



VISION SUMMARY

Carquinez Strait Scenic Loop Trail



December 2019 (DRAFT)



PHOTO: Lewis Stewart

COVER PHOTO: Lewis Stewart



VISION

The Carquinez Strait Scenic Loop Trail brings together five regionally significant trails including the San Francisco Bay Trail, the Bay Area Ridge Trail, the Great California Delta Trail, San Francisco Bay Area Water Trail, and the Juan Bautista de Anza National Historic Trail.

It provides opportunities for safe, continuous hiking, biking and human-powered boating around and within the Carquinez Strait by linking a magnificent mosaic of public lands that embrace the historic Carquinez Strait communities of Martinez, Benicia, Vallejo, Port Costa, and Crockett.

San Francisco Bay Trail

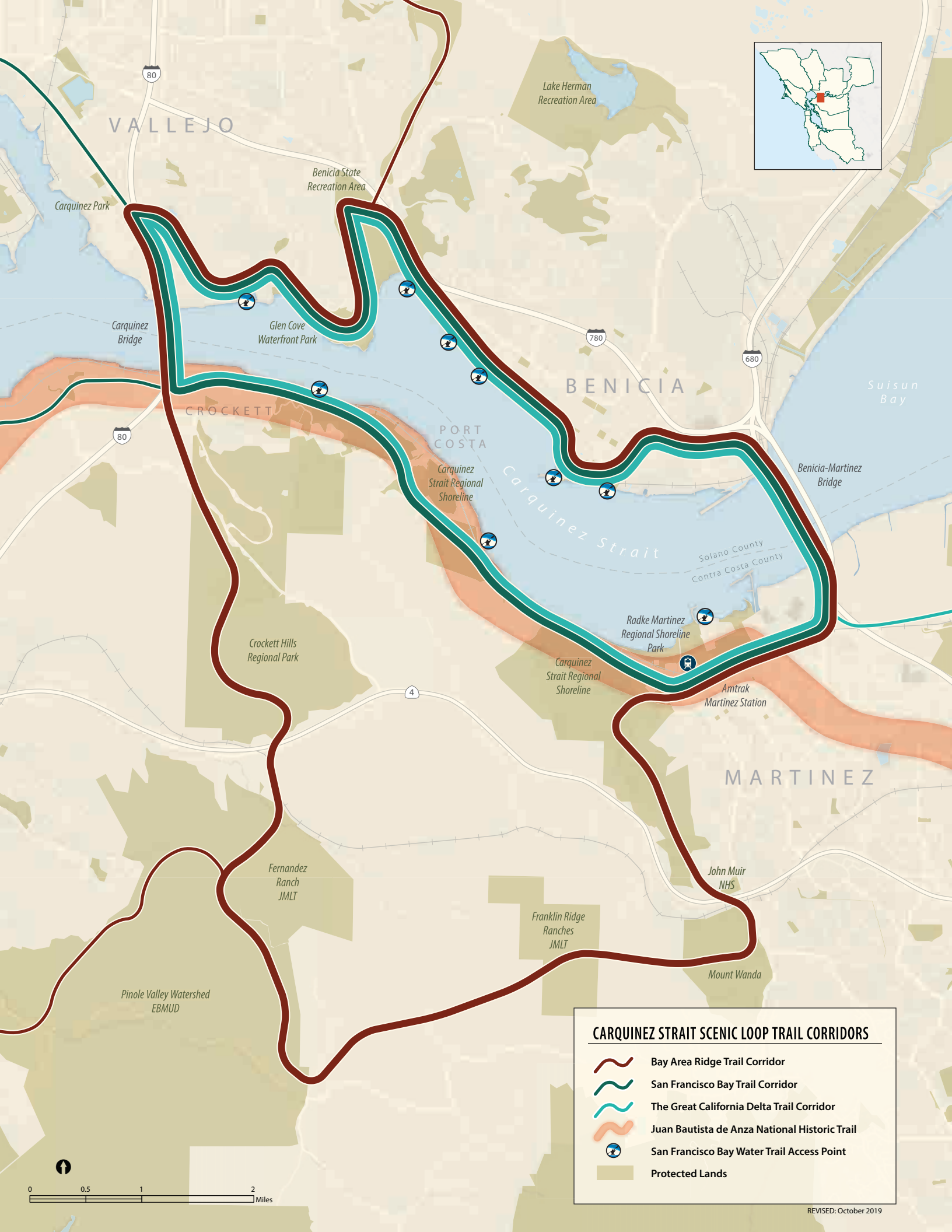
Bay Area Ridge Trail

Great California Delta Trail

San Francisco Bay Area Water Trail

Juan Bautista de Anza National Historic Trail





CARQUINEZ STRAIT SCENIC LOOP TRAIL CORRIDORS

-  Bay Area Ridge Trail Corridor
-  San Francisco Bay Trail Corridor
-  The Great California Delta Trail Corridor
-  Juan Bautista de Anza National Historic Trail
-  San Francisco Bay Water Trail Access Point
-  Protected Lands



CONTEXT



The Bay Area Ridge Trail, the San Francisco Bay Trail, and Great California Delta Trail come together around the Carquinez Strait to form a 50-mile loop. Identified as the Carquinez Strait Scenic Loop Trail (CSSLT), the trail is unique in the San Francisco Bay Area in that it incorporates portions of three regional multi-county trails, and portions of both the Juan Batista de Anza National Historic Trail and the San Francisco Bay Area Water Trail.



In Solano County (Vallejo and Benicia), the CSSLT hugs the shoreline. To the south in Contra Costa County (Martinez, Port Costa, Crockett), the trail splits with the Bay Trail offering sights and sounds along the water and the Ridge Trail providing views of the Strait and the surrounding landscape. The Bay Trail loop is approximately 23 miles while the Ridge Trail loop is approximately 36 miles, with several miles overlapping along the Carquinez Strait.



One of the unique aspects of the Carquinez Strait Scenic Loop is that it encircles a major Bay Area waterway, crossing two interstate bridges—the Al Zampa Carquinez Bridge (Interstate 80) on the west and the Benicia-Martinez Bridge (Interstate 680) on the east. Both bridges have separated pedestrian / bicycle paths. Beyond the Carquinez Strait area, users of the CSSLT can continue to travel on the Ridge, Bay, Delta, Anza, and Water trails to numerous other regional destinations.



Economic Benefits

Closing trail gaps will increase economic activity by encouraging more users to access the five historic downtown areas along the CSSLT including:

BENICIA	former State Capital, 1850 Arsenal, thriving arts community and waterfront access, founded in 1847
MARTINEZ	historic downtown and home to John Muir, founded in 1849
PORT COSTA	historic port town once a railroad ferry port and wheat-shipping port, founded in 1878
CROCKETT	home of C&H sugar factory, waterfront access at Eckley Pier, founded in 1866
VALLEJO	former State Capital, Mare Island naval history, heritage architecture and art gallery districts, founded in 1851

Promoting trail users' access to these communities increases their exposure to local historical sites, restaurants, cafes, overnight accommodations, and other retail establishments.



Public Health Benefits

The physical benefits of hiking, biking, and paddling include: building stronger muscles and bones, improving your sense of balance, improving your heart health, and decreasing the risk of certain respiratory problems. Being in nature can boost your mood and improve mental health. Spending quality time in the great outdoors reduces stress, calms anxiety, and can lead to a lower risk of depression. The San Francisco Bay Trail Project Gap Analysis Study (2005) estimates that trail uses will increase from 2.3 to 5.1 million annually by 2026 due to increases in growth, tourism, recreation, and alternative commute choices. Safe and convenient connections to recreation will accommodate this increase in trail users who would've otherwise driven to parts of the CSSLT, reducing greenhouse gas emissions and improving public health outcomes due to increased rates of exercise.



Social Equity Benefits

Identifying bicycle and pedestrian infrastructure improvements in the CSSLT will also serve disadvantaged communities. The CSSLT passes through or near MTC-designated "Communities of Concern" Crockett, Martinez, and Vallejo. Communities of Concern are census tracts with a majority share of ethnic minorities, and with certain percentages of low-income and rent-burdened households, and other indicators of poverty. In particular, improving the quality of non-motorized infrastructure around the CSSLT will improve traffic safety and mobility outcomes for those who are walking, bicycling, or taking transit out of necessity.



VALUE

1939 acres
Crockett Hills Regional Park

1185 acres
Fernandez Ranch

3681 acres
Pinole Valley Watershed

1099 acres
Franklin Ridge Ranches

325 acres
Mount Wanda

53 acres
John Muir National Historic Site

447 acres
Benicia State Recreation Area

383 acres
Radke Martinez Reg. Shoreline Park

1415 acres
Carquinez Strait Reg. Shorelines

15 acres
Glen Cove Waterfront Park

5 acres
Carquinez Park

The Carquinez Strait Scenic Loop Trail (CSSLT) provides users with spectacular views of the Carquinez Strait, San Pablo Bay, Suisun Bay, and surrounding hills of Contra Costa and Solano Counties.

Closing the CSSLT gaps will connect trail users to over 10,000 acres of open space lands in the Contra Costa hills including Crockett Hills Regional Park, Fernandez Ranch, Pinole Valley Watershed, Franklin Ridge Ranches, Mount Wanda, the John Muir National Historic Site as well as providing access to shoreline destinations such as the Glen Cove Waterfront Park, Benicia State Recreation Area, Radke Martinez Regional Shoreline Park, and Carquinez Strait Regional Shoreline. In addition, completing the CSSLT will create public health, economic, and social equity benefits for the residents and communities around the Carquinez Strait and the region.

The Carquinez Strait Scenic Loop Trail connects nearly a dozen regional open spaces and parks totaling over **10,000** acres of public land!



CARQUINEZ STRAIT SCENIC LOOP TRAIL GAPS

- Constrained Street Alignment (limited ROW)
- Existing Unimproved Route (constrained access)
- Physical Gap (no access)
- Existing Carquinez Strait Scenic Loop Trail
- Other Existing Regional Trails
- San Francisco Bay Water Trail Access Point
Existing Planned



Ten unique gaps have been identified within the Carquinez Strait Scenic Loop Trail corridor. Closure of these gaps is critical to overall trail functionality and accessibility to the area's key natural resources and community destinations, requiring coordinated planning and funding among regional partners.

Gap Name		Length	Category	Regional Trail Designations
1	Vallejo Bluff Trail	1.2 miles	Physical Gap	Bay Trail, Ridge Trail, Delta Trail
2	Glen Cove	0.4 miles	Physical Gap	Bay Trail, Ridge Trail, Delta Trail, Water Trail
3	Benicia Streets	3.0 miles	Constrained Alignment	Bay Trail, Ridge Trail, Delta Trail, Water Trail
4	Mococo Road	0.14 miles	Constrained Alignment	Bay Trail, Ridge Trail, Delta Trail
5	Downtown Martinez	3.7 miles	Unimproved Route	Bay Trail, Ridge Trail, Delta Trail, Anza Trail, Water Trail
6	Carquinez Shoreline	5.0 miles	Unimproved Route	Bay Trail, Delta Trail, Anza Trail, Water Trail
7	Almond Ranch	1.1 miles	Physical Gap	Ridge Trail
8	Pereira Road	1.6 miles	Unimproved Route	Ridge Trail
9	Christie Road	1.3 miles	Physical Gap	Ridge Trail
10	Crockett Boulevard	0.3 miles	Unimproved Route	Ridge Trail

A total of
17.74 miles
of trail gaps
remain!

Physical Gap: no formal trail alignment established, or access is restricted

Unimproved Route: alignments have been established but access constrained by existing physical conditions

Constrained Alignment: on street alignment with limited right of way for dedicated trail



1. View of the Carquinez Bridge along the bluff
2. Entry off of Clearview Drive
3. Looking east towards Glen Cove
4. Informal trail leading to the top of the bluff



I. Vallejo Bluff Trail

✓ Bay Trail

✓ Ridge Trail

✓ Delta Trail

Anza Trail

Water Trail

1.2 miles

Class I paved multi-use

JURISDICTION

City of Vallejo

OWNERSHIP

Caltrans

2 Private Landowners

PARTNERS

Caltrans

State Coastal Conservancy

City of Vallejo

Bay Area Toll Authority

The Ridge Trail, Bay Trail, and Delta Trail follow the same route through this gap. The Bay Trail and Ridge Trail staffs have been working to close this important gap for over a decade, both have provided grant funds for planning and design. The project is supported by the City of Vallejo, the Solano Transportation Authority, the State Coastal Conservancy, and the local community.

The proposed trail is located on a hillside with no current access. The Vallejo Bluff Trail is at 30% design and a Mitigated Negative Declaration has been completed and circulated under a grant from the Bay Trail and Ridge Trail. A decision to upgrade the trail to a paved, Class I trail has triggered the need for additional funding to complete final design work. Caltrans has reserved space for a portion of the trail under I-80 as part of the I80/SR29 bridge replacement project.

STATUS

PRE-PLANNING



PLANNING & FEASIBILITY DESIGN



ACQUISITION



ENVIRONMENTAL REVIEW



CONSTRUCTION



OPPORTUNITIES

This project has broad support and is well-positioned for funding. The Vallejo Bluff Trail will connect to 2.5 miles of existing trail to the west and south across the AI Zampa / Carquinez Bridge and to 1/2 miles of existing trail to the east.

CONSTRAINTS

Lack of funding to complete the project. The project is complex, located in geologically/geographically challenging area. Requires easement acquisition and Caltrans coordination and encroachment approvals.

NEXT STEPS

Secure Active Transportation Program (ATP), Regional Measure 3 (RM3), Proposition 68, or other design and construction funding.



1. View of the Carquinez Bridge near Glen Cove Marina
2. Undeveloped shoreline view looking southwest
3. Bay Trail entering Glen Cove Waterfront Park
4. Undeveloped shoreline view looking east



2. Glen Cove

✓ Bay Trail

✓ Ridge Trail

✓ Delta Trail

Anza Trail

✓ Water Trail

0.4 miles
Recreational trail

JURISDICTION
City of Vallejo

OWNERSHIP
City of Vallejo
Greater Vallejo Recreation District
Private Landowners

PARTNERS
City of Vallejo
Greater Vallejo Recreation District

STATUS

PRE-PLANNING

PLANNING & FEASIBILITY DESIGN

ACQUISITION

ENVIRONMENTAL REVIEW

CONSTRUCTION

The Glen Cove gap runs along the Carquinez Strait waterfront between Glen Cove Marina and Glen Cove Waterfront Park.

The Ridge Trail and Delta Trail have different alignments along city streets around this gap, as there is currently no access. Upon closure of this gap with the establishment of the Bay Trail along the waterfront, the Ridge Trail and Delta Trail would review the opportunity to relocate their trails to this new Bay Trail off-street alignment, consolidating the Carquinez Strait Scenic Loop Trail route.

OPPORTUNITIES

Closure of this gap would connect to .25 miles of existing trail to the west along the Carquinez Strait and to 3.5 miles of existing trail to the east at Glen Cove Waterfront Park and Benicia State Recreation Area, as well as a planned Water Trail access point at Glen Cove Marina.

CONSTRAINTS

Trail segment is located atop a steep bluff with little room for setback from existing homes. Residents may be concerned with proximity of the trail. Topography and soils could be challenging for trail placement. Little work has been done to identify an exact alignment in this location. A feasibility study is needed to identify resource issues, geology, topography, and the desires/concerns of the homeowners adjacent to the potential trail.

NEXT STEPS

Prepare a feasibility and alignment study. Secure funding for design, environmental review, and construction of improvements.



1. West K Street, typical ~50' right of way
2. Lower East 5th Street during king tide
3. West 3rd Street, most constrained segment
4. West I Street, 60' right of way with several sidewalk gaps
5. Military East Street, 60' right of way, only gap in Ridge Trail designation



3. Benicia Streets

✓ Bay Trail

✓ Ridge Trail

✓ Delta Trail

Anza Trail

✓ Water Trail

3.0 miles

Bike lanes, cycle tracks, sidewalks

JURISDICTION

City of Benicia

OWNERSHIP

City of Benicia
(public roads and easements)

PARTNERS

City of Benicia
Solano Transportation Authority

STATUS

PRE-PLANNING



PLANNING & FEASIBILITY DESIGN



ACQUISITION



ENVIRONMENTAL REVIEW



CONSTRUCTION



The Ridge Trail, Bay Trail, and Delta Trail follow the same route through this gap. The Ridge Trail has dedicated and the Delta Trail has accepted as complete the city streets from Benicia State Recreation Area to the Benicia-Martinez Bridge with the exception of a segment along Military East Street. The Bay Trail has only designated 9th Street Park, 1st Street, Benicia Point, Benicia Marina, a portion of E 5th Street, and Park Street segments as complete.

Sidewalks exist throughout most of the alignment but bike lanes or cycle tracks do not. Some segments have been stamped with sharrows, while others have not. Some segments are 80', while others are 60' or less. The narrowest segment consists of a 30' wide street with parking allowed and incomplete sidewalks on both sides with challenging topography.

OPPORTUNITIES

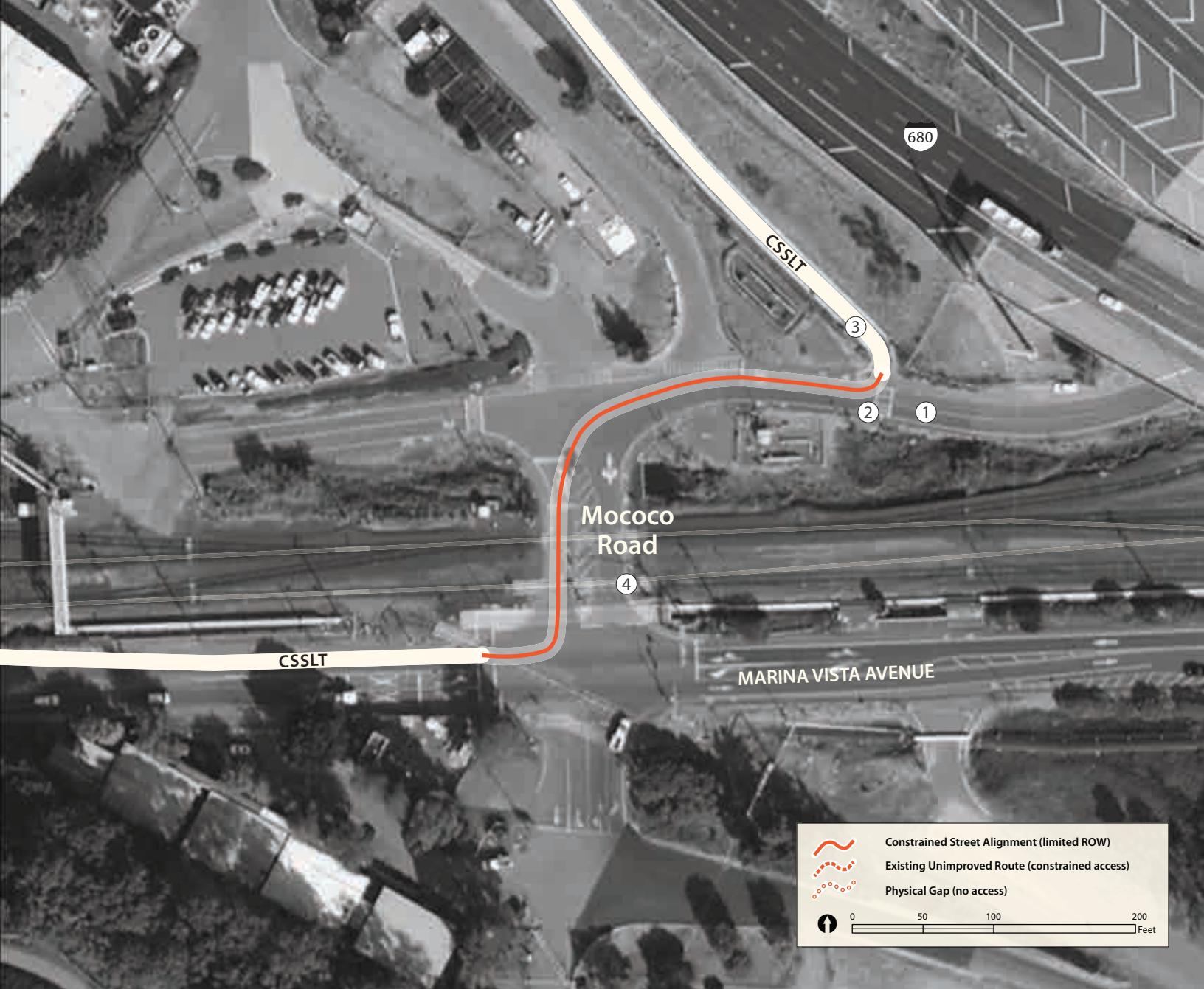
Closure of this gap would connect to 3.5 miles of existing trail to the west at Benicia State Recreation Area, and to 3 miles of existing trail to the east and south leading up to and over the Benicia-Martinez Bridge. Several planned Water Trail access points would also be connected with closure of these gaps.

CONSTRAINTS

Trail alignment is primarily located on city streets with limited right-of-way available for bike lanes or cycle tracks without removal of parking.

NEXT STEPS

City of Benicia is currently working with Solano Transportation Authority to complete a citywide Active Transportation Plan that includes CSSLT segments, to be completed in 2020.



1. Entry to CSSLT / Benicia-Martinez Bridge at Mococo Road
2. Blind turn looking east near CSSLT entry
3. Wayside panel near CSSLT entry point
4. Convergence of rail and vehicle traffic at Mococo Road and Marina Vista Ave



4. Mococo Road

✓ Bay Trail

✓ Ridge Trail

✓ Delta Trail

Anza Trail

Water Trail

0.14 miles

Class I paved multi-use

JURISDICTION

Contra Costa County

OWNERSHIP

Contra Costa County
Union Pacific Railroad
Private Landowners

PARTNERS

Caltrans
Contra Costa County
Bay Area Toll Authority

STATUS

PRE-PLANNING

PLANNING & FEASIBILITY DESIGN

ACQUISITION

ENVIRONMENTAL REVIEW

CONSTRUCTION

This segment is a gap for Bay Trail, Ridge Trail, and Delta Trail. Construction of this trail segment was left out of the Benicia-Martinez Bridge Project. Caltrans made some interim improvements using painted lines and plastic bollards to delineate the trail through this gap.

The interim improvements are not safe for trail users and the bollards have been knocked down by the heavy truck traffic in the area. This segment requires a re-design that addresses multiple user-safety issues: heavy truck traffic, multiple curb cuts, a pipeline, and a railroad crossing.

OPPORTUNITIES

To construct a permanent facility that provides a safe connection between the City of Martinez and the Benicia-Martinez Bridge. Closure of this gap would connect to 2.4 miles of existing trail north across the Benicia-Martinez Bridge and 6.2 miles of existing trail west through the City of Martinez.

CONSTRAINTS

Lack of funding for the project and design challenges with railroad crossing, existing pipeline, curb cut crossings.

NEXT STEPS

Prepare a feasibility and alignment study. Secure funding for design, environmental review, and construction of improvements.



1. Nejedly Staging Area, Carquinez Strait Regional Shoreline
2. Aerial view of Carquinez Scenic Drive looking east
3. Downtown Martinez, looking west on Marina Vista Ave



5. Downtown Martinez

✓ Bay Trail

✓ Ridge Trail

✓ Delta Trail

✓ Anza Trail

✓ Water Trail

3.7 miles

Class II bike lanes, sidewalks (city)
Class I paved multi-use (shoreline)

JURISDICTION

Contra Costa County
City of Martinez
East Bay Regional Park District

OWNERSHIP

Contra Costa County
City of Martinez
East Bay Regional Park District

PARTNERS

Contra Costa County
City of Martinez
East Bay Regional Park District

STATUS

PRE-PLANNING

PLANNING & FEASIBILITY DESIGN

ACQUISITION

ENVIRONMENTAL REVIEW

CONSTRUCTION

This is a Bay Trail, Anza Trail, and Delta Trail gap. The Ridge Trail is dedicated through this segment. Martinez has installed Class II bike lanes on parts of Marina Vista Ave and Escobar Street but not through the entire length. Contra Costa County has expressed interest in turning over the Carquinez Scenic Drive alignment to a trail or park organization to manage as a trail.

Existing roadways have limited widths to extend bike lanes without losing parking in the downtown Martinez area.

OPPORTUNITIES

Contra Costa County is interested in turning over Carquinez Scenic Drive in this area to a trail or park organization to operate as a trail connection to the existing George Miller Trail to the west. Closure of this gap would connect to existing and planned trails to the east through the City of Martinez, as well as a planned Water Trail access point at Martinez Marina.

CONSTRAINTS

Lack of funding for the project. Carquinez Scenic Drive needs to be improved. Businesses in downtown Martinez do not want to lose parking.

NEXT STEPS

Prepare a feasibility and alignment study. Secure funding for design, environmental review, and construction of improvements.



PHOTO: Lewis Stewart



PHOTO: Lewis Stewart



1. Aerial view of George Miller Trail
2. Trailhead at George Miller Trail entry point
3. Aerial of Crockett
4. Downtown Crockett, looking east on Loring Ave



6. Carquinez Shoreline

✓ Bay Trail

Ridge Trail

✓ Delta Trail

✓ Anza Trail

✓ Water Trail

5.0 miles

Class II bike lanes, sidewalks (city)
Class I paved multi-use (shoreline)

JURISDICTION

Contra Costa County

OWNERSHIP

Contra Costa County

PARTNERS

Contra Costa County
East Bay Regional Park District

STATUS

PRE-PLANNING

PLANNING & FEASIBILITY DESIGN

ACQUISITION

ENVIRONMENTAL REVIEW

CONSTRUCTION

This is a Bay Trail, Anza Trail, and Delta Trail gap. The Ridge Trail has dedicated their portion of the segment along Pomona Ave from Crockett Blvd to the Carquinez Bridge. Contra Costa County is interested in turning the segment of Carquinez Scenic Drive between the George Miller Trail and Port Costa over to a trail or park organization to manage as a trail.

The entire length of this section of trail is proposed along County roadways. The stretch along Carquinez Scenic Drive west of Port Costa is challenging since it is a primary access point to Port Costa with limited right-of-way and several geographical challenges.

OPPORTUNITIES

Contra Costa County is interested in turning Carquinez Scenic Drive between Port Costa and George Miller Trail over to a trail or park organization to manage as a trail. Closure of this gap would connect to existing trail to the north across the Carquinez Bridge, as well as a planned Water Trail access point along the shoreline at Eckley Pier.

CONSTRAINTS

Lack of funding for the project. Lack of clear alignment west of Port Costa that will safely accommodate bicyclists and pedestrians on a trail. Trail alignment is located on streets with limited right-of-way. The stretch on Carquinez Scenic Drive west of Port Costa is needed for access by Port Costa and is constrained with limited right-of-way and slopes on both edges.

NEXT STEPS

Prepare a feasibility and alignment study. Acquire land/easements. Secure funding needed for design, environmental review, and construction of improvements.



1. Ridgeline view looking east to Mt. Diablo
2. Ridgeline view looking west to Franklin Ridge Ranches
3. Almond Ranch gate at Mt. Wanda property line



7. Almond Ranch

Bay Trail

✓ Ridge Trail

Delta Trail

Anza Trail

Water Trail

1.1 miles

Recreation trail, compacted earth

JURISDICTION

Contra Costa County

OWNERSHIP

Private Landowner,
purchase option by JMLT

PARTNERS

John Muir Land Trust

STATUS

PRE-PLANNING

PLANNING & FEASIBILITY DESIGN

ACQUISITION

ENVIRONMENTAL REVIEW

CONSTRUCTION

This gap is comprised of privately-owned ranch land locally referred to as Almond Ranch.

John Muir Land Trust has an option to acquire Almond Ranch from the landowners by the end of 2019. The project needs \$4 Million to acquire and create infrastructure for public access. The trail alignment will be finalized after the land is acquired.

OPPORTUNITIES

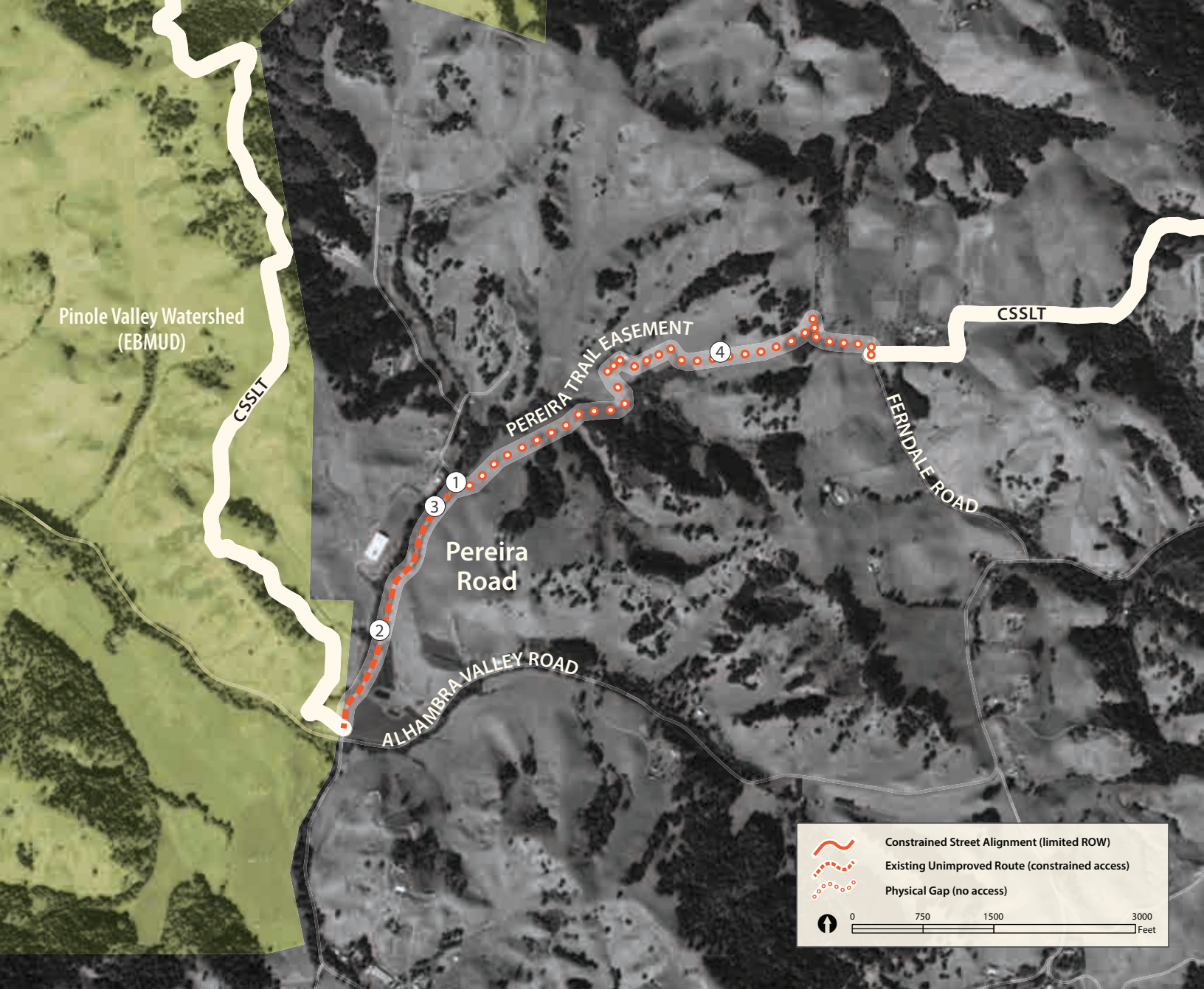
Fundraising is going well and the property will likely be acquired by the end of 2019. John Muir Land Trust plans to open the property to the public in 2020. Closure of this gap would connect to 6.2 miles of existing Ridge Trails to the north through the City of Martinez to Mococo Road and 2.1 miles of existing Ridge Trail to the west.

CONSTRAINTS

Complete acquisition. Trail alignment must be finalized after acquisition.

NEXT STEPS

Complete acquisition of the project by John Muir Land Trust. Prepare design and management plan and complete environmental review.



1. Existing gate located at future entrance to trail easement section between Pereira Road and Ferndale Road
2. Pereira Road looking north
3. Pereira Road looking south
4. Existing road on trail easement



8. Pereira Road

Bay Trail

✓ Ridge Trail

Delta Trail

Anza Trail

Water Trail

1.6 miles

Recreational trail, low intensity

JURISDICTION

Contra Costa County

OWNERSHIP

Contra Costa County (right of way)

Private Landowner

East Bay Regional Park District

PARTNERS

Contra Costa County

East Bay Regional Park District

STATUS

PRE-PLANNING

PLANNING & FEASIBILITY DESIGN

ACQUISITION

ENVIRONMENTAL REVIEW

CONSTRUCTION

East Bay Regional Parks needs to acquire rights from the end of the existing trail easement at Pereira Road and Alhambra Valley Road from either the Pereira Family or along the County right-of-way. East Bay Regional Park prefers the alignment to be on the southeast side of Pereira Road due to the location of the Pinole Creek tributary on the northwest side of the road that would be expensive and have complicated permitting if a trail is constructed near the tributary.

East Bay Regional Park District holds a 1.1-mile trail easement. Additional access rights are needed along the road right-of-way or on the Pereira property to connect to Pinole Valley Watershed.

OPPORTUNITIES

East Bay Regional Park District has prioritized this connection and plan to ramp up work on it in 2019 and 2020. Closure of this gap would connect to 4.5 miles of existing trail to the east on the CSSLT and to 2.1 miles of existing trail to the north.

CONSTRAINTS

Additional access rights need to be secured from either the County along the road right-of-way or on land that has a complicated multi-family-member ownership making it difficult to negotiate trail access easements. There are also water resource issues because the trail would need to be constructed along a creek/drainage.

NEXT STEPS

Continued project planning by East Bay Regional Park District. Complete acquisition of trail access rights. Secure funding to complete design, environmental review, and construction of project. Work with East Bay Regional Park to open the 1.1-mile trail easement section and allow trail users to walk along the shoulder of Pereira Road to the Pinole Valley Watershed, a very low traffic road with a wide shoulder.



1. Hwy underpass crossing westbound traffic lanes only
2. Christie Road railroad crossing
3. View of Christie Road without shoulder



9. Christie Road

Bay Trail

✓ Ridge Trail

Delta Trail

Anza Trail

Water Trail

1.3 miles

Recreational trail, low intensity

JURISDICTION

Contra Costa County

OWNERSHIP

Caltrans

Contra Costa County

East Bay Regional Park District

Union Pacific Railroad

Private Landowner

PARTNERS

Caltrans

Contra Costa County

East Bay Regional Park District

John Muir Land Trust

Union Pacific Railroad

STATUS

PRE-PLANNING

PLANNING & FEASIBILITY DESIGN

ACQUISITION

ENVIRONMENTAL REVIEW

CONSTRUCTION

The planned route crosses multiple property owners including privately-owned ranch land, land-banked East Bay Regional Park District land, Caltrans right-of-way, and the Union Pacific railroad right-of-way.

The completion of the gap will require private land/easement acquisition as well as major crossings of Highway 4 and the Union Pacific railroad. An alternate alignment along a portion of this gap will likely be needed in order to close the gap.

OPPORTUNITIES

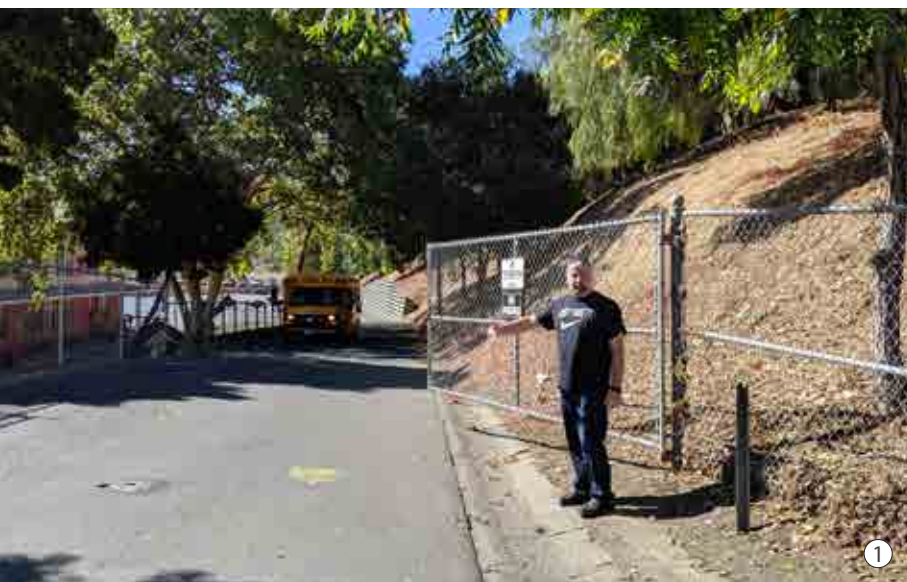
An alternative alignment utilizing Christie Road and an existing Highway 4 underpass could be further studied. Additionally, there is a potential alternative alignment along Cummings Skyway further east that would utilize an existing Highway 4 overpass as well as a route across the top of the Union Pacific tunnel that could be further studied. Closure of this gap would connect to 4.5 miles of existing CSSLT to the south and to 5.4 miles of existing trail to the north.

CONSTRAINTS

Current trail alignment would require acquisition of private lands or trail easements and complicated highway and railroad crossings. Requires Caltrans coordination and encroachment approvals for crossing Highway 4 and negotiating access across Union Pacific Railroad right-of-way.

NEXT STEPS

Work with East Bay Regional Park District and John Muir Land Trust to study alternative alignments. Support EBRPD's land acquisition in this vicinity that will support the gap closure. Secure funding for feasibility study and analysis of route alternatives.



1. Potential route could use existing portion of maintenance road
2. Potential alignment looking north to middle school
3. Looking west down Pomona Street



10. Crockett Boulevard

Bay Trail

✓ Ridge Trail

Delta Trail

Anza Trail

Water Trail

0.3 miles

Class I paved multi-use
Recreational trail, low intensity

JURISDICTION

Contra Costa County

OWNERSHIP

Contra Costa County
John Swett Unified School District
East Bay Regional Park District

PARTNERS

Contra Costa County
John Swett Unified School District
East Bay Regional Park District

STATUS

PRE-PLANNING

PLANNING & FEASIBILITY DESIGN

ACQUISITION

ENVIRONMENTAL REVIEW

CONSTRUCTION

This planned route runs adjacent to the Carquinez Middle School and Willow Technical School between the Crockett Hills Regional Park and Pomona Street. John Swett Unified School District is in the process of demolishing and rebuilding Carquinez Middle School, and has been in discussion with CSSLT project partners to develop an alignment that helps close this gap in the trail.

There is currently no safe pedestrian/bicycle access along Crockett Blvd through this gap. This trail connection needs to cross through Crockett Blvd right-of-way (County road) and/or School District land.

OPPORTUNITIES

Potential funding opportunities through Safe-Routes-to-School, Proposition 68 (disadvantaged community,) and State Coastal Conservancy. Closure of this gap would connect to 5.3 miles of existing trail to the south and to 1.7 miles of existing trail to the north across the Carquinez Bridge.

CONSTRAINTS

Coordination of a multi-jurisdictional project with challenging topography. Funding for long term maintenance.

NEXT STEPS

Planning effort within Contra Costa County, John Swett Unified School District, Ridge Trail, and East Bay Regional Park District – continue discussing route alignments in conjunction with the rebuilding of Carquinez Middle School, Safe-Routes-to-School, and other overlapping priorities.



PHOTO: Lewis Stewart



Bay Area Water Trail

The Carquinez Strait is at the crossroads of several major California waterways – San Joaquin / Sacramento River, Napa River, and San Pablo Bay – which provide vast opportunities for water-based recreation. Kayakers and stand-up paddleboarders watch for birds along the marshy shoreline of Benicia State Recreation Area, while outrigger canoes clubs train on the river’s challenging currents, and kiteboarders cruise along the water powered by the Strait’s summer winds.

Within the shoreline of the CSSL there are eight locations that either currently or are planned to provide public access to the water. Continued enhancement of access facilities, provision of rental opportunities and guides, and education about safe boating and wildlife stewardship will continue to encourage use of the Strait a scenic recreational destination for residents and visitors to the region.



PROPOSED ACCESS SITE

Glen Cove Marina
Eckley Pier
Benicia State Recreation Area
12th Street / Matthew Turner Park
Benicia Marina / Point Pier
Brickyard Site
Martinez Marina



DESIGNATED ACCESS SITE

West 9th Street Boat Launch



1. *Glen Cove Marina*
2. *Eckley Pier*
3. *Benicia Marina*
4. *Martinez Marina*

Glen Cove Marina

The marina has expressed interest in enhancing public boat launch facilities in order to draw more public use. Public access for non-motorized small boats (NMSBs) is currently allowed from a high-freeboard guest dock. There are several public shore parking spaces and parking has been accommodated for the public with permission from the harbormaster.

NEXT STEPS: Re-engage marina staff on status of any public access and accessibility improvements.

Eckley Pier - Carquinez Strait Regional Shoreline

Informal access occurs on the east side of the Pier, where a small sheltered cove has developed, and adjacent to the west of the Pier on a more exposed beach. Nearby parking allows for a short walk for those carrying equipment.

NEXT STEPS: Construct beach launch and path, remove pilings, construct camps, formalize RR crossing, signage.

Benicia State Recreation Area

The lack of shoreline access in this park limits opportunities for NMSBs. Access is currently only informal at the easternmost portion of the park, where a dirt path leads from the parking area to a small gravel beach.

NEXT STEPS: Work with State Parks staff to prioritize enhancement of access at this portion of the park.

12th Street / Matthew Turner Park

This small pocket park offers informal water access to the Strait via dirt paths to small pocket beaches. Public parking is available next to the shore and the grass lawns can be used to rig NMSBs. A rocky shelf is located just offshore, which can make navigating from the informal launch to deeper water somewhat hazardous. This park is used by kiteboarders and windsurfers in addition to kayakers and SUPs.

NEXT STEPS: Existing water access should be maintained.

West 9th Street Boat Launch

The West 9th Street Boat Launch is used by both motorized and non-motorized boaters, providing access to the Carquinez Strait and open waters of the Bay. Boat launch facilities consist of a corrugated cement boat ramp with two high-freeboard docks located on the sides of the ramp. The site is designed primarily for trailered boats, but is used by many different boat types. Non-motorized small boats observed at the site include kayaks, rowboats, SUPs, and canoes. Kiteboarders will launch from the beach when conditions are right.

NEXT STEPS: No near-term action required.

Benicia Marina

The Benicia Marina provides access primarily for larger motorized boats and sailboats, but contains a number of amenities that make it suitable for NMSBs. At the southeastern end of the marina is a boat ramp and high-freeboard dock that can be used by the public.

NEXT STEPS: Ensure enhancements for NMSBs are included with any larger planning efforts for the Marina.

Brickyard Site

The Brickyard is currently inaccessible by the public due to its land bank status by East Bay Regional Park District. There are no existing recreation facilities at the site; however, there is an existing pier and shoreline that could be designed to accommodate a boat launch.

NEXT STEPS: Land use plan amendment to allow access, develop formal water access, complete campground.

Martinez Marina

The Martinez Marina provides access primarily for larger motorized boats and sailboats, but contains a number of amenities that make it suitable for NMSBs. At the southern end of the marina is a boat ramp and high-freeboard dock that can be used by the public.

NEXT STEPS: Ensure enhancements for NMSBs are included with larger planning efforts for the Marina.



PHOTO: Lewis Stewart



MILESTONES

- 2019 ————— **Sacramento-San Joaquin Delta National Heritage Area** – the Delta is designated by Congress a National Heritage Area.
- 2017 ————— **Great California Delta Trail** – the Delta Trail designated the Carquinez Strait Loop as its alignment in 2017.
- 2017 ————— **Sign Inventory** – Ridge/Bay Trail sign inventory completed in 2017 for the Solano alignment.
- 2016 ————— **Benicia State Recreation Area** – State Parks and the City of Vallejo repaved much of the trail alignment within Benicia SRA in 2016. SF Bay Trail developed a Vizzit Tour at the SRA in 2017.
- 2016 ————— **Fernandez Ranch** – 483 acre Franklin Canyon addition expands John Muir Land Trust’s Fernandez Ranch to 1,185 acres.
- 2016 ————— **Alvarez Ninth Street Park** – Designated a Bay Area Water Trail site in 2016, this park provides an effective trailhead.
- 2014 ————— **George Miller Trail** – In 2014, a failed roadway was converted to a 1.7 mile dedicated trail in East Bay Regional Park District’s Carquinez Regional Shoreline. The project included new trailhead parking lots on both ends.
- 2012 ————— **Glen Cove Waterfront Park** – The park was completed in 2012, and provides a trailhead for the Glen Cove Neighborhood of Vallejo.
- 2012 ————— **Park Road** – a bikelane and sidewalk were completed between the Benicia-Martinez Bridge and Adams Road in 2012.
- 2010 ————— **Rose Drive I-780 Overcrossing** – In 2010, a bicycle/pedestrian path was completed across I-780 to provide safe access from the Bay Area Ridge Trail in the Vallejo/Benicia Open Space Buffer to the shared Carquinez Strait Loop in Benicia State Recreation Area.
- 2007 ————— **Benicia-Martinez Bridge** – The bicycle/pedestrian path was opened when the new span was completed in 2007, including a vista location with parking that can function as a trailhead.
- 2004 ————— **Carquinez Bridge** – the bicycle and pedestrian path was opened in 2004. There is public parking at the Dead Fish restaurant in Crockett that functions as a trailhead.

Carquinez Strait Scenic Loop Trail Partners



California Coastal Conservancy
California State Parks
Caltrans
City of Benicia
City of Martinez
City of Vallejo
Contra Costa County
Delta Protection Commission

East Bay Regional Park District
Greater Vallejo Recreation District
John Muir Land Trust
John Swett Unified School District
National Park Service
Solano Transportation Authority
West Contra Costa Transportation
Advisory Committee

This project represents a collaborative effort between partners at the San Francisco Bay Trail, the Bay Area Ridge Trail, the Delta Protection Commission, the Bay Area Water Trail, Contra Costa County, and the City of Benicia



Technical assistance on this project was provided by the National Park Service's Rivers, Trails, and Conservation Assistance (RTCA) program.