

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PLANNING, OFFICE OF COMMUNITY PLANNING
RAILS-TO-TRAILS DISTRICT SURVEY
September 26, 2001**

Dist.	Trail	District Plans	Local Plans	Notes
01	*Willits Creek Trail	The environmental document for the Willits Freeway Bypass project has been transmitted to the Federal Highway Administration for review. Only one of the Alternatives currently under consideration (Alternative E-3) would potentially conflict with the Willits Creek Trail. It appears likely that the trail would cross under a structure on the E-3 alignment, however, if the E-3 Alternative is selected as the preferred alternative, we will make changes (if necessary) to accommodate the Willits Creek Trail.	Mendocino Council of Governments staff said the Willits Creek Trail is not included in the Regional Transportation Plan. They will consider including reference to the Willits Creek Trail in their Regional Transportation Plan update (due this fall). Further, one of the action items of that plan is to develop a consolidated regional bikeway plan (probably to be developed by a consultant), and they anticipate that the Willits Creek Trail will probably be included in that plan. The original feasibility study for the Willits Creek Trail was commissioned by Brooktrails Township, and done by a consultant. The Willits Creek Trail proposal has very good support with Brooktrails residents, as the only road to the township has narrow shoulders and high volumes of vehicle traffic.	
02	Biz Johnson Trail	District supports trail. Location: The trail begins at the Susanville Railroad Depot and follows the old Fernley and Lassen Branch Line of the Southern Pacific railroad, winding 25.4 miles from Susanville to the Mason Station Trailhead. Trail crosses over river 12 times on bridges and trestles and through two tunnels.	Supported by the Lassen Land & Trails Trust and the strongly supported by the City of Susanville in their General Plan.	Trail is maintained by the Bureau of Land Management (BLM) and Lassen National Forest.
03	*Great Central Valley (GCV)	Pursue preservation opportunities in partnership with Sacramento Area Council of Government (SACOG) and District 10. Location: Part of the Central California Traction Co. (CCT) rail line in Sacramento County.	SACOG is focused on ongoing preservation attempts.	
03	*GCV	Follow SACOG lead in pursuing preservation opportunities to sensibly link a CCT-based trail from a point east of Polk Junction to the American River Bike Trail. Location: Power Inn/State Route 16 area to Hornet Dr., CSUS at US 50.	Sacramento City Linkages - SEATS Study may best cover planned bike facilities Bicycle Master Plans may not include them all.	Granite Regional Park may end up on alignment or benefit from a linkage.
03	*GCV	Local Assistance (Bicycle Program) to oversee Rio Linda Northern Electric through project completion.	American River Bike Trail is being realigned to higher ground/improved in relevant locations (Local Assistance).	
03	*GCV	Recommend Sacramento/Sutter/Placer Counties preserve Sacramento Northern alignment for connecting their bicycle path systems, with separated means for non-motorized traffic to cross UP tracks in/near the South Sutter Industrial Area. Location: Sacramento Northern right-of-way from Rio Linda to Pleasant Grove Road in Sutter County.	Supported by: Sutter County bicycle and land use planning, plus SACOG, Placer County Transportation Planning Agency, Placer County, and Sacramento bicycle planning and Public Works.	

03	*GCV	Follow SACOG lead in pursuing preservation opportunities; monitor and adhere to UP separation preferences for future trackage/service roads including lateral distance to any nonmotorized facility. Location: South Sutter County to Bear River/ Plumas Lake Specific Plan Area, Yuba County.	Sutter County planning and SACOG have found it necessary to defer study of the Sacramento Northern Alignment due to limited resources. Much of Sacramento Northern right-of-way has been ceded to neighboring owners.	Besides historic at-grade crossing with UP, Sacramento Northern right-of-way is broken up from the State Route 70/99 to Bear River.
03	*GCV	Follow Yuba County/SACOG lead in determining linkage to, and development of, a north-south bike route as outlined in the Yuba County Bicycle Master Plan and the Plumas Lake Specific Plan, which is to pass through Olivehurst and Linda, connecting to Marysville. Location: Bear River/ Plumas Lake Specific Plan Area to Marysville/ Feather River Crossing.	Yuba County and Marysville/Yuba City planning, SACOG Long-Term Planning. Yuba County Bike Master Plan includes N-S facility. A new nonmotorized facility crossing the Feather River would be considered to be primarily of local benefit.	Much of Sacramento Northern right-of-way has been ceded to neighboring owners. Yuba County reports that Sac Northern right-of-way is broken up in the Linda area.
03	*GCV	Local Assistance/Bicycle Program Oversight. Location: Feather River to Colusa Junction.	Per Bicycle Plans, Yuba City/Sutter County are using the Sacramento Northern alignment to extend the nonmotorized system to the Colusa Junction vicinity.	These projects may be entirely local.
03	*GCV	Follow SACOG, BCAG lead in pursuing preservation opportunities. Location: Colusa Junction to Durham.	SACOG has deferred studying the Sacramento Northern Alignment due to limited resources. Much of Sacramento Northern right-of-way has been ceded to neighboring owners.	In Live Oak, several homes have been built on the elevated Sacramento Northern rail-bed.
03	*GCV	Follow BCAG lead in pursuing preservation opportunities. Location: Durham to Chico.	BCAG Long-Range Planning.	
03	*El Dorado (Gold Country) Trail	Caltrans Headquarters partnered with El Dorado County in a TEA grant for construction to extend existing trail. Location: east of Placerville, into the Camino area.	El Dorado County has taken the lead in trail projects along this corridor, including the extension planned into the Camino area.	There have been discussions concerning using Southern Pacific Rail right-of-way for a trail in Placerville. Questions involving safety issues and difficulties with crossing local streets have been brought up about constructing a trail in this location.
04	* Sonoma and Marin Counties (US 101)	Long Range Planning – TCCR/TOPS Concept: (Draft Concept developed - Continuous HOV (6-9 lanes) from Windsor-to-GGB with metering where possible). The Golden Gate Corridor has US-101 serving as the backbone for existing travel between Sonoma, Marin, & SF. US-101 is one of only two IRRS-FOCUS routes in the District and has received quite a bit of attention in the past three STIP/ITIP cycles ('98/00/02) and the Marin/Sonoma Narrows project has drawn money from both Federal TEA-21 Demonstration, the Governor's TCRP, and ITIP. So the "planning priority" in this corridor from a State, Regional, and Local perspective would have to be considered "HIGH". Project Level Planning: The greatest opportunities for immediate input of ideas for better intermodal connections and increased emphasis of "non-motorized" modes would be within the Project Study Reports (PSR) and Environmental Documents that are at various stages of completion up and down this entire corridor	Modal Planning within the Corridor: Bicycle planning in both Marin and Sonoma Counties is very active. The Sonoma-Marin Area Rail Transit (SMART) group is also actively pursuing a commuter rail service along the NWP tracks as recommended in the Peter Calthorpe Study that was completed in the mid-90's. The station sites identified for this rail service could provide great opportunities for Intermodal Connections (Rail, HOV, Express Bus, Bicycle, Ped). The commuter rail corridor received some TCRP money but it will probably take the passage of local sales taxes in both Marin and Sonoma to make this a reality any time soon. Excerpt from the Draft 2001 RTP (August 2001).	Regional Bicycle Master Plan MTC is developing a Regional Bicycle Master Plan that for the first time would define a regional, interconnected network of bike routes, paths and trails and lay the groundwork for closing gaps in that network. A major focus is the completion of two regional trail systems: the Bay Trail, designed to be a continuous path along the edge of San Francisco Bay, and the Ridge Trail, which will encircle the region along an inland route. The plan also will look at: improving the connectivity between bike facilities and transit lines; implementing on-board transit policies that will make it easier for riders to put their bikes on buses, trains and ferries; enhancing rider safety; and, increasing the availability of secure bike parking at transit stations and other key locations around the Bay Area. Planners also will develop model ordinances to

				<p>help local jurisdictions become more bike friendly, and identify funding sources for expanding bike facilities.</p> <p>The effort is guided by a broad-based policy committee that includes representatives from the congestion management agencies, transit operators, Caltrans, MTC's Advisory Council and the Regional Bicycle Advocacy Coalition. MTC hosted two well attended workshops this past spring, with another two scheduled for September 2001. The plan will wrap up this fall, in time for findings to be incorporated into the final RTP.</p>
05	*Monterey Bay National Marine Sanctuary Rail-Trail	District 5 is completing a PSR/PDS for the segment of Route 1 from Castroville to the Santa Cruz County line. The PSR/PDS identified several potential alternatives to improve capacity through the corridor. Any alternatives that are considered will address the need for the bicyclist.	The Santa Cruz County Regional Transportation Commission (SCCRTC) has programmed \$10 million in STIP funds for the purchase of the Santa Cruz Branch line from Union Pacific (UP). In addition, the Transportation Agency for Monterey County (TAMC) is also in negotiations with UP for the purchase of the Monterey Branch line from Castroville to Seaside. TAMC's hope is to implement intercity passenger rail service from San Francisco to Monterey by 2004.	The existing "trail" extends beyond the area identified by the Rails-to-Trails group. The trail, which is composed of both Class I bike paths as well as Class II bike lanes, begins at the entrance to Asilomar State Park and travels north through Pacific Grove, Monterey, Sand City, Caltrans R/W through the former Ft. Ord and Marina. Only the portion in the City of Monterey is within the former Southern Pacific R/W. This property was purchased by the state several years ago and has been operating as a recreation/commuter trail since.
06	"Cross Valley" Trail	District supports non-motorized transportation projects.	Supported by Tulare County Association of Governments (TCAG). Feasibility study to look at developing a trail alongside the existing San Joaquin Valley RR between Hanford and Lemoore NAS (Route 43 to LNAS). Land Use, Economic Development, Growth, Agriculture, and Community Investment (LEGACI) funds from the Great Valley Center are being used to fund the study. This would be a multi-use trail. The RR will still be operating freight. The study is just underway and will be completed early next year.	Tentatively referred to by TCAG as the "Cross Valley" Trail.
06	Tule River Parkway	District supports the trail. Project is CMAQ funded Location: Linear trail along the river from Mulberry Avenue to Tule River Parkway.	Supported strongly by the City of Porterville.	
06	Clovis Old Town - Sugarpine Trail	Phase II funded with TEA grant for landscape and a REMOVE grant for construction. Phase II to be funded with TEA grant for landscape and a REMOVE grant for construction. Location: Phase I includes two segments : west segment is from west of Blackstone Avenue in Fresno to Willow/Shepherd Avenues; east segment is from Willow/Shields Avenues to Willow/Shepherd.	City of Fresno, County of Fresno, and City of Clovis partnering project. Southern Pacific RR r/w purchased in '97. Phase I is complete. Phase II has current problems with title and lawsuits filed by adjacent property owners near Willow/Shepherd Avenues. 8.25 miles complete, 2.75miles to be completed. To begin construction in spring 2002. Phase III will begin in 2003 and be constructed in 2004. This is a non-motorized trail.	

07	Whittier Greenway Trail Phase I	<p>Currently Caltrans is only involved in the right-of-way acquisition of 2.03 miles out of 5.18 miles of the Whittier Greenway Trail (abandoned Union Pacific Right-of-way from Five Points to Mills Ave.).</p> <p>Transportation Enhancement Activities Program(TEA) funded: \$2,000,000. Federal Match 75% (funds administered by D-7 Local Assistance). State Match 18.8% from SB1147. Other funds: National Park Service 0.2%.</p> <p>Location: The project is located within the City of Whittier along the abandoned Union Pacific Railroad right-of-way between the intersection of Whittier Blvd., Washington Blvd., La Cuarta St., Santa Fe Springs Road. & Pickering Ave. (commonly known as "Five Points) and Mills Ave.</p>	The City of Whittier is proposing to acquire 5.18 mile of Union Pacific Railroad right-of-way, it will be converted into a class 1 bike and pedestrian trail consistent with the Metropolitan Transportation Authority's Southeast Area Bicycle Master Plan. The City envisions the enhancement of both bicycle and pedestrian movement in and around the Whittier Area, through connections the proposed trail will provide with the San Gabriel River and Los Angeles River/Upper Rio Hondo Trails, as well as north Orange County. The project will provide a bi-county link that will provide a direct route from Whittier's western corporate boundaries to its eastern boundary.	
07	San Fernando Valley East-West Bike Path	<p>Funds administered by D-7 Local Assistance: Transportation Enhancement Activities Program (TEA), Federal Demonstration Program (DEMOL21) State Transportation Improvement Program (STIP)</p> <p>Total project cost: \$10,403,000</p> <p>Project is part of a design/build contract with the planned Bus Rapid Transit project along the MTA-owned Burbank Branch railroad right-of-way.</p> <p>Caltrans will be involved in the Preliminary Engineering and Construction phase of the project.</p> <p>Location: Project limits along the MTA-owned Burbank Branch right-of-way from 170 Hollywood Freeway to Warner Center (near intersection of Victory Boulevard and Canoga Avenue).</p>	Los Angeles County Metropolitan Transportation Authority is the local agency. The project is part of the San Fernando Valley East-West Transit Corridor. The proposed bikeway would run along the old Southern Pacific rail right-of-way, extending 14 miles between North Hollywood Metro Red Line Station and Warner Center in the southern San Fernando Valley. The wide right-of-way, typically 100 feet, accommodates busway as well as bikeway and pedestrian path, fenced from the busway for safety.	
07	Piru/ Camulos Rail/Trail	<p>Caltrans is currently involved in the design phase of the project and funds are administered by D-7 Local Assistance: Congestion Management and Air Quality Program(CMAQ)</p> <p>Total Project Cost: \$3,900,000.</p>	<p>County of Ventura is local agency.</p> <p>To construct a recreational trail for bicycling and walking, adjacent to the 2.5 miles of railroad track in Ventura County, where the Southern Pacific Santa Paula Branch Line Railroad once traversed the Santa Clara River Valley. The design of the recreational trail shall be consistent with guidelines contained in the "Santa Paula Branch Line Recreational Trail Master Plan" adopted March 3, 2001.</p>	<p>Approximately 1.75 miles of the rail/trail parallels State Highway 126 and terminate approximately 2 miles west of the LA/Ventura County line. Net length of project is 2.5 miles.</p> <p>oRail replacement and bike trail construction from the town of Piru (Center Street and Via Fustero) to Rancho Camulos.</p>
08	Santa Ana Trail	<p>Current design projects are underway for the segment of the trail from Colton to Alabama Street in Redlands.</p> <p>Location: This Trail will provide a continuous corridor from San Bernardino Mountains and Huntington Beach.</p>	Redlands, Highland, San Bernardino, Colton, and Grand Terrace support for future Class 1 bikeway, equestrian, and hiking uses.	
08	Pacific Electric Inland Empire Trail	<p>This trail utilizes the former route of the Southern Pacific Railroad and the Pacific Electric Interurban Railway.</p> <p>Location: This Trail will link residential areas with downtown commercial districts, other north/south trial systems (near Rancho Cucamonga and Upland) to Metrolink and other transit transfer facilities.</p>	Colton, Rialto, Fontana, Rancho Cucamonga, Upland, Montclair, and Claremont support for future Class 1 bikeway.	A segment of the trail is along the existing railways.
08	San Timoteo Canyon	<p>Planning for preservation or expansion of road shoulders, and could also examine the feasibility of development of shared use pathway following San Timoteo Creek parallel to the road and the Union Pacific railroad.</p>	Redlands and Loma Linda future class 1, 2, or 3 bikeway.	The entire length of the trail is along the Union Pacific railroad.

08	Riverwalk Trail	The trail will provide an alternative transportation route, linking neighborhoods to the downtown Transit Center, to schools, recreation areas, and commercial centers.	Victorville and Hesperia future Class 1 bikeway path.	
08	Cajon Pass Connector -Rte. 66 Heritage Trail	District supports non-motorized transportation projects. Location: To convert the unutilized half of old Route 66 as a shared use path for bicyclists and pedestrians to use to travel to the summit of Cajun Pass.	San Bernardino County future Class 2 or 3 bikeway.	
08	Santa Ana River Bikeway/ Trail extension	An extension of the regional trail from San Bernardino County. Location: This trail is planned for a crest to coast connection (approx. 65 miles), from the San Bernardino Mountains to Huntington Beach.	County of Riverside General Plan, Trails Element/Bikeway Map, City of Riverside Bikeway Map, Regional Tri-County Map for the Santa Ana River Trail, and Caltrans District 8 System Management Plan. Future Class 1 bikeway, equestrian, and hiking uses.	
08	Temescal Canyon Trail	District supports non-motorized transportation projects. Location: Regional Multi-Purpose trail planned from the Corona area to the Wildomar Area.	County of Riverside General Plan, Trails Element.	Former rail corridor.
09	Old rail line from Mojave to the Nevada state line	District 9 has not included this project in any of our planning documents except in a very general form.	The Kern COG has proposed this idea, but has not done much work on it yet. The sections in Inyo and Mono Counties have not been formally proposed but there is a bicycle advocacy group that is pitching the idea.	The ultimate goal is to preserve the rail right of way for joint use or future rail. This rails to trails project will get more interest in the future and is a corridor about 300 miles long.
10	Central California Traction Corridor	<u>Potential Environmental pollution locations</u> : contaminates such as pesticides, petroleum, PCB's, herbicides, hydrocarbons and heavy metal all must be tested for. The sites must be determined to be free of pollutants prior to purchase. <u>Adjacent land-owners reactions</u> : Cyclist, horseback riders and individual on foot may be viewed as an invasion of privacy and a potential loitering problem. Additional pedestrian volumes may be seen as a threat to the safety by the property owners. <u>Narrow Right of Way</u> : Some sections of the corridor are as narrow as 24 feet, not practical for dual use purposes. Some of these narrow areas between buildings and/or in industrial areas, which would be a limiting factor. <u>Route segmentation</u> : Narrow stretches of corridor would require some segmentation plan to avoid those areas unsafe or hazardous. <u>Crossing of State and county roads and city streets</u> : Concern here once again is in the liability and safety area. Potential for horseback riders and cyclist may be injured crossing these roadways. Access and road ad bridge crossings would have to closely reviewed and determined to be safe. <u>Litter collection and fire prevention</u> : Would this be seen as a Caltrans responsibility for maintenance and cleanup? <u>Legal responsibilities/liabilities, right of way maintenance costs</u>	We understand the current view of the San Joaquin Council of Governments is to preserve the right of way for undisclosed future use. They have not taken a position regarding Rails-to-Trails or light rail utilization. In past experience with the San Joaquin County, they opposed the Rails-to-Trails proposal for a similar abandonment proposal between Lodi and Calaveras County. This was a result of the private property owners adjacent to the rail road right of way opposing anything that would generate pedestrian/bicycle traffic though or adjacent to their property. <u>Lead Agency identification</u> : Local governmental agency should take responsibility for obtaining the support from adjacent land owners, obtaining support of local civic groups, obtaining commitments to improve and maintain any rail-to-trails facility developed along this proposed corridor.	

		<p><u>and design/construction costs</u> : Are just a few other issues that would have to be addressed prior to any non-motorized use along the corridor.</p> <p><u>Potential future use as a light rail line</u>: This segment may prove to be valuable as a light rail extension from Sacramento RT, establishing it as a trail may make this use very difficult.</p>		
11	Coastal Rail Trail - Oceanside to Downtown San Diego	<p>Caltrans participation includes funding through local assistance. Some ROW and permit issues may be involved as well.</p> <p>Location: The Coastal Rail Trail is a regional 42 mile bikeway connecting the Oceanside Transit Station with the Santa Fe Station in downtown San Diego.</p>	This will be a combination of Class I and Class II facility using the NCTD and MTDB rail ROW wherever possible. Co-sponsors of the project are the Cities of Oceanside, Carlsbad, Encinitas, Solana Beach, Del Mar and San Diego.	TDA/Transnet Funding: Coastal Rail Trail local match for FY 2000 Tea Grant (Carlsbad, Oceanside, Encinitas). Oceanside to Solana Beach \$146,625 17.5 miles Solana Beach Linear Park/Coastal Rail Trail \$250,000 1.6 miles path
11	Oceanside Escondido Rail Trail	<p>Caltrans participation includes funding through local assistance. Some ROW and permit issues may be involved as well.</p> <p>Location: The Oceanside-Escondido Rail Trail is a regional 22-mile bikeway connecting the Oceanside Transit Center with the Escondido Transit Center.</p>	The initial bikeway plan will consist of Class II bike lanes on Oceanside Boulevard west of College Drive, and primarily a Class I Bike Path within the NCTD ROW from there east to Escondido. Co-sponsors of the project are the Cities of Oceanside, Vista, San Marcos, and Escondido, and the County of San Diego.	TDA/Transnet Funding: Oceanside-Escondido Rail Trail (Escondido, San Marcos) \$200,000 22.0 miles path Recently received additional STIP funding in the amount of 8.15 million.
11	Bayshore Bikeway South Bay along abandoned rail line	<p>Caltrans supports and is managing this project.</p> <p>Location: The San Diego Bayshore Bikeway is a 26-mile bikeway around San Diego Bay.</p>	Co-sponsors of the project are the Cities of San Diego, National City, Chula Vista, Imperial Beach, Coronado and the County of San Diego. Project improvements are being developed through SANDAG's Bayshore Bikeway Advisory Committee. The bikeway is largely in place along the western and southern sides of the bay. The next scheduled construction project is an extension of the path between Imperial Beach and Chula Vista. With that project nearing construction, the committee's focus will be to extend the path northward along the eastern side of the bay and across the Sweetwater River.	TDA/Transnet Funding: Bayshore Bikeway Phase I (24 th Street in National City to n/o Sweetwater Channel) \$250,000 path design was completed in 12/00, Construction 08/01, estimated completion 04/02. Recently received additional STIP funding in the amount of \$1 million.
11	San Diego River Bikeway	<p>Caltrans District 11 Community Planning Division wrote a letter of support for this project. Caltrans participation includes funding through local assistance. Some ROW and permit issues may be involved as well.</p> <p>Location: Ocean Beach to Mission Trails Regional Park along Mission Valley East Trolley Line.</p>	The San Diego River Bikeway extends from Ocean Beach to SR 67. Portions of the Class I Bikeway already exist on the western end and in Mission Valley, but there are significant gaps in the existing facility. The cities of San Diego and Santee, and the County of San Diego will be responsible for developing this project within their own jurisdictions.	TDA/Transnet Funding: San Diego River Bike Path Design Pacific Highway to Hotel Circle North \$150,000, 0.7 miles path.
12	*West Santa Ana Branch	<p>No District plans are currently implemented. The corridor is mostly under public ownership by the LA Metropolitan Transportation Authority and the Orange County Transportation Authority. The West Santa Ana Branch line between the Cities of Watts and Santa Ana provides the best opportunity to implement a non-motorized thoroughfare between Orange and Los Angeles County.</p> <p>Location: Trail between the Cities of Watts and Santa Ana.</p>	Several cities have expressed interest in coordinating on a larger project that would link all the cities, yet no formal plans have been made.	The City of Bellflower in L. A. County is acting as the lead agency for the 2-mile section of corridor within their city boundaries, and the project has been programmed for TEA funds in 2001.