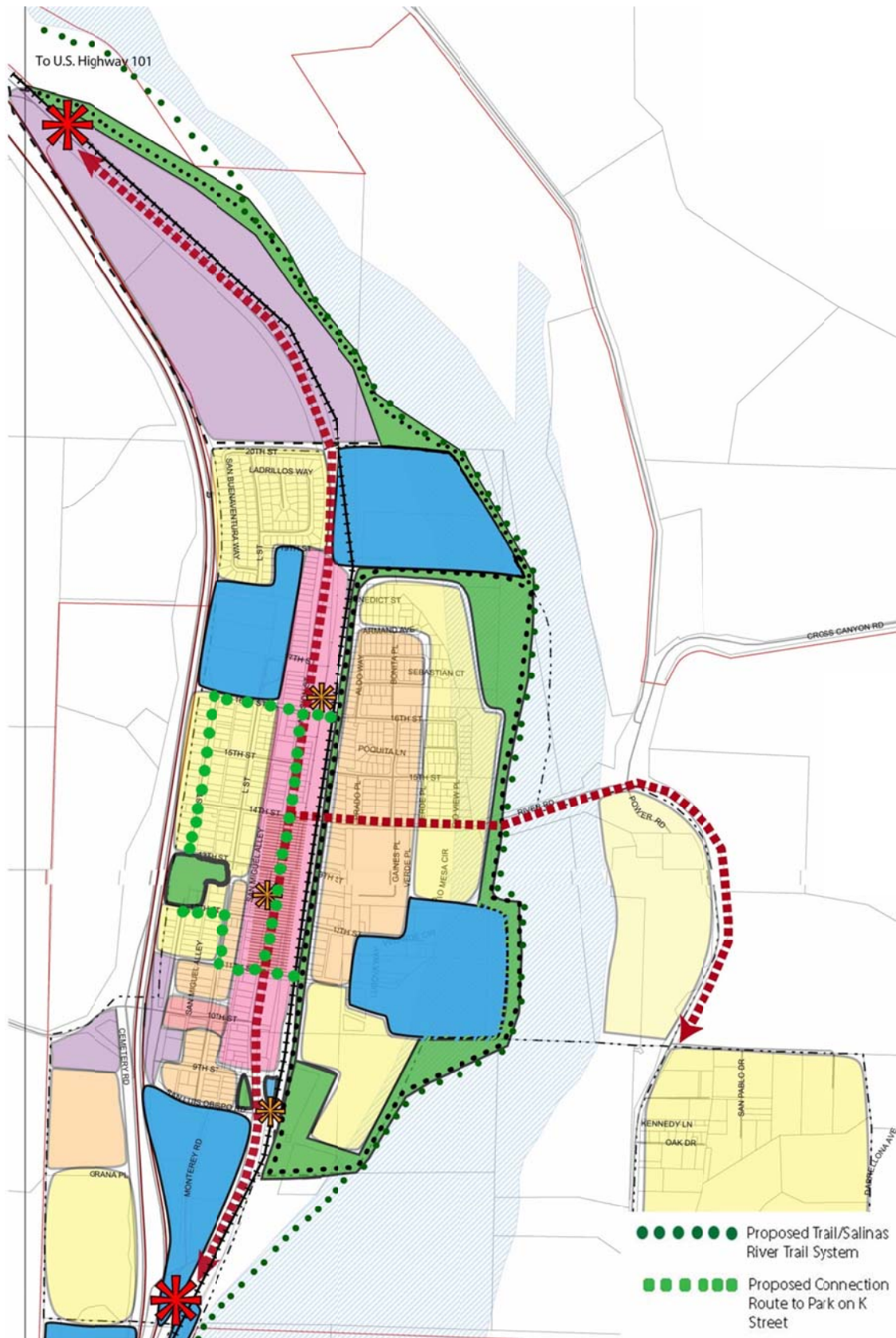


Figure 4-3: Proposed San Miguel Community Multi-Purpose Trail Extension

Salinas River Trail Connection

The County of San Luis Obispo is already in progress on the Salinas River Trail between Paso Robles and Monterey County. The location of the trail on the west side of the Salinas River provides the opportunity for the trail to connect to the San Miguel Multi-Purpose Trail, which is also planned to run along the west side of the Salinas River. The close proximity of the two trails along the Salinas River provides an opportunity for the two trails to merge into one trail along the river. This will allow the San Miguel Multi-Purpose Trail to connect to the Salinas River at the southern and northern-most points of the trail and connect to the Salinas River Trail. Residents will have access to the Salinas River Trail at these two points, as well as at the River Road staging area mentioned in Appendix B. Figure 4-4 shows the locations of both trails, the overlap along the Salinas River, and the locations where the two trails could meet.

The connection of the San Miguel Multi-Purpose Trail to the Salinas River Trail also meets Project Goal # 2. Residents of San Miguel and Paso Robles may choose to travel along the Salinas River Trail as opposed to commuting between the two communities. The close proximity of Downtown San Miguel and Downtown Pas Robles, approximately 10 miles, provides a relatively easy bike ride or walk between the two communities. An alternative route that incorporates scenic views of the environmentally sensitive areas in the Salinas River Floodplain will be a healthy alternative to commuting on Highway 101.

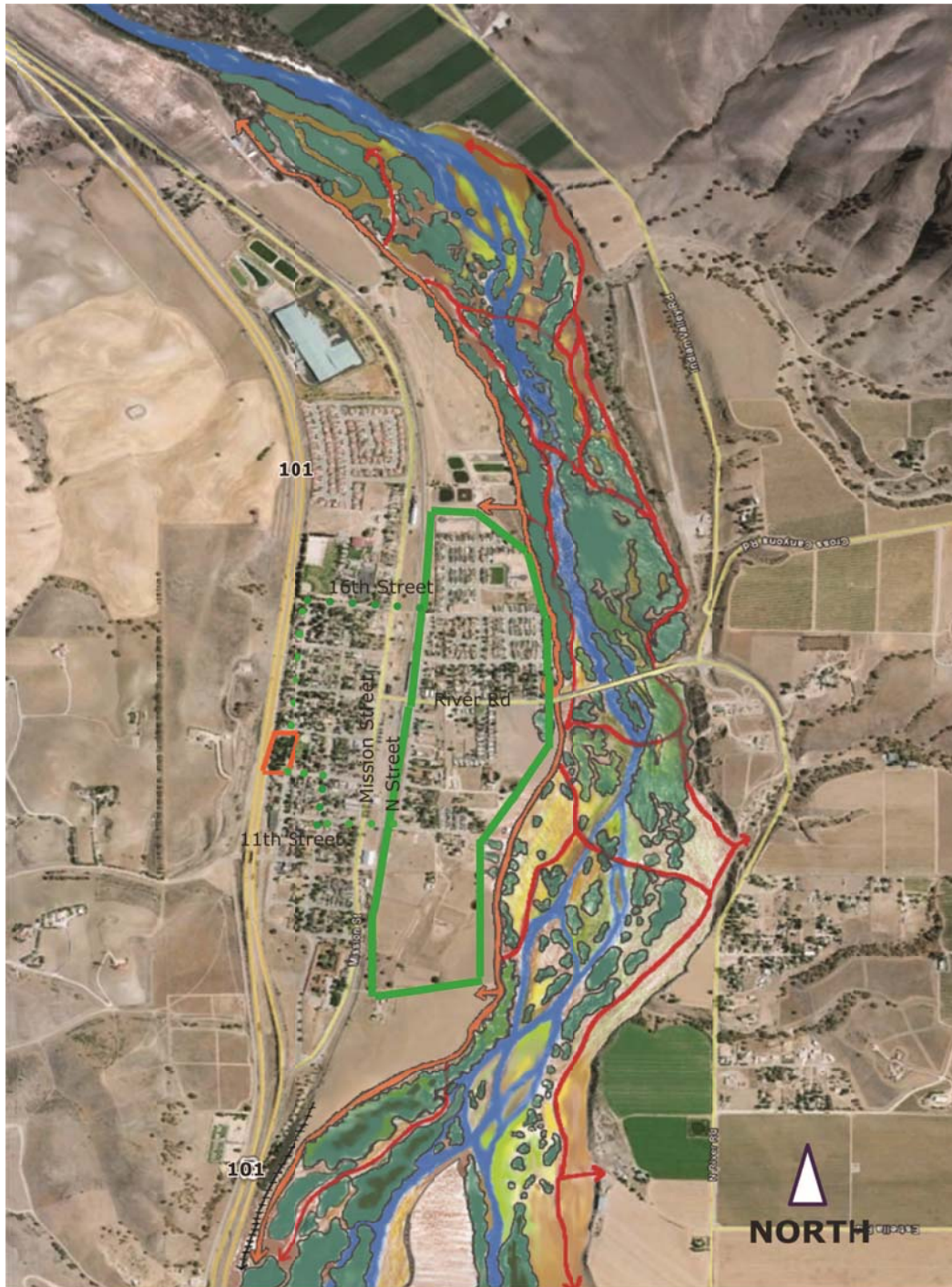


Figure 4-4: Salinas River Trail Map with San Miguel Trail Connections

Appendix

Appendix A: Project Contract

April 6, 20011
San Miguel Multi-use Trail
Brittany Lambert & Travis Norberto

CONSULTANT PROPOSAL AND SCOPE OF SERVICES AGREEMENT For County of San Luis Obispo

Brittany Lambert & Travis Norberto, hereinafter referred to as CONSULTANT, agrees to provide consultant services to the County of San Luis Obispo, hereinafter referred to as CLIENT, as further described below. This proposal is made as partial fulfillment of the requirements of City and Regional Planning 463 – Senior Project, a course conducted under the auspices of the Department of City and Regional Planning, College of Architecture and Environmental Design, California Polytechnic State University, San Luis Obispo, California.

1. **TERM.** The term of the proposed SCOPE OF SERVICES AGREEMENT (hereafter referred to as SCOPE) shall be from the date of CLIENT approval of this proposal until acceptance or completion of said services but no later than June 9, 2011. All work products shall be submitted to CLIENT representative no later than 5:00 p.m., Thursday, June 9, 2011. Materials received after that time will not be accepted.
2. **CLIENT REQUIREMENTS.** This SCOPE is based on and is intended to fulfill the CLIENT requirements, as described in the CRP 463 Course Syllabus, Spring 2011. Said document is hereby incorporated into this proposal by reference.
3. **FEE SCHEDULE.** As this SCOPE is intended to meet academic requirements, no actual fees will be paid or received. However, a preliminary budget has been prepared which identifies hours by task or work product (based on \$65/hour). Reimbursable expenses (ie: travel costs, copies, phone, etc.) are estimated at 10% of the labor costs. Overall fee to complete the services specified in this agreement is estimated at \$11,700.00. A more detailed fee estimate will be prepared and submitted at week #2.
4. **CLIENT CONSIDERATION.** CLIENT representative, Scott Bruce/John Knight, agrees to assist CONSULTANT by providing base information, technical support and guidance during the course of this project; pursuant to his role as instructor for said course, to the extent feasible and reasonable.
5. **CONSULTANT'S OBLIGATIONS.** For the consideration noted above, and to fulfill the requirements of CRP 463, CONSULTANT proposes and agrees to: A) provide consultant services as described more particularly below, B) to meet University and Department of City and Regional Planning requirements regarding senior project completion, and C) to complete all required work in a timely, thorough and professional manner, to the approval of the CLIENT representative.
6. **AMENDMENTS.** Amendments to this proposal, once accepted, are strongly discouraged. Any amendment, modification or variation from this proposal shall require prior written approval by the CLIENT representative and where necessary, by the Department of City and Regional Planning, and then only for compelling reasons that are beyond control of CONSULTANT, or as determined necessary by the CLIENT representative.
7. **SCOPE OF SERVICES.** CONSULTANT hereby proposes and agrees to provide the following services:

A. Proposed Project

Our project will enhance pedestrian and bicycle connectivity from the proposed bike and walking trail system to the existing park on K Street and 13th Street. We will examine the route choices in an attempt to also connect the proposed Mission Street Plaza into the bike and pedestrian trail. The trail will also connect to the Salinas River Trail and act as the northern connection between San Luis Obispo County and Monterey County.

B. Key Tasks & Deliverables: The following key tasks will be completed:

- Meetings and Coordination

There will be weekly meetings with the client to review the project. The meetings will be held on Wednesdays at 7:00 pm for approximately 30 minutes. The client will provide guidance to ensure that the consultants are on task and fulfilling the project contract. There will be one presentation to the client when the project reaches 75% completion.

Product: Written summary of notes from each meeting of approximately 1 page long. There will also be one powerpoint presentation to be delivered to the client when the project reaches 75% completion.

- Site Visit

A visit to San Miguel to gather data for possible trail locations in the community. The consultants will photograph key locations for the proposed trail routes, such as the two railroad crossings and the streets leading to the existing park. Key aspects to be reviewed in route selection will include the available vacant land and existing infrastructure.

Product: A five-page document containing photographs of San Miguel with location descriptions that outline why a location is being considered for the trail.

- One black and white hard copy, bound hard copy, 8.5 x 11.
- One electronic file, delivered as both a PDF and a Microsoft Word document.

- Gather Case Studies

Consultants will review case studies of multi-use trail systems in other communities. Both positive and negative aspects of other trail systems will be reviewed and taken into consideration in the planning process of the San Miguel Pedestrian and Bicycle Trail. Communities to be reviewed will be of similar size to San Miguel when possible. Case studies will also include regional trail systems that may be compared to the Salinas River Trail plan.

Product: A three to five-page document that outlines both the positive and negative aspects of trail systems in other communities. The document will include images of the trails and community demographics, which can be compared to San Miguel.

- One black and white hard copy, bound hard copy, 8.5 x 11.

- One electronic file, delivered as both a PDF and a Microsoft Word document.
- Consult Professionals

Elizabeth Kavanaugh is a Park Planner with the County of San Luis Obispo. She worked with the CRP 410 & 411 class during the community workshops and is working to bring park space to San Miguel. We plan to discuss her current work in San Miguel and future park plans. We will collaborate with Elizabeth in an effort to bring the trail system to not only the existing park, but also any planned parks. Additional professionals may be consulted depending on what we learn from Elizabeth.

Product: A summary of information received from professionals to be included in the background information document. This will be a typed copy of the consultants' notes in black and white, ranging from one to four pages in length.
- Review Background Information

Vacant parcels will be reviewed along the possible trail routes. Existing infrastructure, such as bike paths, streets, and sidewalks will also be reviewed in the planning process of the trail route. The County of San Luis Obispo has planned a Salinas River Bike Trail that links the county to Monterey County to the north. The consultants will review the existing plans for the trail and review possible routes that would connect San Miguel's bike trail to the Salinas River bike trail. The location of existing bike trails in Paso Robles will be reviewed. The consultants will review the feasibility of connecting the community's trail to the Salinas River Trail and the status of Monterey County's Salinas River Trail plan.

Product: A five-page document containing background information and graphics. All current plans for the Salinas River Trail and multi-use trails in the area will be included. A summary of data gathered from professionals will be included.

 - One black and white hard copy, bound hard copy, 8.5 x 11.
 - One electronic file, delivered as both a PDF and a Microsoft Word document.
- Identify Project Goals

The consultants will develop goals to be fulfilled by the trail. The goals will be in line with the current County General Plan and Draft San Miguel Community Plan and help the County meet its current goals.

Product: A two-page document outlining the project goals and their relationship to the current goals that are outlined in the San Luis Obispo County General Plan and the Draft San Miguel Community Plan Update.

 - One black and white hard copy, bound hard copy, 8.5 x 11.
 - One electronic file, delivered as both a PDF and a Microsoft Word document.

- Begin Concept Plans

Identify aspects of the trail that will meet the project's goals. Development of the possible trail routes within the community based on the project goals. The routes will vary but route on key aspects, such as the railroad crossing and street locations.

Product: Five 11" x 17" black and white maps that contain possible routes throughout the community. There will be one hard copy of each map as well as an electronic copy to be delivered as a PDF as well as a Photoshop file.

- Focus on Main Components of the Plan

The focus of the proposed routes will shift towards the connections to the Salinas River Trail, the railroad crossing, landmarks incorporated along the trail, and the locations of possible trail easements. The five routes from the previous task will be narrowed down to three routes.

Products: Three 11' x 17' color maps that outline the final route choices throughout the community and the connection to the regional Salinas River Trail.

- Completion of the Trail Route

The details of the trail will be finalized. Route descriptions will be completed to convey a written proposal to the client. The descriptions will contain the trail locations for the three possible route choices. A final route will be recommended to the client for adoption as the San Miguel Pedestrian and Bicycle Trail. The route descriptions will justify the reasoning for the proposed route and whether the completion of the northern section of the Salinas River Trail will be recommended as part of the project.

Product: The final product will consist of one 24" X 36" color map that details the location of the proposed bicycle and walking trail, before and after images of key locations along the trail, and a short description. The consultants will also deliver an accompanying document that contains background information, case studies, alternative project proposals, and reasoning for the proposed trail route.

- One color 24X36 map to be delivered as both a hard copy and an electronic file. The electronic file will be delivered as a PDF as well as an InDesign file. Original copies of the map will be provided in Photoshop and GIS formats.
- One accompanying document approximately 25 pages in length to be delivered as a bound hard copy in black and white, 8.5X11. This document will also be delivered as an electronic file as a PDF and as a Word document. Graphics included in the document will be provided in their original format.

- Final Presentation

There will be one final presentation to the client that outlines the main details of the trail system. The final map from Task 9 will be displayed and the consultants will prepare a PowerPoint slideshow to aid in the delivery of the presentation.

- o One PowerPoint presentation, approximately 20 slides in length. An electronic copy will be provided as a PDF as well as a PowerPoint document.
 - o All tasks will be stored on a flash drive which will be delivered to the client upon completion of the project.
- C. **Methods and Resources:** The primary methods and resources that will be used include:
Photo documentation, site visit, GIS analysis, interviews, computer-aided design, hand-drawn design, Excel spreadsheets, Word documents, General Plan review.
- D. **Budget:** The preliminary budget is estimated at: \$11,700.00. Cost Chart/Schedule attached.
- E. **Schedule of Services:** The 10 week schedule is as follows: See Attachment
8. **CONSULTANT TEAM.** CONSULTANT's team shall consist of the following member(s): Brittany Lambert & Travis Norberto. CONSULTANT hereby states and agrees that team members will be equally and jointly responsible for completion of all work products, and that final work products will clearly and accurately identify individual team member's contribution to the total work product to enable the Instructor to assign final class grades.
9. **COMPLETE AGREEMENT.** This written agreement, including information incorporated specifically by reference, shall constitute the complete agreement between CONSULTANT and CLIENT. CONSULTANT understands that failure to meet the requirements and obligations under this agreement will result in failure to pass CRP 461/462 - Senior Project.

10. **AGREEMENT APPROVED:**

CONSULTANT:

(signature of team member 1)

date

(signature of team member 2, if applies)

date

CLIENT REPRESENTATIVE (Instructor):

Scott Bruce/John Knight

date

CLIENT REPRESENTATIVE (City of Santa Maria/County of San Luis Obispo if applicable):

(print name)

date

Appendix B: Weekly Meeting Minutes

Consultants: Brittany Lambert & Travis Norberto

Date: April 13th, 2011

Time: 7:00

Site Visit to San Miguel was a success. Many potential locations for trail routes were analyzed. Photos and descriptions of why locations are considered for the trail were prepared for the client's approval. So far we are on schedule and on budget for the Pedestrian and Bicycle Trail.

Ideas and images to be reworked by request of client.

- Make a new map that matches photos with locations.
- Possible 11x17 pull out map for final document
- Possible addition of borders around photos

Information expected for next weeks meeting.

- Case Studies
- Consult Professionals and possible Community Member to get input and information.
- Look into Salinas River Trail System.

Consultants: Brittany Lambert & Travis Norberto

Date: April 20th, 2011

Time: 7:00

This past week Travis and I have fallen a bit behind schedule. There will be some catching up to do. We do have a solid starting point and base on which to build from.

Information expected for next weeks meeting.

- Case Studies in hard copy form with images and explanations.
- Consult Elizabeth Kavanaugh, inquire about the new grant for San Miguel. Will the plan be an expansion of the existing park, or make a new one that is closer to downtown?
- Consult Paso Robles about getting more information on the Salinas River Trail. Possible images, maps, and grant information.
- Consult Lynn Schmidt to get insight and ideas from a community member of San Miguel.
- Work on collecting GIS maps of San Miguel for the final product and presentation.
- Collect helpful background information on San Miguel.
- Start to design the conceptual map of the route for the town.
- Continue to work on the 11"x17" pull out map for the final document.
- Start putting together the powerpoint for week 7 presentation.

San Miguel Community Multi-Purpose Trail Extension
Project Consultants: Brittany Lambert & Travis Norberto
April 27th, 2011
7:00 pm Phone Consultation

Meeting Minutes

1. Review of last week's meeting
 - a. Project consultants had fallen behind schedule but have mostly caught up to the task schedule.
2. Overview of Case Studies
 - a. There were four case studies provided. Three of the case studies detailed regional trail systems which have elements that are applicable to both the San Miguel Trail Extension and the Salinas River Trail. The fourth case study detailed a smaller trail, which had elements that are similar to the trail extension.
3. Update on contacting Professionals
 - a. Elizabeth Kavanaugh has not responded to phone messages or emails.
 - b. Need to coordinate with other consultants who are planning to contact Lynne Schmitz so that she is not overwhelmed by Cal Poly students.
4. Progress of Background information
 - a. Researched the Paso Robles section of the Salinas River Trail. De Anza Trail location in the county.
 - b. GIS maps and images of San Miguel
5. To-do list for next week
 - a. Concept designs for the trail extension
 - b. Continue to try to contact Elizabeth Kavanaugh and Lynne Schmitz.

San Miguel Community Multi-Purpose Trail Extension
Project Consultants: Brittany Lambert & Travis Norberto
May 4, 2011

Meeting cancelled due to illness

Appendix C: Paso Robles Salinas River Staff Report

TO: James L. App, City Manager
FROM: Ronald Whisenand, Community Development Director
SUBJECT: North County Salinas River Trail Plan Grant
DATE: February 15, 2011

NEEDS: For the City Council to support a grant application for the North County Salinas River – Anza Corridor Trail Plan and participate as a project partner.

FACTS:

1. The Salinas River Vision, “Follow-the-River, Follow-the-Dream” includes recognition of the National Parks Service – Historic Anza Trail segment that extends through the City of Paso Robles. See Attachment 1, Salinas River Vision Map.
2. The Salinas River Vision also identifies future trail linkages extending north and south of the City connecting to a future regional trail system along the Salinas River corridor. See Attachment 2, North County Salinas River Trail Corridor.
3. Caltrans has a Transportation Planning Grant opportunity available that could fund preparation of a river-themed, off-street multi-purpose regional trail plan along the Salinas River corridor.
4. Each jurisdiction and other affected public agencies between San Miguel to Santa Margarita, including SLO County, Atascadero, Templeton CSD, Caltrans, and the San Luis Obispo Council of Governments (SLOCOG) support the concept of a plan for a North County regional trail system along the Salinas River.
5. The SLOCOG 2010 Regional Transportation Plan (RTP) identifies a North County segment of the Anza Trail along the Salinas River corridor.
6. As a regional transportation planning agency, SLOCOG is pursuing a Caltrans Transportation Planning Grant to prepare a river-themed multi-purpose Anza Trail System along the Salinas River corridor.
7. Paso Robles would be an integral part of the Plan and trail alignment. SLOCOG is requesting a Letter of Support from the City (and each affected jurisdiction) to partner in the grant application and future project.
8. The SLOCOG will be applying for \$175,000 to prepare this plan. SLOCOG will provide a matching grant from regional transportation planning funds for non-motorized transportation of \$100,000. No matching grant or other funds will be requested from partnering agencies for this grant.

**ANALYSIS &
CONCLUSIONS:**

The concept for a regional Salinas River corridor trail system grew out of the City's Salinas River Vision. The grand vision for this project is to create "destination" trail system that would draw National, State and local trail enthusiasts to enjoy a 40 mile trail system, nestled along the Salinas River corridor, connecting San Miguel to Santa Margarita. The trail would be designed for use by bicycle commuters between communities, and provide for recreational uses, including hiking, bird watching, horse riders, bicyclists, and others. As a destination trail that attracts a wide range of user groups there would be significant economic development opportunities to attract more tourism to our region.

One of the other intents is for the trail to become an officially designated National Historic Anza Trail. The Anza Trail designation would increase awareness of California's cultural heritage, draw historic trail enthusiasts, and provide cultural educational opportunities for local schools and other cultural organizations. Additionally, Anza Trail designation opens up the opportunity for other grants for trail enhancements such as trail improvements, interpretive signs, trail furniture such as shade structures and benches, viewing and information kiosks, as well as programmatic activities.

Given the natural surroundings of the trail alignment, construction of the trail will provide opportunities to clean polluted areas, provide environmental restoration and enhancements, improve watershed health and other eco-system benefits. The opportunity for stewardship programs and "outdoor classrooms" for hands-on learning could open up a range of opportunities to work with local youth, scouts, Cal Poly, seniors and others on projects that transcend borders and boundaries.

As a partner in this grant, and the future project, the City could help shape specific improvements, alignments, features, access, and management programs of the trail. The plan would include trail design concepts and standards that could be tailored for various trail segments in urban and rural areas, and different communities along the trail. Determining specific alignments of future trails along the Salinas River corridor and through the City is part of the project workscope. The City currently has 2.5 miles of trail from Larry Moore Park to the 13th Street Bridge. New trail opportunities would include use of the River Parkway property recently acquired, which could be a natural connection point to the trail system south. Determining other alignments through the City and a northern connection point would be part of the plan development process. The project includes developing an implementation plan that identifies locally acceptable strategies and options to address trail alignments and private property. As with other projects in the City, trail alignments that include private property would need to be based on the principle of working with willing property owners.

POLICY

REFERENCE: Salinas River Vision, Uptown/Town Center Specific Plan, 2006 Economic Strategy, 2003 General Plan

FISCAL

IMPACT: No direct fiscal impact. City staff resources (in-kind) participation on trail planning.

OPTIONS: The City Council is requested to take one of the actions listed below:

- a. Adopt the attached resolution directing the Mayor to sign a Letter of Support for SLOCOG to apply for the Caltrans Transportation Planning Grant, and participate as a project partner.
- b. Amend, modify or reject the foregoing option.

Staff Report prepared by: Susan DeCarli, AICF, Planning Manager

Attachments:

Attachment 1 – Salinas River Vision Map

Attachment 2 – North County Salinas River Corridor

Attachment 3 – Resolution



2-15-11 CC Agenda Item 14 Page 4 of 6

NORTH COUNTY COMMUNITY CONNECTIONS



***"Follow the River ~
to Regional Opportunity and Benefit"***

PASO ROBLES

**A river-themed connection provides a catalyst
for economic development and collaborative
programs between communities.**

- Anza Trail Connection – Federal designation and recognition for historical route.
- Destination Recreation – Opportunity for "Green Tourism" for hiking, biking, birding and more.
- Ecosystem Education – Interconnected programs for watershed health & stewardship.
- Outdoor Classrooms – Hands on learning that transcend borders and boundaries.
- Grant Funding – Leverage capital for plans and projects through regional collaboration.
- Multipurpose Trail System – Safe and fully integrated off-highway trail system between communities.
- Regional River Restoration – Opportunity for organized networks of river minded volunteers for project installation and maintenance system support.

TEMPLETON

ATASCADERO



2-15-11 CC Agenda Item 14 Page 5 of 6



RESOLUTION NO. 11-xxx

RESOLUTION OF THE CITY OF EL PASO DE ROBLES
APPROVING SUPPORT FOR THE CALTRANS TRANSPORTATION
PLANNING GRANT APPLICATION FOR THE NORTH COUNTY
SALINAS RIVER ANZA TRAIL PLAN GRANT

WHEREAS, the City supports development of a plan for a river-themed multi-purpose trail along the Salinas River corridor within the Historic Anza Trail alignment; and

WHEREAS, the San Luis Obispo Council of Governments (SLOCOG) is pursuing a Caltrans Transportation Planning Grant to prepare the North County Salinas River Anza Trail Plan; and

WHEREAS, SLOCOG will provide the necessary matching funds for this grant application; and

WHEREAS, a multi-purpose trail along the Salinas River in the Anza Trail alignment is consistent with the City's Salinas River Vision, Uptown/Town Center Master Plan, 2010 Circulation Element, 2009 Bicycle Master Plan, 2006 Economic Strategy, and the 2003 General Plan; and

WHEREAS, the City will benefit from future tourist-oriented economic development, recreational opportunities, alternative transportation commuter options, environmental restoration, cultural education opportunities, and other benefits from the North County Salinas River Anza Trail; and

WHEREAS, the City agrees to become a planning partner in the North County Salinas River Trail Plan.

NOW, THEREFORE, BE IT RESOLVED that the City of El Paso de Robles:

1. Supports the filing of an application for the Caltrans Transportation Planning Grant.
2. The City Council directs the Mayor to sign a Letter of Support to SLOCOG to apply for this grant.
3. The City of El Paso de Robles agrees to participate as a project partner should SLOCOG receive this grant.

Approved and adopted the 15th day of February, 2011. I, the undersigned, hereby certify that the foregoing Resolution No. 11-xxx, was duly adopted by the City Council of the City of El Paso de Robles by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Duane Picanco, Mayor

ATTEST:

Caryn Jackson, Deputy City Clerk

Planning Division

Technical Assistance

May 2002



Multi-use Trails —Ensuring Successful Regional Planning

Paula David, Statewide Trails Section
Laura Westrup, Planning Division

Local agencies throughout the state are recognizing the significance of trail linkages from downtown centers, community destinations or from residential areas – as functional transportation routes and for their highly sought after recreational and health benefits. For many of these communities, a multi-use trail system functions as a recreational amenity that serves a wide range of users — equestrians, bicyclists, walkers, joggers, in-line skaters, children in strollers, people using mobility devices (such as wheelchairs), cross country skiers, hikers, wildlife viewers, and anglers.

Many local governments are noting an increase in user demands for developing multi-use, regional trails that in addition to providing recreational experiences and places to exercise also serve as important transportation linkages. It is well known that properly located trail systems can buffer adjoining land uses and help define and shape community boundaries. In addition, urban trails benefit the local economy by attracting tourists from outside of the region.

The trail system, if planned carefully, will assist to reduce traffic congestion, promote energy conservation, and improve the regions air quality.

A successful example of the regional planning approach is the highly acclaimed Jediah Smith Memorial Trail (American River Park Parkway) in Sacramento County. This 32-mile miniature road winds from Folsom to downtown Sacramento and connects to several other trail systems in the Sacramento region.

Another example of a well-thought out regional trail system is the Monterey Bay Coastal Trail. Twenty-nine miles in length, it winds through several Monterey County communities – Pacific Grove, Monterey, Sand City, Marina, and Seaside. The Monterey Peninsula Regional Park District embarked on an ambitious course to acquire the abandoned Southern Pacific Railroad right-of-way that ceased serving the peninsula in the 1950s. Today the asphalt trail allows for the casual walker and wildlife viewer to the more intent bicyclist on his or her way to work in downtown Monterey.

The California Department of Parks and Recreation administers many grant funds; check out www.parks.ca.gov or call the Office of Grants and Local Assistance, (916) 653-8057 for more information.

Fortunately, potential funding is available to regional planners through Proposition 12 and Proposition 40, the Environmental Enhancement and Mitigation Program (EEMP), National Recreation Trail Program (NRTF) and TEA-21. In addition, grant programs under the Habitat Conservation Fund (HCF) and the Land and Water Conservation Fund (LWCF) are available. Projects that show a direct linkage to other trail systems often rate more favorably than those submitted as stand-alone trails.

What makes a regional multi-use trail successful?

The answer: Good, solid planning started well in advance.

A well designed trail decreases long-term maintenance costs and protects natural and cultural resources. The most successful multi-use regional trails are located along corridors that have the same trip origins and destinations as



Trail planners should consider linking neighborhoods, parks, and open space areas with schools, business sites, employment centers, and other regional destinations.

motorists. For example, bicyclists and walkers generally need to get to and from the same facilities, community service areas (e.g., libraries, schools, shopping centers), and places of work as those using cars or taking public transportation. Of course, access, climate, and the perceived safety of the trail user will affect the success of the trail.

Many local recreation and park agency planners have worked hard to create trail systems that meet the recreational and destination needs of a diverse and insistent population. New trails may be so popular that they will fill to capacity within a few years after opening, leaving trail operators at a loss to accommodate the flood of users. Other aspects change as well, including the equipment and needs of the trail user. In the mid-1980s, mountain bikes and in-line skates introduced a whole new set of opportunities and user needs. Today, planners are learning more about the special needs of those using scooters, skateboards and racing wheelchairs. Undoubtedly the future will present new recreational variations not even considered today.



Three Stages of Regional Trail Planning

Trail planning can be divided into three distinct and fundamental stages:

1. Visualizing the "Trail Plan"

This early in the planning phase, technical matters such as identifying the general location of the trail corridor, agencies that would be involved, potential funding sources, trail layout, design, and trail use are carefully analyzed. Do remember to include ADA trail standards for pedestrian use trails; check out www.access-board.gov/PUBS/outdoor-rec-rpt.htm for more information. Community participation is absolutely vital and will help to create a sense of community ownership of the project (more on this below). To be effective, regional planners must use trail user studies and seek community input at public meetings.

A general time frame for developing a simple trail plan can be as lengthy as 24 months, depending on the complexity of the situation.

2. Developing and Retaining Community Partnerships

After the initial planning process, the master trail plan will need to be incorporated into the community's general plan. It is very important to form a coalition of diverse groups of citizens and potential trail users early on, preventing any one group from taking ownership of the project. Experienced trail planners know that broad-based support is needed to:

- Provide a better understanding of the needs of the community;
- Understand different user groups interests and concerns;

- Develop compromises among groups that have different priorities, needs, and interests; and
- Generate ideas for its design, location, and uses.

When a city or county agency decides to amend its general plan to include a regional master trail plan, it will develop and follow a set of planning procedures in accordance with the California Environmental Quality Act (CEQA). The purpose of these procedures is to identify and disclose to decision-makers and the general public the potential environmental consequences of adopting the master trail plan. CEQA is most effective and efficient when the public is actively involved.

3. Going for it – Implementing the plan

Issues such as liability, CEQA compliance, easements, operation and management policies (adopt-a-trail, organizing volunteer maintenance programs, jurisdiction, and management of various segments of the trail) are the focus of this planning phase.



It is critical to develop a detailed feasibility plan on how to obtain financing to ensure that a trail plan will be implemented following its inclusion in the general plan. Solid planning and allocated funding go hand-in-hand. A winning grant application includes proof that all aspects of technical planning and community partnerships are covered.

Finally, here are the "Top 10 Tips for Successful Trail Planning" (many of these suggestions are from the Department's *"Guidelines for Incorporating Trails into General Plan,"* 1990).

The following are recommendations for the initial stages of trail planning that will likely result in increased usefulness and enjoyment of future trails:

1. Trails and staging areas need to be easily accessible to the public in order for the trails to receive high use.
2. Trail systems should connect existing open space areas and community recreational amenities, employment centers and shopping areas.
3. The plan should provide a regional approach (linkages) if possible in order to provide neighboring communities with guidance in their trail planning process.
4. Trail design should be incorporated into plans for natural drainage channels, street rights-of-way, and landscape corridors, power right-of-ways, levees, and other open spaces.
5. A recreation needs analysis (a survey of local attitudes and opinions toward leisure activities) should be conducted in order to determine the recreational preferences and the transportation needs of the area.
6. Trail plans should list priorities for implementing new trails and take into consideration previously constructed trails and regionally planned trails.
7. Trails that are accessible to the disabled or are at least barrier-free should be clearly designated on maps and with signs.

8. Trail plans should be incorporated into plans for new transportation structures such as roads, bridges, and overpasses.
9. When possible, trail systems should offer loops, allowing the individual to avoid backtracking.
10. Trail design should consider aesthetic, educational, scientific, historical, scenic and cultural features of interest.

Appendix E: Email from Elizabeth Kavanaugh

Hi Brittany and Travis,

Thank you for your interest in San Miguel. County Parks will be applying for a grant to redo the existing park. The one on K Street between 12th and 13th Street. In this park design we will be closing K Street at the park and the north half of the alley between 13th Street and the Community Center. In addition we have expanded the site to include the a piece of land between the library and L Street. See attached. The park plan will include a jogging/ fitness trail in the park. But at this time I do not know where is will start.

(See attached file: San Miguel park site.ppt)

I am working with SLOCOG and the cities of Paso and Atascadero for a North County Salinas River Trail Plan. In San Miguel it will be located on the west side of the river. The county already has owns land for a trail staging area on the north side of 14th Street and the river and the county has trails easements north of 14th Street west of the river.

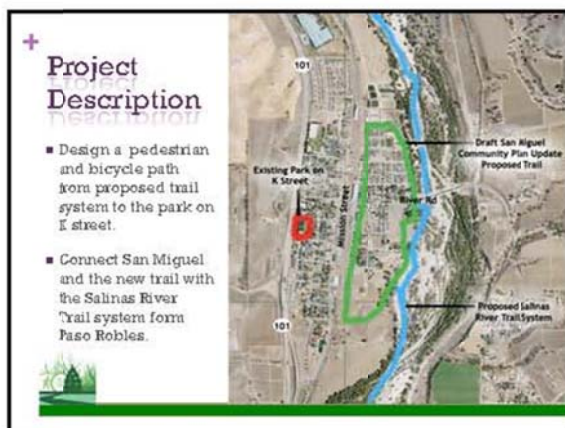
Let me know if you have any other questions. I can answer them by email, phone or we can meet to discuss.

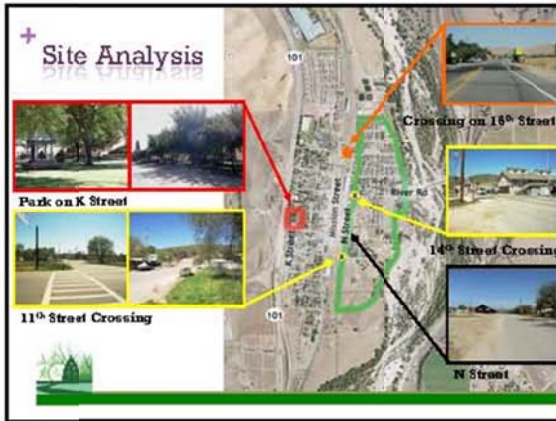
Elizabeth Kavanaugh
Parks Planner, San Luis Obispo County Parks
ph. (805)781-4089
fax. (805) 781-1102
<http://www.slocountyparks.org>

Appendix F: Final Presentation Slides













Case Studies

■ Sweet Springs Nature Preserve, Los Osos, CA



Case Studies

■ Sweet Springs Nature Preserve, Los Osos, CA

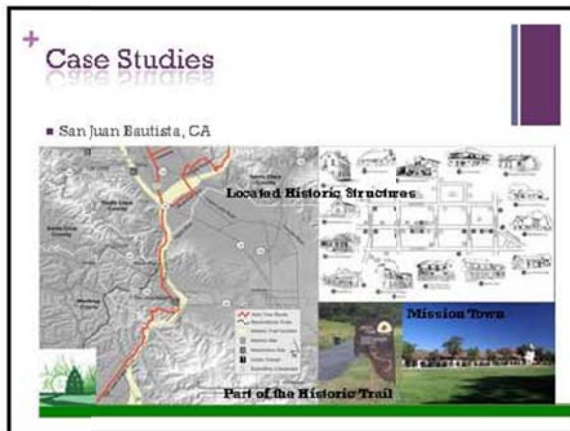


Case Studies

■ Juan Bautista De Anza National Historic Trail

■ Connects From Arizona to San Francisco









THE KATY TRAIL, MISSOURI, USA

START — ABOUT 200 MILES — **FINISH**

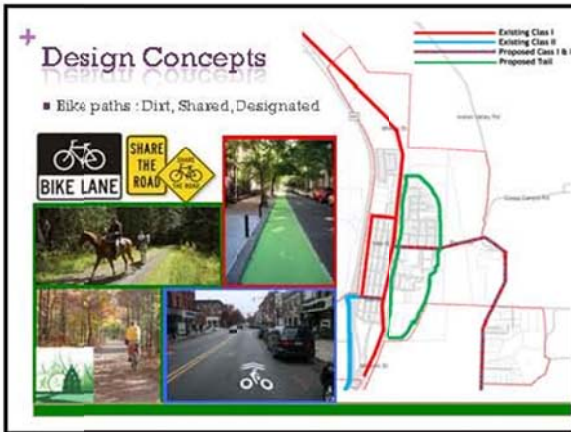
Day One: St. Louis to Hannibal, 52 miles Day Two: Hannibal to St. Charles, 27 miles

LEGEND

- Missouri River
- Katy Trail (solid blue line)
- Katy Trail (dashed blue line)
- Illinois River
- Other towns

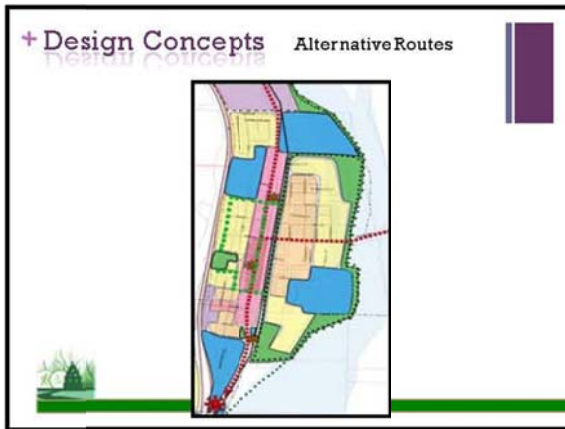
©2002 Bill Wright

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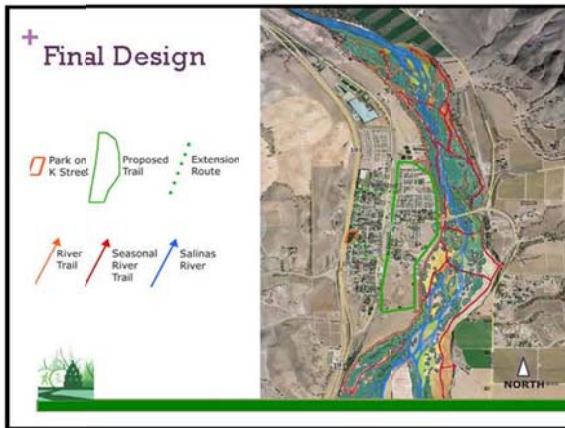












+

Thank You



Appendix G: Project Poster

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