

CALIFORNIA TRAILS AND GREENWAYS CONFERENCE

MARIN COUNTY
PARKS
PRESERVATION • RECREATION



COMING TOGETHER TO DEVELOP A SUSTAINABLE ROAD & TRAIL SYSTEM

GARNLIBAKKEN LODGE – TAHOE CITY, CA
MAY 10, 2013
10:15AM-11:15AM

PANELISTS

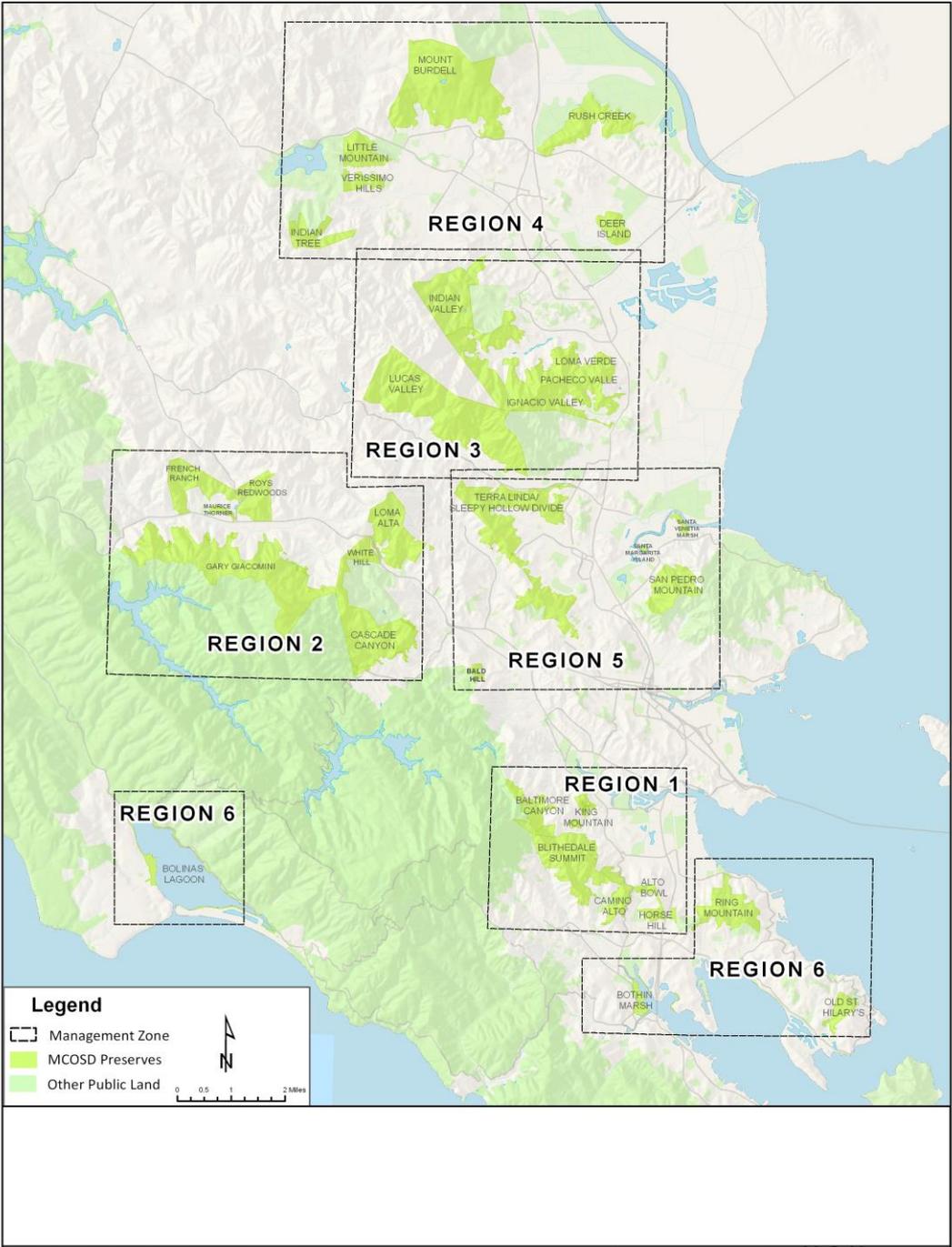
2.

- Linda Dahl - Marin County Parks
- Elise Holland - Marin County Parks
- John Baas - MIG, Inc.
- Robert Klousner - Environmental Planning Partners, Inc.

CALIFORNIA TRAILS AND GREENWAYS CONFERENCE

Background and Context

4



MARIN COUNTY PARKS/OPEN SPACE DISTRICT – WHO WE ARE

5.

- Special District funded via property taxes
- 34 Open Space Preserves
- 260+ miles of roads and trails
- 500+ trailheads and access points
- 2,700+ adjacent property owners
- 3,000+ acres protected with conservation and trail easements
- 16,000+ acres owned in fee title

ACCOMPLISHMENTS

6.

- Marin's Backyard
- Connecting communities
- Serve all types of visitors
- Bay Area Ridge Trail and Bay Trail
- Native habitats, wildlife corridors, refuge for rare and endangered species



“We are dedicated to educating, inspiring, and engaging the people of Marin in the shared commitment of preserving, protecting, and enriching the natural beauty of Marin’s parks and open spaces, and providing recreational opportunities for the enjoyment of all generations.”

...While cultivating the
stewards of tomorrow.



CHALLENGES

8.

- Increasingly limited financial resources to growing list of projects
- Increasing demand for recreation on a limited land base with sensitive resources
- History of conflict
- Safety concerns
- Protection of important natural resources
- Fulfillment of regulatory requirements



PRINCIPLES OF THE WORKSHOPS

9.

- Remember Who We Are and How We Got Here
- Involve Community Stakeholders Early and Continuously
- Drive Decisions with Data
- Incorporate Analytical and Decision Making Tools
- Go Forward Together

PLANNING BASICS

10.

- WHY = Mission
- WHAT = Desired Conditions (aka, goals or objectives) that support the “mission”
- HOW = Actions to achieve “desired conditions”



DESIRED CONDITIONS AND CARRYING CAPACITY

11.

- Natural Resources
- Visitor Experience
- *Determining the types and levels of road and trail use that can be accommodated while sustaining the desired resource and social conditions that fulfill the mission of Marin County Parks, and fulfill the policies outlined in the Marin Countywide Plan.*



ROAD AND TRAIL MANAGEMENT PLAN/EIR

12.



- Long-term objectives:
 - Sustainable road and trail network
 - Reduce environmental impact
 - Minimize maintenance costs
 - Improve visitor experience

CALIFORNIA TRAILS AND GREENWAYS CONFERENCE

Data Collection, Inventory and Assessment

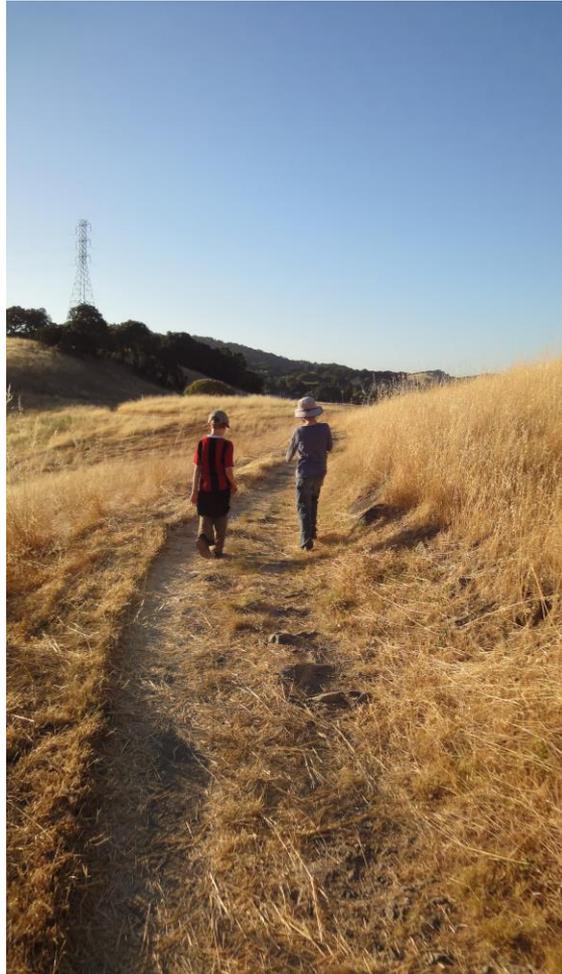
BASELINE DATA, INFORMATION, PLANS & POLICIES

14.

- Guidance Documents, Plans, Policies
- Vegetation Data
 - Plant communities, habitat types, special status species
- Visitor Use Survey
 - Opportunities and intensity
- Road and Trail Assessment
 - Physical condition of roads and trails
- Community and Stakeholder Participation
 - Workshops, Maps, and Documents

GUIDANCE DOCUMENTS

15.

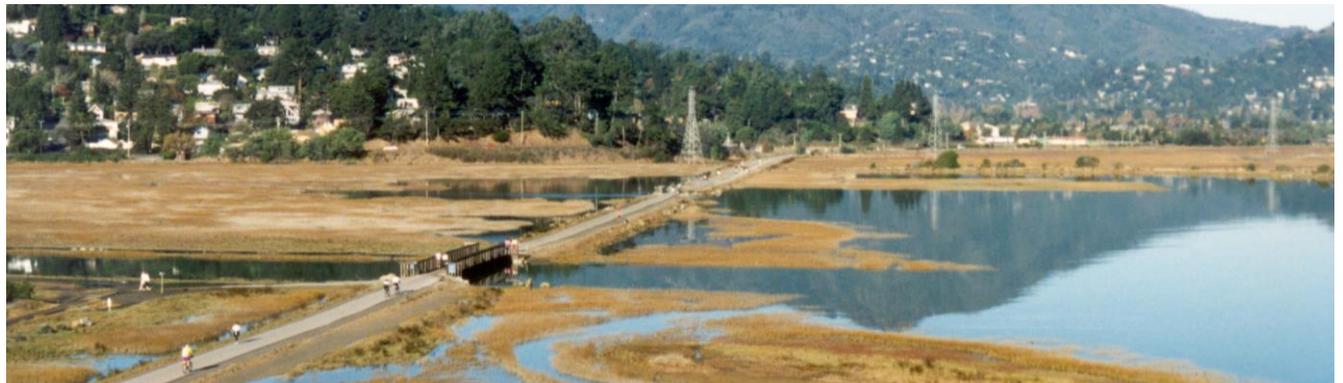


- Open Space District Policy Review Initiative (2005)
- Marin Countywide Plan (2007)
- Department of Parks and Open Space, Strategic Plan (2008)
- Open Space District Resource Management Framework (2008)

POLICIES AND REGULATIONS

16.

- National Environmental Policy Act
- California Environmental Quality Act
- Federal Endangered Species Act
- California Endangered Species Act
- Other Regulations and Permitting



VEGETATION ZONING

17.

- Legacy Zone
- Restoration Zone
- Enhancement Zone
- Urban Interface & Highly Disturbed Zone



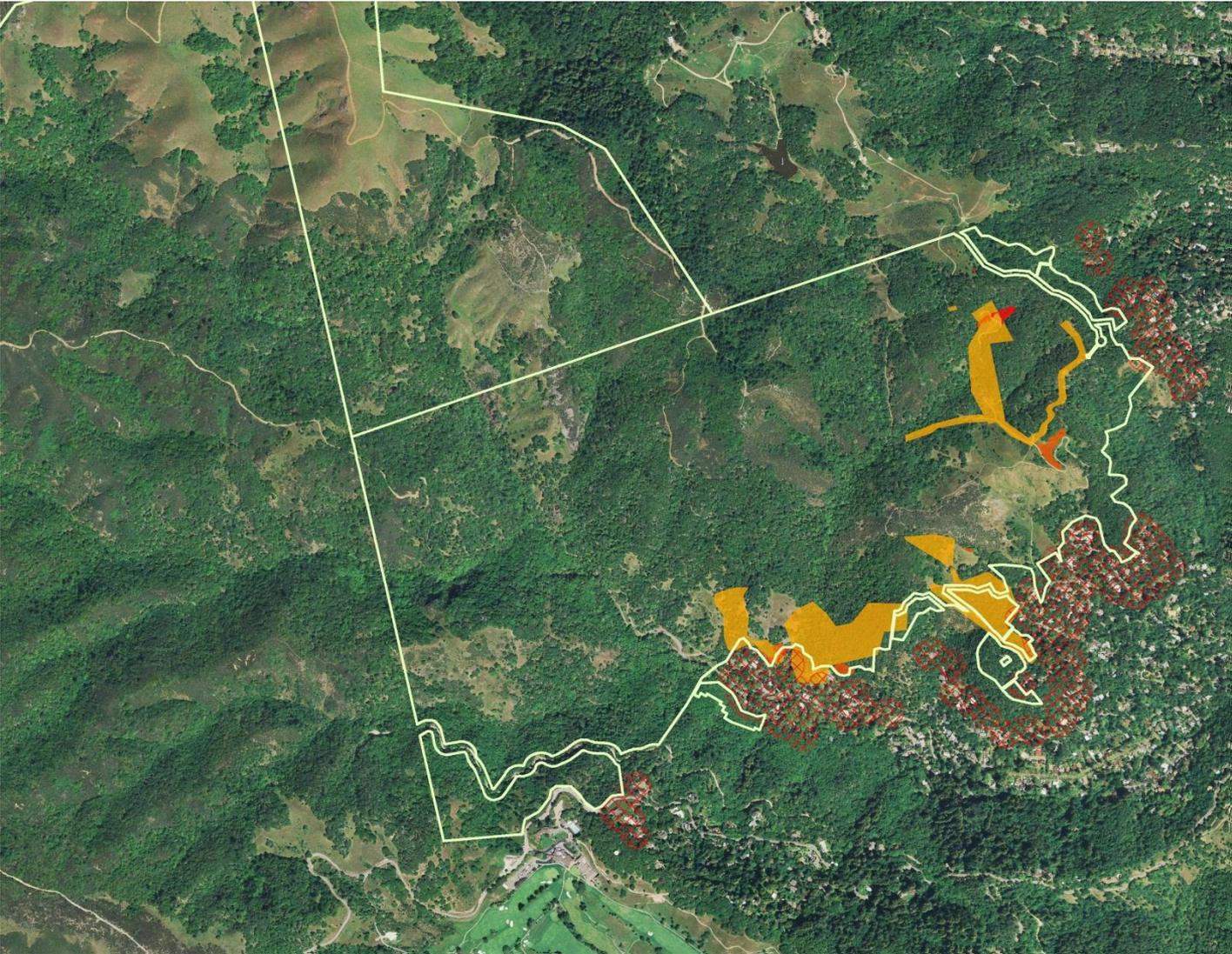
BUILDING A ZONE MAP



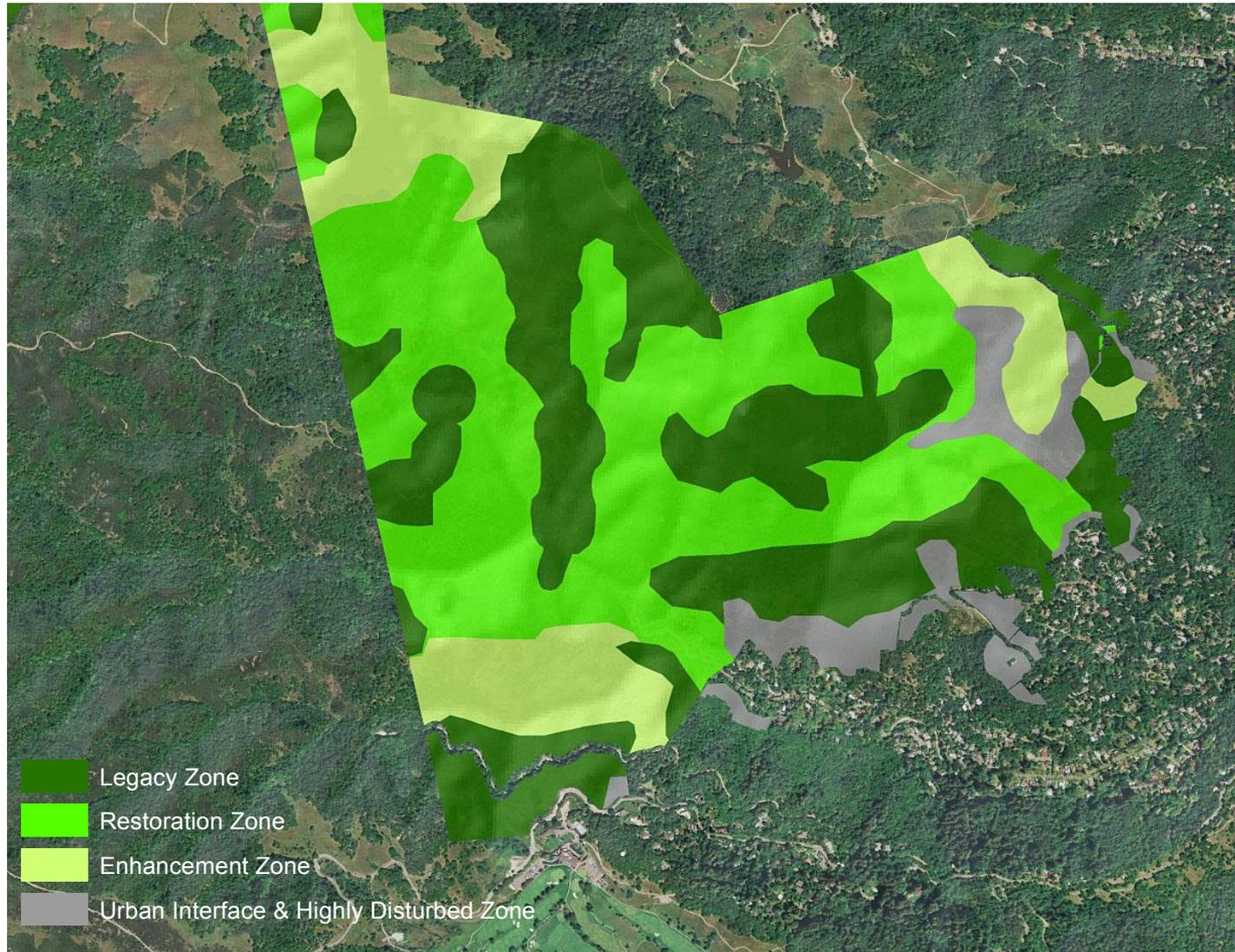
ADD SENSITIVE PLANTS



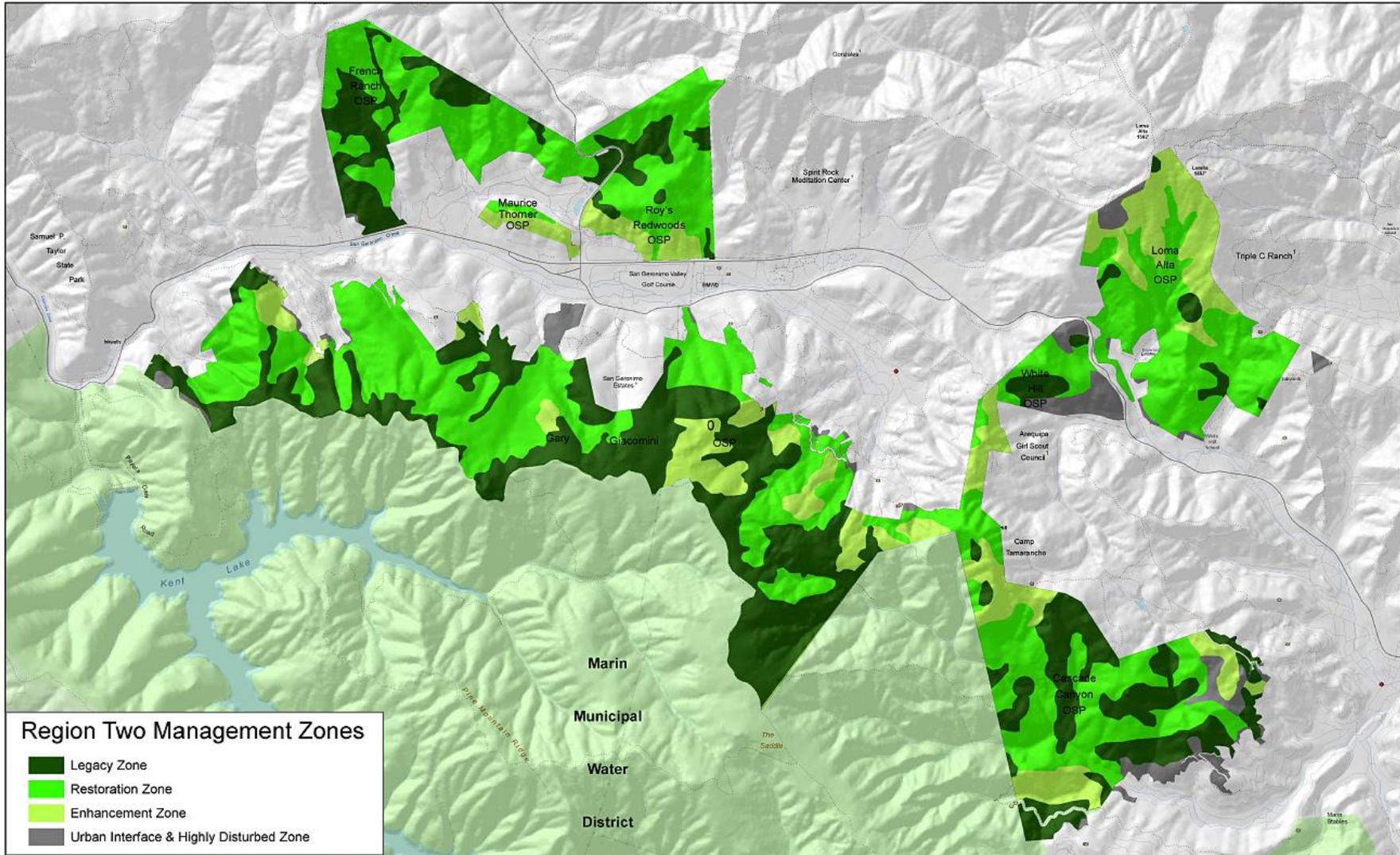
ADD WILDLAND URBAN INTERFACE (WUI) AND WEEDS



LANDSCAPE LEVEL



VEGETATION MANAGEMENT ZONES



VEGETATION MANAGEMENT PLAN

24.



- Provides baseline of resource information
- Coordinates all vegetation management actions
- Reduce fire fuels and protect native plant communities
- Informs development of alternatives and projects

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Visitor Use Census and Survey

VISITOR USE CENSUS AND SURVEY

26.

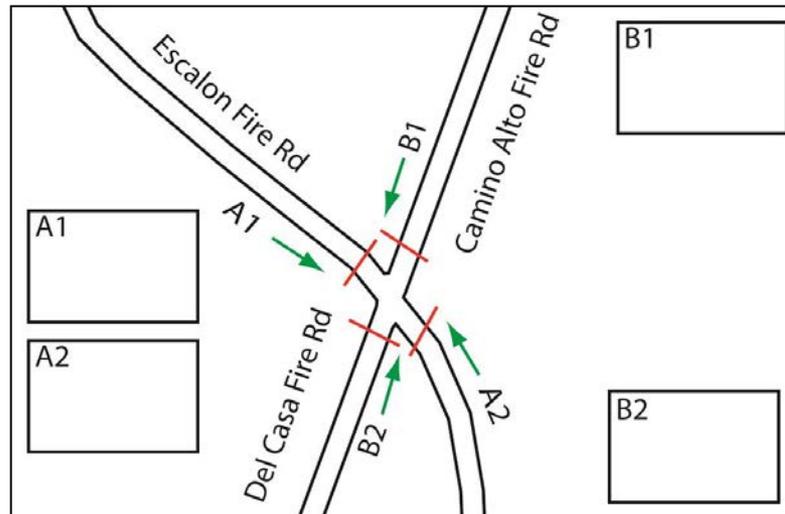


- Counted numbers, and types of users during certain times
- Solicited demographic information, origin, frequency, purpose, and length of use, general visitor experience

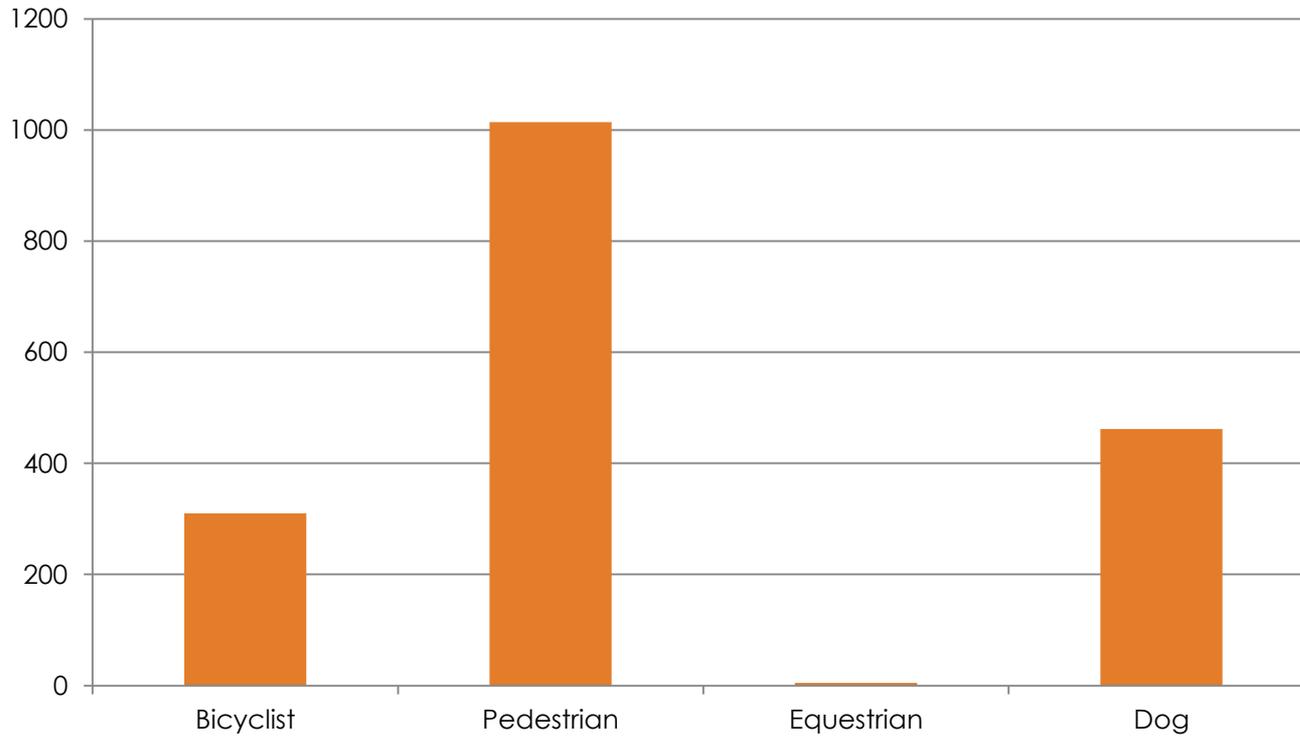
VISITOR CENSUS: APPROACH

- Counted all users
- Identified mode of travel
- Counted number of dogs

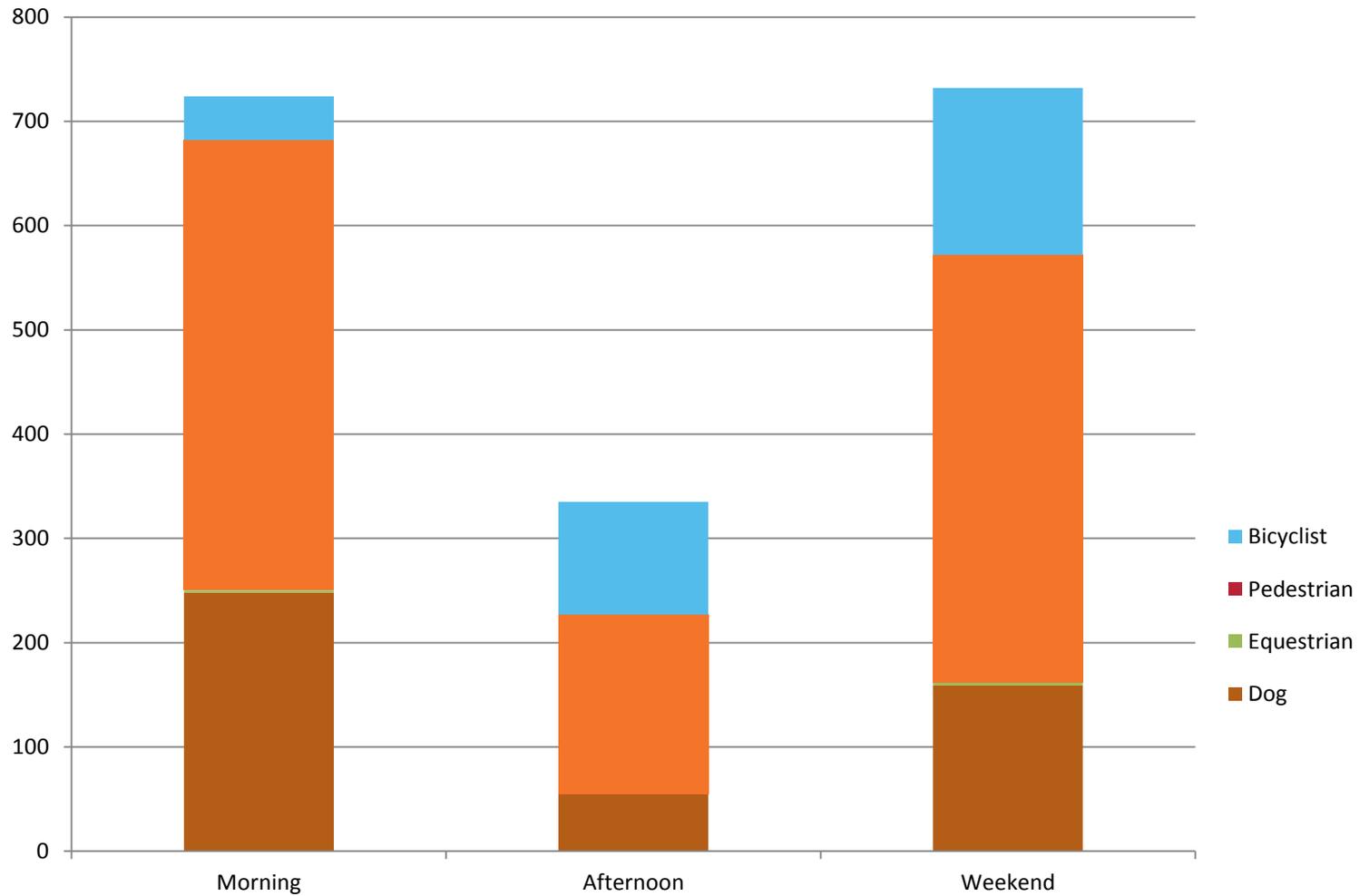
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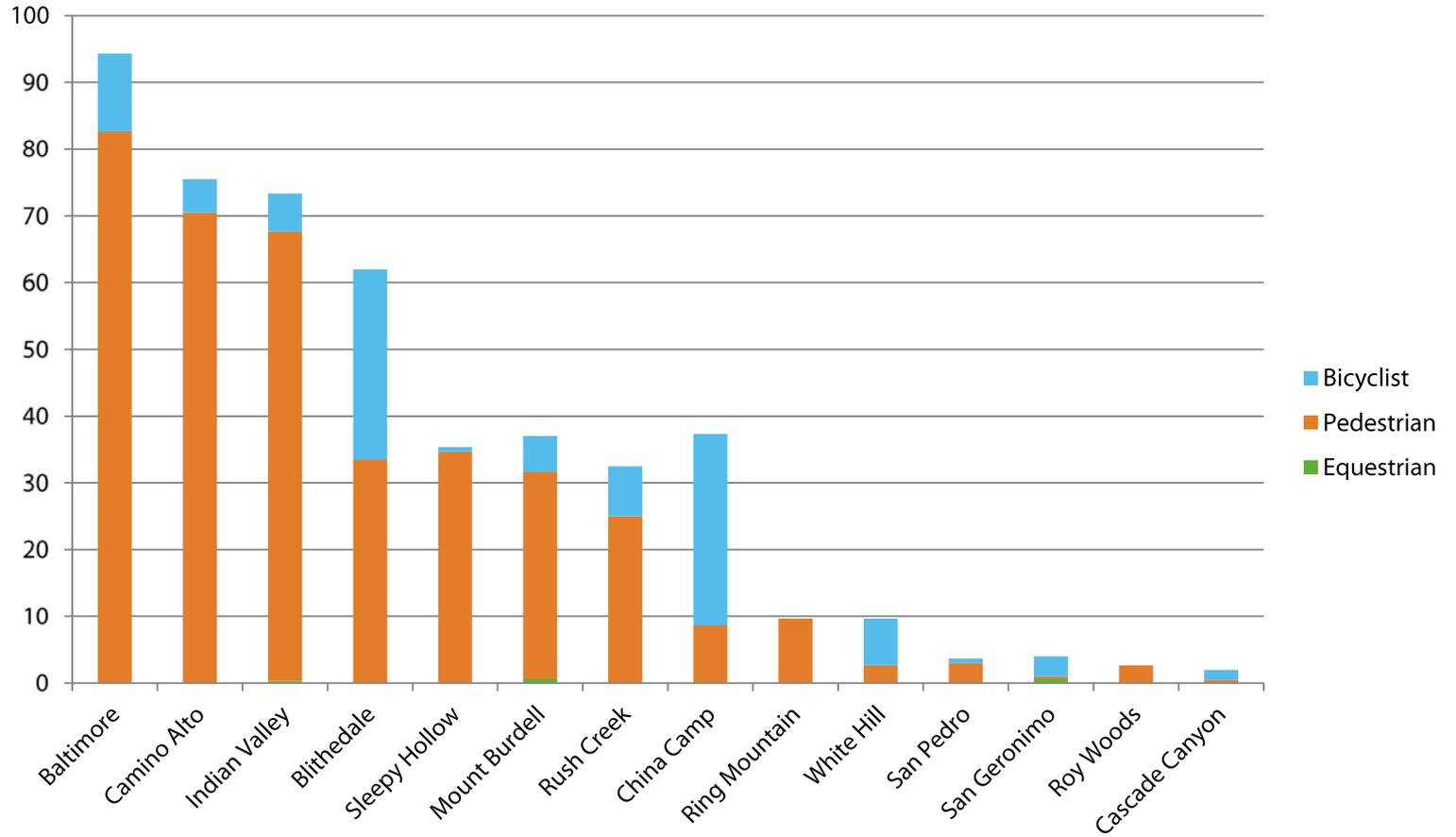
COMBINED COUNTS BY VISITOR



COUNT SUMMARY BY DAY/TIME



COUNT SUMMARY RESULTS



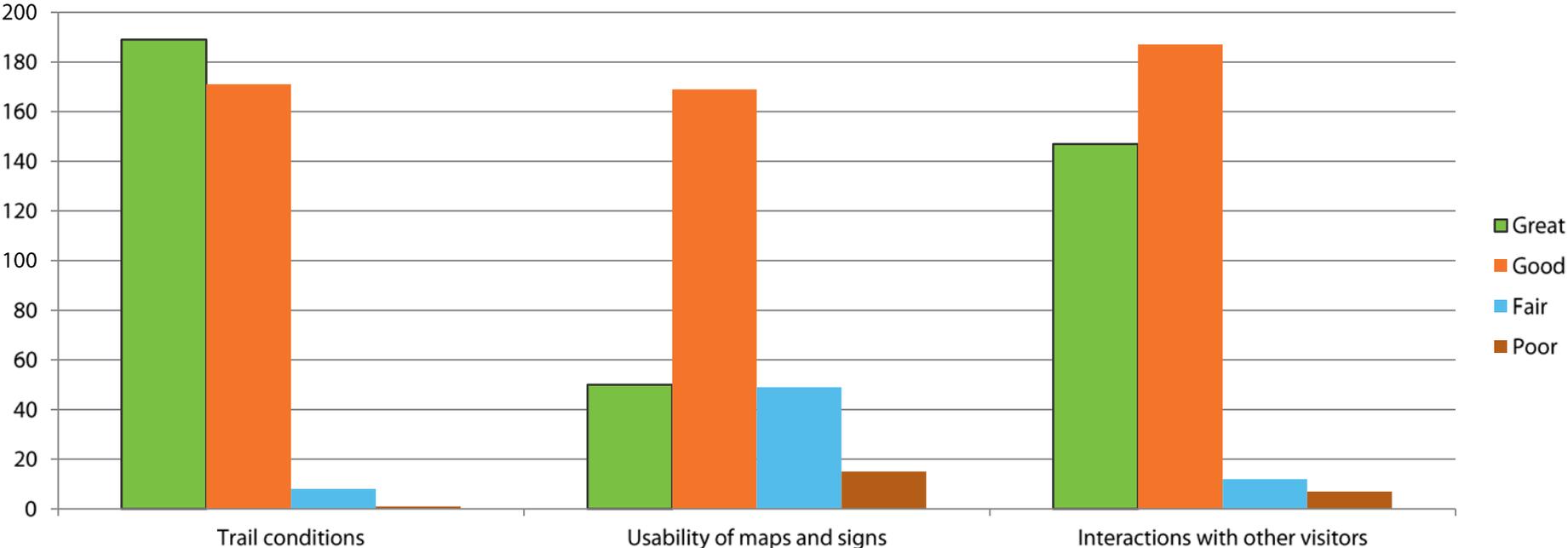
SURVEY SUMMARY RESULTS

- 61% of respondents were women
- 90% of respondents live in Marin
- Nearly 70% were over the age of 45



SURVEY SUMMARY RESULTS

- How is your trail experience?



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Existing Conditions Assessment

EXISTING ROAD AND TRAIL NETWORK

34.

- Many unpaved roads and trails inherited as lands were acquired
- Function for fire protection, maintenance, emergency and utility access, and recreation

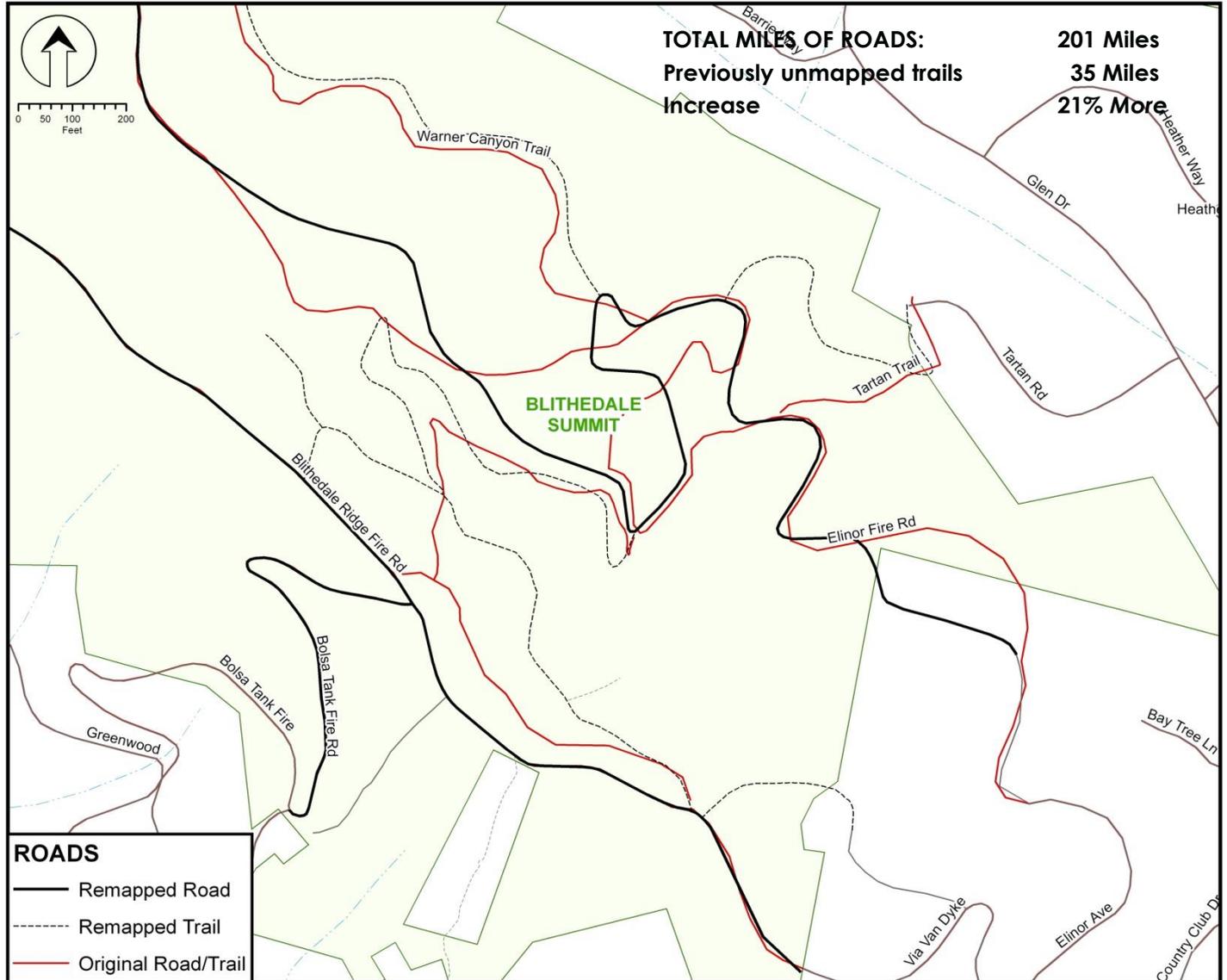


ROAD AND TRAIL ASSESSMENT: APPROACH

35.

- Identify physical locations of existing roads and trails (assign a unique ID)
- Assess existing conditions of roads and trails
- Classify and map roads and trails based on physical criteria
- Develop database of trail attributes and update GIS
- Identify problem areas and conditions
- Create a series of representative maps

GROUNDTRUTHING THE GIS



FIELD RECONNAISSANCE

- Systematically inventory characteristics and condition of roads and trails
 - Field based and “user blind”
- Assess point features
 - Stream crossings, photo points, trail facilities, etc.
- Assess reach features
 - Gradient, surfacing, orientation, condition

37.



DATA SHEETS

ROAD REACH SUMMARY FORM

Checked Input

ROAD	FROM	TO	Reach #	PRESERVE		
NAME	DATE		TB JB	WEATHER		
Reconnaissance Inventory	<input type="checkbox"/> Completed –field based	<input type="checkbox"/> Completed – reconnaissance	<input type="checkbox"/> Incomplete	<input type="checkbox"/> Pending <input type="checkbox"/> Incomplete		
Detailed Inventory	<input type="checkbox"/> Completed <input type="checkbox"/> Pending <input type="checkbox"/> Incomplete	<input type="checkbox"/> Required	<input type="checkbox"/> Not required			
ROAD CLASSIFICATION	CLASS Road <input type="checkbox"/> Arterial paved (public) <input type="checkbox"/> Local paved (public) <input type="checkbox"/> Primary surfaced <input type="checkbox"/> Primary unsurfaced <input type="checkbox"/> Secondary unsurfaced <input type="checkbox"/> Driveway <input type="checkbox"/> Abandoned	Trail <input type="checkbox"/> Road-width trail <input type="checkbox"/> Wide trail <input type="checkbox"/> Single-track trail <input type="checkbox"/> Social/informal trail <small>Widely defined</small> <input type="checkbox"/> Social/informal trail <small>Accession to clearly defined</small> <input type="checkbox"/> Other trail	DRIVABILITY <input type="checkbox"/> 2WD <input type="checkbox"/> 2WD w/Brushing <input type="checkbox"/> 4WD <input type="checkbox"/> 4WD w/Brushing <input type="checkbox"/> ATV <input type="checkbox"/> ATV w/Brushing <input type="checkbox"/> Foot <input type="checkbox"/> Unknown	ACCESSIBILITY ADA Possibility <input type="checkbox"/> Yes <input type="checkbox"/> Possible <input type="checkbox"/> No <input type="checkbox"/> Unknown	LOCATION <input type="checkbox"/> Ridgetop <input type="checkbox"/> Fall-line ridgetop <input type="checkbox"/> Fall-line <input type="checkbox"/> Cross slope <input type="checkbox"/> Valley bottom <input type="checkbox"/> Mixed	
REACH CHARACTERISTICS	TREAD WIDTH <input type="checkbox"/> 1-3' (single track) <input type="checkbox"/> 3-5' (wide-trail) <input type="checkbox"/> 5-7' (x-wide trail) <input type="checkbox"/> 7-12' (narrow road) <input type="checkbox"/> 12-16' (single lane) <input type="checkbox"/> 16' (double lane)	SURFACE <input type="checkbox"/> Paved <input type="checkbox"/> Oil-screened <input type="checkbox"/> Base/Gravel <input type="checkbox"/> Native: firm <input type="checkbox"/> Native: clayey/soft <input type="checkbox"/> Native: sandy <input type="checkbox"/> Native: rocky <input type="checkbox"/> Other	LEVEL OF USE <input type="checkbox"/> High <input type="checkbox"/> Moderate <input type="checkbox"/> Low <input type="checkbox"/> Abandoned <input type="checkbox"/> Unknown	AVERAGE GRADE <input type="checkbox"/> Gentle <small>(<10% trail > 10% grade)</small> <input type="checkbox"/> Gentle – Mod <small>(<10% trail > 20% grade)</small> <input type="checkbox"/> Moderate <small>(<50% trail > 15% grade)</small> <input type="checkbox"/> Mod-Steep <small>(>50% trail > 15% grade)</small> <input type="checkbox"/> Steep <small>(>50% trail > 25% grade)</small> MAX _____%		
CONDITION	ALIGNMENT <input type="checkbox"/> Good <small><10% FL-TC</small> <input type="checkbox"/> Good-Mod <small><10% FL-TC</small> <input type="checkbox"/> Moderate <small><50% FL-TC</small> <input type="checkbox"/> Moderate-Poor <small>50% FL-TC w/ 50% < 15%</small> <input type="checkbox"/> Poor <small>50% FL-TC w/ 20% > 15%</small>	DRAINAGE <input type="checkbox"/> Good <small>(conforms to standards; no concentrated flow)</small> <input type="checkbox"/> Good-Mod <small>(does not conform; no evidence of cone flow)</small> <input type="checkbox"/> Mod <small>(does not conform; cone flow; Min problem)</small> <input type="checkbox"/> Mod-Poor <small>(does not conform; Mod cone; no prob)</small> <input type="checkbox"/> Poor <small>(does not conform; Mod concentrated flow; Major problems)</small>	EROSION/TREAD COND <input type="checkbox"/> Low <input type="checkbox"/> Fair <input type="checkbox"/> Poor <input type="checkbox"/> Good-Mod: <small>Rating: 25% (P)</small> <input type="checkbox"/> Moderate <small>Rating: 25% - 75% (P)</small> <input type="checkbox"/> Mod-Poor: <small>Rating: 75% (P)</small> <input type="checkbox"/> High: <small>Gully: >50% (>4')</small>	RESOURCE IMPACT <input type="checkbox"/> Low <input type="checkbox"/> Fair <input type="checkbox"/> Poor	WET MUD <input type="checkbox"/> Low: <small><10% wet or muddy; Minor impact</small> <input type="checkbox"/> Moderate <small><50% wet w/ <25% mud; Local mud holes may be present</small> <input type="checkbox"/> Poor <small>>50% wet w/standing or flowing water; >25% mud; Generally impacts passage</small>	UNSTABLE SLOPES <input type="checkbox"/> Low (minor) <input type="checkbox"/> Mod (local impact) <input type="checkbox"/> High (offsite impact) <input type="checkbox"/> Unk
SUMMARY	OVERALL CONDITION <input type="checkbox"/> Good (functional) <small>Fully functional. Conforms to agency standards; Minimal problems. Standard maintenance required.</small> <input type="checkbox"/> Good-Fair <small>Functional. Minor road maintenance required to meet agency standards.</small> <input type="checkbox"/> Fair <small>Marginally functional. <50% of trail does not conform to agency standards; Moderate erosion; Infeasible to upgrade; Not sustainable. Presents significant offsite impact.</small> <input type="checkbox"/> Fair – Poor <small>Not functional. >50% of trail does not conform to agency standards; Moderate erosion; Infeasible to upgrade; Not sustainable. Presents significant offsite impact.</small> <input type="checkbox"/> Poor <small>Not functional. >50% of trail does not conform to agency standards; Moderate erosion; Infeasible to upgrade; Not sustainable. Presents significant offsite impact.</small>		CONSTRAINTS <input type="checkbox"/> C1 Steep > 15% <input type="checkbox"/> C2 Steep > 25% <input type="checkbox"/> C3 Fall line <input type="checkbox"/> C4 Wet <input type="checkbox"/> C5 Erosive soils <input type="checkbox"/> C6 Muddy <input type="checkbox"/> C7 Unstable slopes <input type="checkbox"/> C8 Failed segment <input type="checkbox"/> C9 Trail widening <input type="checkbox"/> C10 Uneven bedrock <input type="checkbox"/> C11 Erosion/cutting <input type="checkbox"/> C12 Riparian Zone <input type="checkbox"/> C13 Poor access <input type="checkbox"/> C14 Unauthorized use <input type="checkbox"/> C15 Problem crossing <input type="checkbox"/> C16 Stream bank erosion <input type="checkbox"/> C17 Downslope property <input type="checkbox"/> C18 Underground Utilities			
MAINTENANCE	<input type="checkbox"/> Low <small>Monitor and maintain as required</small> <input type="checkbox"/> Moderate (2-5 year) <small>2 to 5 years; inspect, clean ditches and culverts, reseed cross-drains</small> <input type="checkbox"/> High (1 year) <small>Annual inspect, clean ditches and culverts, reseed cross-drains</small> <input type="checkbox"/> Extreme (Reroute) <small>Consider rerouting</small> <input type="checkbox"/> Other (explain)			UPGRADES <input type="checkbox"/> Minor <small>Minor upgrades required - typically restricted to dip restoration or upgrade</small> <input type="checkbox"/> Moderate <small>Minor upgrades required to improve performance to road/trail standards; Includes minor reoutes. Typically less than 100 cy.</small> <input type="checkbox"/> Major <small>Major road rebuild include more significant reoutes. Typically greater than 100 cy.</small> <input type="checkbox"/> Modify Use <small>Modify current use (if change from road to trail)</small> <input type="checkbox"/> Abandon/reroute <small>Reroute segment to better conform to road/trail standards</small> <input type="checkbox"/> Abandon <small>Disengagement</small> <input type="checkbox"/> Surface <small>Reck pavement segments of road/trail</small> <input type="checkbox"/> Other		

**TABLE 3
SUMMARY REACH DATA**

FIELD	DESCRIPTION	VALUES
ROUTE ID	Unique road number	5 digit integer number
REACH ID	Unique number for each road reach. Road ID is an integer with reach a one digit decimal. E.g. 12000.1	6 digit number
START AND END DISTANCE	Road distance (feet) at start and end of reach.	
LOCATION	Predominant location of reach	Ridge top: Located along or near ridge top Ridgetop/fall line: Located along or near ridge top but with fall line orientation Fall line: Midslope trail with fall line orientation Cross slope: Typically located in mid-slope position Valley bottom: Flat valley bottom terrain Mixed: Trail location changes frequently along the reach Other
WIDTH	Average width of constructed road/trail bed. This value represents the constructed width of the tread and not necessarily the useable width. For example the full width of an old road would be recorded even though only a portion of the tread may be used.	1-3': Single track trail 3-5': Single track trail 5-7': Double width trail 7-12': Narrow road 12-16': Single lane road 16+': Double lane road
SURFACE MATERIAL	Predominant tread surface material	Paved Oil-screened Base rock / Gravel Native
GRADE (SUB SEGMENT)	Average grade per sub segment.	0-15% 15-25% 25-35% >35%
GRADE (AVG)	Average trail gradient per reach	Gentle: Less than 10% of the reach length is steeper than 15% grade Gentle - Moderate: Less than 25% of the reach length is steeper than 15% grade Moderate: 25% to 50% of the reach length is steeper than 15% grade Moderate - Steep: 50% to 75% of the reach length is steeper than 15% grade Steep: 50% to 100% of reach length is steeper than 15% grade and over 25% of the reach is steeper than 25% grade

FACTORS ASSESSED THAT AFFECT SUSTAINABILITY

39.

- Geometry
 - Grade, orientation (fall line/thru cut)
- Design
 - Width, drainage
- Location
 - Steep side slopes, valley bottom, etc.
 - Stream crossings
- Geology
 - Soils, seep & wet areas, landslide prone
- Use
 - Type, intensity
- Maintenance

OVERALL CONDITION

- Based on tread condition, drainage, potential to deliver sediment, and constraints.

- Good (43%): **Functional.** Uniform stable tread.

- Fair (27%): **Marginally functional.** Portions may be sustainable w/o high level of maintenance.

- Poor (30%): **Not functional in long term.** Includes deteriorated roads/trails, segments that are poorly aligned or excessively steep.

40.

Steep road dropping into watercourse. Poor tread and drainage. Responsible for fine sediment contribution into water course.

03.04.2011 15:32



Trail adjacent to stream. At risk of being eroded out.

Steep trail with many obstacles. Channels water downhill.



ROAD AND TRAIL ASSESSMENT: RESULTS

44.

- Searchable database
- Report summarizing road and trail attributes
- Description of each trail segment
- Spatially located photographs



ROAD AND TRAIL ASSESSMENT RESULTS

- Maps
 - Tread condition
 - Drainage condition
 - Potential to deliver sediment
 - Constraints
 - Overall condition

45.



ROAD AND TRAIL ASSESSMENT: RESULTS

46.

- Searchable database
- Report summarizing road and trail attributes
- Description of each trail segment
- Spatially located photographs



CALIFORNIA TRAILS AND GREENWAYS CONFERENCE

Visitor Use Management Zones

VISITOR EXPERIENCE MANAGEMENT ZONES

- Associated with a particular Vegetation Zone or Zones
- Consider existing environmental conditions
- Consider desired future conditions
- Consider adjacency to other public lands
- Provide for variation in visitor experiences
- Consider ease of access, visitor use levels
- Help guide management actions

VISITOR USE MANAGEMENT ZONES

- Zone 1: Immersed in Nature Zone
- Zone 2: Connect to Nature Zone
- Zone 3: Actively Managed Zone
- Zone 4: High Use Zone

49.



ZONE 1: IMMERSSED IN NATURE

50.

- Preservation and enhancement, highest level of resource protection
- Intact, high-quality resource areas, minimal disturbance
- Best opportunities for solitude
- Net decrease in road and trail mileage





Zone 1: Immersed in Nature

ZONE 2: CONNECT TO NATURE

52.

- Moderate-high resource protection,
- May not be well buffered from high activity use zones, or surrounding developed land
- Existing moderate-high levels of visitor use,
- Trail connection opportunities are more constrained





Zone 2: Connect to Nature

ZONE 3: ACTIVELY MANAGED

54.

- Often located along ridge tops and more linear
- Typically close to residential areas and offer easy access and good views
- Moderate disturbance & degradation
- Multiple uses allowed, with the least restrictions of all zones
- Offers the most opportunities for trail connections



ZONE 4: HIGH USE

56.

- Close to trailheads, homes, developed areas
- High levels of visitor use and variety of use
- Significant disturbance and degradation
- Most opportunities for trail connections





Zone 4: High Use

VISITOR USE ZONES - PERCENTAGE OF TOTAL

58.

- Zone 1 = 15% of total
- Zone 2 = 50% of total
- Zone 3 = 23% of total
- Zone 4 = 11% of total



CALIFORNIA TRAILS AND GREENWAYS CONFERENCE

Early Community and Stakeholder Participation

COMMUNITY AND STAKEHOLDER PARTICIPATION

- Two Scoping meetings
- Many focus group discussions
- Five Community Workshops
 - Four hours on Saturday mornings
 - More than 80 participants
 - Small group work
 - Large group discussion
- Parks and Open Space Commission reports
- Review of Preliminary Draft
 - More than 100 comment forms and letters received

INPUT GATHERED AT COMMUNITY WORKSHOPS

61.

- Participants were asked to review maps of all 34 open space preserves
- Ideas and suggestions captured on a datasheets and drawn on the maps



INPUT ON HOW NETWORK COULD BE ALTERED

62.

- Identify trails and important connections that you recommend be added to the network
- Identify trails that you recommend be decommissioned or rerouted



INPUT GATHERED AT COMMUNITY WORKSHOPS

63.

1. What trails or trail segments would the participant recommend be added, decommissioned or re-routed?

Focus on connections

2. What trails, trail segments, or specific areas would the participant identify as an area of environmental sensitivity?

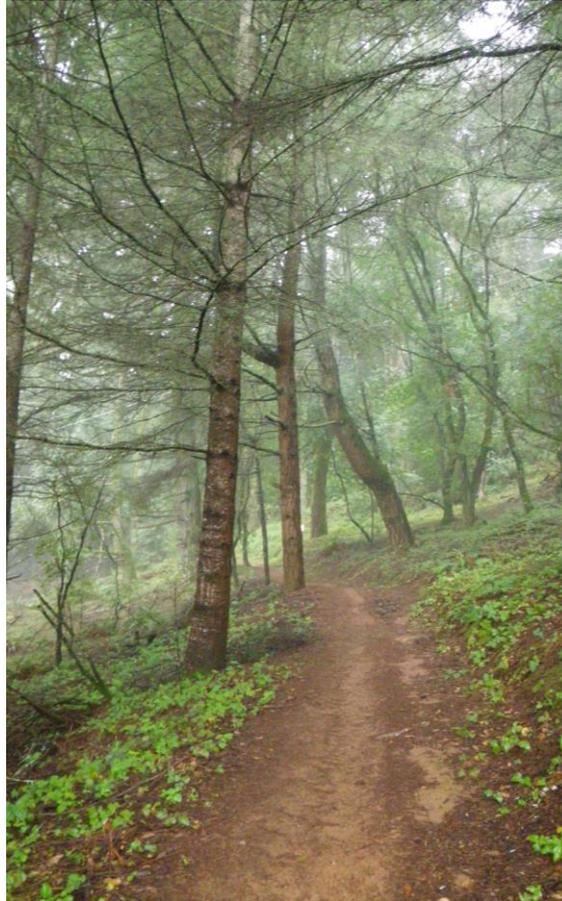
Focus on areas of high resource value

3. What trails, trail segments or specific areas would the participant identify as having an unsafe condition?

Focus on areas of perceived conflict

INPUT ON HOW NETWORK COULD BE ALTERED

64.

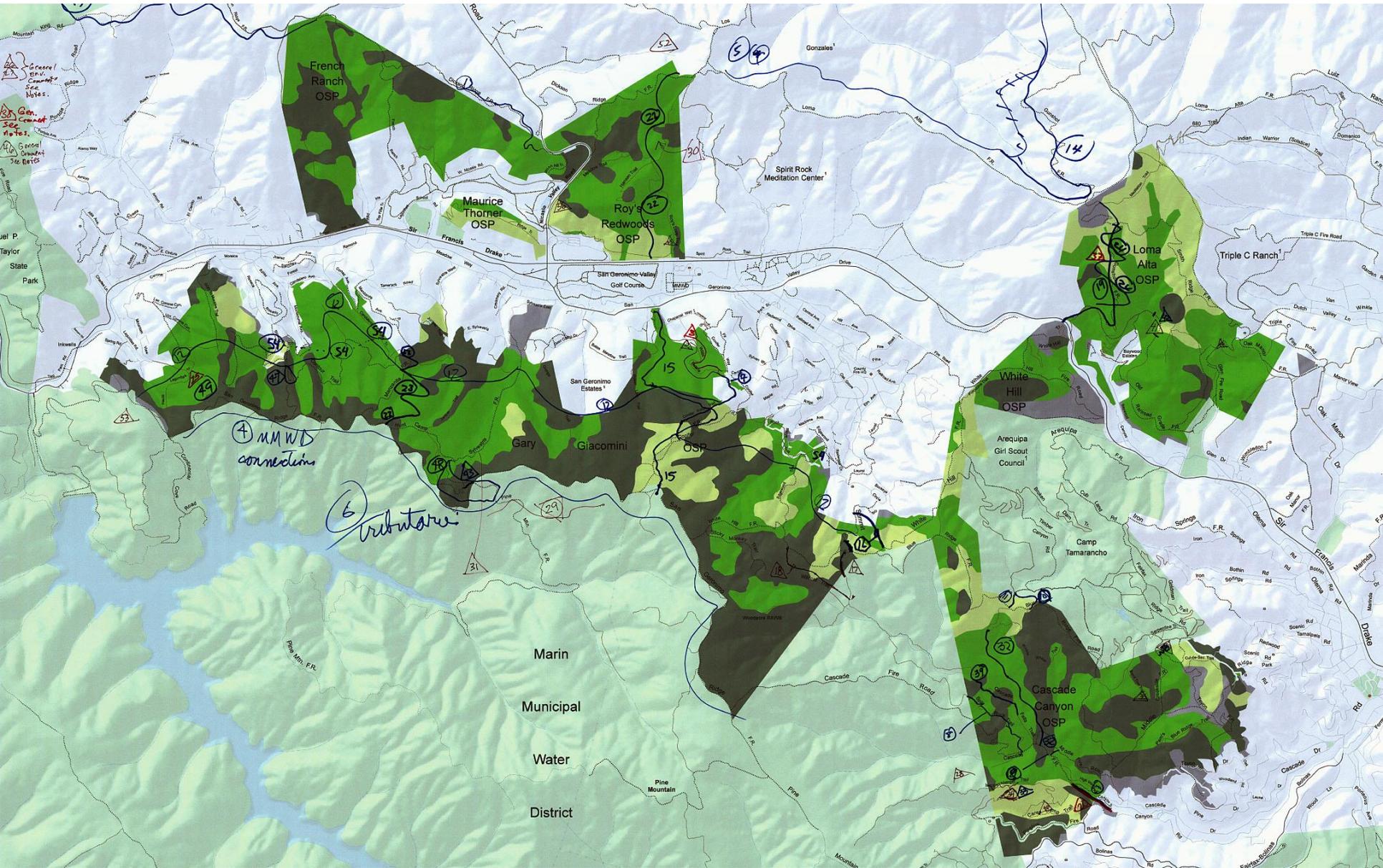


- Consider:
 - Vegetation Zoning
 - Overall condition of roads and trails
 - Important connections
 - Density of roads and trails
 - Multiple routes to same destination

MAP STATION GROUNDRULES

65

- Not a “voting” exercise, but a brainstorm.
- Facilitator will locate comment on the map.
- Participants may take as many turns at the map as they wish.
- Participants should not repeat a comment already logged.
- Participants will have 1 hour to visit the six regional maps.
- Participants may move in and out of groups as they wish.
- Please respect the other participants.



EXAMPLE OF DATA COLLECTED

67

Region 4	Number	Trails or trail segments participant recommends be added, decommissioned, or re-routed
	1	Allow bikes on existing trail
	1	connector trail from rush creek to mt burdell
	2	connection from Mt Burdell to Olompali along 101 corridor
	3	decomission road above kathleen
	4	decomission social trail through wetland
	5	add existing unmarked trail to trail network
	6	further decomission of trail near restoration area
	7	decommission steep trail next to old quarry trail
	8	decomission trail up to senior hill
	9	better connection from 101 to ridge
	10	brick springs to burdell fire road the portion of which in in buck center property
	11	access from novato blvd to rear entrance of san marin high school
	12	improve linkages from center road to vineyard road
	13	connection from Mt Burdell to Olompali on top
	14	connect burdell to San Antonio road
	15	connector from big rock towers to Ships mast
	16	multi use trail for bay area ridge trail going from Indian ridge to mt Burdell
	17	trail going all the way around little mountain
	18	stafford lake trail going all the way around lake and tying into bike park
	19	Arnold Baptiste down to loop trail

DATA ANALYSIS

- Regional maps were updated to include data from Existing Conditions Assessment
- Stakeholder suggestions incorporated
- Results brought to next Community Workshop



COMMUNITY WORKSHOPS - OUTCOMES

70



- Suggestions included:
 - additional 20+ miles of trail
 - Identification of hazard areas
 - Many areas identified for restoration
 - Many suggestions for re-routes
 - Eliminate duplicative routes

CALIFORNIA TRAILS AND GREENWAYS CONFERENCE

What We Learned and What We Heard

WHAT WE LEARNED AND WHAT WE HEARD

72.



- Miles and miles of unauthorized trails – many through sensitive habitats

WHAT WE LEARNED AND WHAT WE HEARD

73.



- Everyone wants access to safe roads and trails and do not want to be displaced

WHAT WE LEARNED AND WHAT WE HEARD

74.

- Preserves home to native habitats, and many sensitive species
- Substantial impacts from visitor use
- Unauthorized activities and uses increasing
- Degraded roads and trails – maintenance backlog



WHAT WE LEARNED AND WHAT WE HEARD

- Strive to prevent displacement
- Make trail connections where possible
- Prohibit/restrict certain uses in particular areas
- Protect the resources. Mtn. bikers are environmentalists, too!

75.



NEED FOR NEW VISITOR USE POLICIES

76.

New and Revised Use Policies Require:

- Cooperation among user groups
- Changes to organization and practices
- Continued involvement of stakeholders in the process
- Compliance
- Cash



CALIFORNIA TRAILS AND GREENWAYS CONFERENCE

Implementing the Road and Trail Management Plan

TYPES OF ROAD AND TRAIL PROJECTS

78

- Emergency projects
- Operations and maintenance
 - Routine operations and maintenance
 - Passive decommissioning
 - Passive road to trail conversion
- New construction
 - Reconstruction
 - Re-routing
 - Active decommissioning
 - Active road to trail conversion
- New roads or trails
- Management action - change in use

IMPLEMENTING THE PLAN

79.

- Proactively solicit project ideas - internally and from the community
- Conduct a transparent, reproducible, and unbiased project selection process



IMPLEMENTING THE PLAN

80.

- Step 1: Identify Potential Projects
 - Ideas solicited from internal/external sources
- Step 2: Fatal Flaw Screening
 - Alignment with RTMP goals, policies, visitor use management zones, regulatory and budgetary constraints



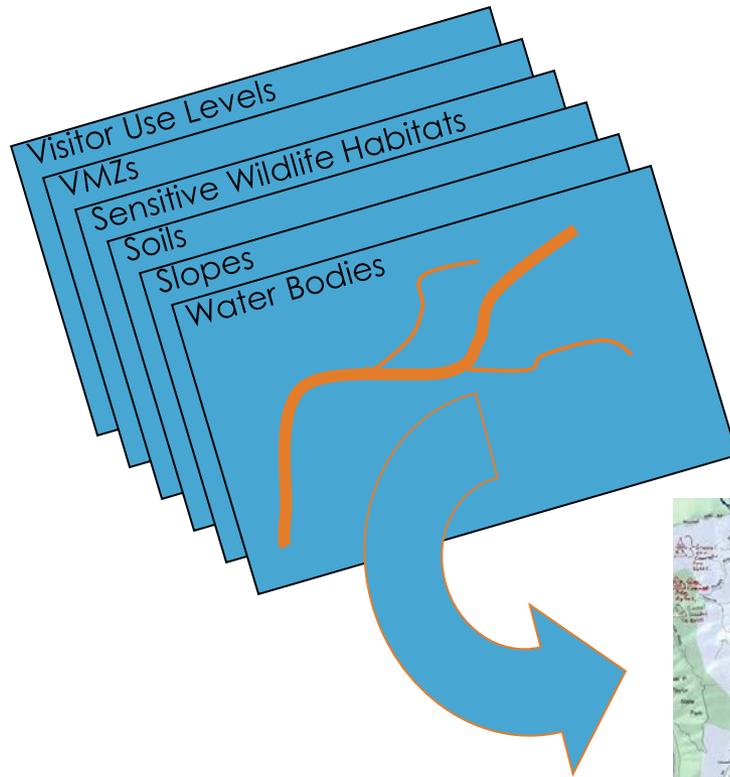
IMPLEMENTING THE PLAN

81.

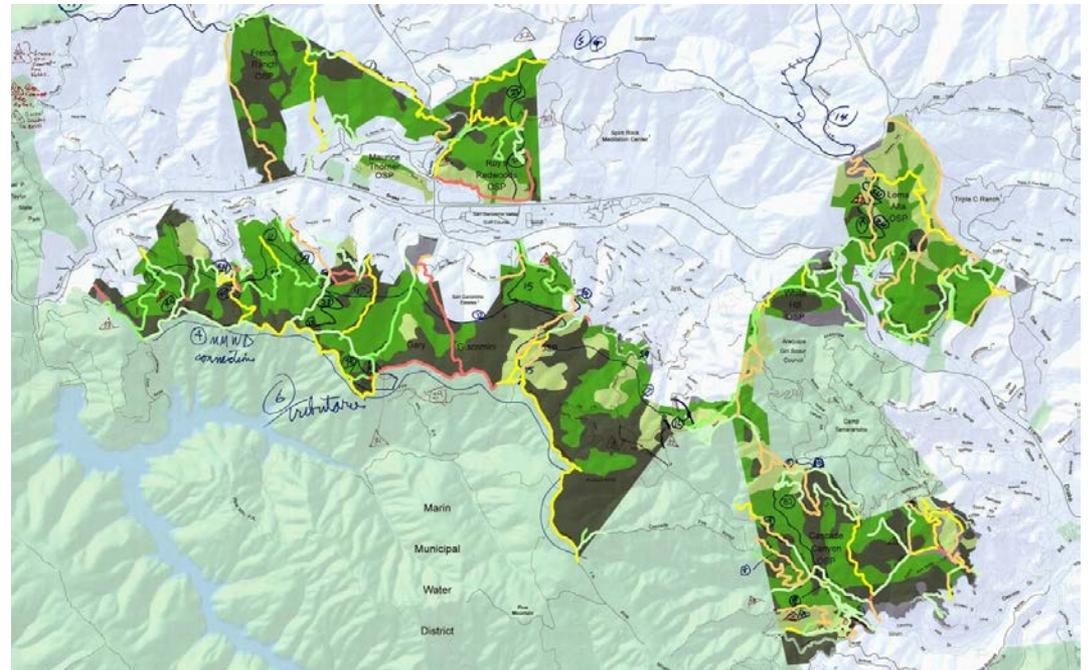
- Step 3: Evaluate Potential Projects
 - Conducted annually prior to budgeting
 - Identify necessary steps to moving project forward
 - Utilize biological, physical, social data



USE GIS LAYERS TO INFORM DECISION MAKING

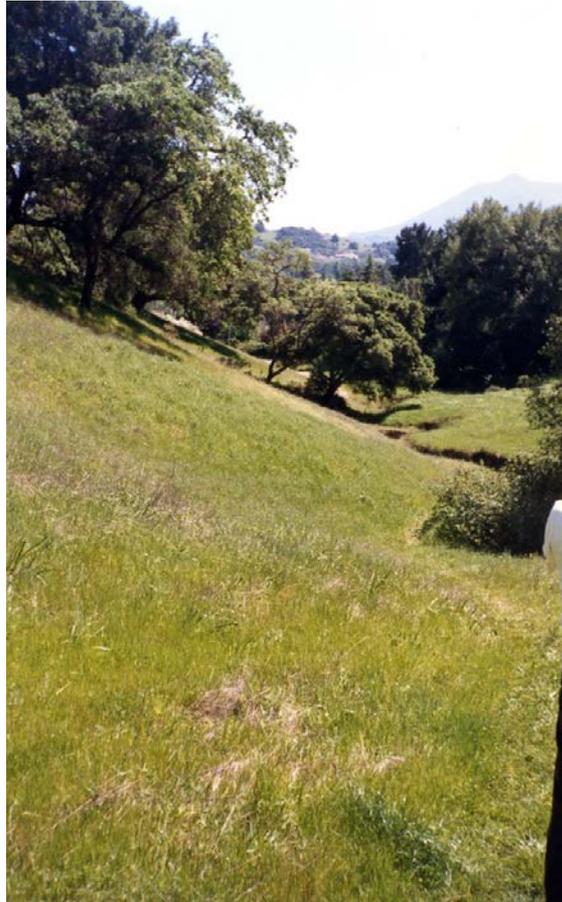


Example of some of the GIS datasets, overlain over the existing road and trail network, that would be used to evaluate biological, physical, and social characteristics of a road or trail. The GIS data would be used to inform the decision making model.



IMPLEMENTING THE PLAN

83.



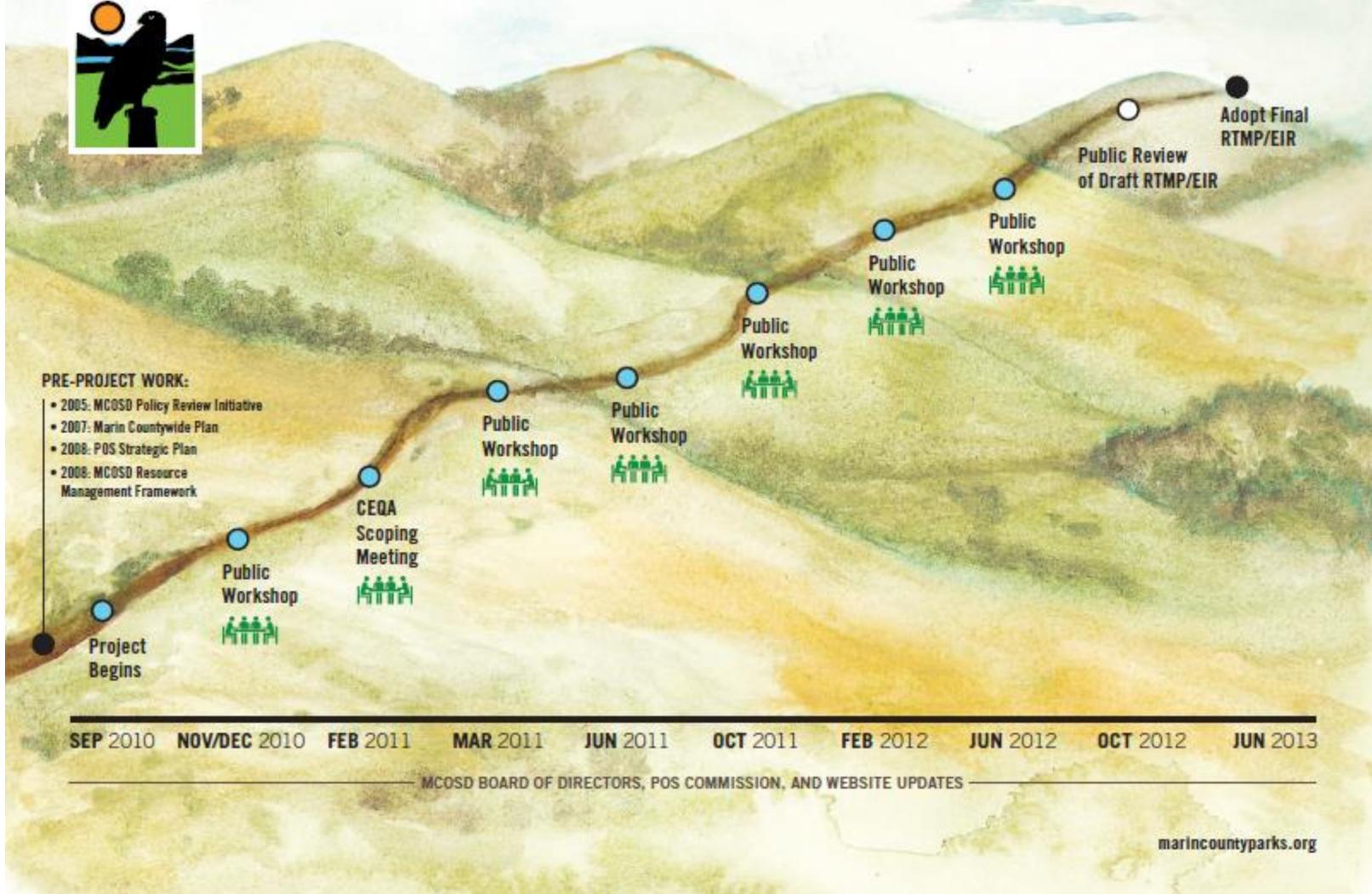
- Step 4: Establish Annual & Multi-Year Workplans
 - Prioritized list of evaluated, feasible road and trail management actions for the coming fiscal year and multiple years

MOVING FORWARD

- Complete and circulate Draft Program EIR
- Review and formally respond to public comments
- Prepare and circulate Final Program EIR
- Parks and Open Space Commission consideration and recommendation
- Board of Directors consideration and action



ROAD AND TRAIL MANAGEMENT PLAN / ENVIRONMENTAL IMPACT REPORT PROJECT TIMELINE



QUESTIONS AND DISCUSSION

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MARIN COUNTY
PARKS
PRESERVATION • RECREATION



Thank you for coming!

Follow our progress at

www.marincountyparks.org

eholland@marincounty.org

Elise Holland (415) 473-2820