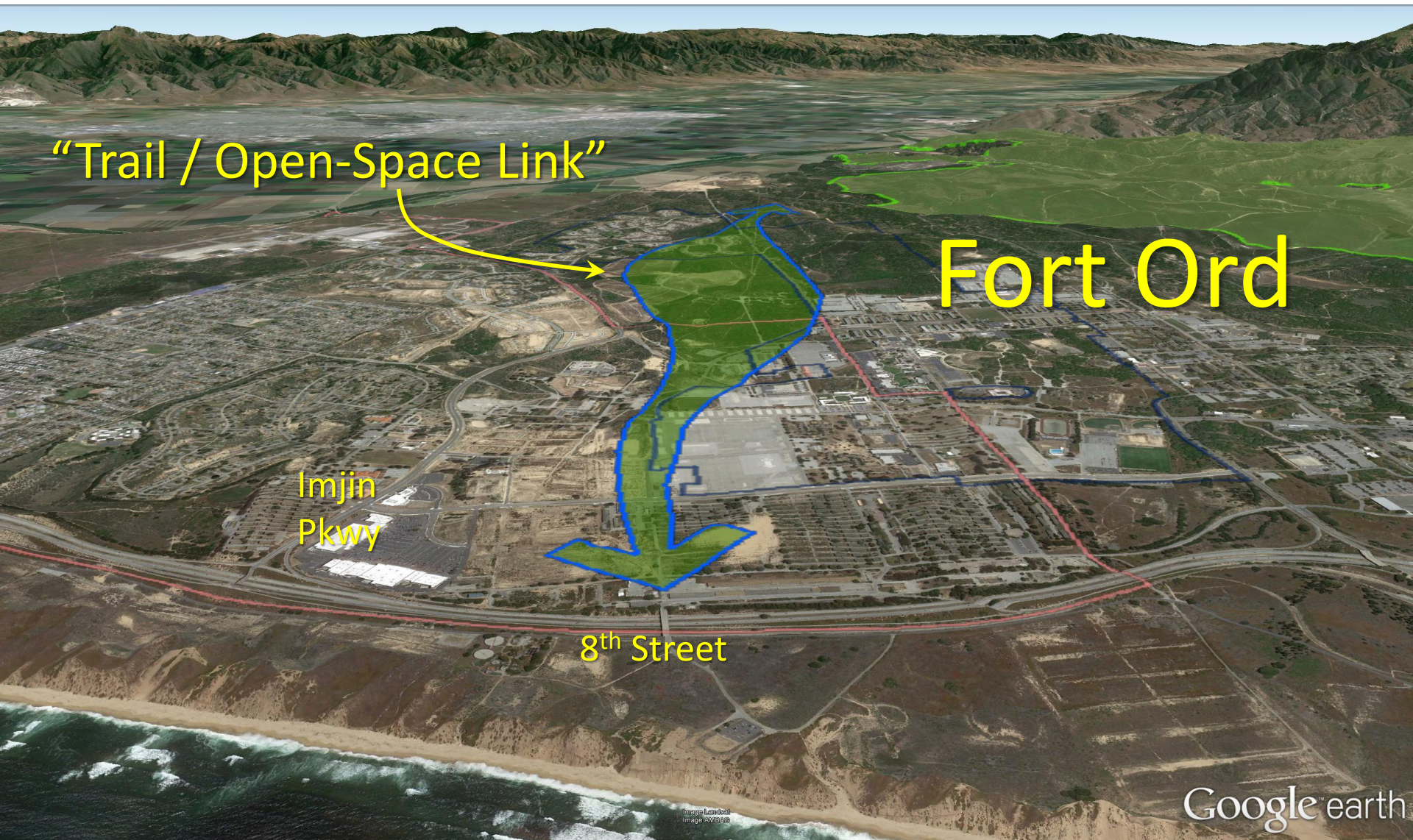


A sequence of slides envisioning the “**Trail / Open-Space Link**”
in comparison with various alignments of
the **Multi-Modal (transit) Corridor**

Dr F. Watson et al. 13 Dec 2013

The Fort Ord Reuse Plan (FORP) includes a Trail / Open-Space Link (TOSL)



The FORP also includes a Multi-Modal Corridor (MMC)

Original MMC
alignment



Google earth

What should the TOSL look like?
And where exactly should the TOSL and the MMC go?



The TOSL could look a bit like a scaled-down version of Golden Gate Park in San Francisco



...or a scaled-up version of “Window on the Bay” in Monterey,
which is part of the Monterey Bay Coastal Recreation Trail



The “Rec Trail” connects open-spaces
featuring various levels of development and restored habitat



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Data Sourced From:
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Google earth

Without Trail Open-Space Link planning, downtown Fort Ord will end up as internally disconnected as San Jose is now



Google earth

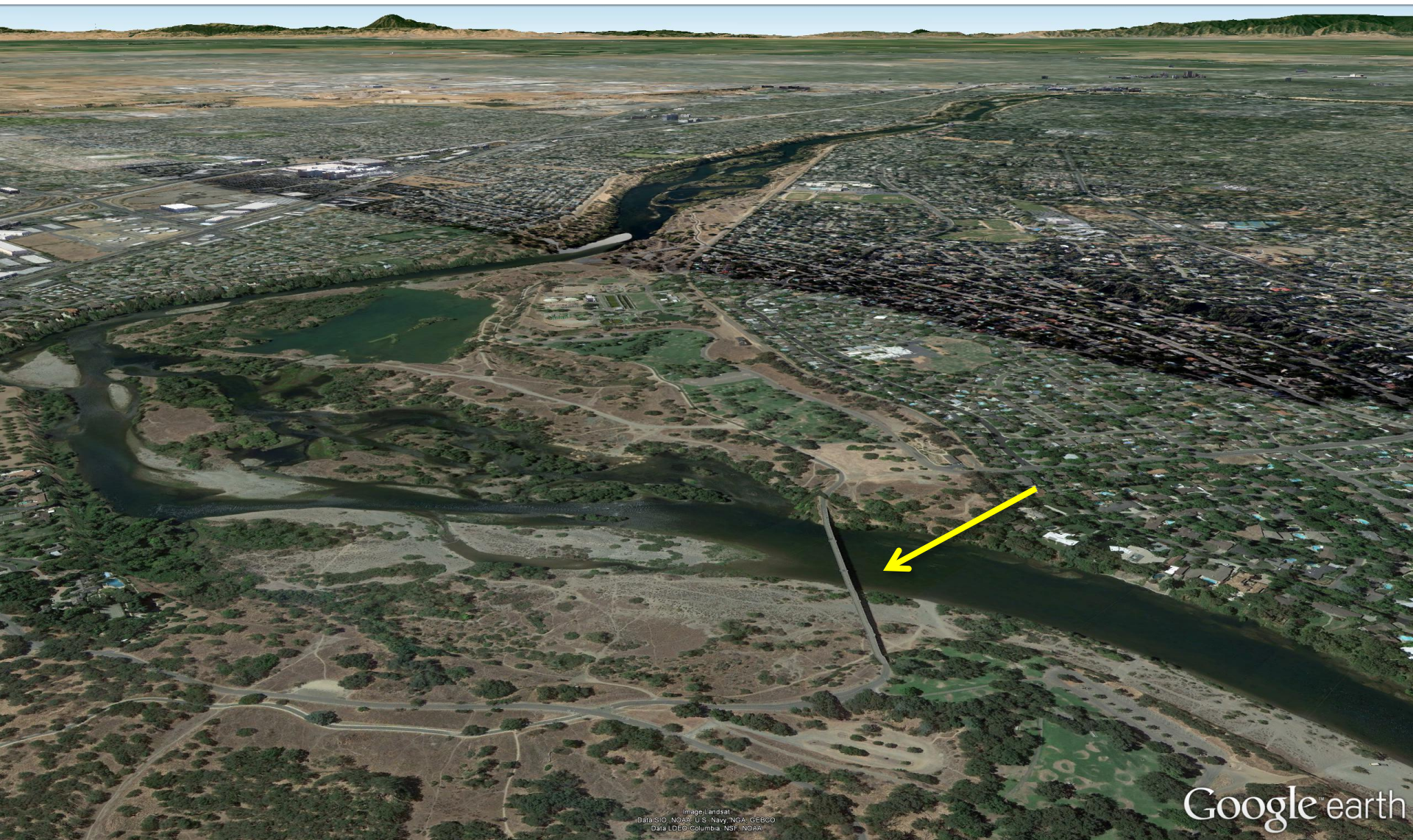
Let's take a quick tour around the world and around the USA.
Here's **Melbourne, Australia**. Compare with San Jose (previous slide).



Google earth

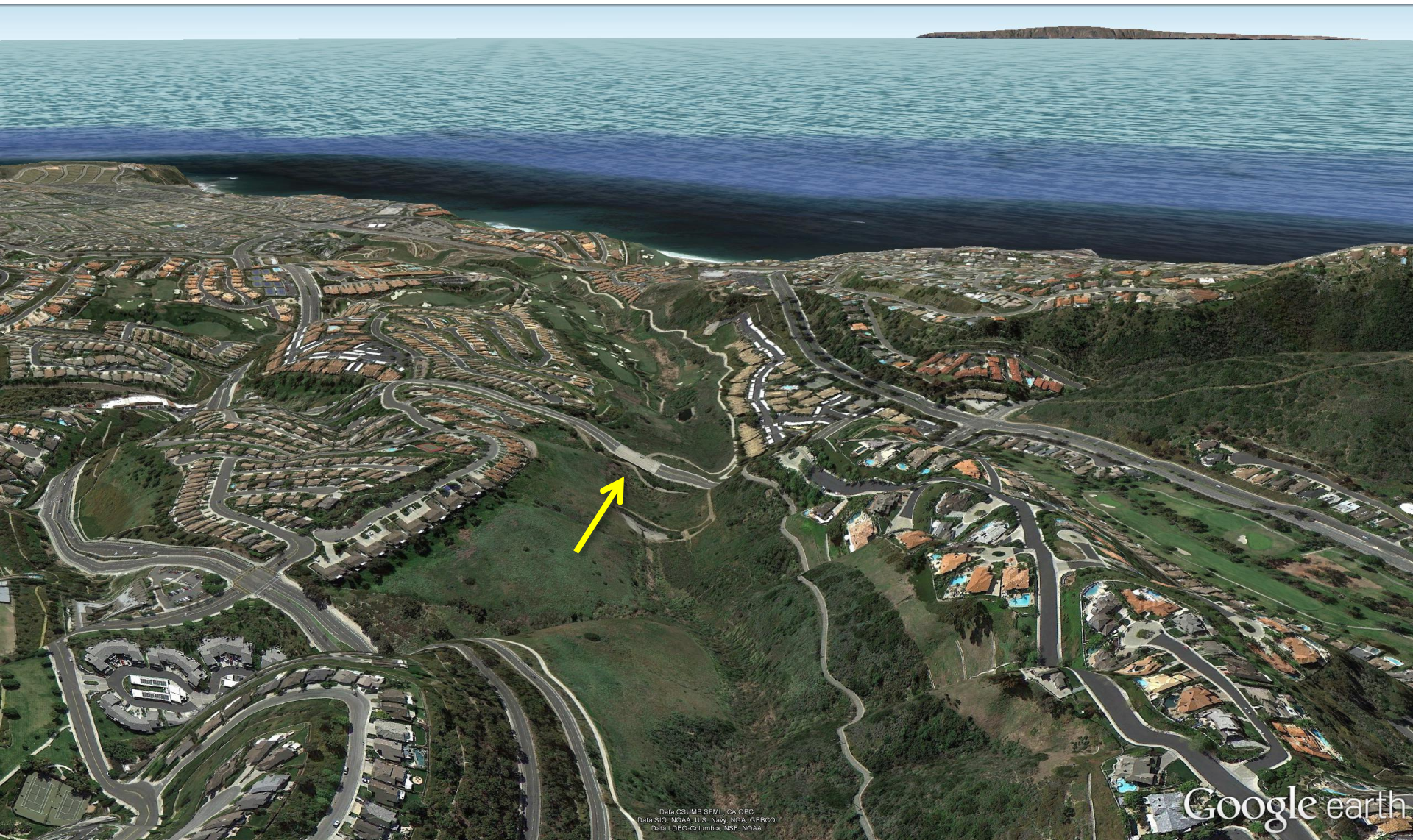
Sacramento. The American River Bike Trail.

Includes a dedicated bike/ped bridge



Orange County

An open-space corridor with bike/ped tunnel under major road



Cheyenne, Wyoming

Open-space corridors. Bike/ped tunnels.



Austin, Texas



Watsonville, California



Google earth

Data: CSUMB, CA, CR
Data: SIO, NOAA, U.S. Navy, NGA, GEBCO
Data: LDEO, Columbia, NSF, NOAA

Salinas, California



Data CSUMB SIFML, CA OPC
Data IDEO Columbia NSF NOAA
Data SIO NOAA U.S. Navy NGA GEBCO

Google earth

Let's return to Fort Ord



Here is **exactly** where the FORP places the TOSL.

It connects people and nature between the Dunes State Park and the National Monument



...and here is where the TOSL can still be today



...and here is the TOSL together with the original MMC alignment. This alignment has been rejected for cutting through habitat near Reservation Road.



A recently proposed realignment of the MMC along Inter-Garrison would undermine the TOSL



The original MMC is in **red**. The recent realignment is **orange**.
The **yellow** alternative route avoids interference with the TOSL.



Routing the MMC along Reservation, Imjin, and Second Avenue may be optimal.
The MMC should not use Inter-Garrison.
Widening of Imjin to 4 lanes through to Reservation can satisfy MMC functionality.



The TOSL and the MMC are complementary routes
when the MMC is restored to north along Imjin

