



Regional/Multi-jurisdictional Trail Planning, Partnerships & Implementation

The Great California Delta Trail

Alex Westhoff, Delta Protection Commission
Jim Townsend, East Bay Regional Park District



The Sacramento-San Joaquin Delta



Senate Bill 1556 (2006)

- Delta Protection Commission (DPC) surveys over the past decade have shown there are many unmet recreational needs for the Delta
- The regional trail concept was born out of Senator Tom Torlakson's Senate Bill 1556
- SB 1556 directed DPC to facilitate the planning and feasibility process for the establishment of The Great California Delta Trail

Senate Bill 1556 (2006)

- The goal is to link the San Francisco Bay Trail system and the planned Sacramento River trails in Yolo and Sacramento Counties to the present and future trailways around the Delta, including, shorelines in Contra Costa, San Joaquin, Solano, Sacramento, and Yolo Counties
- The Delta Trail may include trails for hiking and bicycling, facilities for wildlife observation and education, water trails and water sports access, fishing areas, and access to historic and cultural sites with interpretive information

Challenges to Delta Trail Planning: Levees

Vision



Realities



Challenges to Delta Trail Planning: Agriculture

- Impacts on farm operations
- Theft or vandalism
- Loss of farm land
- Spraying and other practices
- Invasive species

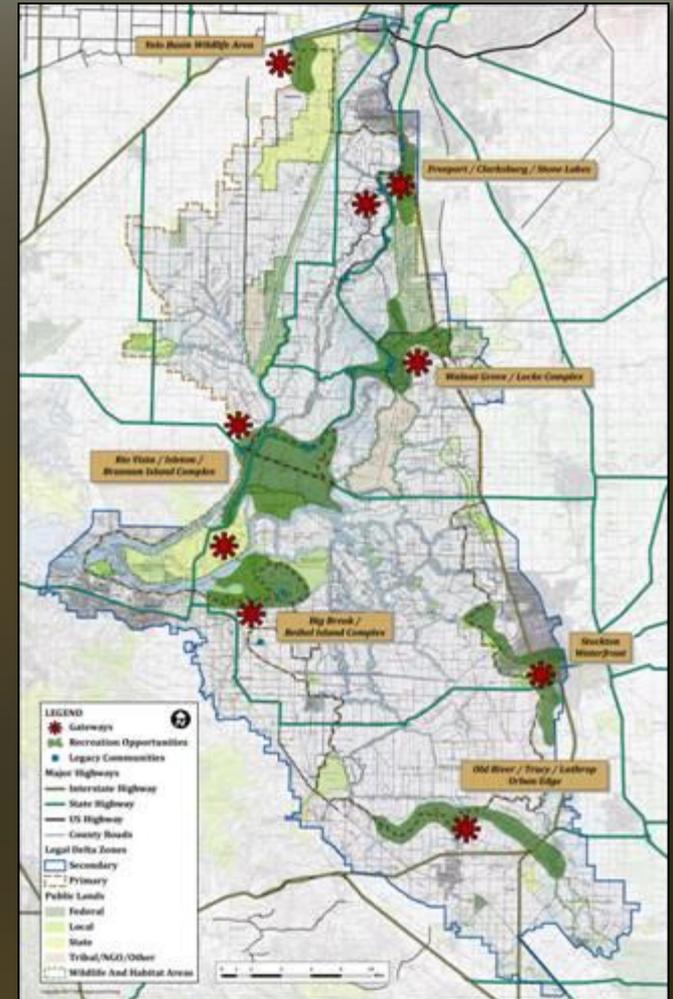
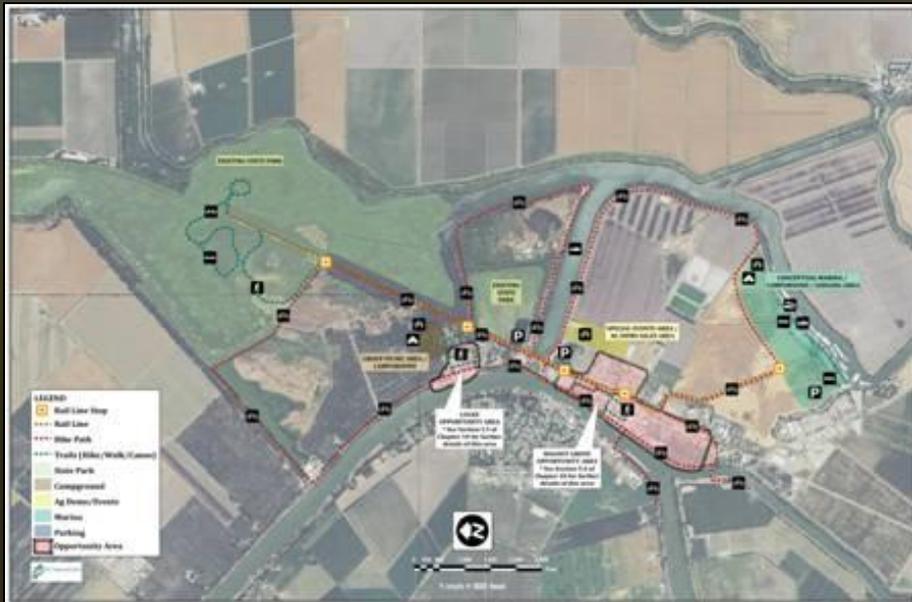


Challenges to Delta Trail Planning: Funding

- SB 1556 provided no funding for Delta Trail planning or implementation to supplement the DPC's limited budget and small staff
- Planning grants are difficult to obtain during tough economic times

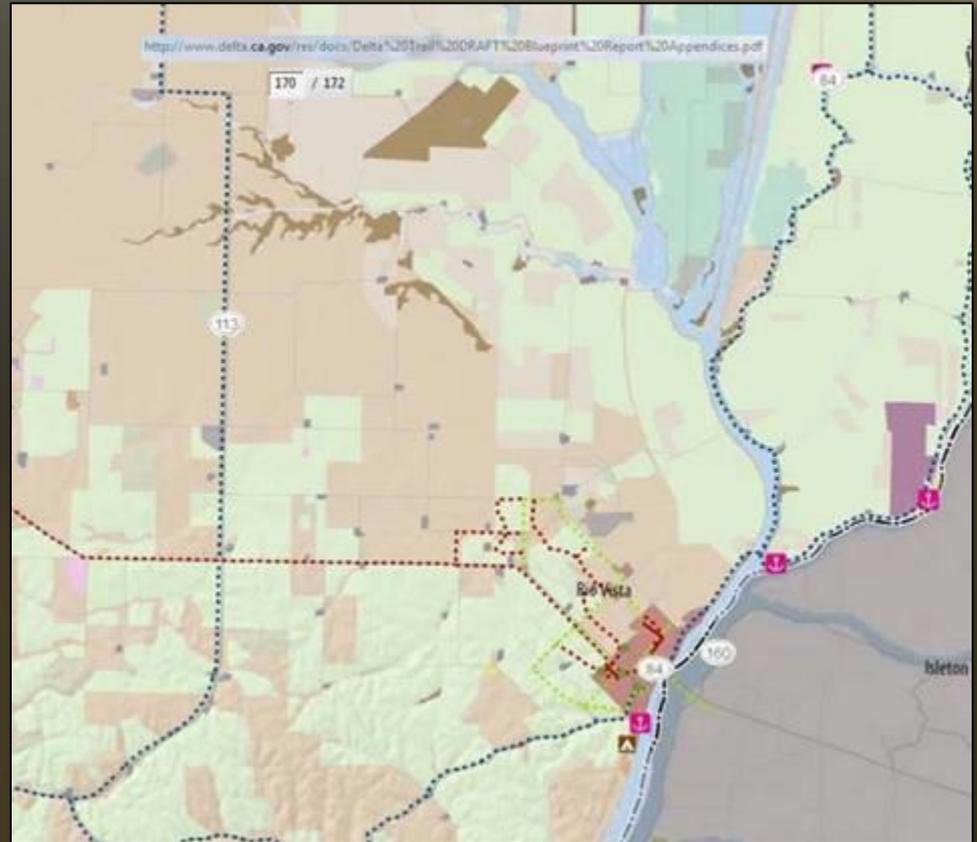
Tools for Delta Trail Planning and Development

- Consistency with other programs
 - Economic Sustainability Plan
 - Land Use and Resource Management Plan
 - Proposed Delta National Heritage Area



Tools for Delta Trail Planning and Development

- Coordination with other state agencies
- Consistency with county, city, and regional planning efforts



Tools for Delta Trail Planning and Development

- Blueprint Planning
 - Stakeholder Advisory Committees
(property owners, agriculture, local/regional government)
 - Technical Advisory Committees
(staff with knowledge of area and of trails)

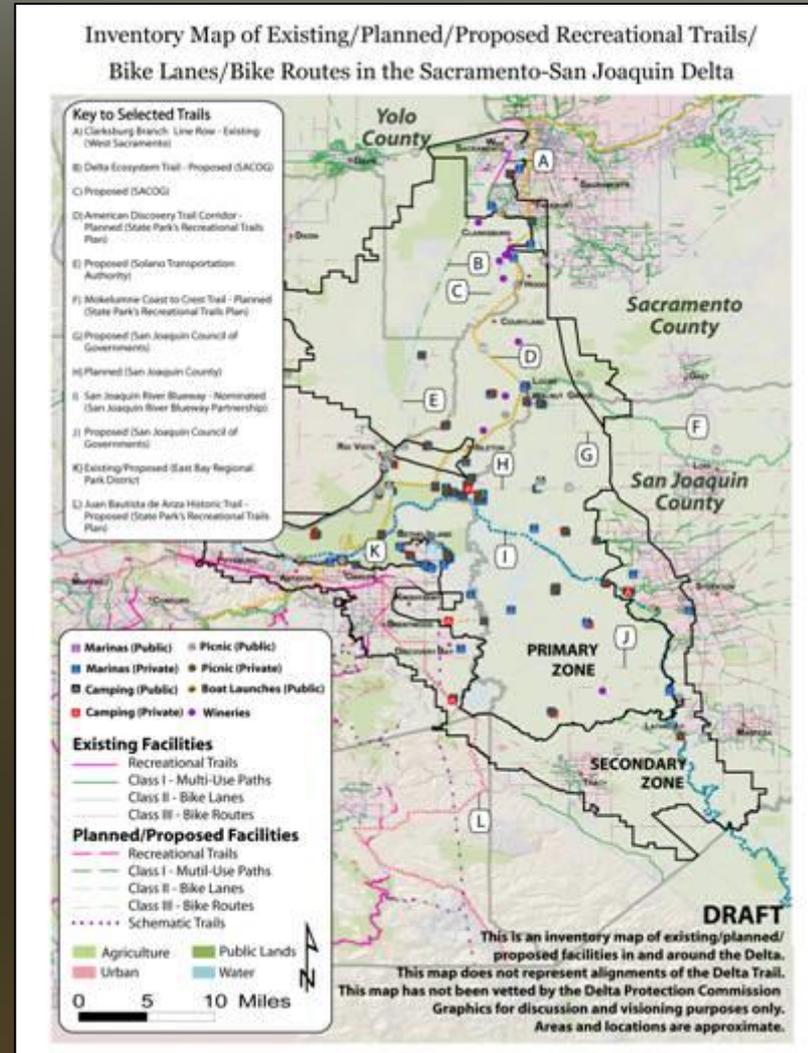


Tools for Delta Trail Planning and Development

The DPC seeks to play the role as a facilitator agency in the Delta Trail planning process with the intent to overlay the Delta Trail onto existing trail systems and provide linkages where possible.

- Local partners:

- Cities of Sacramento and West Sacramento
- Counties of Contra Costa, Sacramento, San Joaquin, Solano, and Yolo
- East Bay Regional Park District



Delta Trail Planning at the Local Level (East Bay Regional Park District)

- The success of Delta Trail planning and implementation lies in efforts made at the local level
- Local benefits to being included in the Delta Trail include regional linkages and grant opportunities
- East Bay Regional Park District's Delta Trail projects have been relatively independent from the DPC's

EBRPD Today

Nation's Largest Regional Park Agency

- Over 112,000 acres
- 65 Regional Parks
- 1,200 miles of trails
- Two counties: 2.5 million residents
- 14 million visits per year



About the Park District



720 employees

- Park Rangers
- Biologists
- Park and Trail Planners
- Naturalists & Recreation Staff
- Police and Fire
- Finance
- Public Relations



200+ temporary/summer

- Lifeguards/camp counselors
- Kiosk attendants
- Trail/Park maintenance



Dedicated Funding Sources in Contra Costa County for the Delta Trail

- \$2.35 Million from Contra Costa County's Port Chicago Highway Closure Mitigation Fund
- \$4.1 Million from EBRPD's Measure WW



Big Break Regional Shoreline Park

- Big Break Visitor Center at the Delta
- 5,000 square feet; meets a silver LEED certification
- Opportunities for indoor and outdoor educational experiences
- Key Delta access



Big Break Regional Shoreline Park

Agency Partnerships:

- California Department of Parks and Recreation
- Department of Water Resources
- California Resources Agency
- Delta Protection Commission
- Wildlife Conservation Board
- California Coastal Conservancy
- Contra Costa Transportation Authority
- Bureau of Reclamation





A scenic photograph of a river flowing through a lush, green forest. The water is dark and reflects the surrounding trees. The banks are covered in dense vegetation, including tall grasses and various types of trees. The sky is a clear, bright blue. The overall atmosphere is peaceful and natural.

Truckee River Corridor Access Plan (CAP) Case Study

Edmund Sullivan, Senior Planner, Placer County

Andy Fisher, Parks Planner, Placer County

Petra Unger, Principal, AECOM

Regional Context



Regional Context

The Tahoe-Pyramid Bikeway

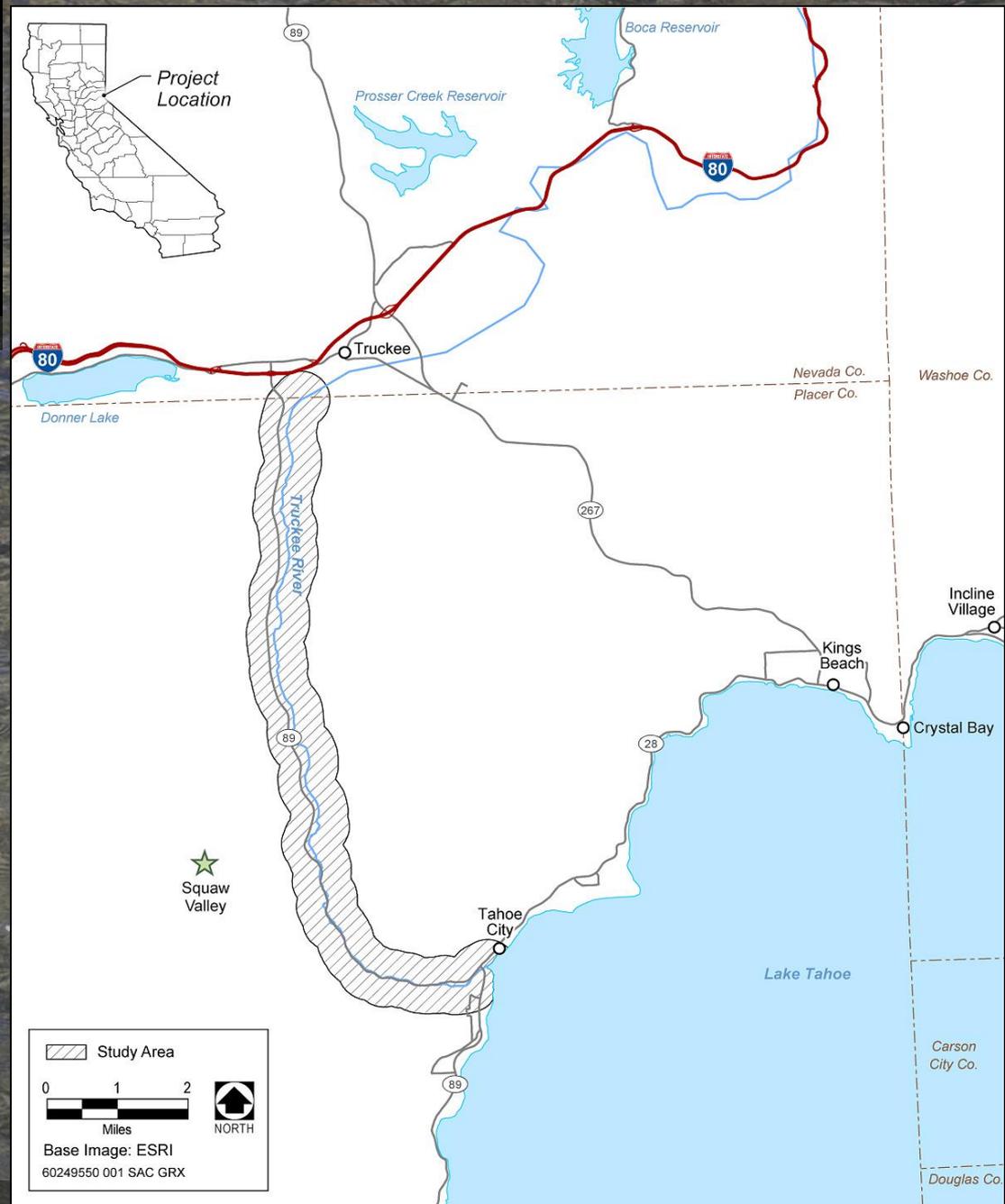


A scenic view of the Truckee River flowing through a lush, green forest. The river is in the foreground, with some rocks and fallen branches visible. The background is filled with tall evergreen trees under a clear blue sky. The text is overlaid on the upper half of the image.

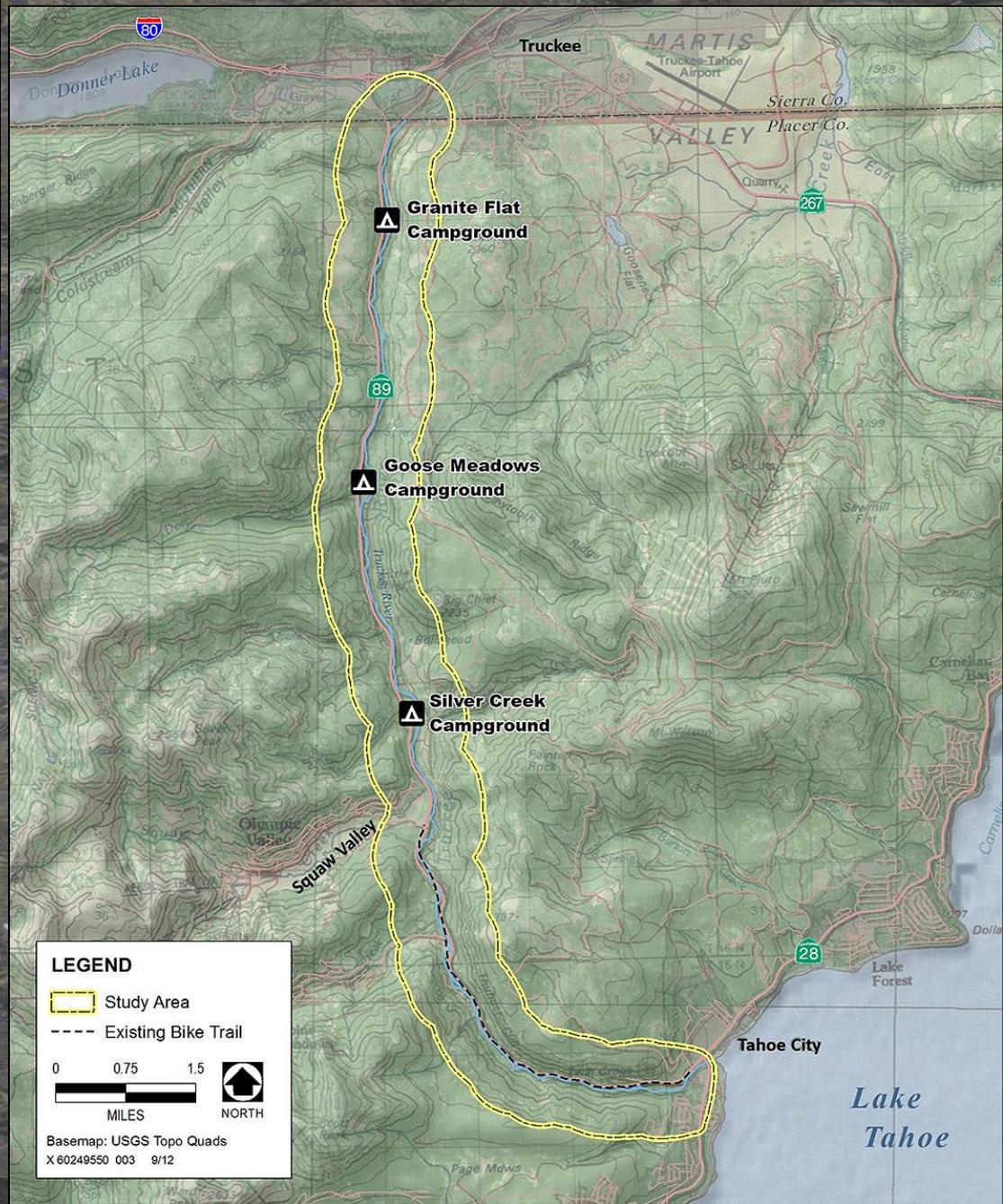
Truckee River Corridor Access Plan (CAP) Guiding Vision

- **Direct land management activities**
- **Enhance, restore and protect natural resources**
- **Develop trails, staging areas, and other potential low-intensity recreational facilities**

Regional Location



Site Location



Challenges to Regional Coordination

- The Truckee River is a critically important resource that serves functions ranging from habitat to transportation to recreation.
- However, no single agency, organization, or stakeholder has jurisdiction over all the land in the river corridor or control to manage all issues.
- Pressures include habitat impacts; a federal Clean Water Act 303(d) list designation; conflicts between those that recreate and private property owners; access concerns, and traffic safety.



Plan Objectives

- Coordinate with all jurisdictions with authority in the corridor through a single management strategy to address trails and public access, habitat conservation and restoration, and water quality.
- Identify restoration projects that will improve wildlife and aquatic, meadow and wetland habitat, restore a contiguous riparian plant community along the river, and enhance water quality.



Plan Objectives

- Determine a preferred trail alignment resulting in the construction of a multi-use trail from Squaw Valley to the Town of Truckee.
- Identify local and regional connections to multiuse trails and recreation access points.
- Respect and protect private-property rights.



Economic Impact of Project

- Bicycle-related tourism has been shown to bring in significant revenue to a region. Studies of bicycle tourism in Colorado, Maine and the Outer Banks Region of North Carolina estimate annual bicycle tourism revenues ranging from \$19.5 million to \$250.6 million.



Economic Impact of Project

- Bicycle and pedestrian facilities can lead to increased spending by consumers. A 1991 National Park Service study found that long rural trails generated more revenue per person than shorter urban trails. The study estimated average expenditures of rail-trail users at \$3.02 per person to \$23.63 per person.



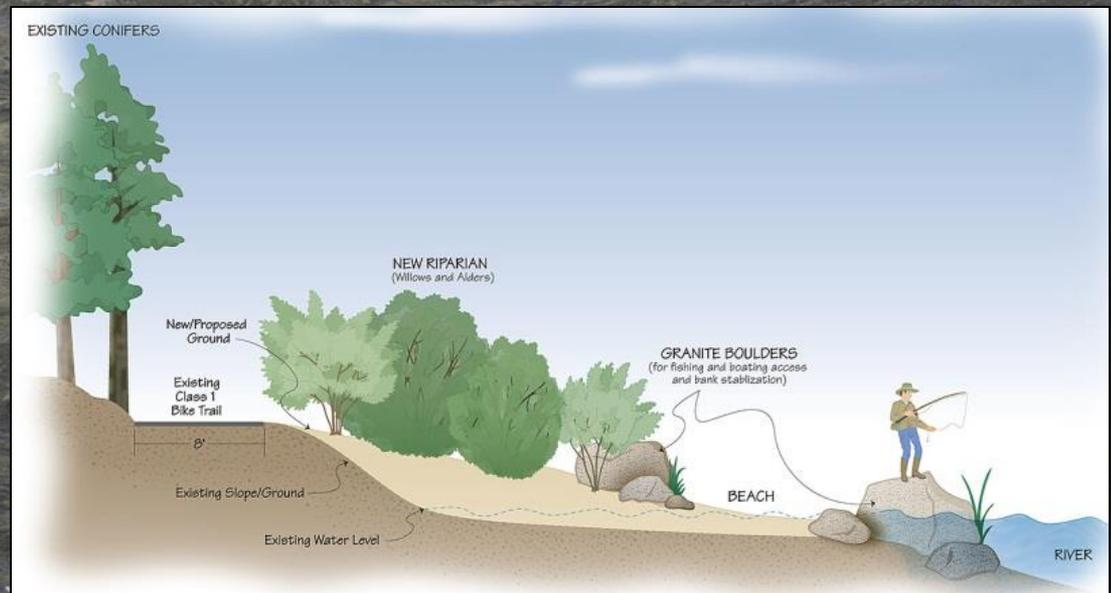
Economic Impact

- Portland, Oregon's bicycle industry was worth approximately \$90 million in 2009, and a study of the economic impact of bicycling in Colorado found that bicycle manufacturing contributes \$990 million and retail sales and service contribute up to \$251 million to the state economy.
- The majority of studies reviewed found that home prices near trails are higher than home prices farther away from trails.



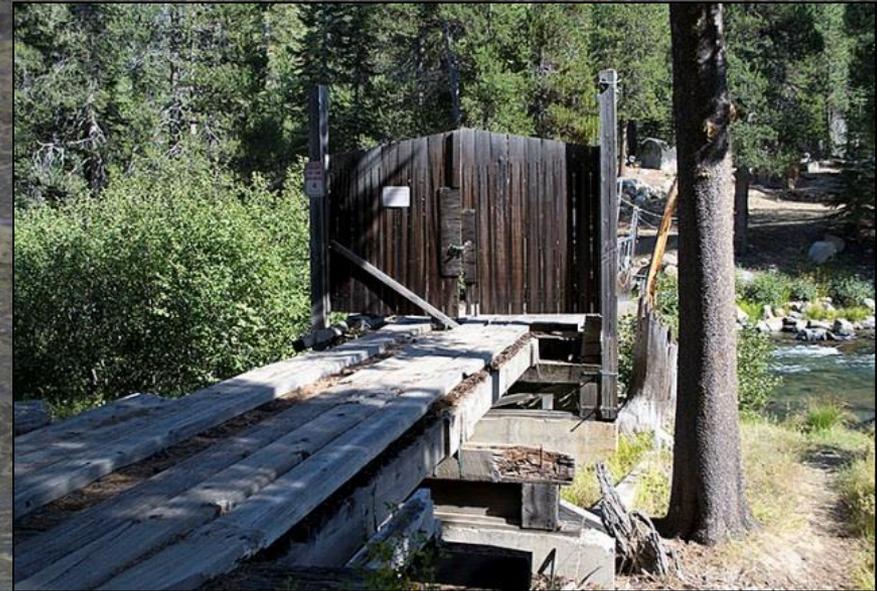
Logistic Challenges

- Multi-jurisdictional Ownership
 - US Forest Service
 - Caltrans
 - Tahoe City Public Utilities District
 - Private
- Commitment
 - Staff
 - Timing
 - Resources



Strategy

- Coordination
 - Find common goals among agency missions
 - natural and cultural resource protection
 - recreation access
 - safe travel
 - Avoid private properties
 - protect property rights
 - alleviate fear of trespass and theft
 - stress benefits/amenities



Needs

- Funding
 - Planning
 - Environmental review
 - Permitting
 - Design
 - Implementation



Environmental Review

- California Environmental Quality Act (CEQA)
 - Placer County
 - Tahoe City PUD
- National Environmental Policy Act (NEPA)
 - US Forest Service
 - FHWA (Caltrans)
 - U.S. Army Corps of Engineers (for CWA 404 permit)

Technical Studies

- Ensure that technical studies/environmental background information meet requirements of all agencies
 - Section 106 of NHPA
 - Forest service sensitive species
 - CEQA requirements
 - Future permit requirements
 - Traffic study



Timing/Phasing

- CAP – completed in 2007 through community vision and multiple planning workshops
- CEQA/EIR – funding in 2011 through resort assessment fees
- NEPA/EA – seek efficiencies through combined studies/environmental review
- Refinements – refine elements of the vision to allow for environmental review
- Joint CEQA/NEPA document vs. separate

Additional Needs

- ROW permit or easement from USFW
- Encroachment permit from Caltrans or dedication of easement
- Streambed Alteration Agreement from California Department of Fish and Wildlife (CDFW)
- Clean Water Act Section 404 Permit from US Army Corps of Engineers (USACE)
- CWA Section 401 Certification from Regional Water Quality Control Board (Lahontan)
- Local jurisdiction