

Objectives

- Establish trail systems for non-motorized transit alternatives to former Fort Ord neighborhoods (BRP p.136).
- Design trail systems to reinforce the BRP strategy of using recreation and open space assets to make the former Fort Ord attractive to potential users by interconnecting and increasing access (BRP p.137).
- Reserve adequate Right-of-Way (ROW) along planned transportation corridors to accommodate planned trails in addition to the entire planned road cross section (BRP p.137).
- Design the Fort Ord trails system as an integral part of a larger regional trails network which includes, but is not limited to, the Toro Regional Park trails, existing and proposed Carmel Valley trails, the existing Highway 68 corridor (used as a bike route) (BRP p.137).
- Link former Fort Ord trails to regional bike/pedestrian trails wherever possible (BRP p.137).

CONTEXT

- [TRAILS BACKGROUND](#)

RELEVANT LOCATIONS

- [TOWN & VILLAGE CENTERS](#)
- [REGIONAL CIRCULATION CORRIDORS](#)
- [TRAILS](#)

Measures

1. **Connectivity.** Incorporate trails into the Monterey Bay region's transportation network. *Ensure town & village centers are linked. Connect new trails to existing trails. Design so that people can travel as far as possible without a car. Provide linear-trail systems for commuting and looped-trail systems for recreation and active transportation.*

2. **Context.** Transition trail character according to rural or urban contexts. *Consider the character of ground surfaces, vegetation, railings, signage, widths, landscaping, lighting and amenities. Stay within the regional palette while allowing for local variety.*
3. **Coordination.** Coordinate jurisdiction trail planning and development to ensure a continuous, connected trail network.
4. **Protected.** Separate trail segments from the vehicle roadway to maximize safety, rider/walker confidence, and enhance rider/walker experience whenever feasible.
5. **Surface.** Surface trails with asphalt, concrete, or other paving alternative with comparable performance; wood plank surface permitted on causeways or boardwalks. Surface equestrian trails with dirt, sand, or other comparable alternatives.
6. **Trailheads.** Plan trailhead facilities for key access points to the Fort Ord National Monument, Fort Ord Dunes State Park and other recreation and natural resource assets whenever feasible.
7. **Use.** Accommodate a variety of user types and levels: walkers, cyclists, and equestrians have different needs and abilities. *Design for both casual users and serious athletes, whether on single, multi-use trails or multiple, single-use trails. Plan separate use trails for equestrians, hikers, bikers and other people with limited mobility where feasible. Reference existing State Park Accessibility Guidelines. Use coordinated multi-use signage when separation is infeasible.*
8. **Viewsheds.** Prioritize opportunities to access regionally valuable viewsheds, viewpoints, and landscape experiences, as well as to link businesses, economic development opportunities, and housing with trails.
9. **Wayfinding.** Ensure wayfinding signage is consistent with Monterey County Bike & Pedestrian Sign Design standards. *Use signage to clarify directions, distances, difficulty, destinations, permitted uses, and points of interest. Integrate local jurisdiction design preferences into the regional signage design standards.*
10. **Width.** Major Trails have a minimum width of 12 feet. Minor Trails have a minimum width of 10 feet. Equestrian trails have a minimum width of 20 feet including tread and physical elements such as trees/shrubs.

Design References

- [Sample Trail Cross-sections](#)
- [BRP Open Space Concept Figure 3.6-3](#)

