

TOWN OF DANVILLE

# TOWNWIDE TRAILS MASTER PLAN

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Prepared for the  
**Town of Danville**

By  
**Royston Hanamoto Alley & Abey**  
Landscape Architects and Planners

Adopted January, 1989

**Danville  
Town Council**

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Susanna Schlendorf, Vice-Mayor  
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Town Staff**

George Sipel, Town Manager  
Tom Hanson, Director, Administrative Services  
Janette Howell, Manager, Parks and Recreation  
Bernie Cooper, Project Coordinator, Parks and Recreation  
Steve Lake, City Engineer  
John Lisenko, Senior Civil Engineer  
Christine Nassif, Associate Planner

**Danville  
Trails Task Force**

Gene Anderson  
Equestrian Trail Representative

Chuck Claussen  
Danville Business Representative

Ron Crane  
Parks and Leisure Services Commission

Teresa Cross  
Equestrian Representative

Loretta Dee  
Organization to Save Our Communities

Steve Fiala  
East Bay Regional Park District

Allen Finley  
Contra Costa County Flood Control Division

Jerry Landes  
Downtown Business Owner Representing Bicyclists

James Moore  
San Ramon Valley Regional Planning Commission

Sandy Myers  
Parks and Leisure Services Commission

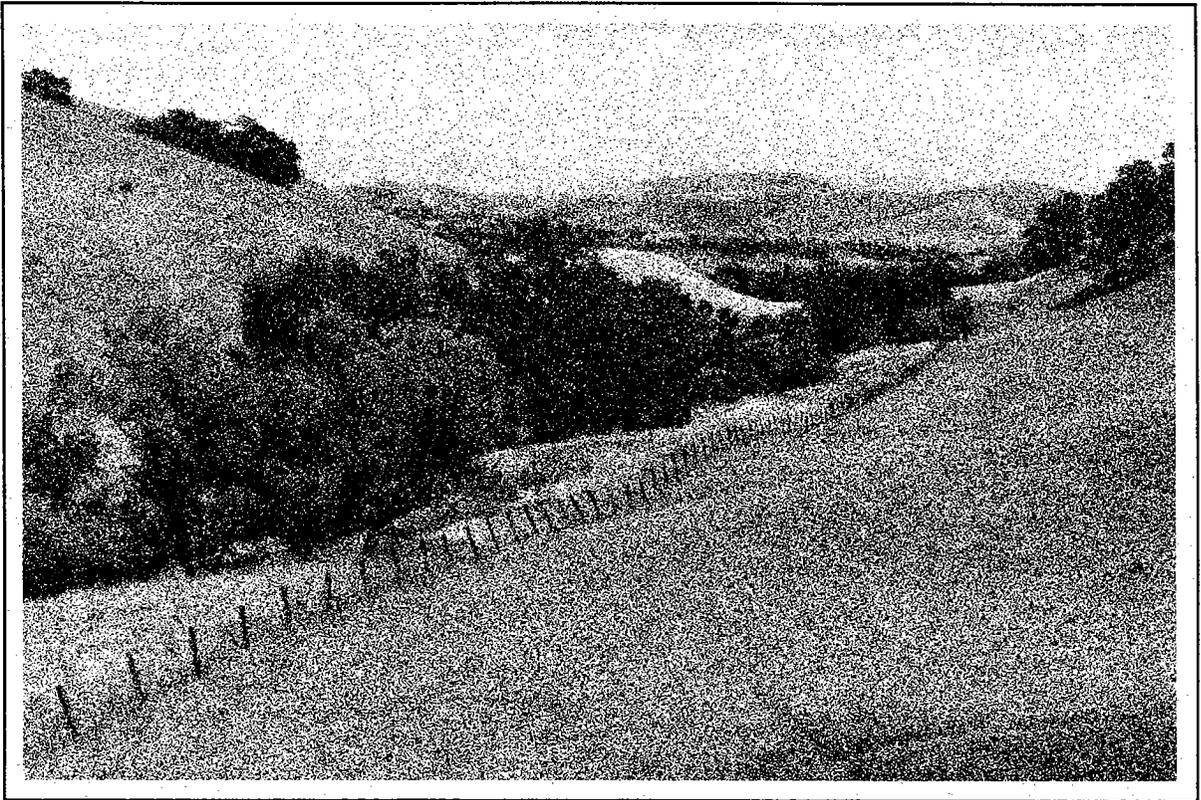
Douglas Smith  
Right of Way Trail Advocates

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# Summary

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## Summary

Over the past 20 years, Danville has experienced tremendous growth with an accompanying demand for increased recreation opportunities and an awareness of the values the surrounding natural environment provides to this growing population. A townwide trails system will provide recreation and preserve the unique character of Danville.

The potential for creating a townwide system of trails and bikeways requires a plan to facilitate coordination of many efforts now underway and to provide long-term direction for guiding the trail program.

The purpose of the Townwide Trails Master Plan is to provide a pedestrian, equestrian and bicycle trail system that will incorporate trails along creek corridors, connections to public facilities, and nearby regional parks and open spaces, such as the Las Trampas Regional Wilderness, Mt. Diablo State Park, and the Iron Horse Trail.

The Master Plan is conceptual. It is not intended to show precise alignments or locations of improvements. Precise locations will be developed on a case by case basis following appropriate review procedures to include: Parks and Leisure Services Commission, Parks and Recreation Division, Planning Division, Planning Commission and the Town Council. Public review and comment will be encouraged at all stages of the review process.

The Master Plan process included:

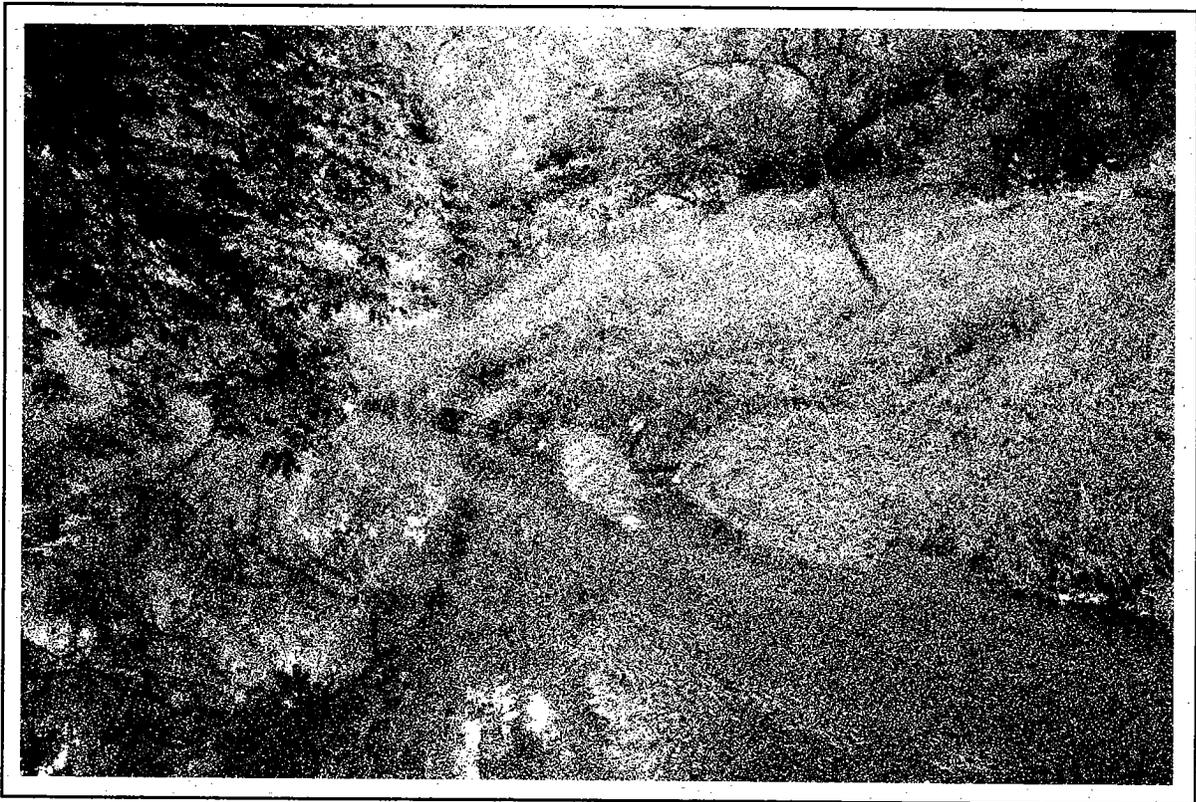
- Evaluating the importance of a trail and bikeway system.
- Summarizing background information on existing public trails, existing local and regional parks, desirable destinations or connections, and the condition of creeks or roadways.
- Establishing goals with supporting policies.
- Developing a physical plan showing recommended trails and bikeways.
- Establishing design guidelines.
- Estimating costs for selected trail projects.
- Proposing an implementation program for the entire trails system.

The public was vital to the planning process which included a series of public workshops and a Community Trails Task Force.

The Danville Townwide Trails Master Plan will not be implemented all at once. This document will serve as a planning tool or guide for future planning decisions. Specific actions and commitments can assure that in the future the entire trail system will be developed: trail routes should be protected; future public and private projects along the trail routes should provide for the eventual implementation of the entire system; and full advantage should be taken of available funding opportunities. In this respect the Trails Plan is only the beginning in a process of working toward these goals.

# Introduction

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## An Opportunity

The people of Danville have an opportunity to create a network of trails and bikeways connecting a growing population with a rich and varied environment. Consider the advantages of Danville:

- A community within a natural setting which has rolling hills, several creeks and open space areas, particularly in the eastern section of town.
- An extensive and still expanding system of regional parks provided by the County, local communities, the East Bay Regional Park District (EBRPD), and the State. Many of these areas have existing and planned trails within them and are prime destinations for recreational activities.
- Numerous agencies already working to create trails, including local communities, the County, the East Bay Regional Park District, and the State.
- Numerous easements already dedicated for trail purposes, especially in the eastern section.
- An active population in need of a workable trail system, and several enthusiastic citizen organizations to help in fulfilling the opportunities.

Public support for trail systems correlate with the findings of the *President's Commission on Americans Outdoors (January 1987)*. The national study finds that Americans enjoy swimming, walking, fishing, team sports and bicycling:

*The move toward physically demanding activities is one of the more dramatic changes in participation patterns to have*

*occurred since 1960. Many of these popular and fast growing activities take place in linear corridors - roads, rivers, sidewalks....(1987).*

The study also finds that of available public areas, people use local or community parks most often. The study recommends developing recreation facilities close to home, including trails, to keep pace with population growth. The report also recommends greenways for walking, running, horse and bicycle riding, and enjoying nature. These greenways will increase the value of individual parks by linking them together into a system that is also connected to other communities.

## The Need for a Plan

The potential for creating a townwide system of trails and bikeways requires a plan to facilitate coordination of many efforts now underway and to provide long-term direction for guiding the trail program. The projection of continuing growth for Danville and the region intensifies the need to identify important routes and, in some cases, reserve trail corridors now.

The Town, recognizing this need, contracted the firm of Royston Hanamoto Alley and Abey, landscape architects and park planners, to prepare a townwide trails plan for Danville. The subconsultant was Camp Dresser and McKee of Walnut Creek, Environmental Engineers and Planners.

## Purpose

The purpose of the plan is to provide a continuous pedestrian, equestrian, and bicycle trail system that will incorporate trails along creek corridors, connections to public facilities, nearby regional parks and open spaces, such as the Las Trampas Wilderness, Mt. Diablo State Park, and the Iron Horse Trail.

The Townwide Trails Plan will serve as a flexible, comprehensive, and long-range planning document. The trails plan is not intended to be a trail users guide but is primarily a document for planning and acquiring for a future townwide trails system. The Trails Plan includes:

- **Analysis:** What are the possibilities?
- **Policy:** What does the Town want to do?
- **Plan:** What will the trail system look like?
- **Implementation:** What actions will the Town take to accomplish what it wants to do?
- **Costs:** What are the estimated costs of the trail program?

This Plan summarizes background information on existing public trails, existing local and regional parks, desirable destinations or connections, and the conditions of creeks and roadways. This information is the basis for an outline of clear goals with supporting policies, a physical plan showing recommended trails and bikeways, design guidelines, and an implementation program.

## Process

Specific objectives guided the planning process as follows to:

- Link major public facilities including the downtown area, local parks and schools.
- Analyze designated creek corridors for trails.
- Locate staging areas, destinations and open space areas.
- Recommend trail standards: bicycle, equestrian, pedestrian, creekside and open space.
- Identify trail priorities.
- Recommend funding alternatives and opportunities for inter-agency cooperation.

In order to assemble a comprehensive understanding of possible alternatives for the Town trails system, the Planning Team reviewed the results of the public workshops, consulted with the 20-member Trails Task Force, and contacted interested agencies and groups regarding regional trails.

The Planning Team presented a preliminary schematic diagram of the entire trail system (two maps at 1"=600') to the Trails Task Force for their review. The Planning Team then met with Town staff (Planning, Engineering, Maintenance Services, and Parks and Recreation), along with representatives from the East Bay Regional Park District and the Contra Costa County Flood Control and Water Conservation District to discuss specific issues related to the trail system and to assure conformance with related plans and policies.

The Team then prepared a second round of schematic diagrams on a series of aerial photos (27 maps at 1"=100'), field checked problem areas, and revised the 600' scale map. The Team also prepared a long range bicycle plan (proposed bike lanes, connections to regional bicycle systems, etc.).

The Planning Team presented these alternatives to the public with the objective of determining what combination of alternatives or portions of alternatives would constitute the overall Trails Plan. The public workshop became an important forum to discuss these alternatives and to respond to concerns about the trail system.

As a result of this background work, combined with a public participation process, the Trails Plan takes a comprehensive look at trails to serve as a planning tool and guide for future planning decisions. In this respect the Trails Plan is only the beginning in a process of working toward these goals.

## **Public Participation**

The public was a vital member of the Planning Team throughout the planning process with a series of public workshops and a Trails Task Force.

The Trails Task Force was comprised of two members from the Parks and Leisure Services Commission; advisory staff from the Divisions of Engineering, Planning, Parks and Recreation; a member of the Contra Costa County Flood Control Dis-

trict; and special interest groups (bicyclists, equestrians, runners and hikers).

The Planning Team met with the Trails Task Force once or twice each month throughout the planning process to discuss background information, identify important issues and evaluate alternatives. The Trails Task Force has been crucial in confirming Town goals and policies and in recommending additions to the Townwide Trails Plan. This input from the Trails Task Force will continue to be important in reviewing, and later implementing, the Trails Plan.

The Planning Team, with the assistance of Town Staff, held two public workshops and a community meeting. Newsletters sent prior to each workshop, along with ongoing news articles, publicized these meetings.

On April 5, 1988, citizens interested in trails and bikeways attended the first workshop. The Planning Team summarized background information on existing conditions and facilitated a discussion of concerns for the trail system. Major concerns expressed at the public meeting related to such issues as: creekside trails and flood control projects, private properties adjacent to creeks, need for staging areas, trail safety, connections to regional trails, and the need for bikeways for recreation and commuter traffic.

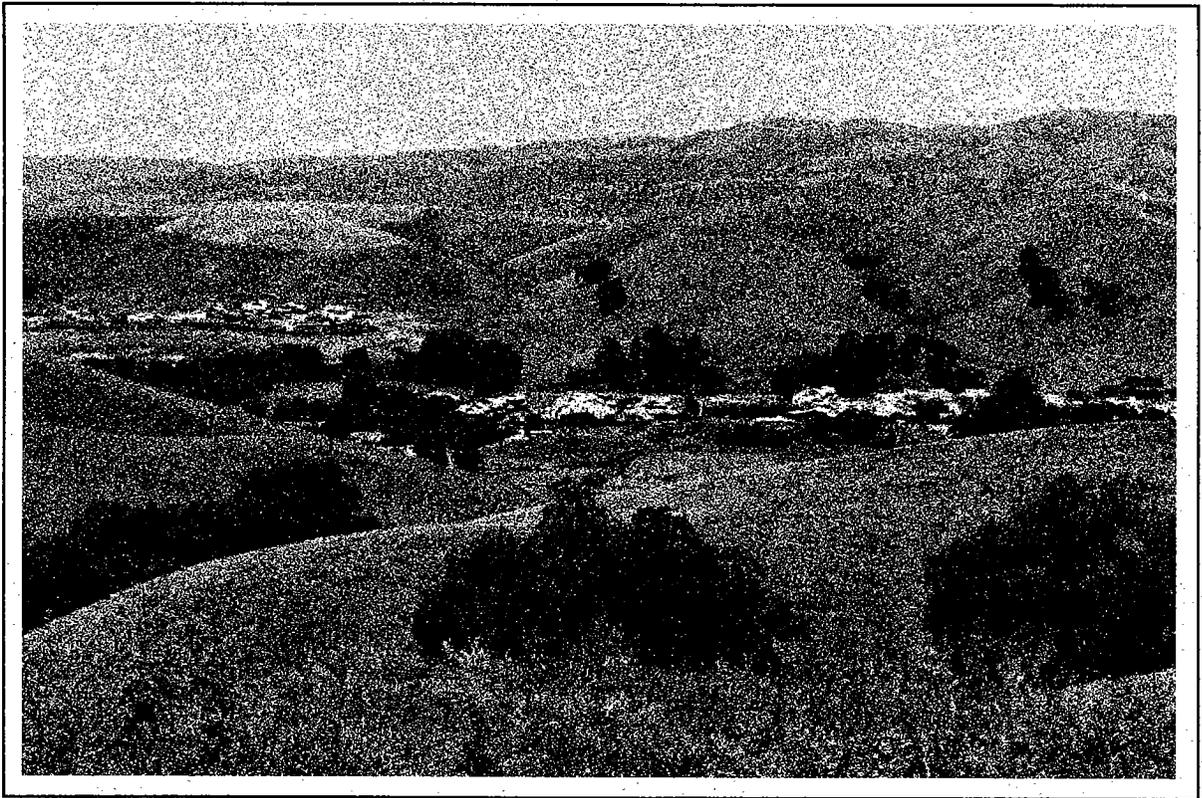
On May 12, a neighborhood workshop was held in the Greenbrook Homes Association Building to discuss the preliminary plans along with specific concerns for the trail system in the southern part of town.

On May 24, residents attended a Community Meeting to review the preliminary Trails Plan and to provide further input. The Planning Team refined the preliminary plans into a draft plan for public review and comment at two Parks and Leisure Services Commission meetings in November 1988 and Town Council meetings in December 1988 and January 1989.

Ongoing public support will be crucial to the success of the Trails Plan: in supporting the Parks and Leisure Services Commission, the Planning Commission and the Town Council in implementing the plan; in working with other jurisdictions to make appropriate connections; in volunteering for trail clean-up or construction; and in pursuing opportunities for funding the trail system.

# Regional and Local Setting

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## Town Setting

The Town of Danville is located in the San Ramon Valley of Contra Costa County. San Ramon Creek is the primary creek, flowing north to Suisun Bay. The valley is bordered on the west by the steep slopes of Las Trampas Ridge and a large area of public open space hills stretching to Oakland. To the east, the foothills of Mount Diablo form another large area of open space and ranch land. Mount Diablo and Las Trampas Ridge provide a backdrop for views from almost anywhere in Danville and contribute to the rural character of the town.

Green Valley Creek and Sycamore Creek

are tributaries of San Ramon Creek and drain the two other valleys within the town. The three valleys are separated by Sherburne Ridge and Short Ridge. These scenic hills and ridges, covered with grasslands and oak trees, are mostly open space and ranch land.

Development patterns in the town have followed the creeks, with most bottom land and lower slopes already developed. Within the developed areas of Danville, the creeks are the only natural areas remaining and provide important wildlife habitat. The downtown has a strong core and is the major commercial



Mt. Diablo and its foothills

area in the San Ramon Valley. Outside of the downtown, Danville is residential, predominantly single-family housing.

The town is bisected by Highway I-680, which roughly follows San Ramon Creek. The Iron Horse Trail, which is built on an abandoned railroad right-of-way, is soon to be a regional recreation trail extending north to Walnut Creek and south to the Livermore Valley.

### **Danville Parks**

The Town of Danville owns and operates nearly 90 acres of parkland, of which 56 acres are currently developed. The San Ramon Valley Unified School District provides an additional 40 acres of playing fields and ball courts which serve the active recreation needs of the community.

The Town owns and maintains one 1.5 acre neighborhood park called South Danville Park and maintains and operates the 6.5 acre Baldwin School/ Neighborhood Park. In the developed area of Danville, neighborhood park needs are met primarily on elementary school



Oak Hill Park

grounds and within facilities provided by private homeowner associations.

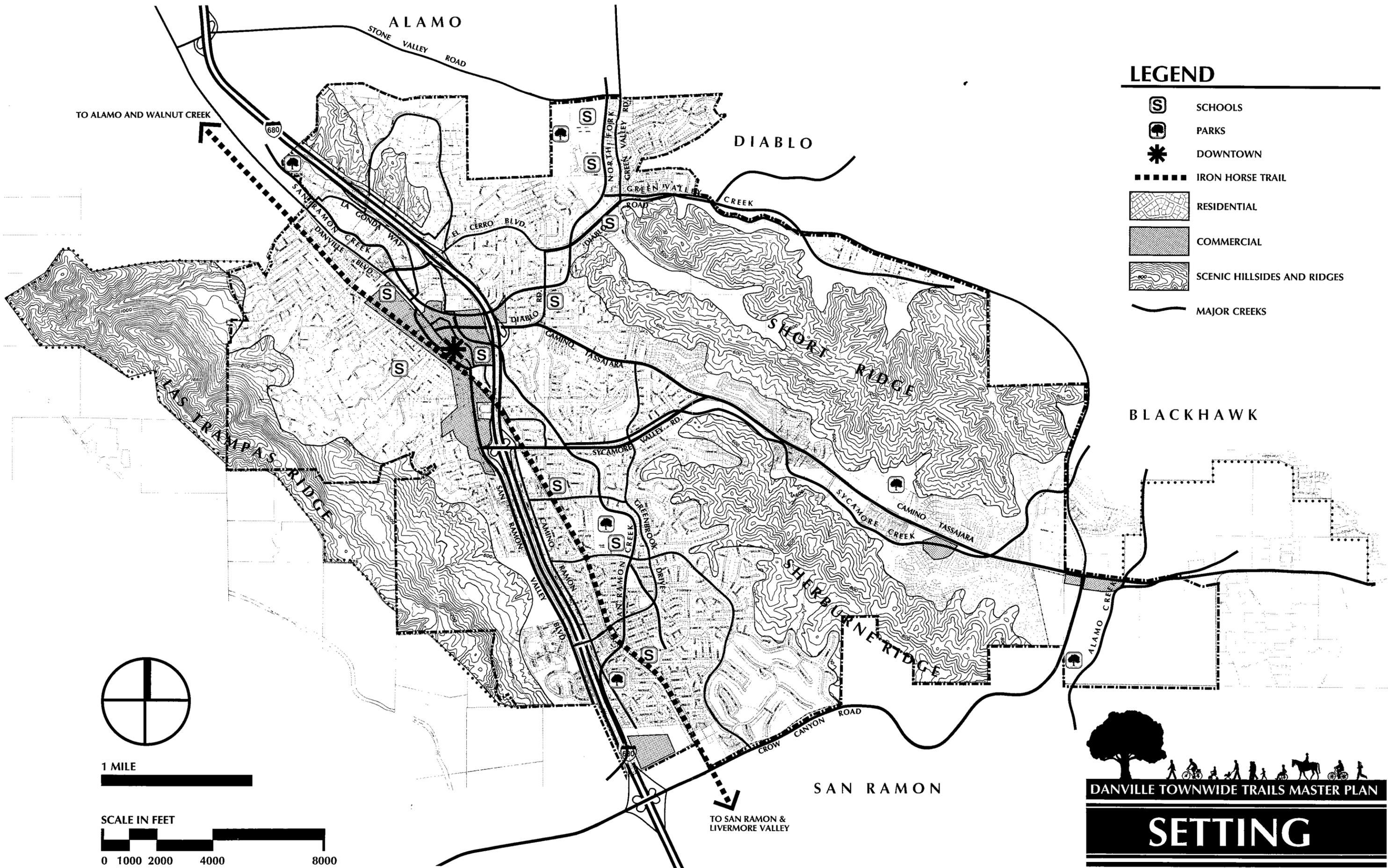
The Town currently owns and maintains two community parks: Osage Station is a fully developed 35 acre park located in the south Sycamore area and has active sports fields, picnic areas, tennis courts and children's play apparatus; Oak Hill Park is located on a 43 acre site adjacent to Monte Vista High School in the Green Valley area. Eleven acres are currently developed with a community building, children's play area, picnic area, a large pond, and a pathway leading uphill to an area with panoramic views of the San Ramon Valley.

### **Danville Schools**

In Danville, the San Ramon Valley School District operates five elementary schools, the Charlotte Wood and Los Cerros Intermediate Schools, and the San Ramon Valley, Del Amigo and Monte Vista High Schools. The school facilities, including buildings and play areas, provide public meeting space and recreation facilities that augment the Town's parks and recreation facilities.

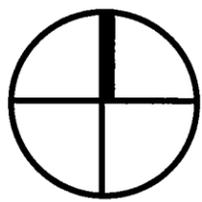
### **Open Space**

In addition to the functional open space provided by the park land, 3500 acres, nearly 40 percent of the land area of the Town is designated either as General Open Space or Agricultural Preserve. The General Open Space areas are planned as permanent open space with either fee

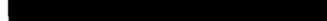


**LEGEND**

-  SCHOOLS
-  PARKS
-  DOWNTOWN
-  IRON HORSE TRAIL
-  RESIDENTIAL
-  COMMERCIAL
-  SCENIC HILLSIDES AND RIDGES
-  MAJOR CREEKS



1 MILE



SCALE IN FEET



DANVILLE TOWNWIDE TRAILS MASTER PLAN

**SETTING**

title or conservation easements belonging to a public agency. The Agricultural Preserve areas are currently in agricultural use, mostly grazing.

Although not specifically intended for recreational use, the large open space areas along the ridgelines can include public access and outstanding scenic trail opportunities, including opportunities to establish staging areas and trails linking open space areas to community and regional parks.

The Town considers the EBRPD as the appropriate public agency to manage the large open space areas and will continue to coordinate future open space dedications to conform to their standards for acceptance of ownership and management.

Open space buffers are also typically required by Danville between the public open space and developed areas. These buffer areas are owned in common by the adjacent homeowner's association and may be managed privately or by the EBRPD under contract to the homeowner's association. When development occurs adjacent to major publicly owned or managed open space, public access easements through the developed area may be required.

## **Contra Costa County**

### **Flood Control and Water Conservation District**

The Flood Control District maintains portions of San Ramon, Green Valley, and Sycamore Creeks where easements or

rights-of-way are in the name of the District. There are segments of creeks that were improved by subdivision developments and the drainage easements were offered to Contra Costa County prior to the incorporation of Danville. If the improved creek is a major channel and is part of Flood Control Zone 3B, the improved creek is maintained by the District. In areas where a "natural" (unimproved) creek is encompassed by an offer of dedication of a storm drain easement to Contra Costa County, the District may have jurisdiction or encroachment policies but does not maintain the creeks. Where easement or private property exists along creeks, land rights from the title owner would need to be obtained to construct the trails.

## **Local and Regional Plans**

### **Danville:**

Danville has recognized the opportunities for trails and bikeways as evidenced by the General Plan and the Downtown Plan. Recent and future plans for Magee Ranch Park, Sycamore Valley Park site and Crow Canyon Park site will offer new possibilities for creating destinations and connections to a comprehensive trail system.

### **Danville General Plan**

The Parks, Recreation and Open Space Element and the Circulation Element of the Danville General Plan reference ex-

isting and proposed trails and bikeways, and set forth goals and policies.

**Trails.** The General Plan supports trails for both recreation and safe off-street connections between neighborhoods and public facilities. The Plan identifies the former Southern Pacific Railroad right-of-way (Iron Horse Trail) as the Town's major north-south off-street trail, with San Ramon Creek, Sycamore Creek, and Green Valley Creek offering opportunities for providing access to, and linking recreational facilities within, the Town. Adequate linkages are needed to access nearby regional parks (Las Trampas Wilderness Area and Mt. Diablo State Park).

**Bikeways.** Danville has a number of designated bikeways including both striped sections of existing streets and separate paved paths, with the Iron Horse Trail as a continuous bikeway paralleling Danville Boulevard. The overall system needs to be linked with a comprehensive bicycle route plan and evaluation of roadway conditions.

### **Danville Downtown Master Plan**

In 1986, Danville adopted a Downtown Plan and Implementation Action Program to: address pressures from population growth; focus public and private actions to benefit the community; and coincide with other studies on traffic circulation, parking and design guidelines for the downtown area. Policies relating to trails and bikeways address the former Southern Pacific Railroad right-of-way, downtown pedestrian systems, and improvement of San Ramon Creek as a visual asset.

### **Hap Magee Ranch Park Master Plan**

At present Danville and Alamo, through a Joint Planning and Operations Committee, are preparing a Master Plan for the 17 acre Hap Magee Ranch Park located at the northern boundary of the Town adjacent to Alamo, with extensive frontage on San Ramon Creek. Planning goals include enhancing the riparian environment and providing links to existing and future trails and open space.

The existing trailhead for the Mt. Diablo to Las Trampas trail is adjacent to the site. The proposed Camille access will link the park to the Iron Horse Trail. Along with these ties to the existing regional park trail system, the park site could link to a creek trail system proposed by Alamo.

The Plan proposes pedestrian and equestrian access on Camille Lane for local residents and users of the Iron Horse or Mt. Diablo to Las Trampas regional trails. The park design includes: a staging area with parking for cars and horse trailers; a water trough and hitching rail; a pedestrian trail along the top of the creek; and trail links to regional trail systems to the east to Mt. Diablo, and west to the Iron Horse Trail and Las Trampas via a bridge crossing the creek.

### **Sycamore Valley Park Site Master Plan**

Located off of Camino Tassajara Road, approximately one and a half miles southeast of downtown Danville, the Sycamore Valley Park site encompasses 200+ acres of grass and oak vegetated ridgeland. Approximately 35-40 acres will be developed into a high-use com-

munity park site and an elementary school. The remaining acreage will be planned in conjunction with the East Bay Regional Park District. The park is an important destination for the trail system and will become a primary staging area for accessing the ridglands above the Sycamore Valley.

### **Crow Canyon Park Site Master Plan**

The Crow Canyon Park site, located in the southeast area of Danville, represents another important destination to be incorporated into the overall trail system. The Crow Canyon Park Site Master Plan (June 1988), includes developed soccer fields, ballfields, tennis courts, children's play area and picnicking, along with the natural environment of Alamo Creek and a connection to EBRPD trails.

### **Other Local and Regional Plans:**

In the vicinity of Danville, existing trails, and proposed trails and bikeways are provided by several government agencies and by the private sector. The following summaries of existing or proposed public trails and bikeways will enable the Town to coordinate trail planning with State, regional and local agencies.

### **California Recreational Trails Plan Hiking and Equestrian Trails Element**

In response to the *California Recreational Trails Act (1974)*, the State Department of Parks and Recreation prepared the *California Recreational Trails Plan*.

The Hiking and Equestrian Element outlines government responsibilities and suggests opportunities for coordinating efforts, including the private sector, to develop trails near urban areas. In discussing statewide opportunities, the Element identifies a seven mile hiking and equestrian trail from Las Trampas Regional Park to Mt. Diablo State Park, through Alamo and Danville as part of the East Bay Regional Park District's regional trail network. In proposing a statewide trail corridor system, the Element mentions an East Bay Corridor along the San Pablo Bay perimeter, through San Pablo Reservoir Valley, and along the Diablo Range Ridglands.

### **Mt. Diablo State Park General Plan**

The State of California Department of Parks and Recreation owns and operates Mt. Diablo State Park, an approximately 17,500 acre park to the east of Danville which has an extensive trail system for hiking and equestrian use. At present, the State is preparing a Draft General Plan for the State Park which addresses trails and access, including some provisions relating to Danville:

- Prepare a comprehensive trail plan with detailed information on trail signs.
- Cooperate with adjacent jurisdictions to make appropriate trail connections.
- Negotiate for trail access from Blackhawk Road.
- Establish an ongoing trail maintenance program.
- Provide additional staging areas and trail access points on the edges.
- Cooperate with EBRPD to develop a

trail corridor to the Morgan Territory Regional Preserve.

### **East Bay Regional Park District**

The East Bay Regional Park District (EBRPD) operates 46 separate park units and eleven regional trails encompassing 62,000 acres in Alameda and Contra Costa Counties. The EBRPD has a strong presence in Danville with the Iron horse Trail (discussed below), the Las Trampas Regional Wilderness and the Las Trampas to Mt. Diablo Trail.

The EBRPD coordinates government agencies' activities in order to acquire , develop and operate a regional trail system. The objective is to provide a comprehensive trail system through EBRPD parklands and a trail system to connect these parklands with other trails in surrounding communities. In Danville, present negotiations for open space dedication in the eastern area, along with a trail connection and bridge from the Iron Horse Trail to Magee Ranch Park, will present additional opportunities for trail connections.

In addition to establishing overall goals and objectives, *The EBRPD Draft Master Plan (1988)*, classifies regional trails and provides planning and management guidelines for trail links and staging units.

Las Trampas Regional Wilderness. Las Trampas Regional Wilderness borders Danville to the west offering 3,458 acres of wilderness with an extensive trail system. From Danville, access to the Park is mainly from a parking lot and picnic area

in Bollinger Canyon over Las Trampas Ridge. The Danville General Plan states an intent to improve access to the regional wilderness from the Danville area, working cooperatively with the East Bay Regional Park District.

Iron Horse Trail. The San Ramon Valley Iron Horse Trail is a 13 mile segment of the 31 mile-long abandoned Southern Pacific Railroad right-of-way, which extends from Martinez south to Pleasanton, linking Alameda and Contra Costa Counties. The *Draft Master Plan (March, 1988)*, addresses the trail segment that connects the communities of Walnut Creek, Danville, Alamo and San Ramon from Walnut Creek south to the Alameda County line.

The undeveloped right-of-way has been used unofficially as a trail for approximately 9 years. Trail development will provide a paved bike path, a gravel tread for equestrians and joggers, entry structures at street crossings, and trail signs and maps indicating connections to other trails.

The Plan identifies priority connections to other bikeways and trails including linkages within Danville as follows:

- Access from the trail to Magee Ranch Park in Alamo, and the existing Mt. Diablo/Las Trampas Regional Trail to the east.
- Access from the trail to the Sycamore Valley Creek Trail in Danville, going east.
- Access from the trail to Mt. Diablo State Park from the Stone Valley Road

bike path in Danville.

- Access from the trail to Diablo Road bikeway in Danville.

### **Contra Costa County**

*The San Ramon Valley Area General Plan (1977)* for Contra Costa County, includes a schematic plan for bicycling, horseback riding and hiking. The trails are part of a countywide and regional trails network which connect to proposed facilities in Alameda County and the City of Walnut Creek.

Trails are planned to connect all major parks, numerous schools, and to supplement the circulation system. Horse trails are planned to link all portions of the Valley, but emphasize service to rural areas with primary regional connections to Mt. Diablo State Park and to Las Trampas Regional Wilderness. Hiking trails are associated with horse riding trails in most cases. Trail rest stops are needed in association with parks, schools or other community facilities.

Minor connections (feeder trails) are needed between various community facilities and the regional trail system, depending on the location of future community facilities.

The major north-south route in the trail system runs along the Southern Pacific Railroad right-of-way (Iron Horse Trail), with San Ramon Creek as the primary alternative.

The County is presently updating the General Plan.

Early in 1988, the San Ramon Valley Regional Planning Commission prepared a statement of Park and Recreation Trail Policy. Three important policies address the importance of individual communities coordinating trail planning efforts:

- *Develop a pedestrian-urban trail system that links residential, commercial and downtown areas and connects to regional trail systems of Mt. Diablo State Park and East Bay Regional Park District.*
- *Develop important visual destinations and entries throughout the Alamo, Danville, San Ramon, Blackhawk, Diablo and Tassajara areas.*
- *Ensure that development in the Valley provides for an interrelated and varied trail system providing a variety of park, recreation, open space and conservation opportunities which conform to and complement the plans of the City of San Ramon, the Town of Danville, and the Alamo Park Open Space Conservation and Recreation Plan.*

### **Alamo**

The unincorporated area of Alamo, to the north of Danville, is bordered by Mt. Diablo State Park to the east, Las Trampas Regional Wilderness and ridgelands to the west and the City of Walnut Creek to the north. *The Alamo Park, Open Space, Conservation and Recreation Plan CSA R7-A (1985)* incorporates plans and programs for parks and trails in these adjacent areas in order to develop an overall park plan that ties into the surrounding open space system.

Existing trails within Alamo that provide opportunities to connect with Danville include:

- The East Bay Regional Park District Las Trampas to Mt. Diablo Regional Trail, which extends from the end of La Gonda Way to Mt. Diablo State Park.
- An off-street trail running parallel to Stone Valley Road from just outside the downtown area, east past Oak Hill Park to Monte Vista High School.
- Oak Hill Park, although in Danville, serving both communities with access from Stone Valley Road.

Proposed trails within Alamo that connect to Danville include:

- The Stone Valley Road bicycle lanes to the west to downtown Alamo and to the east to include Oak Hill Park and Monte Vista High School.
- A continuous, uninterrupted trail along San Ramon Creek north from Magee Ranch Park with a northern staging area, a southern park (Magee Ranch Park), and link to the Iron Horse Trail.
- A continuous link from Mt. Diablo to Las Trampas.

### **The City of San Ramon**

Parks and Recreation Master Plan. The City of San Ramon is located to the south of Danville. *The Parks and Recreation Master Plan (1988)* plans for a 285 acre park system, including specialized recreation facilities such as trails, bikeways and staging areas. Under Parks and Facilities Guiding Policies, the plan ad-

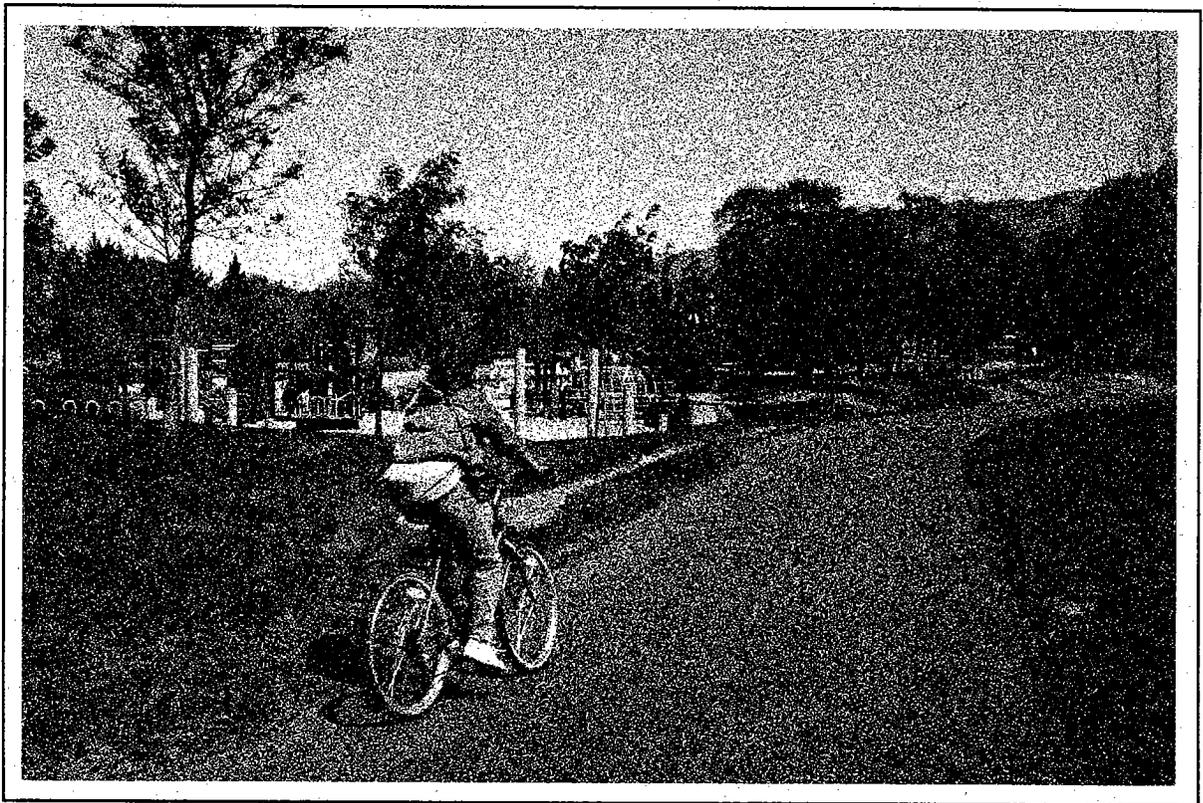
dresses trails:

*Develop and implement a city-wide bikeway and trail system on streets, beside creeks and through open space throughout the planning area.*

The plan includes schematic layouts for two parks along San Ramon Creek: the Creekside Trail Park and the Downtown Creek Park. The plan also shows a typical Trailhead Park to provide easy access into the regional park trail system and indicates many possible sites throughout the City.

Creek Corridor Plan. Produced by the City of San Ramon, the plan outlines design strategies to preserve and enhance the San Ramon and San Catanio Creek corridors, emphasizing preservation and the importance of the creeks in creating the City's image. The plan outlines guiding and implementing policies, analyzes the creek environment, and recommends different design features for a creekside trail, an entry park, and special feature areas.

# The Townwide Trails Plan



# Goals and Policies

The purpose of the Townwide Trails Master Plan is to provide a long range plan to guide the Town in planning for a trail and bicycle system.

Goals and policies direct the overall program of the Trails/Bikeways Plan. The following policies (in plain type) will comply with the adopted General Plan goals and policies (**in bold type**) for trails and bikeways. These policies respond to those issues identified by both the public and the Trails Task Force, using the following definitions:

- Goals are very broad, often immeasurable statements of purpose.
- Policies are specific statements guiding action and implying clear commitment.

## Trails

**Goal 9.00 Provide a full range of public park, cultural, art, and recreation facilities that are efficient, convenient to users, appropriately distributed throughout the community, and that reinforce community identity.**

**Goal 10.00 Develop a comprehensive and coordinated park and recreation facility network that visually reinforces the natural character of the community and integrates unique historic and cultural resources, open space areas, creeks and trails.**

1. Provide access to scenic views of Danville and surroundings.
2. Provide trails next to natural amenities whenever possible.

## Planning Policies

**10.02 Assemble open space areas from contiguous parcels to the extent possible to minimize management problems and increase public access.**

**10.06 Preserve the SP right-of-way for trail, linear park and other recreational purposes.**

1. Utilize the Iron Horse Trail as a major north/south regional recreational spine with connections to local trail loops.
2. Provide a continuous Iron Horse Trail route through downtown Danville.

**10.07 Cooperate with the National Park Service and other agencies in developing public access to the Eugene O'Neill National Historic Site (Tao House).**

**10.08 Cooperate with the EBRPD and other agencies in developing access and staging areas for regional parks adjacent to Danville.**

1. Coordinate with neighboring communities, Contra Costa County, East Bay Regional Park District, utility districts and other local agencies to provide connecting trail easements

that link Danville's trails to State Parks, regional parks, local parks, the downtown area and other trail systems.

2. Encourage a staging area in the vicinity of Mt. Diablo Scenic Boulevard area for access to Mt. Diablo State Park.

### **Design Policies**

#### **9.10 Encourage the development of appropriate creekside areas for recreation and other public uses consistent with public safety and neighborhood security.**

1. Utilize creeks, a natural linear system, as the alignment for local north/south and east/west trails. Such utilization shall be done in consideration for protection and maintenance of residential neighborhoods.
2. Utilize flood control maintenance access roads for trails wherever possible. Negotiate necessary easements as needed.
3. Plan for service and maintenance access to creeks, recognizing the needs of the Contra Costa County Flood Control and Water Conservation District to provide adequate flood protection.
4. Encourage neighborhood and commercial involvement in trail planning and development.
5. Provide a minimal number of creek crossings to assure continuity of the trail system.
6. Design trails following recommended design guidelines.
7. Recognize the requirements for safety, security and visibility of trail users

and adjoining residential properties.

8. Plan for safe pedestrian crossings where trails cross existing streets. Direct users to cross at existing traffic signals, where necessary.
9. Provide low maintenance, drought-tolerant landscaping along proposed trails where needed. Maintain natural vegetation and new landscaping to provide good visibility and to protect/enhance adjoining residential properties.
10. Develop a trail maintenance and patrol program to assure safety and condition of trails and adjacent residential properties.
11. No motorized vehicles will be allowed other than for maintenance, patrol or emergencies, except in special situations (e.g., motorized handi-cap devices) permitted by local authorities.

#### **10.03 Provide adequate access points and an interconnecting trail system linking local park and recreation facilities to each other and to regional and state parks.**

1. Recognize that some trails may be shared by pedestrians, equestrians and bicyclists while others may exclude certain uses.
2. Plan for loop trail systems as a top priority. Recognize that users will create loops in preference to back tracking. Identify and avoid trails with blind ends.
3. Provide convenient trail staging areas with parking, water and restrooms, where practical. Pursue joint use agreements to use the parking facili-

- ties at local schools as staging areas.
4. Connect trails and designated bicycle routes to create a comprehensive recreational circulation system, utilizing existing easements and publicly-owned properties.

### **Implementation Policies**

#### **10.01 Participate with neighboring communities, Contra Costa County, East Bay Regional Parks District, the East Bay Municipal Utilities District and other local agencies to establish a coordinated trail system.**

1. Provide informational signs and maps to guide trail users.

#### **10.04 Public access easements shall be provided to designated open space areas and along creeks and streams, where appropriate.**

1. Parks and Recreation shall coordinate the detailed planning of the trails system and shall be responsible for acquisition, construction and maintenance; establish priorities for the development of trails; include a summary of trail improvements in the annual capital improvement budget.
2. Minimize land use conflicts between private property and public areas.
3. Utilize existing fire roads, ranch roads and/or utility easements for the trail system when possible.
4. Obtain public access easements from new developments to link existing and planned public trails or parks.
5. Coordinate trail improvements with

proposed flood control improvements. Provide adequate setbacks, and in some cases low fencing, to assure safety for creek trails. Preserve, restore and enhance the natural creek environment while providing access to the creeks for community recreation trail use.

6. Locations of proposed trails are approximate and in some instances may be adjusted where access cannot be obtained through private property.

#### **10.09 Identify and pursue potential sources of funding for park and recreation facility improvements including federal, state and private sources.**

1. Encourage, where feasible, volunteer/community service organizations to assist in the construction and maintenance of trails.
2. Encourage Town to allocate general funds for trail improvements.
3. Provide funding for adequate traffic advisory signs and landscaping for trails. Secure funds for benches and drinking fountains on trails (e.g., Iron Horse Trail).
4. The Town shall encourage private organizations to assist in the construction and maintenance of trails.

## Bicycles

### **Goal 11.00 Provide for safe and efficient vehicular movement on Town of Danville streets.**

- Bicycle safety is an integral part of a comprehensive vehicular safety plan.

### **Goal 12.00 Provide convenient and efficient alternative transportation modes to the automobile.**

- Bicycle transportation is an alternative transportation mode that needs to be planned, designed, and routes implemented in the community both on-street and off-street.

### **Goal 14.00 Participate in regional transportation planning, consistent with overall goals of Danville citizens and businesses.**

- Bicycle circulation is an important goal of the Town of Danville and must be emphasized in its sphere of influence and regional transportation planning.

## Planning Policies

### **11.01 Coordinate planning of future arterial streets and major collectors in concert with existing and future land uses in Danville.**

1. The bicycle routes designated on the Bicycle Plan represent the bikeways

planned for Danville.

2. A bicycle circulation system which meets both the transportation and recreational needs of the residents and the visitors to the Town is planned for in the Bicycle Plan. The bicycle circulation system as shown contains loops which are an integral part of the circulation system.
3. Roads such as Camino Tassajara, Diablo, El Cerro, Sycamore, and Green Valley Roads are major components of the system. Bike lanes are a priority to road improvements.
4. The Iron Horse Trail and Railroad Avenue are important north/south alternative bicycle routes through the downtown area. Use of these routes will avoid traffic and will reduce congestion.
5. Bicycle destination areas are an important part of the bicycle circulation system and are shown in the Bicycle Plan in such areas as Downtown, Schools, Parks, and Park and Ride facilities.

### **11.05 Maintain a balance between land use development and the capacity of the transportation system.**

- Safe passage for bicycles is an important priority for road improvements when approving new development.

## Design Policies

### **12.02 Create and maintain a safe, effective system of bikeways and roadways suitable for bicycle use.**

1. Adopt revised roadway width standards to accommodate bicycle lanes and incorporate Caltrans bikeway definitions:

*Bike Path* - For the use of bicycles, separated from motor vehicle facilities by space or a physical barrier.

*Bike Lane* - A restricted lane right-of-way designated for the exclusive or semi-exclusive use of bicycles.

*Bike Route* - A shared right-of-way designated by signs placed on vertical posts or stenciled on the pavement.

2. Accommodate bicycle lanes or bicycle routes in future plans for widening roads.
3. Meandering paved paths are neither adequate nor a substitute for bike lanes, bike paths or bike routes, but are designed for pedestrian use.
4. Encourage "no parking" on streets designated as bike routes.

### **12.03 Assure the provision of adequate bicycle support facilities at all major bicycle usage locations.**

1. Provide bicycle parking at destination areas as shown in the Bicycle Plan.
2. Provide bicycle parking in association with commercial development if needed.
3. Provide bicycle parking at public transit access points and commuter park and ride lots.

## **Implementation Policies**

### **11.02 Maintain roadways and traffic-control devices in safe and effective operating condition.**

1. Implement and maintain marking and striping of existing bike lanes and routes.
2. Maintain designated bike lanes and bike routes at a frequency comparable to major roadways.
3. Adopt revised Precise Alignment Plans so that adequate rights-of-way are obtained for bicycle lane construction.
4. Designate existing street routes for safe bike travel as an interim bike plan.
5. Include funds for development of bicycle lanes and routes in the Capital Improvement Program (CIP) .
6. Future construction and reconstruction of arterials and collector roadways that have been designated for Class II bikeways shall include roadway space for bicycles.
7. Future construction and reconstruction of arterials and collector roadways that have been designated for Class III bikeways shall include paved shoulders for bicycles.
8. The Town shall seek state and federal funding and grants for bikeway construction.

## Description of the Trail Plan

The Townwide Trails Master Plan depicts the long range recommendations for an overall trail system. The Master Plan is composed of a Trail Plan and a Bicycle Plan. The Trail Plan describes off-street trails which include creek trails and open space trails. On-street connecting routes provide connections where off-street trails are not possible. The Bicycle Plan describes an on-street system of bike lanes and bike routes. Both the Trail Plan and the Bicycle Plan include staging areas which provide access and parking for the system.

The open space trails are located in the undeveloped hills in and around Danville, providing access to the open grassy ridges with panoramic views. The open space trails will also provide access from Danville to nearby parks such as Mt. Diablo State Park and the Las Trampas Regional Wilderness. Although both of these parks border Danville, trail access is poor or non-existent at the present time. New open space trails would provide Danville residents with direct access.

The creek trails follow portions of the major creeks providing access to the unique creekside environments. Creek trails offer a quiet alternative to the busy streets and recreation trails.

Proposed creek trails are shown on a preferred side of the creek. The preferred

sides are based on existing conditions at the time the plan was developed. Several factors were considered when designating a preferred side. The foremost factor was the physical condition of the creek banks. The side on which a trail could most easily be built (least cost and least environment damage) was given preference. Trail location was also chosen to minimize conflicts with land use and land ownership. Due to the expense of building bridges, creek crossings were minimized. The above factors were averaged over the length of a particular section, and the preferred side chosen.

Future changes in land use or development can change these factors or create new opportunities that did not exist when this plan was developed. Therefore, when considering a future implementation project, the preferred trail location should be evaluated again.

The following section describes the creek trails. The San Ramon Creek Trail is described from north to south. The Green Valley Creek Trail and the Sycamore Creek Trail are described from west to east. These creek trails have been divided into reaches. The reaches are defined by road crossings, creek junctions or major destinations.



# Reaches of San Ramon Creek Trail:

## 1. Hap Magee Ranch Park to El Cerro Blvd.

### *Site Description:*

In this reach, San Ramon Creek flows through a steep canyon with dense natural vegetation. The thick forest and lower elevation separate the creek from the surrounding urban land and streets. The surrounding land is mostly single family residences. The last remaining adjacent open space will soon be developed into more residences.

Hap Magee Ranch Park will soon be built by the Town of Danville and Alamo with access to the creek and a staging



San Ramon Creek south of Hap Magee Ranch Park

area. The park will become an important destination for the creek trail. A connecting link of the Las Trampas to Mt. Diablo Regional Trail will pass through the park and cross the creek.

One street crosses this reach of San Ramon Creek at El Portal, where the bridge is being rebuilt. El Cerro Boulevard now dead-ends at the Creek, but a

bridge will soon be built to connect with Danville Boulevard.

### *Trail Description:*

The San Ramon Creek Trail will begin at Hap Magee Ranch Park (eventually a trail from Alamo may connect to the park) following park paths near the creek to an existing access road leading out to La Gonda Way. South of the park, La Gonda curves above a steep riprap bank. The road is narrow and unsafe for pedestrian use. Various solutions may need to be explored to provide a safe pedestrian route. From here the trail will travel down the creek bank to a natural bench above the creek along the northeast side. Vegetation will need to be cleared and some grading may be necessary for the trail. The trail will continue to follow the bench to the El Portal Bridge where the trail will climb up to street level. At this point the trail will detour onto La Gonda Way due to access problems along the creek between the El Portal and El Cerro Boulevard bridges. For safety reasons, a sidewalk should be built along La Gonda Way. At El Cerro Boulevard the trail will meet the new bridge and cross the street at a crosswalk. If future traffic levels on El Cerro Boulevard are high, a pedestrian-activated traffic signal may be desirable.

## 2. El Cerro Boulevard to Diablo Road

### *Site Description:*

From El Cerro Boulevard, San Ramon

Creek continues in a steep canyon with natural vegetation along this reach except at the drop structure opposite the high school. A multi-family residential development is located just south of El Cerro. The creek continues along a stretch adjacent to Danville Boulevard. South of the La Gonda Way bridge, the banks are steep as the creek enters the downtown area. South of the creek, commercial development extends to the top of bank. Along Front Street, the creek rises steeply right to the curb. Just north of Diablo Road where Green Valley Creek enters San Ramon Creek, there are steep banks. Diablo Road is the main entrance to the downtown from Highway 680.

*Trail Description:*

From the crosswalk on the future El Cerro Bridge, there will be trails on both sides of the creek. On the west side, the trail will follow the top of bank past the residential development. If access to this property becomes a problem, an alternative on-street route can follow El Cerro and Danville Boulevard around the development. The trail will then follow the top of bank adjacent to Danville Boulevard. Portions of this stretch may require grading for the trail. This stretch could be developed into a linear park with benches and terraces. On the east side of the creek from the El Cerro bridge, another trail will follow the top of bank along the St. Isidore Church and school properties to La Gonda Way.

The trail crosses La Gonda Way at a crosswalk and continues along the top of bank passing behind several commercial

establishments. The only practical location for the trail is at the top of bank due to steepness. There may be some conflicts with parking areas behind the commercial establishments. A building at the north end of Rose Avenue protrudes out over the creek bank requiring the trail to detour onto Rose Avenue and pass in front of the building before cutting back to the creek bank.

Along Front Street, the steep creek bank rises to the road with no sidewalk. The only solution for a trail in this area is to build a sidewalk and trail out from the edge of the street which may require a retaining wall and barrier. Although expensive, this cost should be weighed against the value of having a continuous trail through the downtown area. A new crosswalk located at the east corner of Front Street will direct the trail across Diablo Road. If trail use and road traffic levels are high, a pedestrian-activated traffic signal may increase the safety of crossing Diablo Road.

**3. Diablo Road to Sycamore Valley Road.**

*Site Description:*

South of Diablo Road, for the next two thirds of a mile, San Ramon Creek has been altered by flood control projects and highway construction. The creek channel has been widened and straightened and the banks have been cleared of natural vegetation. Access roads follow both sides of the creek for most of this section. Despite these changes, natural

vegetation is recolonizing the creek and many birds visit the area.

West of Highway 680, land uses may change due to downtown redevelopment, changes on Front Street, and redevelopment of the Charlotte Wood School property. These changes may alter the trail plan.

East of Highway 680, at the end of the access roads the creek is in a natural condition for approximately 500 feet with dense natural vegetation. Land use on both sides of the creek is single family residential.

From the end of this natural section to Sycamore Valley Road, the creek has been altered by flood control projects. North of the end of Laurel Drive, a 1300 foot section of the creek has a concrete access drive in the creek bed. In low water the creek flows in a small channel on the east side of the concrete drive. There are also several flood control structures along this section.



San Ramon Creek north of Sycamore Valley Road

At Laurel Drive, a pedestrian bridge crosses the creek to an existing path along San Ramon Creek and continues to

the point where Sycamore Creek enters San Ramon Creek near Freitas Road. Between Laurel Drive and Sycamore Valley Road, the creek channel has been widened and straightened. Here also, vegetation has recolonized the creek and water related birds are frequently seen. There are single family homes on both sides of the creek.

#### *Trail Description:*

From Diablo Road, the trail will follow Front Street to a point where it can drop down to a bench on the southwest bank of San Ramon Creek. A small drainage channel will require a bridge for crossing. On the other side of the drainage channel, an open area adjacent to the Charlotte Wood School yard, and across the street from the Front Street Park, could be developed into a small staging area. An alternate route from Diablo Road to the Charlotte Wood site can occur on the northeast side of the creek at the top of bank. A bridge would be required to cross the creek at the Charlotte Wood site.

Behind Charlotte Wood School the trail follows the existing access road on the southwest side of the creek. This portion of the trail can be developed as a linear park in conjunction with the redevelopment of the Charlotte Wood site.

The trail can continue through the Charlotte Wood site as part of its redevelopment. A through route connecting to Sycamore Valley and southern portions of the San Ramon Creek trail can be made by following Front Street south to the Iron Horse Trail.

#### 4. Sycamore Valley Road to Iron Horse Trail

##### *Site Description:*

South of Sycamore Valley Road (and Sycamore Creek), San Ramon Creek is reduced in scale with a shallow and narrow creek profile. Between Sycamore Valley Road and Paraiso Drive, there is little room between the adjacent properties and the creek. South of Paraiso Drive a flood control project has altered the creek. South of the drop structure, the creek is in a natural condition as it passes Osage Station with single family homes lining the northeast bank. South of El Capitan Drive, San Ramon Creek enters the Greenbrook community greenbelt. This greenbelt and access to the creek is controlled by the Greenbrook Homes Association.

##### *Trail Description:*

There are no trails proposed in this reach of San Ramon Creek. Because of the lack of sufficient space for a trail between Sycamore Valley Road and Paraiso Drive, a formal trail is not possible. Informal footpaths do exist, but maintenance, patrolling, and private ownership of the creek make it difficult to designate a trail.

Trail access to Osage Station can be accomplished with a short connecting trail between the Iron Horse Trail and Orange Blossom Way. This proposed trail will connect with an existing trail between the park and Orange Blossom Way.

The southern portion of San Ramon Creek can connect from Freitas Road by following Sycamore Valley Road west to

the Iron Horse Trail and continuing south to San Ramon Creek, then west as described in the next section.

#### 5. South of Iron Horse Trail

##### *Site Description:*

The first 600 feet of San Ramon Creek, south of the Iron Horse Trail, has been altered by a flood control project with an access road on the north side of the creek. On either side of Camino Ramon the creek is lined with dense vegetation.



San Ramon Creek along Highway 680

South of Camino Ramon, the creek has been relocated with the construction of Highway 680. The creek is channalized and has access roads along both banks. Noise from the highway is very noticeable. Single family homes line a portion of the east bank. Three-tenths of a mile north of Crow Canyon Road, San Ramon Creek cuts under Highway 680 in a culvert and continues through San Ramon.

##### *Trail Description:*

From the Iron Horse Trail, the proposed trail will turn west onto the access road on the north side of San Ramon Creek. Following the access road to its end, the trail will continue along the top of bank

to Camino Ramon to a crosswalk. On the east side of Camino Ramon, a vacant parcel of land adjacent to the creek could be developed into a small staging area. West of Camino Ramon the trail will follow the existing access road on the west bank of the creek. One-half mile south of Camino Ramon, the trail will turn east for 500 feet, then south again along the line of Camino Ramon and continue to Crow Canyon Road. At Fostoria Way a connecting trail to the Iron Horse Trail will create a loop with the San Ramon Creek Trail. The Iron Horse Trail will also provide a route south to the Livermore Valley.

## Reaches of Green Valley Creek Trail:

### 1. San Ramon Creek to Diablo Road (north crossing)

#### *Site Description:*

Green Valley Creek joins San Ramon Creek just north of Diablo Road. One quarter mile up stream, Green Valley Creek emerges from a narrow culvert underneath Highway 680. Immediately east of Highway 680, the creek flows between a residential development and a shopping center connected by a pedestrian bridge. A flood control project may alter the creek west of the first crossing of Diablo Road.

The section between the two crossings of Diablo Road has been altered by a flood control project with a marsh area at the north end of this section. Birds and other



Green Valley Creek along Highbridge Avenue.

wildlife frequent this man-made wetland. Single family homes border both sides of the creek.

#### *Trail Description:*

Due to the steep banks at the junction of San Ramon Creek and Green Valley Creek, and the narrow culvert through which Green Valley Creek flows under Highway 680, a trail is not proposed between these points. From the San Ramon Creek Trail, an on-street connection to the Green Valley Creek Trail will run along Diablo Road. The route will turn north along the Alpha Beta parking lot to the existing pedestrian bridge. The trail will then run along the top of the north bank of the creek to Diablo Road. Plans for the trail in this section should be coordinated with the Contra Costa County Flood Control District.

After a crosswalk at Diablo Road, the trail crosses to the south (east) bank where an access road runs for about 600 feet. Beyond the access road, a steep rip-rap bank will require some grading to construct a platform for the trail. The next section contains a flood control area bordered by steep slopes and residences. Due to its low elevation, the soil of this area is often wet. An on-street alternate

route is available on Diablo Road.

## 2. Diablo Road (north crossing) to Green Valley Road

### *Site Description:*

North of Diablo Road, the creek winds through a narrow channel with some steep slopes adjacent to the creek and property fences encroaching on the channel. West of Matadera Way there are some particularly steep slopes on the north bank.

### *Trail Description:*

It is unsafe to cross Diablo Road at Green Valley Creek. Trail users must be directed west to the crosswalk at the intersection and then back to the creek trail. North of Diablo Road is a difficult section to construct a trail. Steep banks, a narrow channel, and a house extending out over the south bank could prevent a reasonable solution in this section. An alternative on-street route will follow Diablo Road to Green Valley Road to meet the existing path. To reach the North Fork trail, a left turn off Diablo Road at Matadera Way returns the route to Green Valley Creek where the creek trail would resume. For continuation to Stone Valley Road, see the description for the North Fork.

## 3. Green Valley Road to Mt. Diablo Scenic Blvd.

### *Site Description:*

West of the junction of Green Valley Road and Diablo Road, the creek splits with a north fork continuing north toward

Stone Valley Road. The main fork continues east, crosses under Green Valley Road and parallels Diablo Road. Between Green Valley Road and Fairway Drive, an existing path runs between the creek and Diablo Road. The creek crosses Diablo Road three times. North of Diablo Road are single family homes; to the south is rolling ranch land. Most of the creek in this section is in a natural condition shaded by adjacent oaks.

### *Trail Description:*

The Trail utilizes the existing path that parallels the creek between Green Valley Road and Fairway Drive. The existing path can be improved with maintenance and signs. At Fairway Drive the route will cross Diablo Road with a crosswalk



Green Valley Creek along Diablo Road

and continue along the south bank of the creek until the creek crosses to the north side of Diablo Road. At this point the trail does not cross Diablo Road with the creek, but instead continues on the south side of the road, adjacent to the ranch land. Some grading may be necessary to construct the trail.

The trail can separate from the road in this section and follow the rolling terrain of the adjacent land. If the trail is con-

structed adjacent to the road, it is important to provide a barrier separating the trail from the road. This is particularly important for bicycles which are not allowed to travel in the wrong direction within the right-of-way. In the last 1000 feet before reaching Mt. Diablo Scenic Blvd., it will be difficult to construct a trail due to the narrow road and adjacent properties. An on-street connecting route can be a temporary solution until the road is widened. Any road widening project within this reach should include construction of a trail.

The California Department of Parks and Recreation and the East Bay Regional Park District are considering the Athenian School on Mt. Diablo Scenic Blvd. as a staging area for access to Mt. Diablo State Park. It would be desirable for the Danville trail system to connect to this staging area.

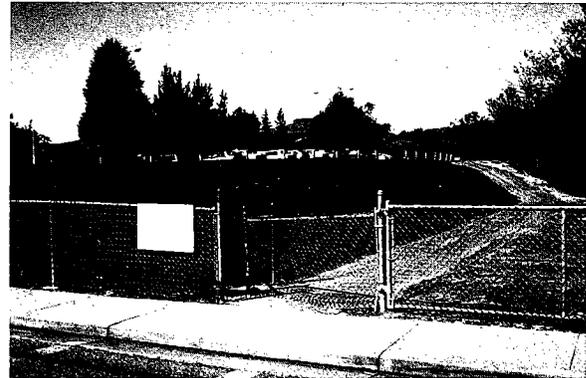
#### 4. North Fork to Stone Valley Road

##### *Site Description:*

The north fork of Green Valley Creek is narrow and shaded with native vegetation. North of Blemer Road, the creek passes the Los Cerros School and Monte Vista High School. The creek is fenced along this section. Between Blemer Road and Stone Valley Road, an existing path runs parallel to the creek on the school property.

##### *Trail Description:*

Between Matadera Way and Blemer Road, the trail will follow the top of the north (west) bank. North of Blemer Road, the route joins the existing path on



Existing Trail at Los Cerros School

the school property. Access to this path needs to be improved. At Blemer Road, a ramp and barrier that permits passage by bicycles needs to be constructed. Between Los Cerros School and Monte Vista High School, a trail providing access to Oak Hill Park should be added. The existing path continues north to Stone Valley Road.

## Reaches of Sycamore Creek Trail:

### 1. San Ramon Creek to Park Hill Road

##### *Site Description:*

In this reach, Sycamore Creek has been altered by flood control projects and road construction. The channel has been widened and straightened and the native vegetation removed. In addition to the existing path at Freitas Road, a narrow path runs along the top of the creek bank between Old Orchard Drive and Park Hill Road.

##### *Trail Description:*

This portion of the trail system will be important to connect the downtown with



Sycamore Creek along Sycamore Valley Road

the entire Sycamore Valley. Connecting with the San Ramon Creek Trail at the west end of Freitas Road, the route will use Freitas as an on-street connecting route. At the east end of Freitas Road, a new trail will follow the top of creek bank along the properties of a new church and the school district offices to Old Orchard Drive. Between Old Orchard Drive and Park Hill Road, the trail will use the existing paths. These paths can be improved with new and wider paving and more regular maintenance. A barrier separating the trail from Sycamore Valley Road will guide trail users to the crosswalk at Park Hill Road and prevent a mid-block crossing of Sycamore Valley Road. If road traffic and trail use is high, a pedestrian-activated traffic signal may improve the safety of this crossing.

## 2. Sycamore Valley Road to Camino Tassajara

### *Site Description:*

The Sycamore Valley is undergoing a period of rapid growth. Residential and commercial projects have changed the character of this area including Sycamore Creek. In this reach, the creek meanders. Where development has not occurred, the creek is shaded by oaks and

sycamores. Riprap and gabions have been used on creek banks in some sections that have been altered or relocated by development.

### *Trail Description:*

The Sycamore Valley Specific Plan calls for a public access easement on the south side of Sycamore Creek to be granted as a condition of approval. The easement extends 50 feet north from the south edge of the flood control easement. For this reason, the proposed trail is located on the south side of the creek for



Sycamore Creek

most of this reach. In some areas the adjacent hills rise steeply from the creek. Grading may be needed in some sections to construct the trail. Opportunities to connect to open space trails will occur. At Wood Ranch Drive, Sycamore Creek crosses Camino Tassajara. The trail will follow the creek, but a trail adjacent to Camino Tassajara will continue east. At Crow Canyon Road, a trail will turn south to connect with Crow Canyon Park. Although outside of Danville, a trail that follows the Crow Canyon Road corridor can eventually connect with the Iron Horse Trail and San Ramon Creek Trail, creating new opportunities for trail loops.

### 3. Camino Tassajara to Old Blackhawk Road

*Site Description:*

In this reach, Sycamore Creek has steep banks covered with native vegetation. Proposed developments in this section may change the character of the creek but may also provide new opportunities for trails.

*Trail Description:*

The creek trail will cross Camino Tassa-

jara at Wood Ranch Drive. A traffic signal and crosswalk will provide safety. The creek trail will follow the top of the north (west) bank of the creek. About a third of a mile north of Camino Tassajara, a staging area on Old Blackhawk Road is proposed. A bridge would cross the creek to connect the trail with the staging area creating other opportunities to connect with an open space trail and Blackhawk Road.

## Trail Measurements

- Trails measured are within town limits.

**Existing Trails:**

- Not including trails in existing parks 1.5 miles
- North side of Camino Tassajara 2.1

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- **Subtotal..... 3.6 miles**

**Proposed Trails:**

- San Ramon Creek 3.1 miles
- Sycamore Creek 3.4
- Green Valley Creek 2.3
- Other Trails 3.3

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- **Subtotal ..... 12.1 miles**

**Iron Horse Trail: ..... 4.7 miles**

**Existing Open Space Trails: ..... 2.6 miles**

**Proposed Open Space Trails: ..... 14.0 miles**

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**Total Trail System: ..... 37.0 miles**

# Townwide Bicycle Plan

The goal of the Townwide Bicycle Plan is to provide a comprehensive system of bikeways to improve safety and encourage the use of bicycles as an alternative mode of transportation.

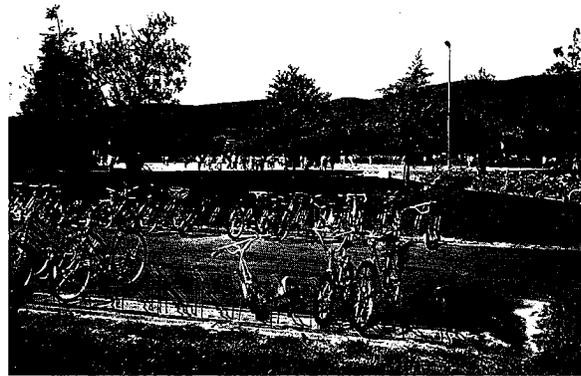
Safety is the most important consideration. A well-designed system of bikeways will improve safety for bicyclists, motorists and pedestrians.

The plan recognizes three main types of bicyclists: people who cycle for utilitarian purposes (such as commuting or errands); recreational cyclists who ride for enjoyment or for fitness; and children for whom the bicycle is both transportation and recreation. The needs of these three groups are different.

People who cycle for utilitarian purposes need convenient and direct routes. Secure bicycle parking is also important at destinations such as downtown, at places of employment and at shopping centers. Bicycle commuters have some special needs. They usually travel during hours of peak automobile use; therefore, commuter routes should preferably avoid busy roads. Some bicycle commuters use their bicycles all year and in all weather. This results in bicycle use during bad weather and after dark. Most bicycle commuters are experienced cyclists and use proper safety equipment such as lights, reflective vests and helmets (a headlight and rear reflector are required by state law for bicycle use after dark). Few accidents are attributable to this

group of cyclists.

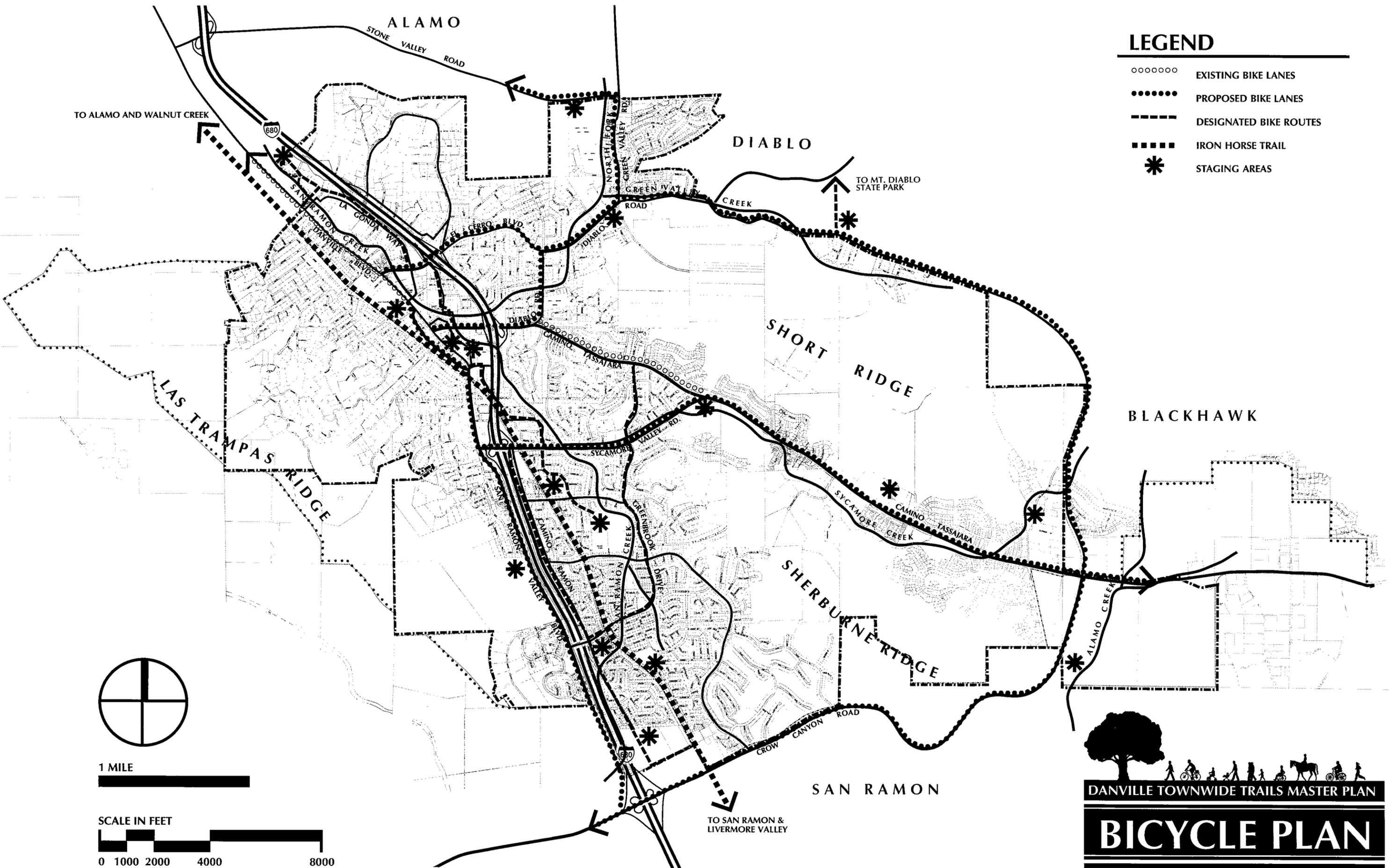
Recreational cyclists include people who ride bicycles for enjoyment and people who ride for fitness or sport. This group ranges from the family riding bicycles to the park, to touring cyclists riding around Mt. Diablo, to a club of racing cyclists on a 100-mile training ride before lunch. This is a diverse group, but some of their needs are similar. They all seek routes



Bicycle parking at an elementary school

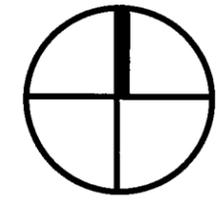
that are scenic and have a minimum of interference from automobiles. The family will look for routes with a minimum of traffic or off-street bike paths for safety reasons. Racers want a minimum of traffic to maintain high speeds. They almost always prefer to cycle on roads where they can utilize the same right-of-way as motorists. Racers will usually not use bike paths because right-of-way must be yielded at driveways and cross streets, and pedestrians and slower bicyclists present a hazard.

Children present the greatest challenge in providing safe bikeways. They use bicycles both as transportation and as recre-



# LEGEND

- ○ ○ ○ ○ ○ ○ ○ EXISTING BIKE LANES
- ● ● ● ● ● ● ● PROPOSED BIKE LANES
- — — — — — — — DESIGNATED BIKE ROUTES
- ■ ■ ■ ■ ■ ■ ■ IRON HORSE TRAIL
- \* \* \* \* \* STAGING AREAS



1 MILE



SCALE IN FEET



DANVILLE TOWNWIDE TRAILS MASTER PLAN

# BICYCLE PLAN

ation. They lack the experience of operating a motor vehicle, which is valuable in learning to ride a bicycle safely. When young children learn to ride a bicycle, they are usually instructed to stay on the sidewalk. As children grow and ride faster, sidewalks become dangerous for cycling because of the many driveways, and because motorists do not expect bicycles to enter the street from sidewalks and from between parked cars. The bikeways in this plan will be safe for young bicycle riders if they know how to use them safely. Education is the best way to increase safety. Bicycle safety programs in the schools can be effective in reducing the number of accidents.



Bike route

## Description of the Bicycle Plan

The Bicycle Plan links major destination points, offers safe and convenient through routes, and provides recreation opportunities.

The spines of the system are the Iron Horse Trail and the Danville Boulevard/San Ramon Valley Boulevard bike lanes. These bikeways provide major north-south through routes to and from other parts of the San Ramon Valley. The Iron Horse Trail provides a safe direct route with a minimum of street crossings and is particularly attractive to bicycle commuters and people with business in the downtown. To facilitate bicycle commuting, the Iron Horse Trail could be open from 5 A.M. to 10 P.M. consistent with other EBRPD trails.

When completed, the Iron Horse Trail will provide a safe bikeway through the downtown. Bike lanes are proposed for Railroad Avenue to provide an on-street route through the downtown. These bike lanes will provide an alternative to the narrow and congested Hartz Avenue.

Major feeder routes provide connections from Sycamore Valley and Green Valley. Bike lanes on Camino Tassajara and Sycamore Valley Road provide safe bicycle connections from the growing eastern part of Danville to the north-south spines and to the downtown. Camino Tassajara is part of a regional recreation route that circles Mt. Diablo and is also the best cy-

cling route between Danville and the Livermore Valley. With anticipated growth, traffic will increase dramatically, adding to the need for safe bikeways in this corridor. Future road construction should always include provisions for bike lanes.

Proposed bike lanes on Green Valley Road and Diablo Road will serve as major feeder routes to the spines and the downtown. El Cerro Boulevard will also serve as a feeder road when the bridge across San Ramon Creek is completed.

The Diablo Road route is particularly popular with recreational cyclists. It provides access to Mt. Diablo State Park via Mt. Diablo Scenic Boulevard, also a popular cycling route. In addition, Diablo Road forms part of a popular recreational loop within Danville connecting with Blackhawk Road to Camino Tassajara or Crow Canyon Road.

Bike lanes are also proposed on Stone Valley Road and Crow Canyon Road. Although portions of these roads are outside of Danville, they are included in the plan because they complete loops that are mostly within Danville.

In addition to bike lanes, designated bicycle routes (see guidelines for definition) will serve as connections between other bikeways and connect important destinations to the bikeway system. Bike routes will also be used to complete recreational loops to fill gaps between bike paths and bike lanes. Generally bike routes occur on smaller streets. In some instances, bike routes serve as alternative

routes on streets that are desirable for cycling.

With the rapid growth in the region, increased automobile use will bring greater problems of congestion and pollution. Encouraging and supporting the use of bicycles with the implementation of a comprehensive bicycle plan will be a positive step in reducing potential problems associated with growth. It is important to consider bicycles as well as automobiles in planning, constructing and financing road improvement projects.

# Bikeway Measurements

- Bikeways measured are within town limits.
- Iron Horse Trail and other bike paths are included in the Trail Measurements.

## Existing Bike Lanes:

- Danville Boulevard	1.0 miles
- Diablo Road	.6
- Camino Tassajara	1.2
<hr/>	
- Subtotal.....	2.8 miles

## Proposed Bike Lanes:

- El Cerro Boulevard	1.2 miles
- Railroad Avenue	.6
- Diablo Road	2.8
- Green Valley Road	.7
- Stone Valley Road	.5
- San Ramon Valley Blvd.	2.4
- Sycamore Valley Road	1.6
- Camino Tassajara	2.8
- Crow Canyon Road	.5
<hr/>	
- Subtotal .....	13.1 miles

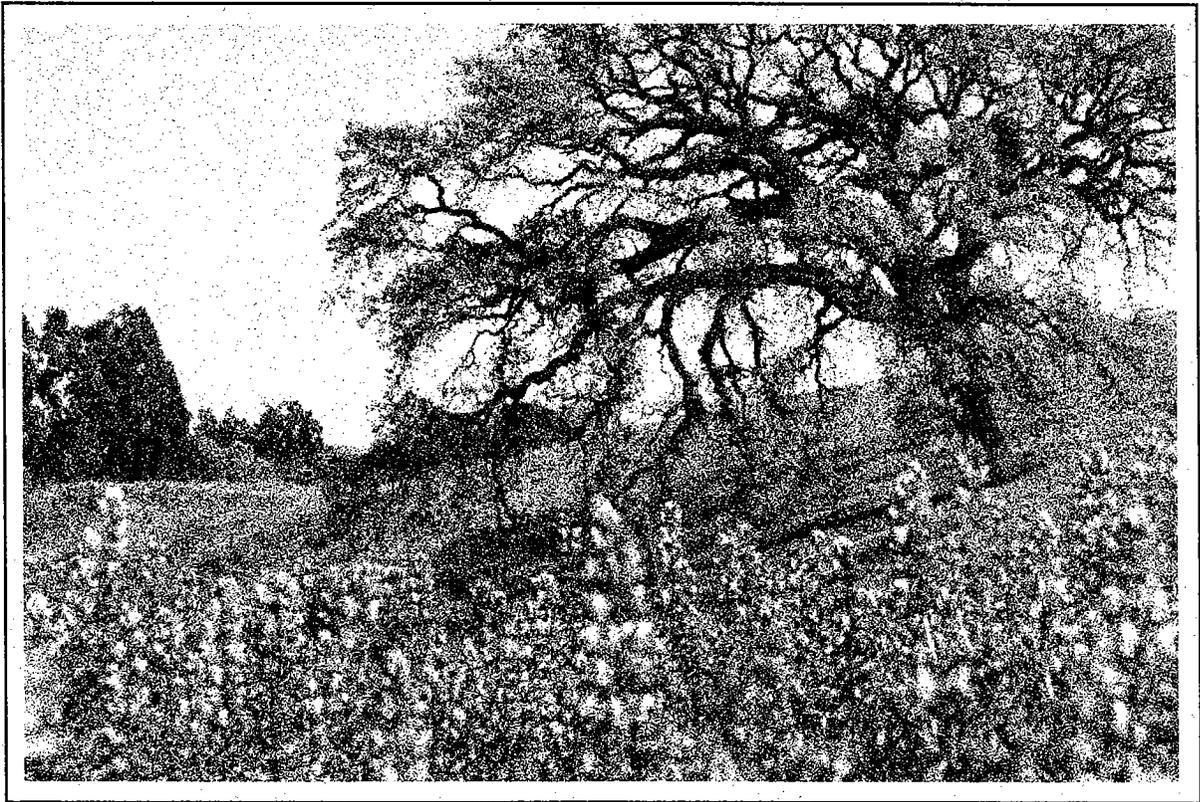
## Proposed Bike Routes:

- El Portal / La Gonda Way	1.2 miles
- West El Pintado	.5
- Hartz Ave. / Laurel Drive	.7
- Brookside Drive	.8
- Old Orchard Dr. / Greenbrook Dr.	2.1
- Camino Ramon	2.3
<hr/>	
- Subtotal .....	7.6 miles

**Total Bike Lanes and Bike Routes ..... 23.5 miles**

# Design Guidelines

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## Introduction

The Trails Master Plan concept was developed from the goals set by the Trails Task Force, from meetings with Town staff, and from public input. Design guidelines will assist the Town in implementing the trail program by establishing standards for new trail development.

The standards are based on safety considerations, accessibility for all users, and overall appearance of the trail system.

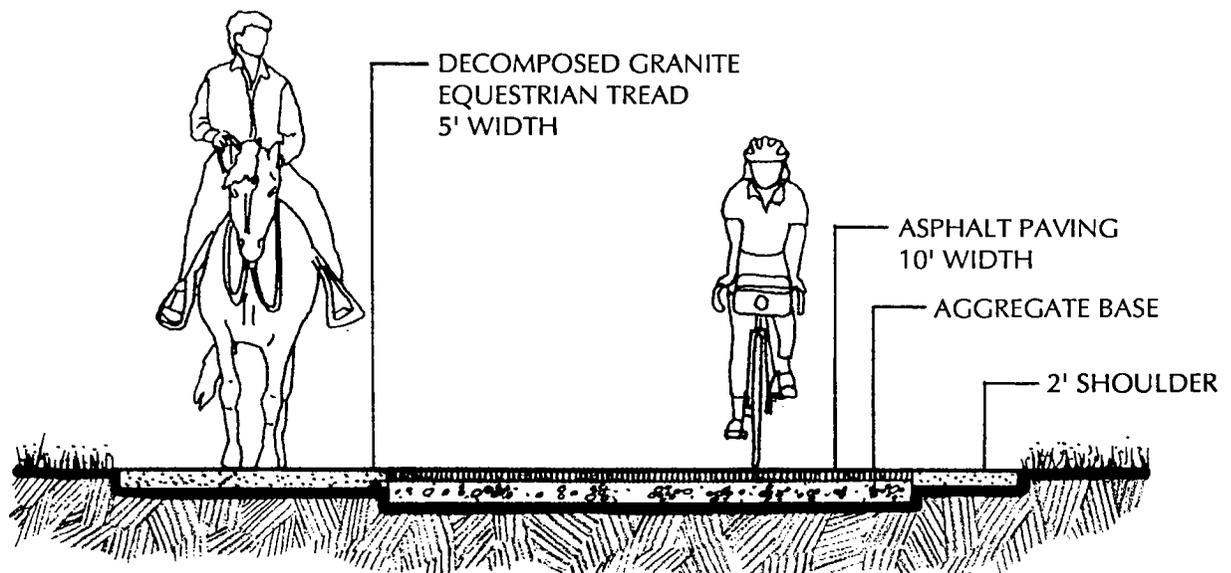
## Types Of Trails:

Four major trail types are discussed in this report: major corridor trails, paved trails, improved trails and open space trails.

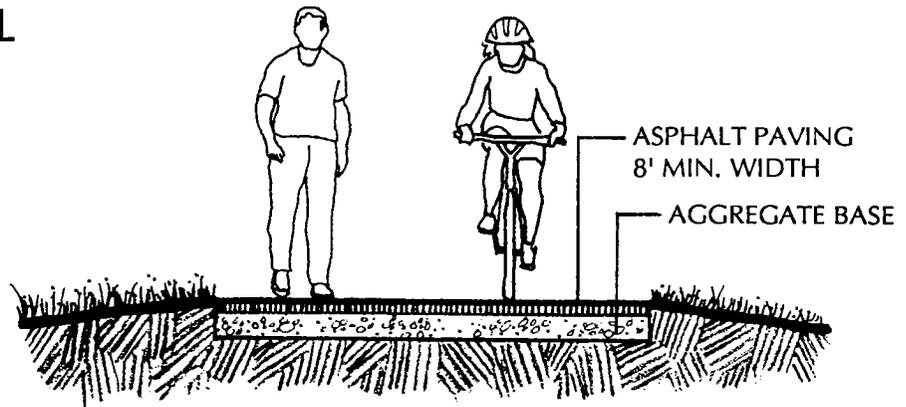
### Major Corridor Trail

The Iron Horse Trail in Danville will serve as a major corridor trail. It is a multi-use trail serving pedestrians, bicyclists and equestrians. It will be the spine

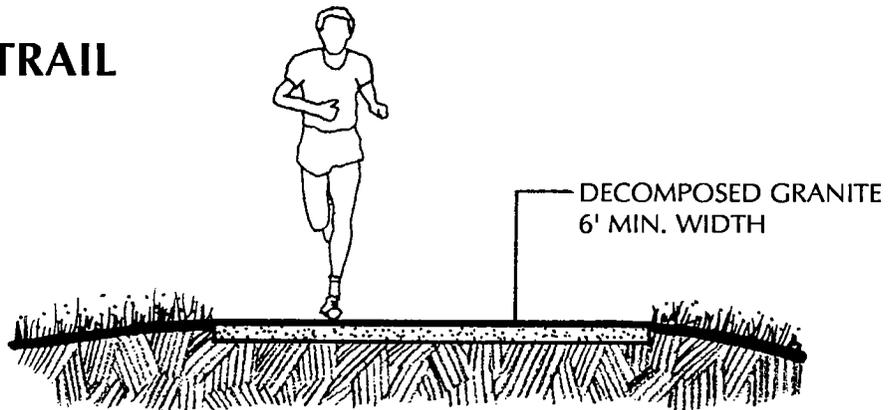
## MAJOR CORRIDOR TRAIL



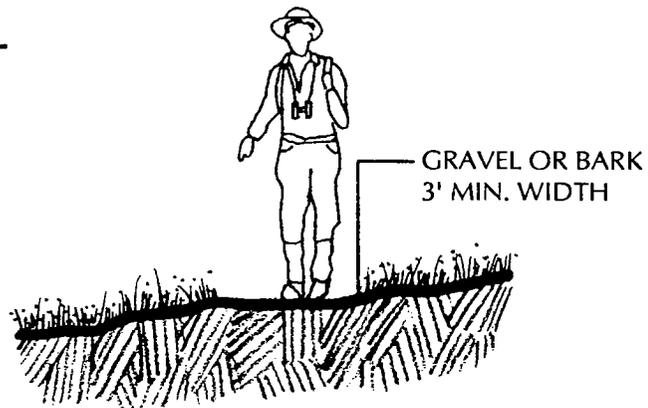
## PAVED TRAIL



## IMPROVED TRAIL



## OPEN SPACE TRAIL



of the townwide trail system and will connect the Danville trail system with other parts of the county.

### **Paved Trail**

The paved trail will be the primary trail type in the more developed parts of Danville. Paved trails can serve pedestrians and bicyclists. On trails where bicyclists are permitted, paved trails should be at least 8' wide. Where possible, paved trails will provide access for disabled persons. Trail barriers and slopes can be designed to permit passage by persons in wheelchairs.

#### Preferred Standards:

Minimum width	8.0'
Vertical clearance	8.5'
Horizontal clearance	12.0'
Maximum cross slope	2%
Maximum grade	5%
Recommended surface	Asphalt

### **Improved Trail**

Improved trails will have soft surfaces such as decomposed granite. These trails may be built as a temporary first phase of a paved trail or as a permanent trail that does not require hard paving.

#### Preferred Standards:

Minimum width	6.0'
Vertical clearance	7.0'
Horizontal clearance	8.0'
Maximum cross slope	2%
Maximum grade	5%
Recommended surface	Decomposed granite

### **Open Space Trail**

These trails will provide access to open space areas in Danville, including undeveloped areas and ridges. Whenever possible, open space trails will utilize existing fire roads, other unpaved roads or trails. Open space trails may be as narrow as 3' to as wide as a fire road. They may serve pedestrians, bicyclists and equestrians depending on permitted uses.

#### Preferred Standards:

Minimum width	3.0'
Vertical clearance	7.0'
Horizontal clearance	6.0'
Maximum cross slope	3%
Maximum grade	10%
Recommended surface	Gravel or bark

## Types of Bikeways:

Bikeways are one means to improve the safety and convenience of bicycling in Danville. Effective bikeways will encourage the use of bicycles as an alternative to the automobile. The bikeways in this plan conform to standards and designations established by the California Department of Transportation (Caltrans). Each class of bikeway has its appropriate application. Detailed descriptions of each bikeway and its applications can be found in the bikeway planning and design section of the *California Highway Design Manual*.

### **Bike Path**

Bike paths are separated from roads by distance or barriers. Cross traffic by motor vehicles should be minimized. Bike paths can offer opportunities not provided by the road system. They can provide recreational opportunities or serve as desirable commuter routes.

Two way bicycle paths should be a minimum of 8' wide. Bike paths are usually shared with pedestrians and if pedestrian use is expected to be significant, the path should be greater than 8', preferably 12' wide. Where equestrians are expected, a separate facility should be provided. A yellow centerline stripe may be used to separate opposite directions of travel. A centerline stripe is particularly beneficial to bicycle commuters who may use unlighted bike paths after dark.

Sidewalks and meandering paths are usually not appropriate to serve as bike paths because they are primarily intended to

serve pedestrians, generally do not meet Caltrans' design standards, and do not minimize motor vehicle cross flows.

### **Bike Lane**

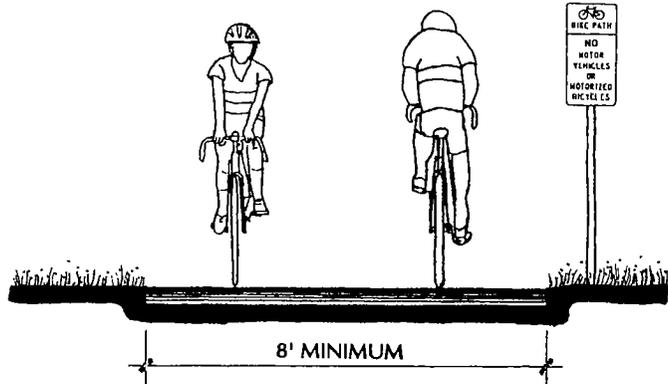
This bikeway is a lane on a road that is reserved for bicycles. The bike lane provides increased safety for bicyclists and motorists. The lane is painted with pavement lines and markings and is signed. Lane markings increase bicyclists' confidence that motorists will not stray into their path of travel. Likewise, motorists are less apt to swerve toward opposing traffic in making sure not to hit bicyclists.

Bike lanes are one-way, with a lane provided on each side of the roadway. They are located between the travel lane and the edge of paving or, if parking is permitted, between the travel lane and the parking lane. Bike lanes are never placed between the parking lane and the curb because of the danger of opening car doors and reduced visibility at intersections. Lanes are 4' minimum width or 5' minimum width if parking is permitted. Bike lanes provide safety for bicyclists in high traffic areas such as the projected traffic levels in the growing Sycamore Valley area.

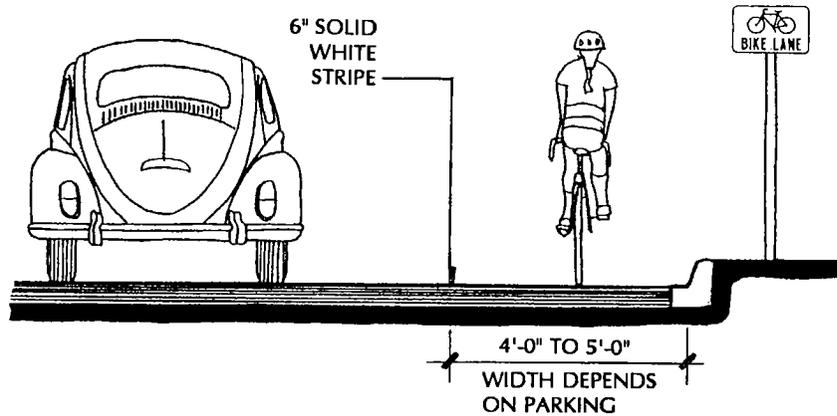
### **Bike Route**

Bike routes share existing roads and can provide continuity to other bikeways or designate preferred routes through high traffic areas. There is no separate lane. Bike routes are established by placing Bike Route signs along roadways. Signs direct the cyclist and warn motorists of

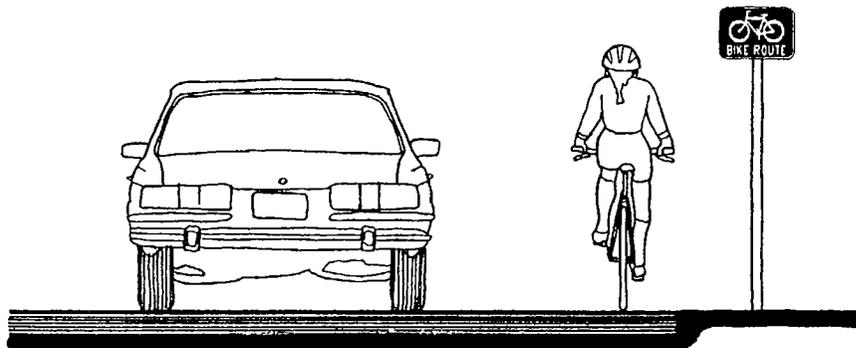
## BIKE PATH



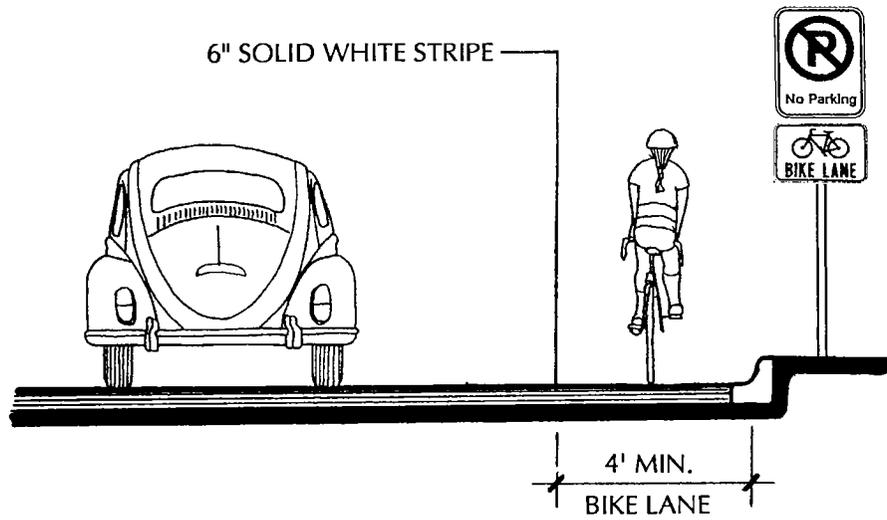
## BIKE LANE



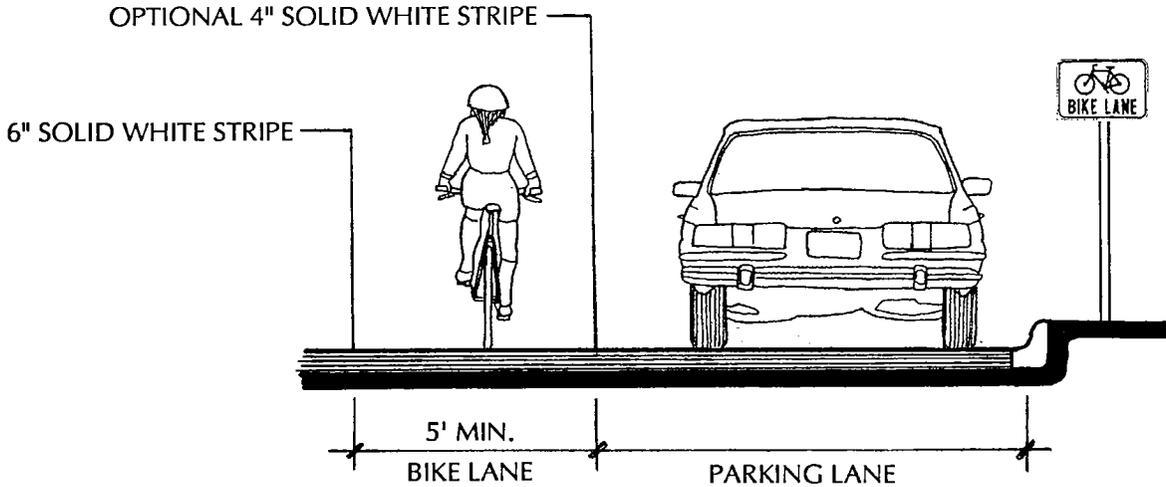
## BIKE ROUTE



## BIKE LANE WITHOUT PARKING LANE



## BIKE LANE WITH PARKING LANE



the presence of bicyclists.

Since bicycles are permitted on all roads, the decision to sign the route should be based on several factors including the advisability of encouraging bicycle travel on the route. Other factors include providing through and direct routes in bicycle demand corridors and connecting discontinuous segments of bike lanes.

### **Bicycle Parking**

Adequate and secure bicycle parking will encourage bicycling as an alternative to the automobile for commuting and utility trips. Parking will be particularly important when other bikeways such as the Iron Horse Trail increase bicycle usage.

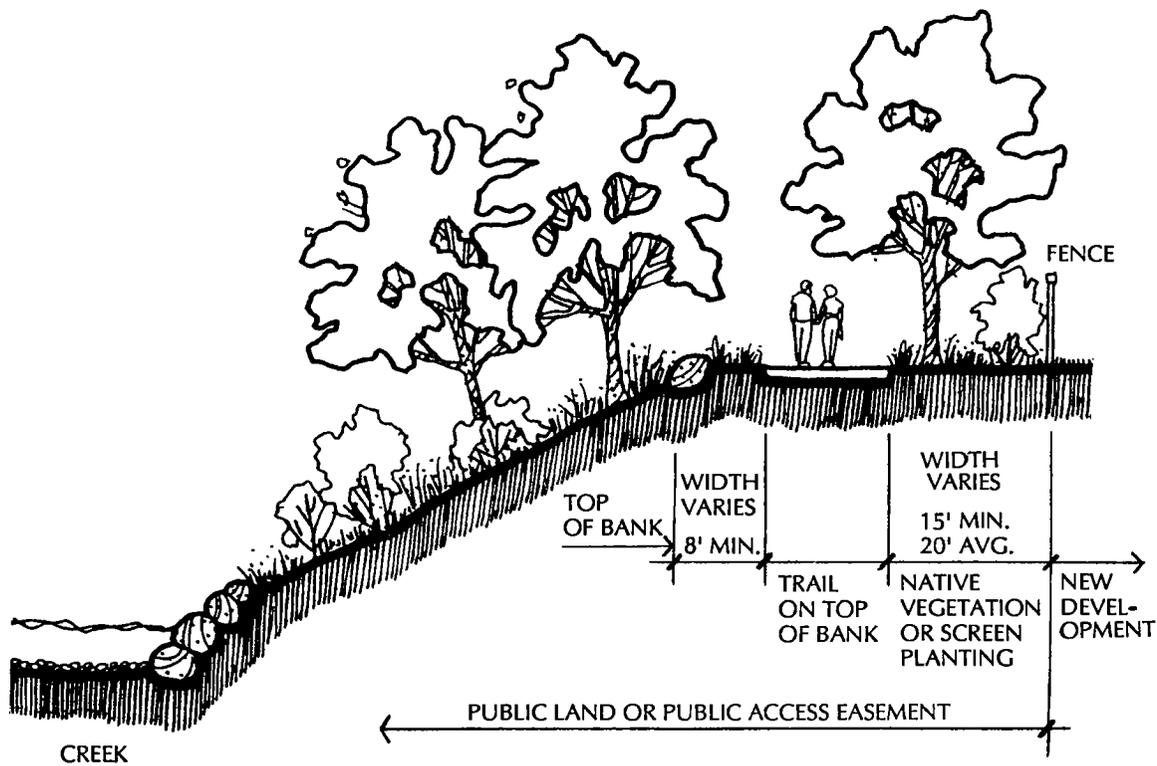
Bicycle parking should be located in the downtown shopping district, at commuter park and ride lots, at public transit access points, and at centers of employment. Racks should be located in areas of high visibility to reduce the possibility of theft.

# Creek Trail Guidelines

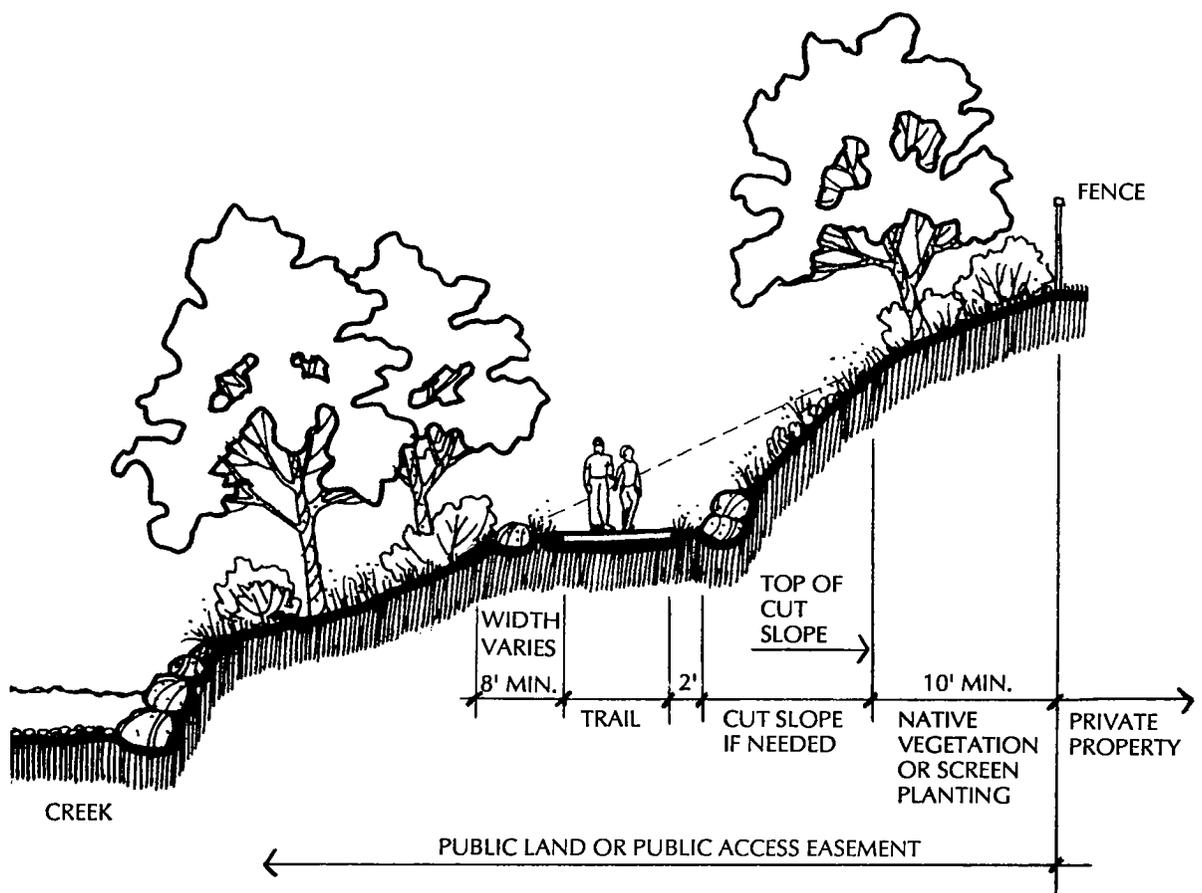
Creek trail guidelines have been established to aid in planning new trails. The guidelines help in planning safe trails for users and maintaining security and privacy for property owners adjacent to trails.

There are trail guidelines for two basic situations: trails at proposed new developments and trails at existing developed property. In the first situation, trails can

be included in the development planning process. This can result in safe trails with good access and minimize potential conflicts with the planned land use. Guidelines for trails at existing private property will seek to provide safe access and maintain privacy and security of neighbors. This will be accomplished by the use of setbacks and screening vegetation.



## TRAIL GUIDELINES AT PROPOSED NEW DEVELOPMENTS



## TRAIL GUIDELINES AT EXISTING DEVELOPED PROPERTY

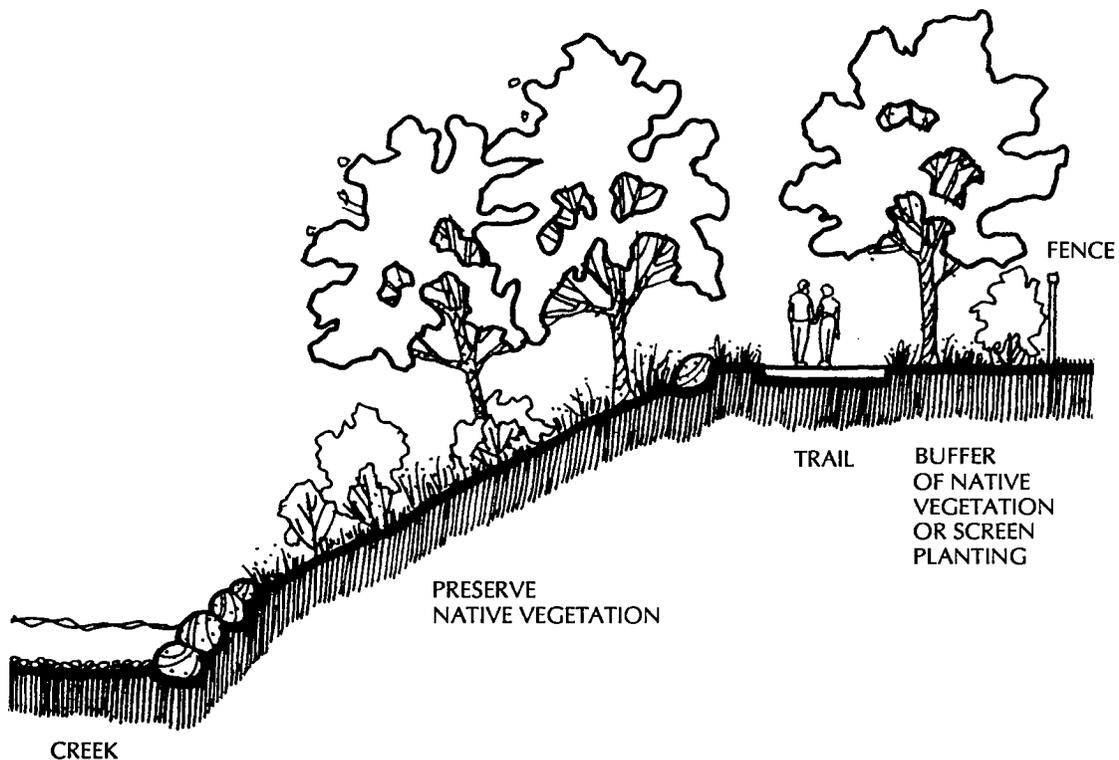
## Creek Trail Conditions

There are four main conditions in which a creek trail can occur: on top of the creek bank, on a slope, on a steep slope or along a street. These conditions affect how a trail is constructed.

### Creek Trail on Top of Bank

The top of bank is the preferred location for a creek trail. The top of bank (or a bench on a slope) is generally flat and

can provide a good platform for a trail. Because these areas are flat, grading is kept to a minimum and existing vegetation can be preserved. Erosion and bank stabilization problems are also minimized. Access to and from streets and access by disabled persons is generally easier when the trail is located at the top of bank.

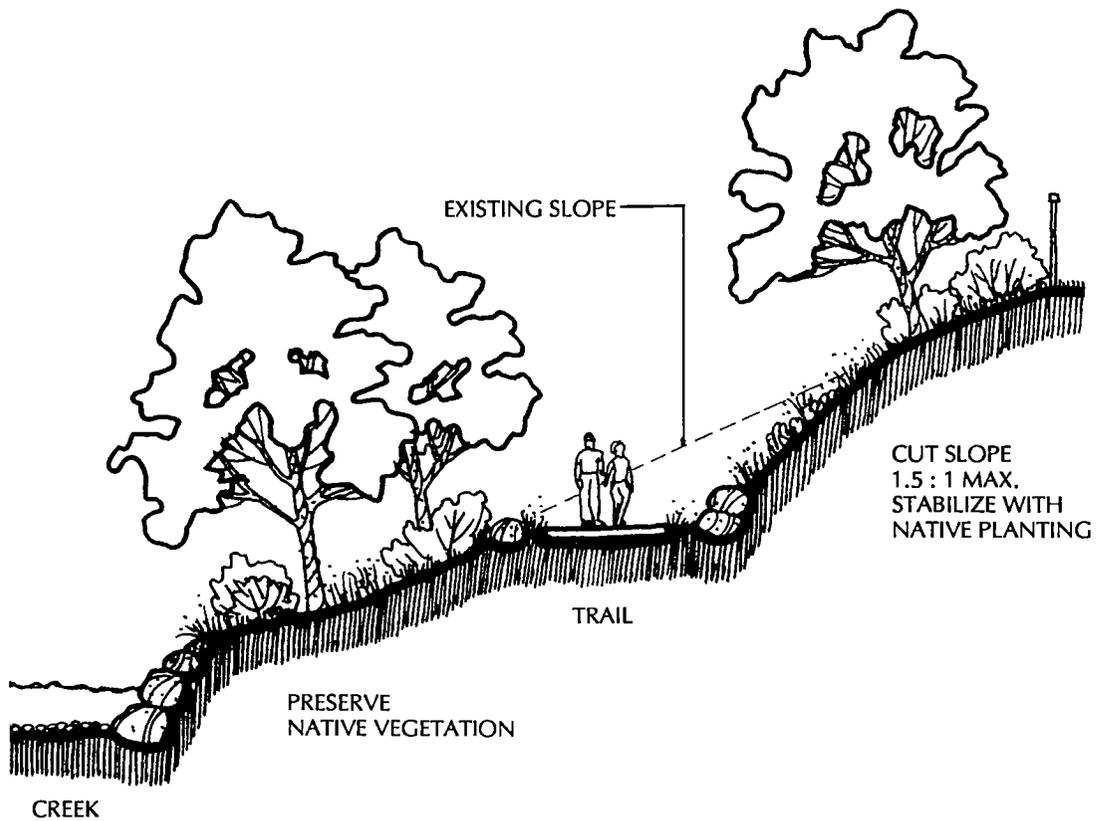


### CREEK TRAIL ON TOP OF BANK

### Creek Trail on Slope

Sometimes it may not be possible to locate the trail on the top of bank or on a flat bench. If a trail must be located on a slope, the less steep the better. A bench will have to be cut into the slope to provide a flat platform for the trail. The cut should be minimized to preserve as

much native vegetation as possible. Generally, the trail should be located as high above the creek as possible. Ease of access to and from the street and by disabled persons should be considered when locating a trail on a slope.

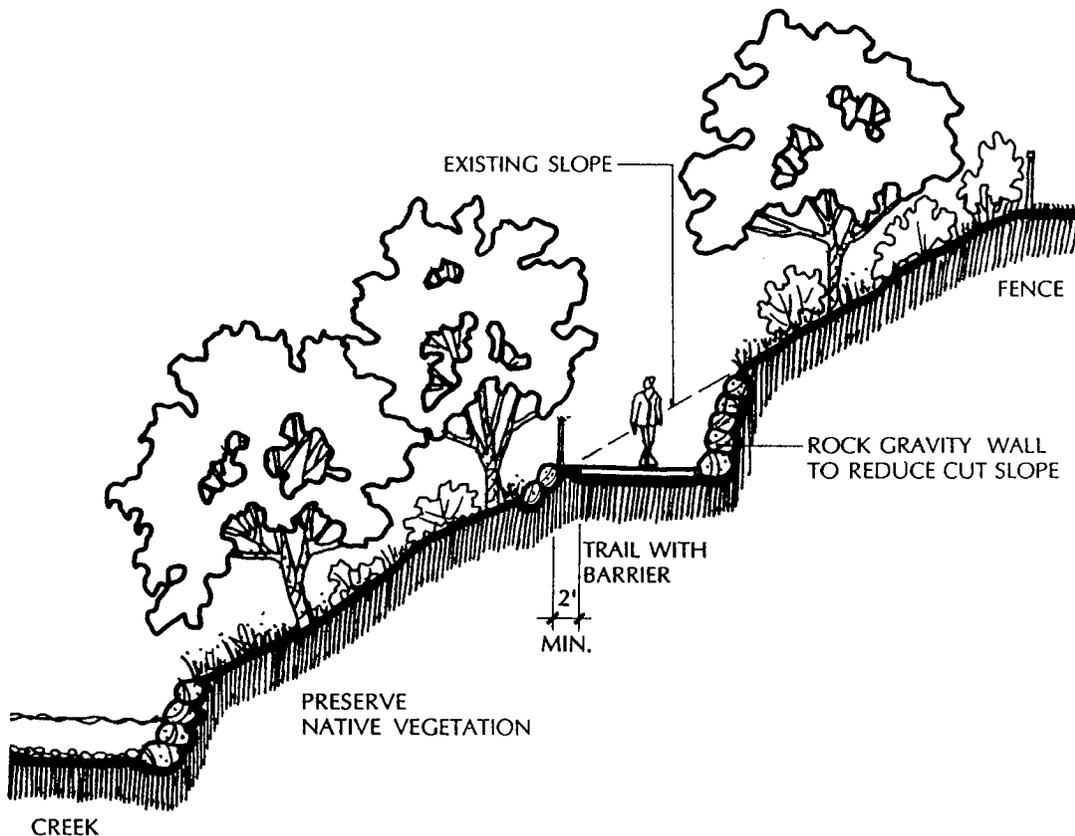


### CREEK TRAIL ON SLOPE

### Creek Trail on Steep Slope

In some cases it may be necessary to locate the trail on a steep slope. Because of increased problems with construction, access and erosion, steep slopes should be avoided or minimized. Simple retaining walls can be used to reduce the size of the cut for the trail platform. This will also help preserve native vegetation. If the drop-off from the trail is steep, a barrier may be needed for safety. Walls,

barriers and difficult construction will make trails on steep slopes much more expensive than other trail conditions.

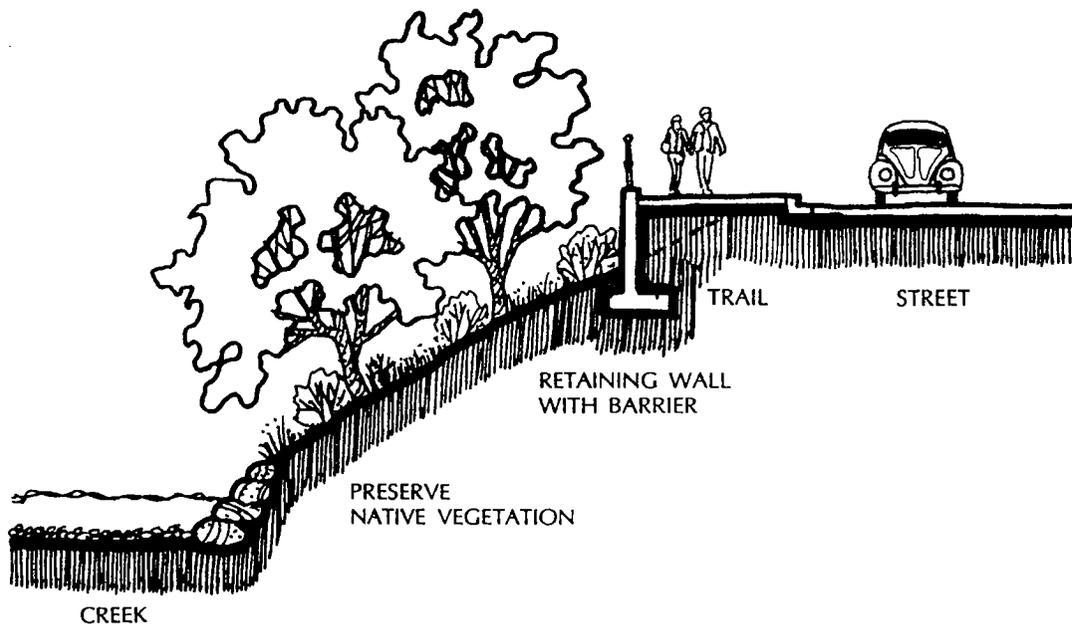


### CREEK TRAIL ON STEEP SLOPE

### Creek Trail Along Street

In some areas there are steep slopes between the creek and an adjacent street. This occurs between San Ramon Creek and Front Street north of Diablo Road near the business district. In this case, the best solution may be to construct an expanded sidewalk along the street. This may require a retaining wall with barrier to provide a platform for the trail. This solution is preferred over building a

trail further down on the steep slope. Native vegetation will be preserved and access to and from the street will not be a problem. If bicycles are permitted on this type of trail, then the trail must be wide enough to avoid conflict between pedestrians and bicyclists. If there is sufficient width, it would be desirable to separate the trail from the sidewalk with planting, bollards or other barriers.



### CREEK TRAIL ALONG STREET

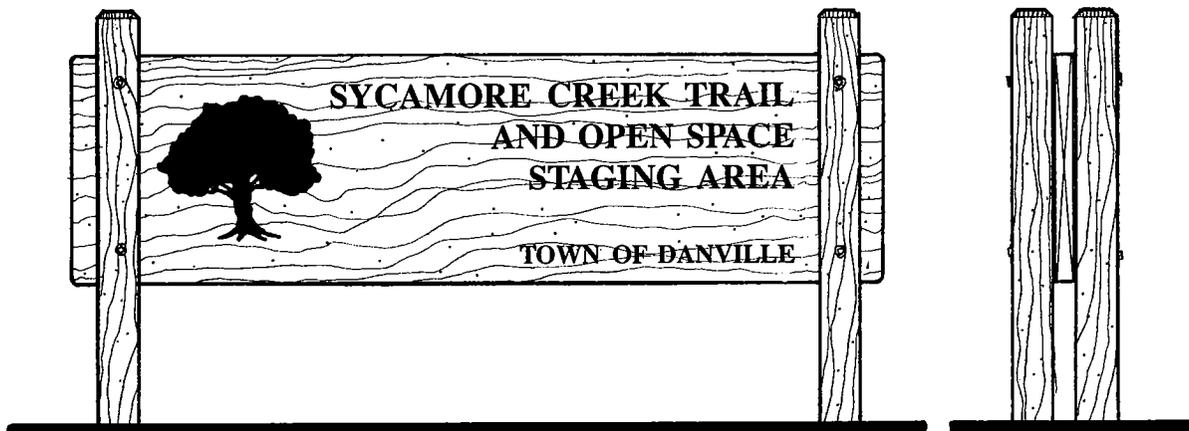
## Staging Areas

Staging areas provide parking and other facilities for trail users. A staging area may provide, in addition to automobile parking, parking for vehicles with horse trailers, bicycle parking, restrooms, a drinking fountain, a public telephone, a water trough, hitching post for horses, and a trailhead sign with a map of the trail system. Staging areas providing access to open space trails should contain equestrian facilities where possible. A staging area may be part of an existing facility, such as a park or school, and contain only a trail sign. Agreements with the school district should be pursued to permit the use of portions of existing school parking lots as staging areas. Where possible, this agreement may also permit use of restroom facilities.

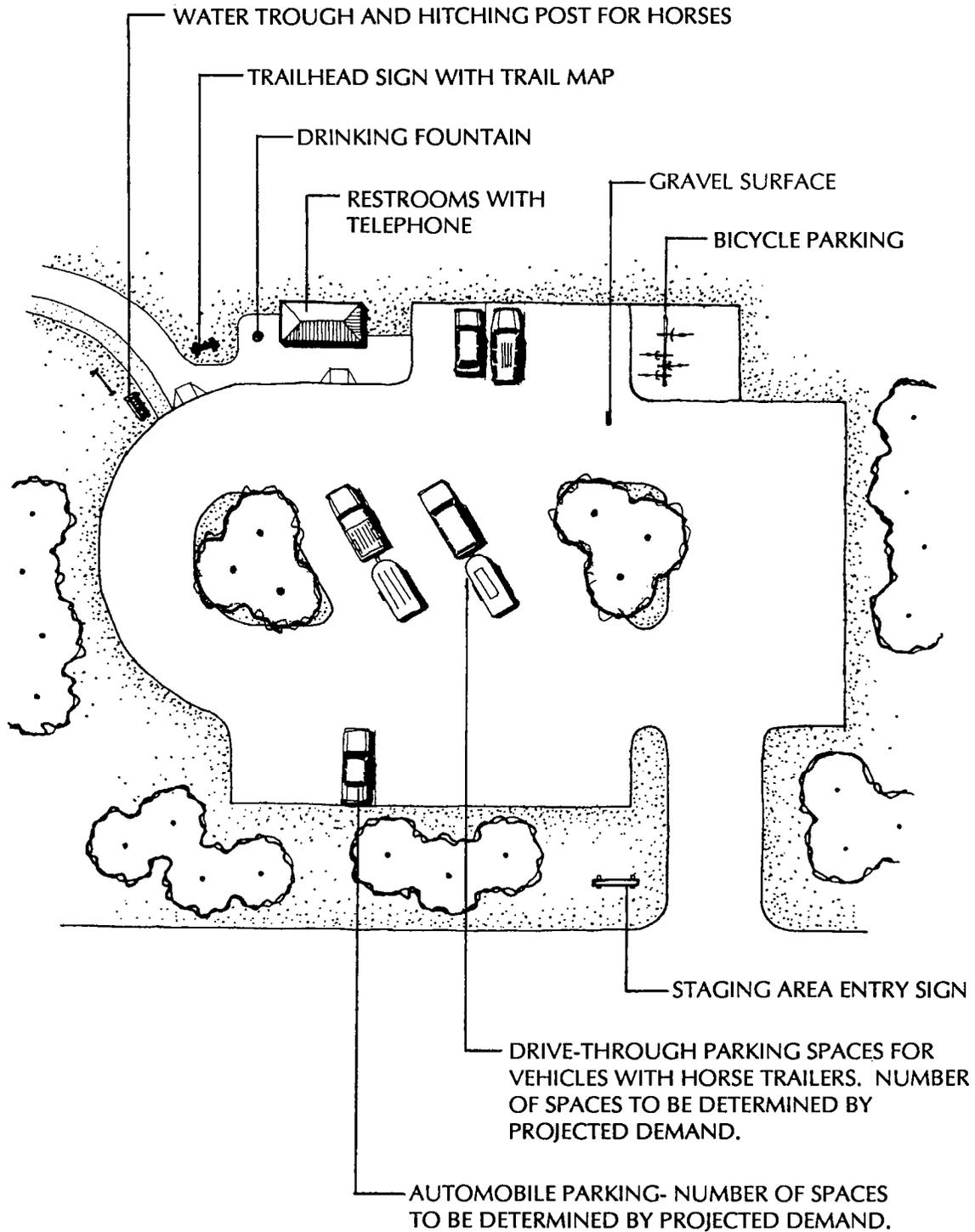
Staging areas should be located at trail end points and at key access points along the trail. The number of parking spaces should be determined by projected demand and by the permitted uses planned for a trail.

There are three types of staging areas discussed in this plan: staging areas with equestrian facilities, standard staging areas, and staging areas using school parking lots. A standard staging area will provide automobile and bicycle parking, and a trailhead sign with map. Restrooms and a drinking fountain may also be provided depending on need and availability of utilities. Restrooms can be portable self-contained toilets, pit toilets, or flush toilets in restrooms with running water.

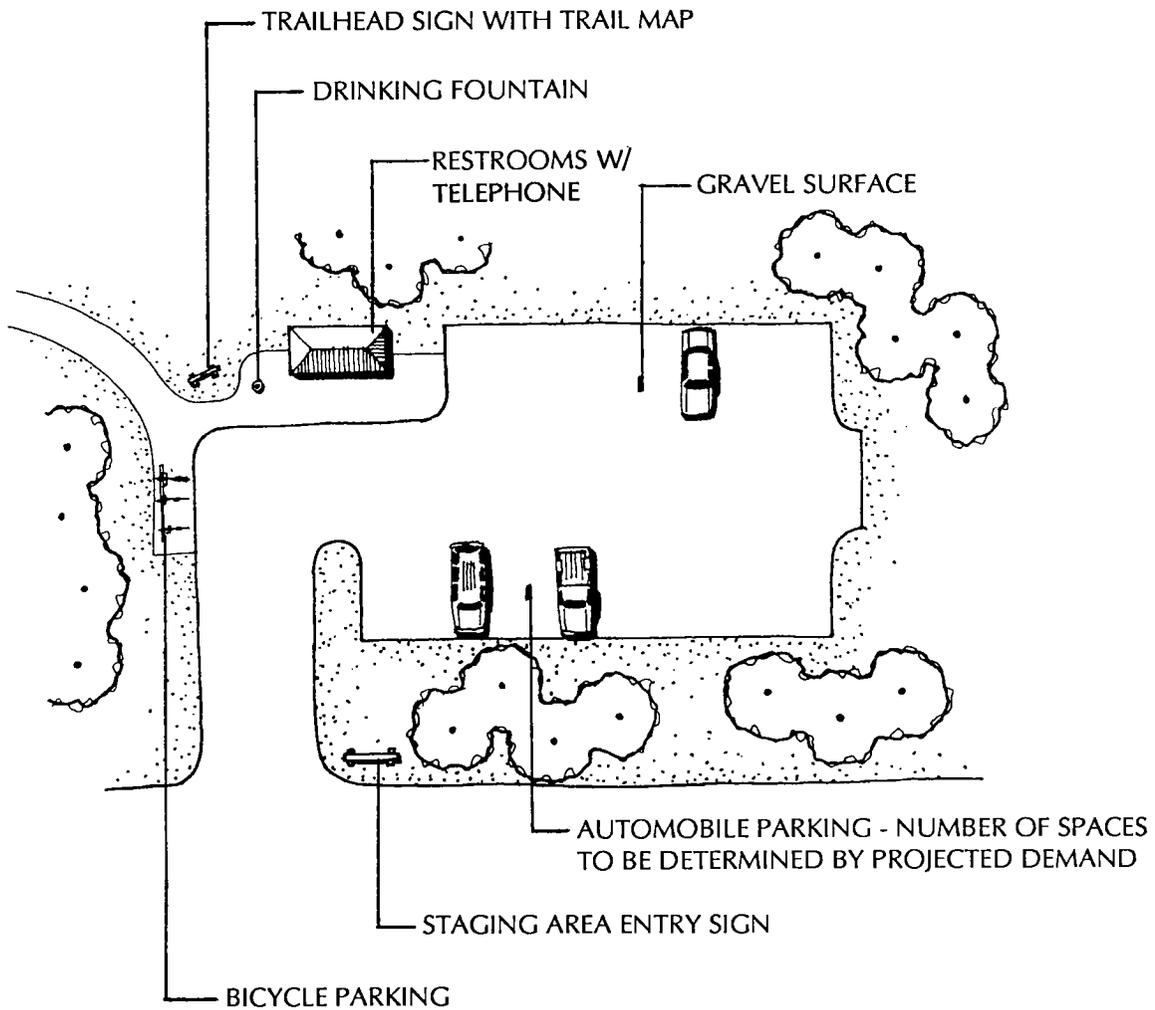
### TYPICAL STAGING AREA SIGN



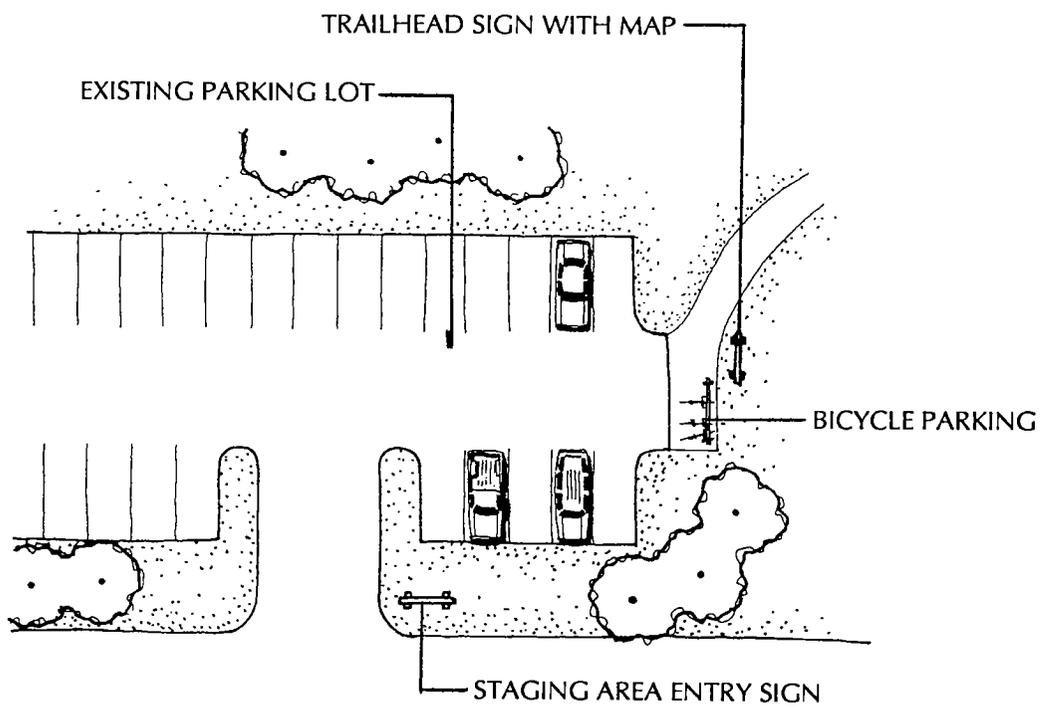
# TYPICAL STAGING AREA WITH EQUESTRIAN FACILITIES



# TYPICAL STAGING AREA WITHOUT EQUESTIAN FACILITIES



# TYPICAL STAGING AREA IN SCHOOL PARKING LOT



# Signs

## Access Signs.

The first stage of signing for the Townwide Trails System will direct users to access points. This will include signs for parks, staging areas and trailheads. These signs should be visible from major roads.

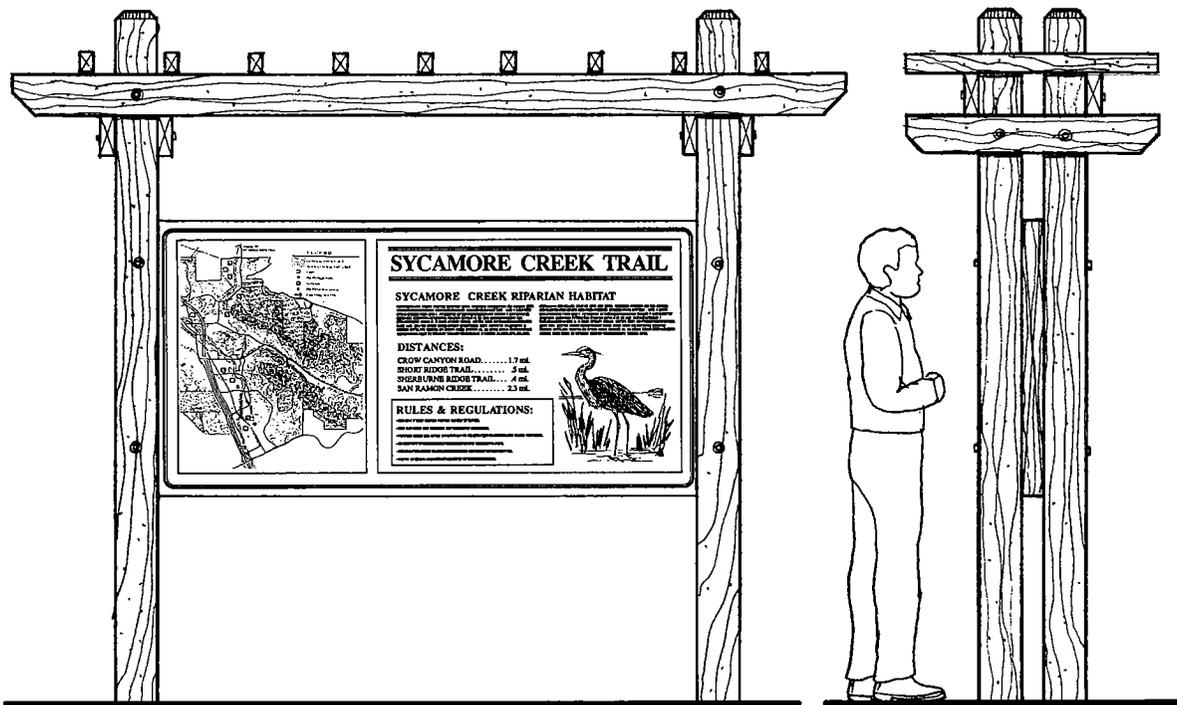
## Trailhead Signs.

The next stage of signing will be trailhead and trail access point signs. Important trailheads should include the following items: a map of the particular trail or the trail system, destinations and distances, permitted uses on the trail, regulations regarding the land to be accessed, information on hazards such as poison oak or

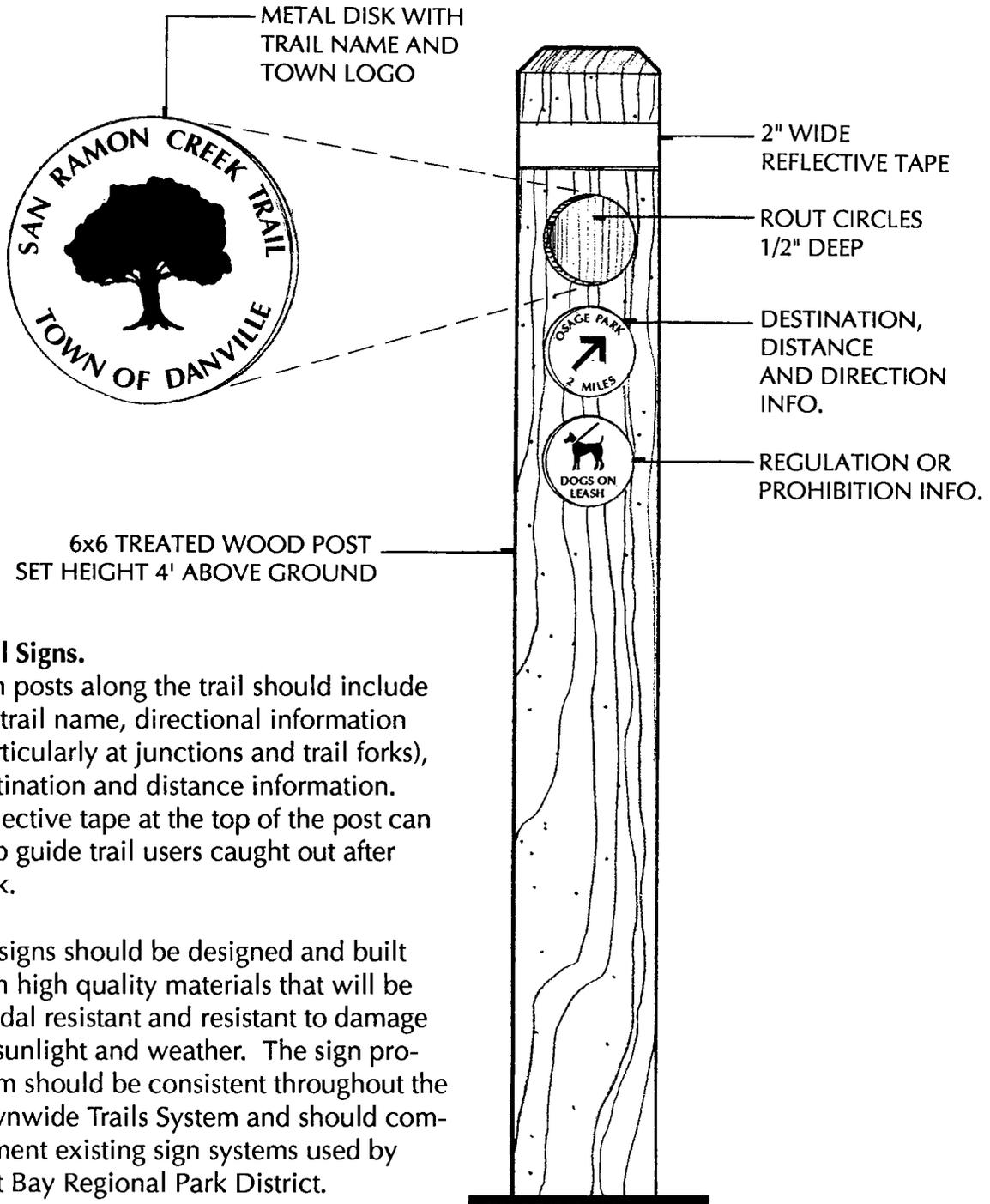
high water during storms, and information on trail conditions and access for disabled persons. The sign may also contain interpretive information on points of historic significance or on the natural history of areas through which the trail passes.

Minor access points along a trail, such as at street crossings, should have signs that provide information regarding regulations, permitted and prohibited trail uses, and hazard warnings. The trail sign post illustrated can provide some of this information and be incorporated into the bollard barrier layout. Reflective tape on the post will illuminate the barriers at night.

## TYPICAL TRAILHEAD SIGN



# TRAIL SIGN POST



## Trail Signs.

Sign posts along the trail should include the trail name, directional information (particularly at junctions and trail forks), destination and distance information. Reflective tape at the top of the post can help guide trail users caught out after dark.

All signs should be designed and built with high quality materials that will be vandal resistant and resistant to damage by sunlight and weather. The sign program should be consistent throughout the Townwide Trails System and should compliment existing sign systems used by East Bay Regional Park District.

### **Bikeway Signs.**

Bikeway signs warn and regulate bicycle traffic. These include both on-street traffic signs and trail signs. On-street signs include bike lane and bike route signs, lane and pavement markings, and bicycle crossing signs. On-street signs will also warn motorists of the presence of bicyclists.

Bicycle trail signs will warn and regulate bicycle traffic on trails. These signs will warn bicyclists of trail hazards, street crossings, and post speed restrictions.

## **BIKE PATH SIGNS**



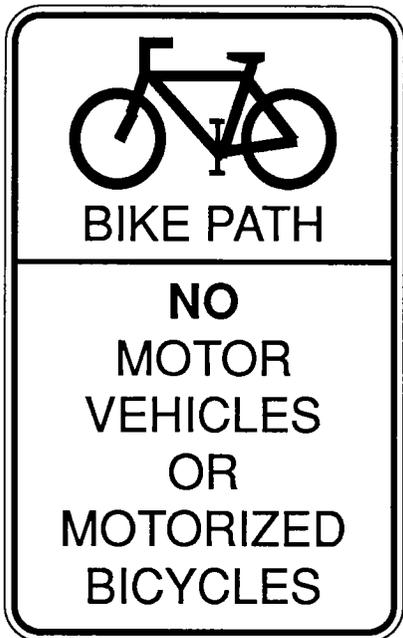
## BIKEWAY SIGNS



**BICYCLE ROUTE SIGN**



**BICYCLE LANE SIGN**



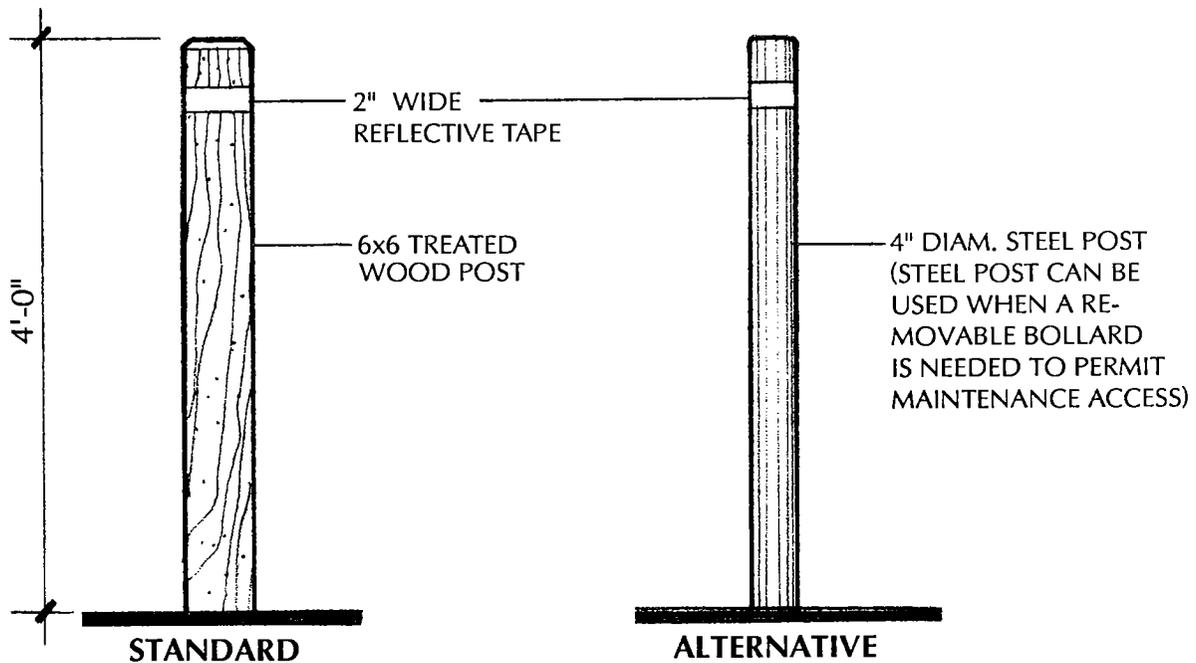
**BICYCLE PATH SIGN**

# Trail Structures

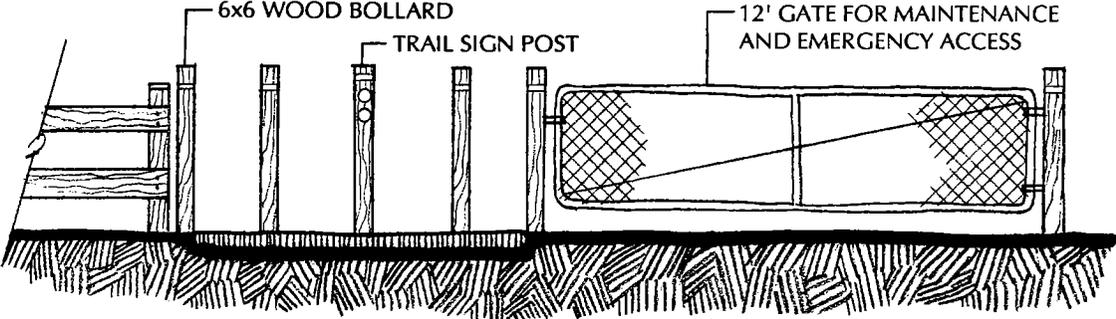
## Bollards and Entry Structure

Entry structures using bollards are placed at trail access points to separate the trail from motor vehicles and to slow bicycles as they approach street crossings. A gate may be provided where service access is needed. The diagonal layout of bollards will make the space between the bollards appear narrower, slowing bicyclists and deterring motorcyclists from entering the trail. The bollards are spaced to provide access by people using wheelchairs. A trail sign post can be incorporated into the bollard layout.

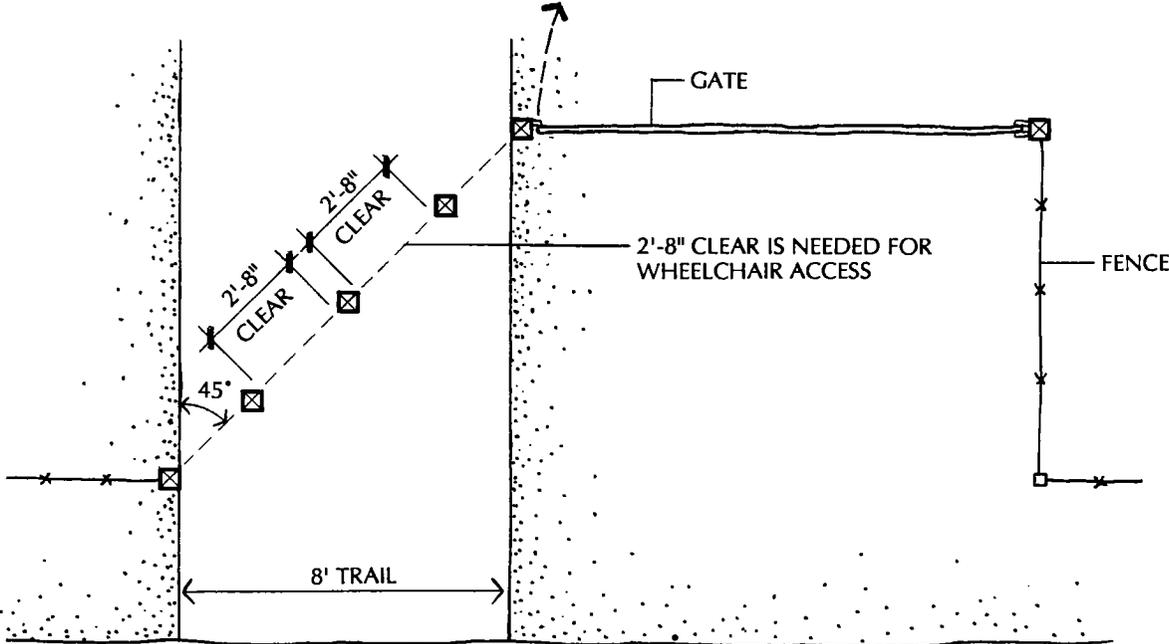
## BOLLARDS



# TRAIL ENTRY STRUCTURE



ELEVATION



PLAN

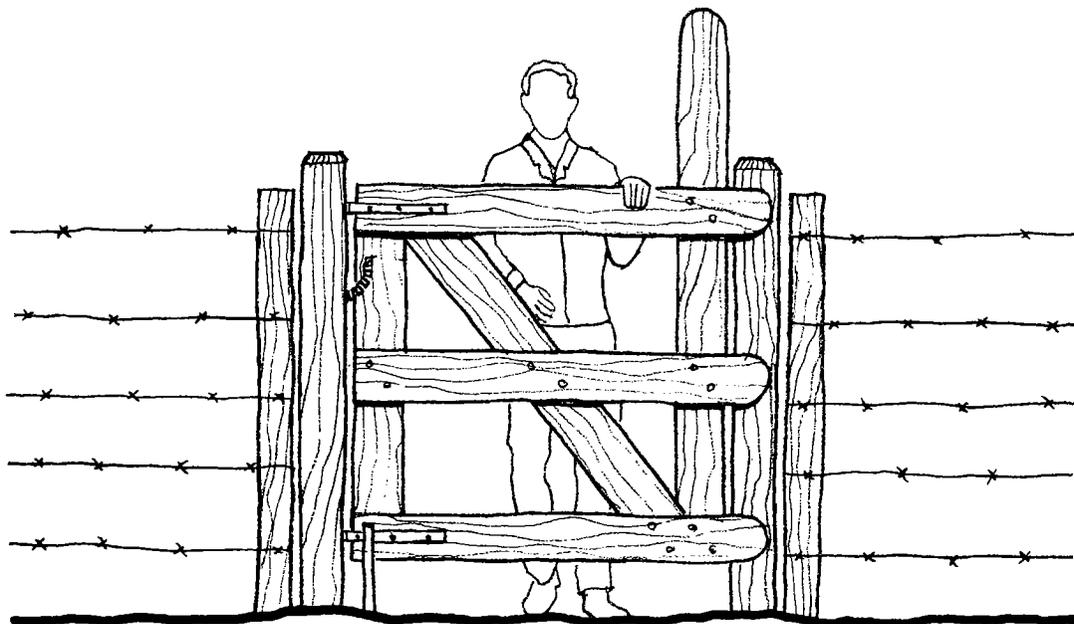
### **Self Closing Trail Gate**

A self closing trail gate with latch should be used on open space trails where livestock are present and stiles are not appropriate.

### **Motorcycle Barrier**

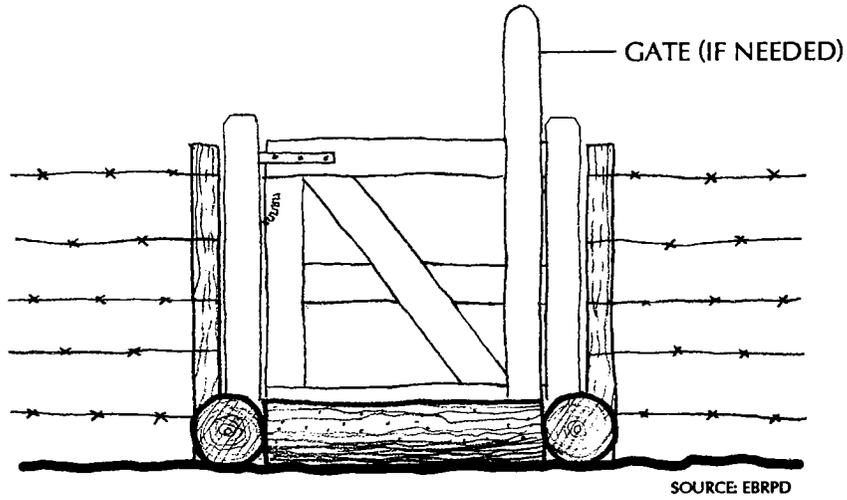
This barrier made of logs can be placed at open-space trail access points to prevent access by motorcycles, but allow hikers, equestrians and mountain bicyclists to pass. This barrier should not be used on paved trails, bicycle paths, or on open space trails accessible to persons using wheelchairs.

## **SELF CLOSING TRAIL GATE**

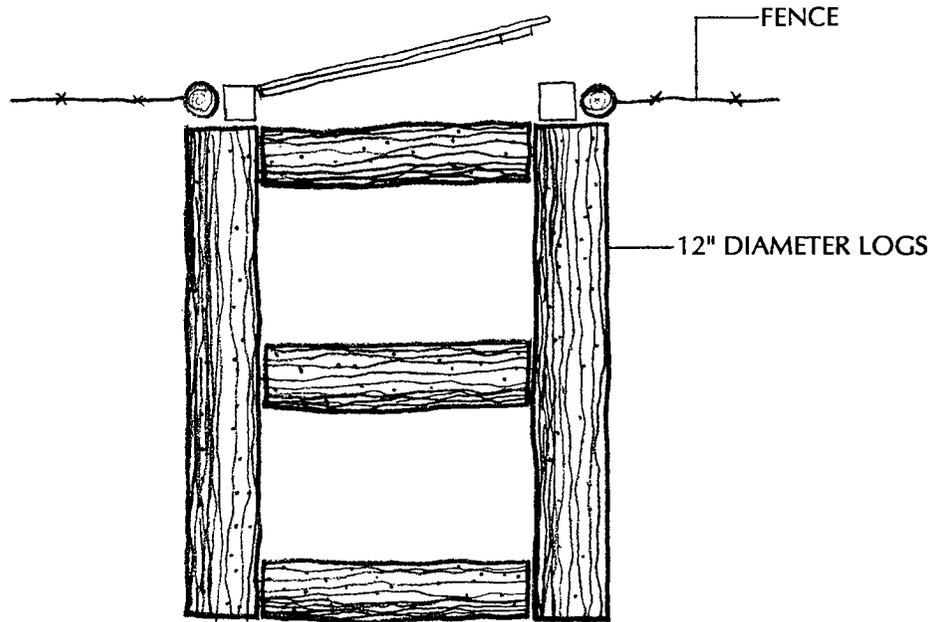


SOURCE: EBRPD

# MOTORCYCLE BARRIER



ELEVATION



PLAN

## Bridges

Bridges will be required wherever trails cross creeks. Crossings can utilize prefabricated bridges made from self-weathering steel with wood decks. Openings between railings should be 6" maximum. On bridges with equestrian use, railings should be 54" high.

## Hiking Stiles

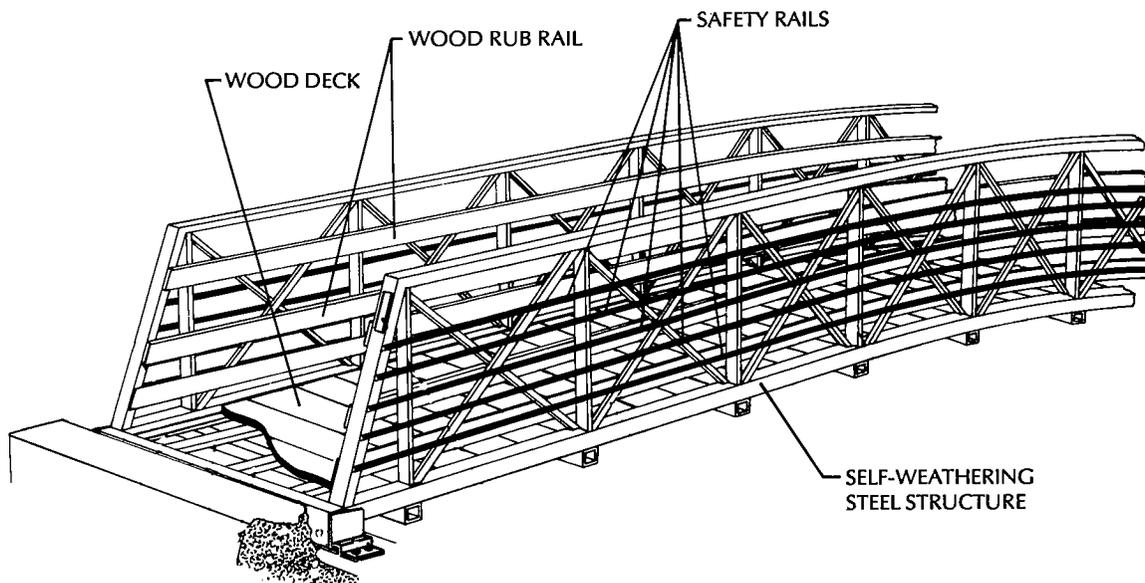
Open space trails may travel through fenced grazing or cultivated land. Stiles allow hikers to pass over or through fences without damaging them and without using gates that people may neglect to close. Stiles also prevent passage by motorcycles and equestrians on trails that prohibit those uses. Stiles should not be

used on trails accessible to persons using wheelchairs.

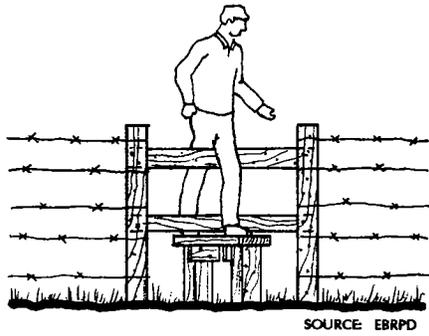
## Trail Fences and Screen Fences

Fencing may be necessary on some trails to prevent trail users from trespassing on adjacent lands, to contain grazing animals, or to protect the user from dangerous areas. In areas where private residences are passed, privacy may be a concern. Screen fences should be used to maintain privacy of residents. Screen fences can be made of wood, concrete block or chain link if combined with vine planting. Fences used to contain livestock should minimize the use of gates that people may neglect to close. Hiking stiles should be used when possible.

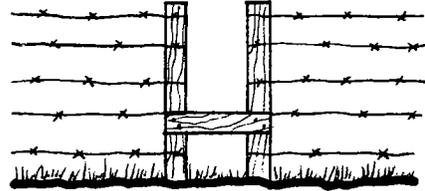
# TRAIL BRIDGE



## STEP-OVER HIKING STILES

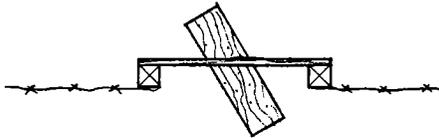


SOURCE: EBRPD



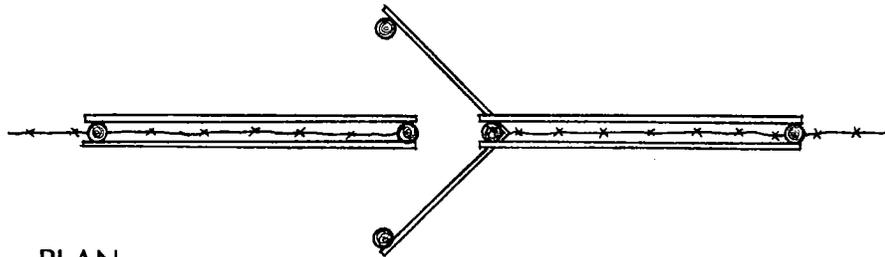
SOURCE: EBRPD

ELEVATIONS

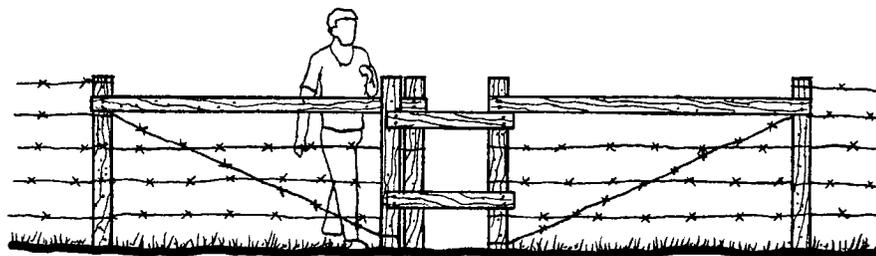


PLANS

## WALK-THROUGH HIKING STILE



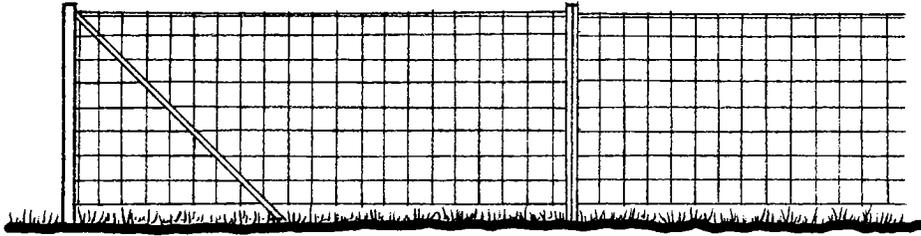
PLAN



SOURCE: EBRPD

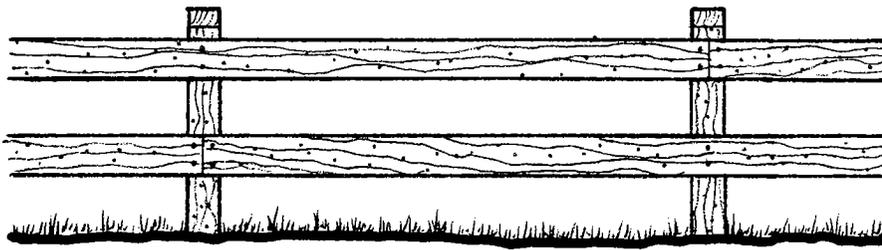
ELEVATION

# TRAIL FENCES



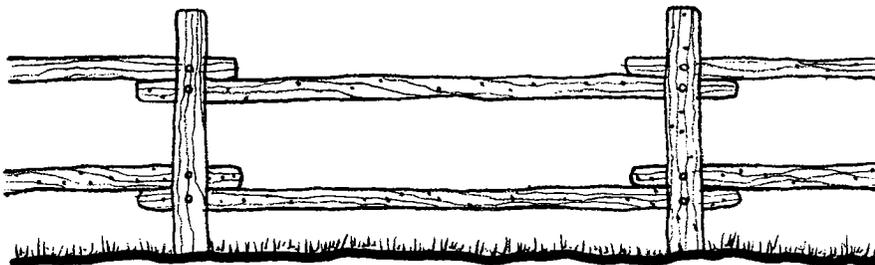
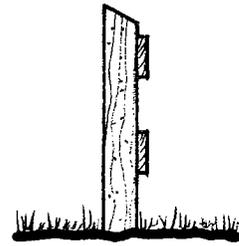
WOVEN FIELD FENCE

SOURCE: EBRPD



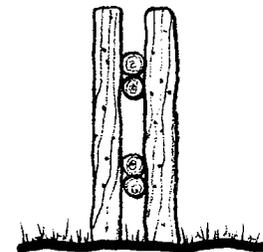
TWO RAIL FENCE

SOURCE: EBRPD

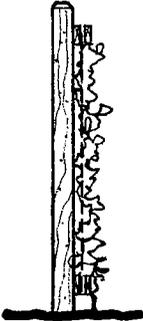
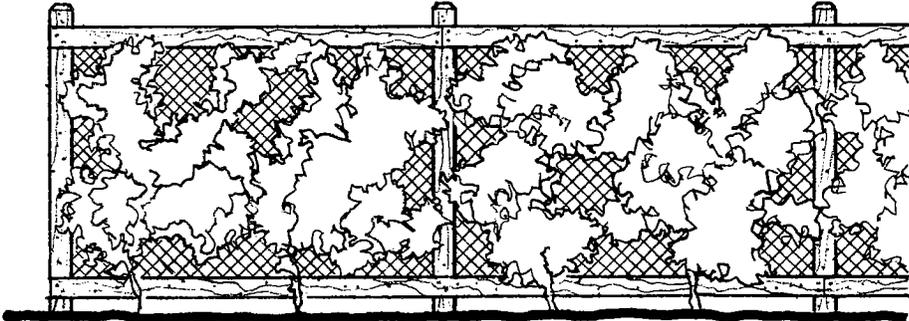


LOG FENCE

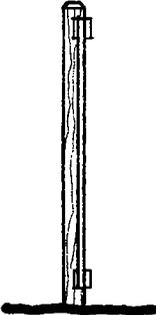
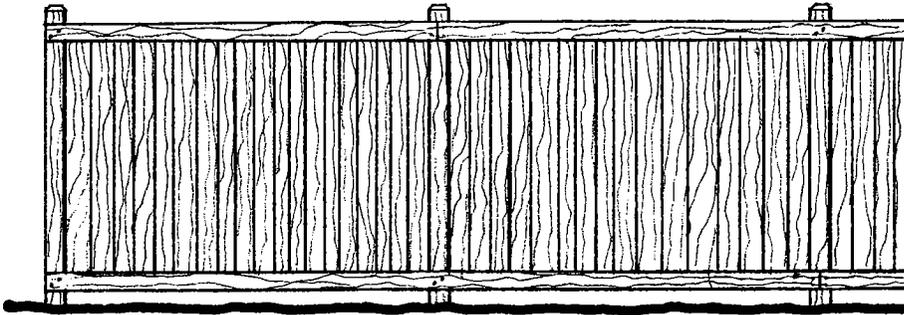
SOURCE: EBRPD



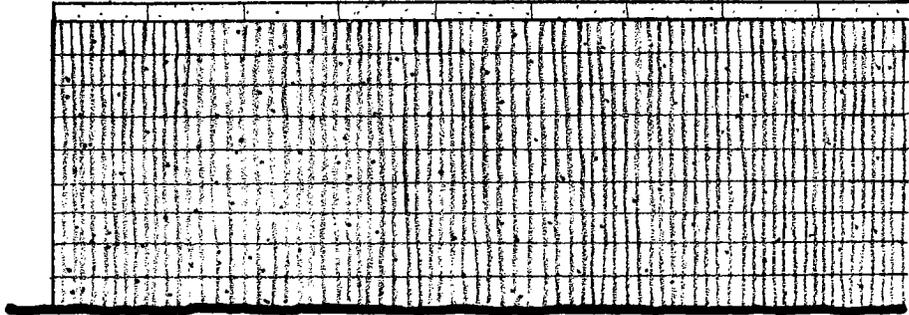
# SCREEN FENCES



WOOD AND CHAIN LINK WITH VINE PLANTING



SOLID WOOD FENCE



SPLIT FACE CONCRETE BLOCK

## Native Vegetation and Planting

Much of the land through which trails will pass is covered with native vegetation. The ridges are carpeted with grasses and wildflowers. The hillsides and canyons are covered with oak woodlands. The creeks and valley bottoms are lined with dense riparian vegetation. Together these plant communities create a diverse environment and provide important wildlife habitat. The creeks and other open space areas are crucial corridors for wildlife, particularly with the amount of development that is occurring in the region.

When building trails, native vegetation must be preserved to the greatest extent

possible. Clearing of vegetation for trails should be minimized. Trails should be located to prevent adverse impacts to significant trees or rare plants. Along the creeks, the riparian vegetation slows creek bank erosion and protects adjacent property.

In some areas, it will be necessary to clear some vegetation for a trail. In other areas native vegetation is absent, usually cleared for creek widening. Planting of native species can be used in these areas to restore a native plant community. Once established, native plants are better suited to survive in Danville's climate.

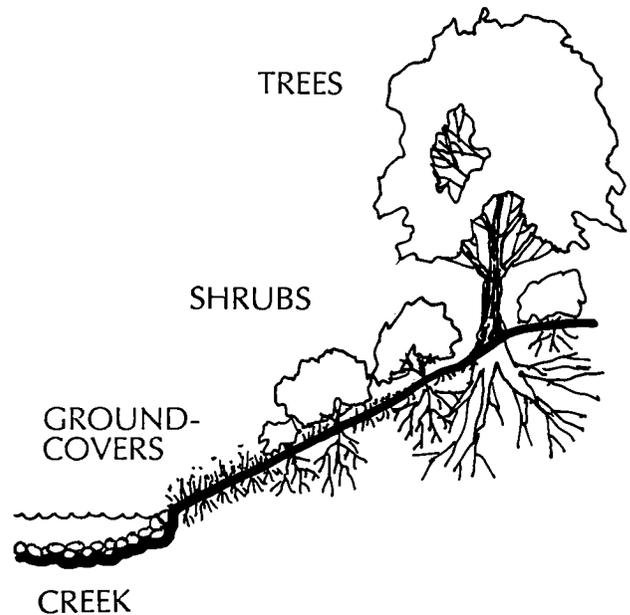


Creekside vegetation

# Creek Bank Protection

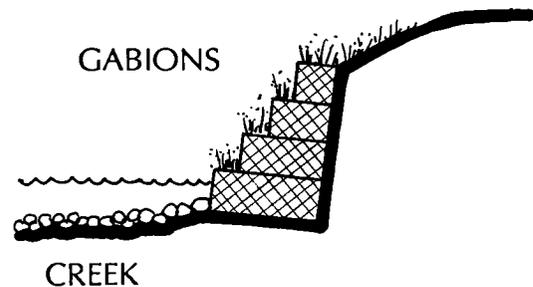
## Vegetative Bank Stabilization

Root systems of plants provide effective bank protection. Developed root systems bind the soil and prevent surface erosion. Riparian vegetation can also slow creek velocities and thereby reduce undercutting erosion of creek banks. Native vegetation should be preserved wherever possible; and where vegetation has been removed, slopes should be replanted with native species.



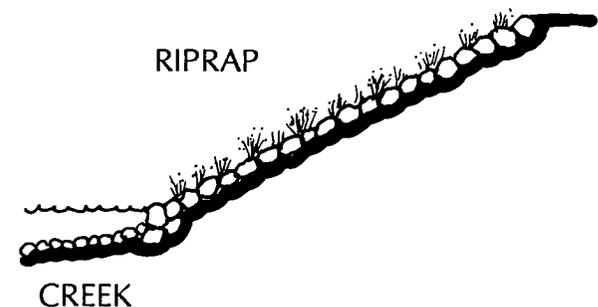
## Gabion Walls

Gabions are rock-filled galvanized wire baskets. They can be stacked into walls or laid flat to form a revetment. Gabions provide low cost structural biotechnical bank protection. They are easily constructed, require little foundation preparation, and are permeable to water. Vegetation such as willow cuttings can be placed in the spaces between the stones. Volunteer plants will usually colonize gabions. In time they can be covered with vegetation and become visually unobtrusive.



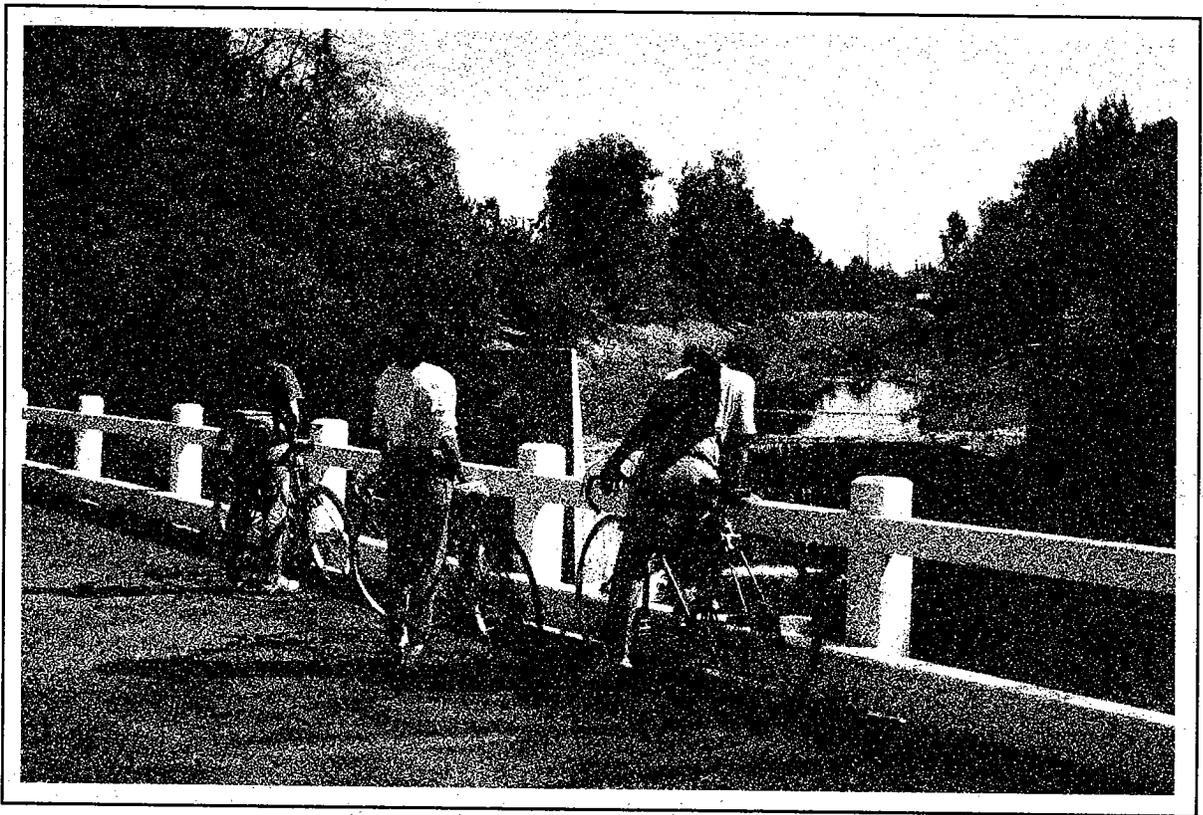
## Riprap

Riprap is a carefully placed layer of stones and boulders. Riprap can be used in most conditions where bank protection is needed on slopes no steeper than 30 degrees. When not mortared, plants can be planted in, or will colonize, the spaces between the rocks. In time the riprap can be covered by vegetation and blend into the surrounding landscape.



# Implementation

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# Projected Costs

The following costs provide a relative cost comparison between selected trail projects. The costs are based on work performed by private contractors and are based on 1988 construction costs.

## PROJECTED COSTS OF SELECTED TRAIL PROJECTS

- Construction costs do not include acquisition or easement fees.
- Costs include 10% for design fees and 15% contingency.
- Project costs include all structures (bridges, gates, barriers, etc.), staging areas, and amenities (planting, benches, etc.).

### SAN RAMON CREEK TRAIL

Iron Horse Trail to Fostoria Way ..... \$305,013.

### GREEN VALLEY CREEK TRAIL

Highway 680 to Diablo Road (south crossing) ..... \$62,375.

Matadera Way to Los Cerros School ..... \$89,375.

### SYCAMORE CREEK TRAIL

San Ramon Creek to Sycamore Valley Road ..... \$30,575.

Sycamore Valley Road to Wood Ranch Road..... \$703,300.

Wood Ranch Road to Old Blackhawk Road ..... \$219,875.

### CONNECTING TRAILS

Connection between Osage Station and Iron Horse Trail..... \$21,625.

South and east connections to Oak Hill Park ..... \$182,375.

Above costs do not include estimates for:

1. San Ramon Creek Trail between Magee Ranch Park and Diablo Road.
2. Green Valley Creek Trail east of Diablo Road.
3. Trails along Camino Tassajara east of Wood Ranch Rd. and along Crow Canyon Rd.
4. Open space trails.
5. Sections of Iron Horse Trail not yet built.
6. Bicycle lanes and routes.

# Priorities and Phasing

## Introduction

In implementing the Master Plan, the goal is to expand and link existing trails and bicycle routes and provide connections to important destinations such as parks, schools and the downtown. Implementation projects should be planned to avoid dead ends. Projects should provide through connections or create loops.

The Parks and Leisure Services Commission may want to establish a Trails and Bikeway Subcommittee to be responsible for recommending:

- Policy direction for administering the Townwide Trails Plan and appropriate amendments.
- Priority of expenditures for trails and bikeways.

## Trails

### Implementation

The first projects to consider for implementation should be 'missing links': new trail sections that can link existing trail sections. These projects may be only very short segments. In some cases negotiating public access easements may be needed.

Other high priorities should be those on public land or where public access easements have already been acquired. Changes in land use or development may

also create opportunities for securing easements.

The Trails Master Plan can be implemented through the combined actions of public, quasi-public, or private agencies, and service groups.

- Some portions of the proposed creek trail rights-of-way are already in public or quasi-public ownership.
- Several major improvements could be combined with routine public projects.
- Vital trail segments could be secured through conditions to new private development projects.
- Public benefit from existing sources of funding could be maximized if projects reinforce each other.

### Public and Quasi-Public Rights-of-Way

The Townwide Trails Master Plan can be implemented utilizing lands already in public ownership and encouraging cooperative development between existing public agencies.

Danville will need to work with the Contra Costa County Flood Control and Water Conservation District to negotiate joint use of its rights-of-way along the creeks wherever such joint-use would not conflict with District activities. The joint-use could be administered through an agreement in which another agency (e.g., Danville) would take responsibility for and assume all costs of constructing, maintaining and policing of trails located within the District's rights-of-way.

Danville should continue to work with

the EBRPD in dedicating open space lands, siting open space trails, and making appropriate connections to existing District trails. The District may participate in any trails project which is a part of the adopted EBRPD Regional Trails Plan. Delineations of responsibilities for funding, design, development and maintenance are made on an individual basis. Trails proposed by other agencies to tie into Regional Trails or parks are considered on an individual basis; generally, the District encourages such connection with local facilities.

In light of this policy, the EBRPD participated in the preparation of this Master Plan and supports trail connections to the Iron Horse Trail, the Las Trampas to Mt. Diablo Trail, and open space trails in the eastern and western areas of Town.

Danville should coordinate other trail planning with Contra Costa County, Alamo and San Ramon. The Town should participate in the current General Plan process for Mt. Diablo State Park to assure connection to Danville trails.

Other areas of the proposed creek trail owned by quasi-public and private agencies (churches, schools, businesses etc.) also have rights-of-way which could help fulfill the Plan if public access is permitted. In the long term, as land use changes, Danville will also need to secure easements from landowners.

#### **Trail Design and Public Improvements**

Portions of the trail are proposed in locations where there are planned future public improvements. Costs of trail develop-

ment could be reduced if specific improvements are designed into these planned public projects. One such upcoming project is the downtown parking lot.

#### **Trail Implementation with New Development**

New land development projects along the creeks can provide for trail access and improvements. Using the Master Plan as a guide, the Planning Department can regulate land development with conditions on projects to assure that a right-of-way will be protected for the proposed trail system. In most instances a dedicated trail easement, and possibly trail installation, can be required as part of the project.

#### **Bicycles**

Bikeways should be incorporated in all new road improvements. In addition, some bikeways should be developed independent of road improvements.

To guide the Parks and Recreation and Engineering Services in establishing priority listings of bicycle facility projects, and to make yearly bicycle facility proposals, the following criteria should be used. Applying these criteria will establish a long-term phasing strategy for bicycle improvements within the community.

The development of bicycle lanes should be guided by the following:

1. Eliminate safety hazards along existing

bike lanes and routes (e.g., correcting poor pavement conditions).

2. Fill gaps in the bikelane/route system along major arterial streets where the creation of the new link would eliminate a noted safety problem.
3. Fill gaps in the bikeway system along major arterial streets where adjoining land is already developed or new development is not eminent (will not happen in the next five years).

The preceding criteria shall not preclude the Town from taking advantage of opportunities for establishing bike lanes/routes or parking when they arise.

Expenses for implementation of the street elements of the trail system, such as bike lane striping and signing, can be significantly reduced if coordinated with planned capital improvements and periodic resurfacing or re-striping contracts. Enhancement of the trails system can also be effected during construction of street improvements resulting from private development requirements and/or major redevelopment programs.

## **Funding and Technical Assistance**

Completion of a townwide trails system requires the participation of all related jurisdictions. As an example, major portions of the Ironhorse Trail have been completed with the financial support of Danville, the East Bay Regional Park District, the East Bay Municipal Utility District, the Central Contra Costa Sanitary District, Transportation Development Act (TDA) funds and private donations.

### **Local Programs**

At present, Danville's primary source of funds for parks and trails will continue to be general fund allocations and park dedication fees. Town general funds can be allocated for specific projects or used as matching monies for grants offered by other agencies. For new residential development, the Town Council sets a park dedication fee for single family and multi-family units.

As the development or redevelopment process continues in Danville, projects can install bikeways as part of their required street improvements or continue to dedicate easements for trails in accordance with the Townwide Trails Master Plan.

### **Regional Programs**

As discussed previously, the EBRPD participates in planning for trails, offers technical assistance and can coordinate various jurisdictions in trail or bikeway planning.

In the future, the EBRPD will also be a source of funding for local projects. Measure AA is a \$226 million park bond that was approved on the November 8, 1988 ballot. Measure AA will allow the East Bay Regional Park District to purchase land for wildlife habitat, new parks, access to the Bay shoreline, completing existing parks, and multi-use trails. Seventy-five percent of the bond sale monies will be used by the Park District to complete its master plan; the remaining 25% will be distributed to local park and recreation agencies within the two counties, on a per capita population basis, to be used for local projects.

### **State Programs**

The State offers several funding programs, most of which require matching monies and a definitive trail or bicycle plan.

The *Transportation Development Act (TDA)* provides funds as a percentage of the state sales tax for local transportation, as well as pedestrian and bicycle improvements. TDA funds may be used for the construction of paved trails, bridges, bike lanes and bike routes. Funds cannot be used for landscaping. TDA funding will depend on priorities set by the Town Council for use of these funds townwide.

As a part of the *California Wildlife, Coastal and Parkland Conservation Act of 1988*, there are competitive grants available for acquiring and developing land and rights-of-way for bicycle riding, horseback riding, hiking and handicapped access trails. Public agencies, including cities, counties and special dis-

tricts, as well as non-profit organizations are eligible to participate, as long as they are authorized to provide park and recreation or open space services, or facilities to the general public.

Specific criteria will be used in evaluating grant proposals for trail projects that: provide access to public lands, create a multi-use trail, connect to other trails, have a plan for the proposed trail, involved the public in preparing the plan, and provide staff for operation and maintenance. There are two grant programs that may be applicable to the Trails Master Plan:

*The Trails Grant Program* provides \$5 million for competitive grants to public agencies and non-profit organizations for acquiring and developing trails. The funds will be appropriated over a two-year period with \$2.5 million available in fiscal years 1989/90 and 1990/91.

*The Per Capita Grant Program* provides \$120 million to cities, counties, park and recreation districts, regional park districts, open space districts and other qualifying districts for acquiring, developing, rehabilitating or restoring recreation lands and/or facilities. This program provides one-time grants based on population. The funds may be appropriated over a three-year period beginning July 1, 1989.

*The Roberti-Z'berg-Harris Urban Open Space Grant Program* provides \$20 million to cities, counties and qualifying special districts on a 70% State and 30% local matching basis. This program pro-

vides funds for acquisition, development, special major maintenance and innovative programs. It is a one-year program, with the funds available beginning July 1, 1989.

The *California Bikeways Act* allocates funds on an annual basis from the Bike Lane Account (BLA) to cities and counties for improving capacity or safety on existing streets or highways. Funds are available for developing separate bicycle trails which approximately parallel existing streets or highways. This is a competitive program within the Bay Area and requires a ten percent local match.

The State Department of Water Resources administers the *Urban Stream Restoration Program*. This program provides grants to assist local agencies and organizations with on-site restoration work including erosion control, landscaping and creek channel maintenance.

### **Federal Programs**

The Federal government offers technical assistance and some funding sources.

The *National Park Service, Rivers and Trails Technical Assistance Program* provides assistance to local communities in protecting specific river and/or trail greenway corridors. Assistance comes in a variety of ways including information sharing about successful solutions, formation of advocate groups for conservation, identification of local issues and strategies for corridor protection, and development of implementation plans with government agencies, private organiza-

tions, user groups and landowners cooperating to achieve common goals.

The *Federal Land and Water Conservation Fund* provides fifty-percent matching grants through the state to counties, cities and special districts for acquisition and development projects. Congress appropriated \$20 million to the State and \$200 million to federal agencies for the 1989 fiscal year. The program offers the opportunity to leverage existing local funds. This is a competitive program.

Federal Highway Administration funds are made available for these programs based on a three year *Transportation Improvement Program (TIP)* prepared by MTC as the Metropolitan Planning Organization for the nine Bay Area counties. Major bikeways paralleling heavily traveled freeways may be funded under the TIP.

### **Other Grant Programs**

Many other grant programs are available at the state and federal level as well as through the private sector, such as private foundations and corporations, which provide funding for recreation development and programs. These grant programs may be identified by computer access available at the State Department of Parks and Recreation in Sacramento.

### **Other Sources of Labor and Funds**

Cost savings can be achieved by using alternative sources of labor such as community volunteer service and trail groups. The *California Conservation Corps (CCC)*

may offer an opportunity for State funded implementation of the trail system with workers available for constructing trails and planting. CCC field crews are capable of trail maintenance and construction of low and moderate technical skill levels, with specialized trail crews to complete more highly skilled work. The CCC may require the project sponsor to pay for a portion of the work performed by CCC crews.

The *East Bay Conservation Corps*, a non-profit work and education organization, offers contract public service to East Bay communities. The group provides supervised crews of young people and specializes in environmental work such as parks and trail projects.

The private sector (clubs, landowners and individuals) can be an important source of funding and support for trails, landscaping and other amenities. The Danville Townwide Trails Master Plan offers opportunities for granting easements or rights-of-way with tax advantages; for bicycling clubs, companies, landowners or individuals to make gifts of money or materials for bridges, trail sections, benches, etc.; or for work parties (scouting groups, other youth groups). Such projects could be a memorial or means of expressing public appreciation and recognition.

A number of foundations may also have money available for trail development. Contributions could be used in meeting the matching grant requirements of other funding sources.

### **Citizen Involvement**

The Town of Danville can enlist the help of local citizens to implement the Trails Plan. Active citizen organizations can help construct the trails or perform periodic clean-up and maintenance. Involving potential users in the design and provision of the trail system can reduce public costs and assure that the trails are important to the community, thus assisting in safety and maintenance.

Use of professional volunteers for specific projects may be considered as a separate additional method of financing. Local professionals such as architects, landscape architects, engineers, and developers may be prevailed upon to donate their services to design or develop specific facilities.

### **Conclusion**

The Danville Townwide Trails System will not be implemented all at once. In accepting this Master Plan, the Council acknowledges this document as a planning guide for future decisions regarding a trails system: trail routes should be protected; future public and private projects along the trail routes should provide for the eventual implementation of the entire system; and full advantage should be taken of available funding opportunities. Specific actions and commitments can assure that in the future the entire trails system will be developed.

# Appendix

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## Plant List Trees

Scientific Name Common Name	Deciduous Flowering Evergreen	<u>Height</u> Spread Annual Growth	Wet (W) Drought Tolerant (DT)	Area Suitability	Remarks
Acer macrophyllum Big Leaf Maple*	DF	<u>30 - 100</u> 30 - 60 Moderate	W	1 & 2 Grove Planting	Native. Stream bank, California foothills. Small yellow flowers. April - May, yellow fall color.
Aesculus californica California Buckeye*	DF	<u>15 - 40</u> 30 - 80	DT	Winter form Mass Planting	Native. Low, dry hills of coast ranges and along streams. May - June, flower plumes.
Alnus rhombifolia White Alder*	D D	<u>40 - 90</u> 30 - 40 Rapid	W	Grove planting Quick Effect	Native. Along streams of coast range valleys. Tall, straight trunk, dark green leaves.
Juglans californica Black Walnut*	D	<u>30 - 70</u> 30 - 50 Moderate	DT	2 Mass Planting	Native. Central Valley, along streams. Trunk unbranched for 10' - 20'.
Platanus racemosa California Sycamore*	D	<u>40 - 50</u> 40 - 70 Rapid	DT	1 & 2 Mass Planting	Native. Stream banks and floodplain, coast ranges. Often multi-trunk. At times, trunk leans horizontal or prostrate. Quick effect, winter form.
Quercus agrifolia Coast Live Oak*	D	<u>30 - 70</u> 60 - 100 Slow	DT	1 & 2 Specimen Grove Planting Shade	Native. Lower mountain slopes, foothills and valley flats of the coast ranges. Wide spreading, rounded crown, picturesque.
Quercus lobata Valley Oak	D	<u>40 - 125</u> Moderate	DT	2, 3 & 4 Specimen Grove Planting	Native. Inner and middle coast ranges. Large graceful tree - winter form.

AREA SUITABILITY: 1) Creek Slopes  
 2) Linear Park  
 3) Erosion Control  
 4) Accent  
 \* Found naturally along the creek.

Scientific Name Common Name	Deciduous Flowering Evergreen	<u>Height</u> Spread Annual Growth	Wet (W) Drought Tolerant (DT)	Area Suitability	Remarks
Salix lasiandra Yellow Willow*	D	<u>15 - 40</u> 15 - 25 Rapid	W	1 & 3 Specimen Grove Planting	Native. Streams in the Great Valley, coast ranges and the Sierra-Nevada up to 4,000 foot elevation. Good for upper creek slope planting.
Sambucus glauca Blue Elderberry*	D	<u>10 - 25</u> 10 - 20 Rapid	W	1 & 3 Group Planting	Native. Canyon slopes, California foothills and stream banks. Good tree or large shrub.
Schinus molle California Pepper	E	<u>15 - 50</u> 30 Rapid	DT	2 Specimen	Broad, rounded crown with graceful, pendulous branches. Good shade.
Sequoia sempervirens Coast Redwood	E	<u>70 - 80</u> 15 - 30	W	2 Screen Planting Mass Planting	Native. Coast ranges. Fast tree, widely planted, tolerates pollutants.
Umbrellularia californica California Laurel	E	<u>20 - 75</u> 20 - 40	W	1 & 2 Grove Planting	Native. Canyon slopes, streams in coast ranges. Dense, clean tree. No pests.

- AREA SUITABILITY:**
- 1) Creek Slopes
  - 2) Linear Park
  - 3) Erosion Control
  - 4) Accent
- \* Found naturally along the creek.

## Plant List Shrubs

Scientific Name Common Name	Deciduous Flowering Evergreen	<u>Height</u> Spread Annual Growth	Wet (W) Drought Tolerant (DT)	Area Suitability	Remarks
Arctostaphylos species Manzanita	EF	<u>30"</u> 4 - 6	DT	1 & 2 Bank Planting	Native. Sonoma County. Low spreading. Flowers white or pink.
Baccharis pilularis Coyote Bush	E	<u>12 - 12"</u> 3 - 6	DT	1, 2 & 4 Bank Planting	Native. Dense, billowy dark green mat. Low maintenance. Dependable ground cover.
Ceanothus species California Wild Lilac	EF	<u>4 - 8</u> 4 - 8	DT	1 & 2	Native. Outer coast ranges. Glossy dark-green leaves. Flowers white or blue. Hardy.
Eriogonum fasciculatum California Buckwheat	EF	<u>1 - 3</u> 2 - 4 Moderate	DT	1, 2 & 4 Bank Planting	Native. Clumps of semi- upright stems with narrow leaves. White flower clusters, May - October.
Fremontodendron californicum Common Flannel	EF	<u>6 - 20</u> 6 - 8 Rapid	DT	1 & 2 Mass Planting	Native. Coast range foothills. Yellow flowers, May - June. Good show. Plant away from paths.
Garrya fremontii Coast Silktassel	EF	<u>4 - 8</u> 8 - 10	DT Full Sun	1 & 2 Mass Planting	Native. Coast ranges. Lively, yellow-green leaves; fruit, purple or black.
Heteromeles arbutifolia Toyon	E	<u>10 - 25</u> 6 - 15 Moderate	DT	1 & 2 Mass Planting Bank Planting	Native. Coast ranges, Sierra foothills. Bright, red clustered berries, November - January. Showy - erosion control.

AREA SUITABILITY:

- 1) Creek Slopes
- 2) Linear Park
- 3) Erosion Control
- 4) Accent
- \* Found naturally along the creek.

Scientific Name Common Name	Deciduous Flowering Evergreen	<u>Height</u> Spread Annual Growth	Wet (W) Drought Tolerant (DT)	Area Suitability	Remarks
Salix lasiolepis Bigelovii Arroyo Willow	D	<u>6 - 30</u> 6 - 15 Rapid	W	Banks	
Vitis californica California Wild Grape	D	<u>1 - 2</u> 4 - 6 Rapid	DT	1 Slope Planting	Native. Partial Shade.

- AREA SUITABILITY:
- 1) Creek Slopes
  - 2) Linear Park
  - 3) Erosion Control
  - 4) Accent
  - \* Found naturally along the creek.



# TRAILS FOR DANVILLE



Number 1

PLANNING FOR A TOWN-WIDE TRAIL SYSTEM

March 22, 1988

## COMMUNITY MEETING

Please join us in planning for Danville's Trail system.

**Tuesday April 5, 1988 7:30 p.m.**  
**Oak Hill Park Multi-Use Building**  
**3005 Stone Valley Road**  
**Danville**

Royston Hanamoto Alley & Abey, Landscape Architects and Land Planners, will briefly explain the town-wide trail planning process and the role of public involvement in developing the plan. The Planning Team will present background information on existing conditions and facilitate a discussion on goals and objectives for the trail system.

8. Prepare standards for representative trails: bicycle, equestrian, pedestrian, creekside and open space.
9. Identify required acquisitions and trail priorities.
10. Recommend funding alternatives and opportunities for inter-agency cooperation.

**The public is a vital member of the planning team. Your participation is requested at the public workshops to be held during the next few months. At our first workshop we need your help in identifying preliminary goals and objectives and hearing your concerns for the Town Trail System.**

### Trail Plan Process

The citizens of Danville will participate with Royston Hanamoto Alley & Abey in preparing a Town-Wide Trail Plan for the Town of Danville.

The purpose of the study will be to develop a town-wide trail plan to provide a continuous bicycle, equestrian, and pedestrian system that will incorporate trails along: viable creek corridors; linkages to public facilities; nearby regional parks and open spaces such as the Las trampas Wilderness, Mt. Diablo State Park, and the Iron Horse Trail.

Active participation by a Trails Task Force, the Parks and Leisure Services Commission, the Town Council and the

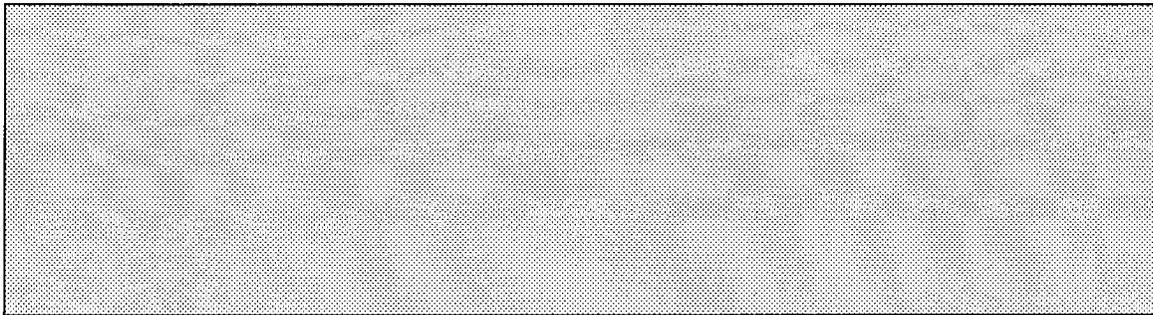
public at large will develop a flexible long range planning document. The trail plan must address the following topics:

1. Analyze existing trail plans, maps and policies.
2. Evaluate feasibility of current plans with on-site visits.
3. Locate suitable staging areas, destinations, and scenic areas.
4. Link major public and community facilities including the historic downtown area.
5. Conform trails with flood control standards.
6. Analyze designated creek corridors for trails.
7. Recommend trail setback standards accounting for security/public access, maintenance and land use.

The Planning Team will use this information to develop a preliminary plan to be presented to you at a second workshop in May. The Planning Team will then refine the preliminary plan into a final plan for your review at a third public meeting in June 1988. The final document will be submitted to the Town of Danville in August.

### For Information Contact:

Bernie Cooper  
Project Coordinator  
Town of Danville  
Leisure Services Department  
510 La Gonda Way  
Danville 94526  
(415) 820-6337





# TRAILS FOR DANVILLE



Number 2

PLANNING FOR A TOWN-WIDE TRAIL SYSTEM

May 13, 1988

## COMMUNITY MEETING

Please join us in planning for Danville's Trail system.

**Tuesday May 24, 1988 7:30 p.m.**  
**Veteran's Hall**  
**120 S. Hartz Avenue**

Royston Hanamoto Alley & Abey, Landscape Architects and Land Planners, will present a preliminary Townwide Trails Plan.

### For Your Information

If you are receiving this newsletter for the first time, the Town of Danville has contracted Royston Hanamoto Alley and Abey to prepare a Townwide Trail Plan.

The purpose of the plan is to provide a continuous off-road (where feasible) pedestrian, bicycle, and equestrian trail system that will incorporate trails along: viable creek corridors; linkages to public facilities; nearby regional parks and open spaces such as the Las Trampas Wilderness, Mt. Diablo State Park, and the Iron Horse Trail.

Active participation by the residents, the Parks and Leisure Services Commission, the Trails Task Force and the Town Council will develop a flexible long range planning document.

On April 5, 1988, the planning team held the first in a series of public involvement workshops. We would like to thank each of you who attended this meeting for your participation and for sharing your ideas with the planning team. Major concerns expressed at the public meeting related to such issues as:

- creekside trails in relation to flood control projects,
- existing private trails maintained by homeowner associations,
- potential trail staging area at Green Valley and Diablo Roads,
- private properties along the creek near Osage Park,
- prohibiting motorized vehicles on all trails,
- need for staging areas and trails for equestrian use,
- trail safety for elderly, handicapped and children,
- security for private homes backing up to trails,
- connections to East Bay Regional Park District trails,
- need for bicycle recreation paths and bicycle lanes separate from vehicles for bicycle touring or commuting traffic,
- Contra Costa Canal Trail and Lafayette Moraga Trail as popular trail systems.

Late in April, the planning team presented a preliminary schematic diagram of the entire trail system (one map at 1"=600') to the Trails Task Force for their review. Since that meeting the planning team has met with Town staff (Planning, Engineering, and Leisure Services), along with representatives from the East Bay Regional Park District and the Contra Costa County Flood Control Division to

discuss specific issues related to the trail system and assure conformance with related plans and policies. We then prepared a second round of schematic diagrams on a series of aerial photos (27 maps at 1"=100'), field checked problem areas, and revised the 600' scale map. We also prepared a long range bicycle plan (proposed bike lanes, connections to regional bicycle systems, etc.) along with an interim bicycle plan which delineates safe bicycle routes through the town and not requiring major street improvements (other than informational signing).

On May 12, a neighborhood workshop was held in the Greenbrook Homeowner's Association Building, to discuss these preliminary plans along with specific concerns for the trail system in the southern part of town. The Trails Task Force will be reviewing these plans along with input gained from the neighborhood workshop.

At the upcoming Community Meeting on May 24, we invite you to review the preliminary trail plans and provide further input in order to help formulate the overall townwide trail plan. The Planning Team will then refine the preliminary plans into a final plan for your review at a third public meeting in June 1988. The final document will be submitted to the Town of Danville in August.

### For Information Contact:

Bernie Cooper  
Project Coordinator  
Town of Danville  
Leisure Services Department  
510 La Gonda Way  
Danville 94526  
(415) 820-6337



# TRAILS FOR DANVILLE



Number 3

PLANNING FOR A TOWN-WIDE TRAIL SYSTEM

November, 1988

## PUBLIC HEARING

Please join us in planning for Danville's Trail system.

**Tuesday November 8, 1988 7:30 p.m.**  
**Oak Hill Park Community Building**  
**3005 Stone Valley Road**  
**Danville**

The Parks and Recreation Commission will conduct a public hearing to review the Draft Townwide Trails Master Plan.

## FOR YOUR INFORMATION

If you are receiving this newsletter for the first time, the Town of Danville has contracted Royston Hanamoto Alley and Abey to prepare a Town-Wide Trail Plan.

The purpose of the plan is to provide a continuous off-road (where feasible) pedestrian, equestrian, and bicycle trail system that will incorporate trails along: viable creek corridors, linkages to public facilities, nearby regional parks and open spaces, such as the Las Trampas Wilderness, Mt. Diablo State Park, and the Iron Horse Trail.

On April 5, 1988, citizens interested in trails and bikeways attended the first workshop. Major concerns expressed at the public meeting related to such issues as: creekside trails and flood control projects, private properties adjacent to creeks, need for staging areas, trail safety,

connections to regional trails and the need for bikeways for recreation and commuter traffic.

On May 12, a neighborhood workshop was held in the Greenbrook Homeowners Association Building, to discuss these preliminary plans along with specific concerns for the trail system in the southern part of town.

On May 24, residents attended a Community Meeting to review the preliminary trail plans and to provide further input to the overall town-wide trail plan.

A Trails Task Force met once or twice each month throughout the planning process to discuss background information, identify important issues and evaluate alternatives.

The Planning Team has now refined the preliminary plans into a draft plan for public review and comment at two Parks and Recreation Commis-

sion meetings on November 8 and 22, and a City Council meeting on December 5, 1988.

## DRAFT MASTER PLAN

At the upcoming meeting on November 8, the Planning Team will present the Draft Townwide Trails Master Plan to the Parks and Recreation Commission and hear further public comment.

The Plan discusses the importance of a trail and bikeway system, and summarizes background information on existing public trails, existing local and regional parks, desirable destinations or connections, and the condition of creeks or roadways. This information is the basis for outlining clear goals with supporting policies, a physical plan showing recommended trails and bikeways, design guidelines (signs, setbacks, trail types), cost estimates, and an implementation program (funding alternatives, volunteer opportunities, etc).

## For Additional Information

Desk copies are available for review at the following locations:

**Town offices-** Front Reception Counter and the Parks and Recreation Department

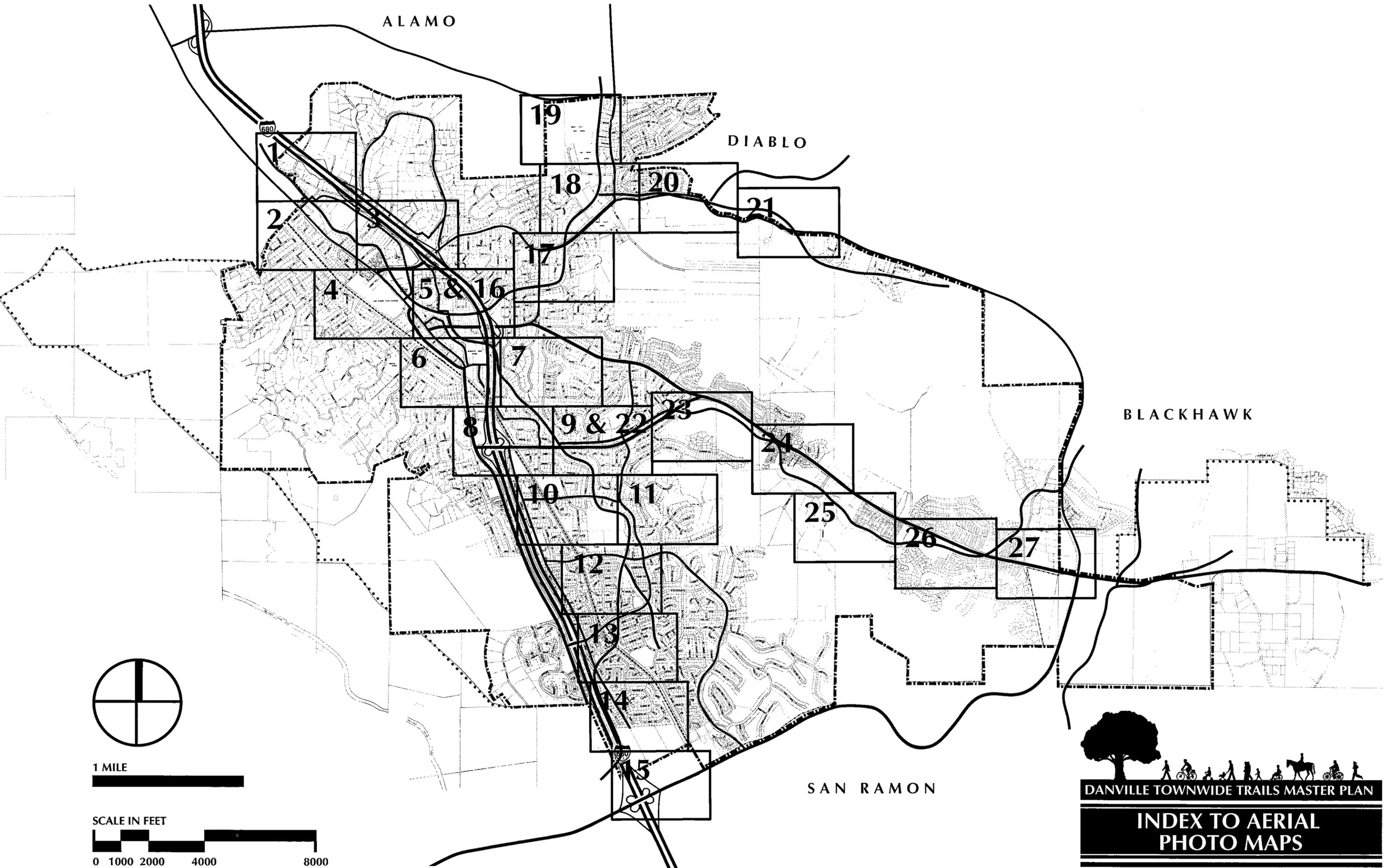
**Public Library** 555 S. Hartz Ave.

Direct questions to:

Bernie Cooper, Project Coordinator,  
Parks and Recreation Dept.  
(415) 820-6074 Ext. 3322

# Maps

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ALAMO

DIABLO

BLACKHAWK

SAN RAMON

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DANVILLE TOWNWIDE TRAILS MASTER PLAN

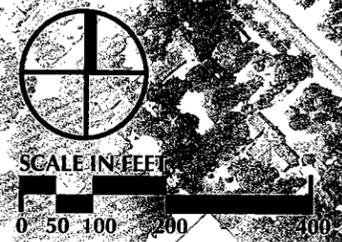
INDEX TO AERIAL PHOTO MAPS

# Danville Townwide Trail Plan



## LEGEND

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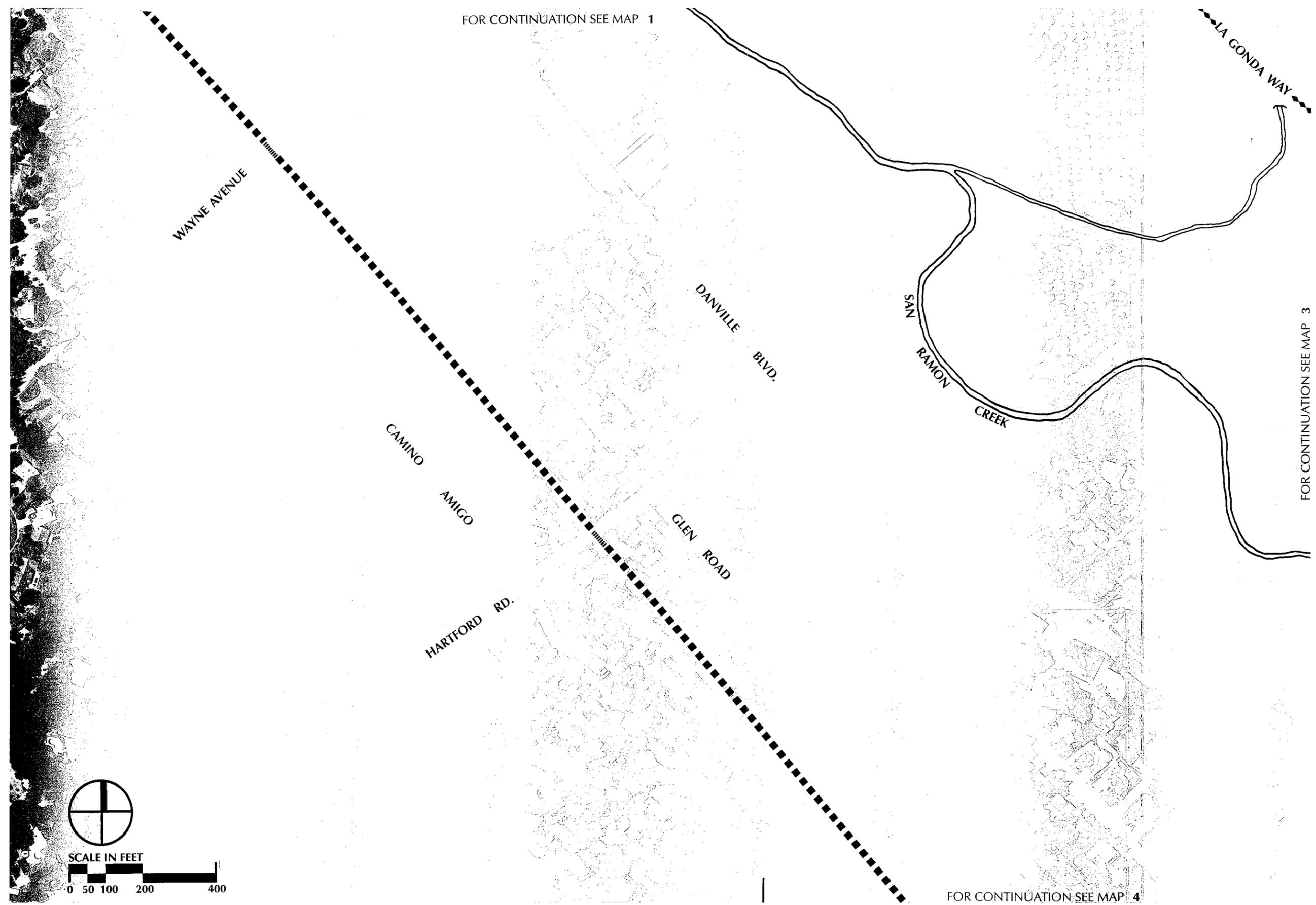


SAN RAMON CREEK

FOR CONTINUATION SEE MAP 2

# Danville Townwide Trail Plan

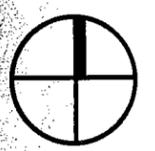
FOR CONTINUATION SEE MAP 1



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FOR CONTINUATION SEE MAP 3



SAN RAMON CREEK

FOR CONTINUATION SEE MAP 4

# Danville Townwide Trail Plan

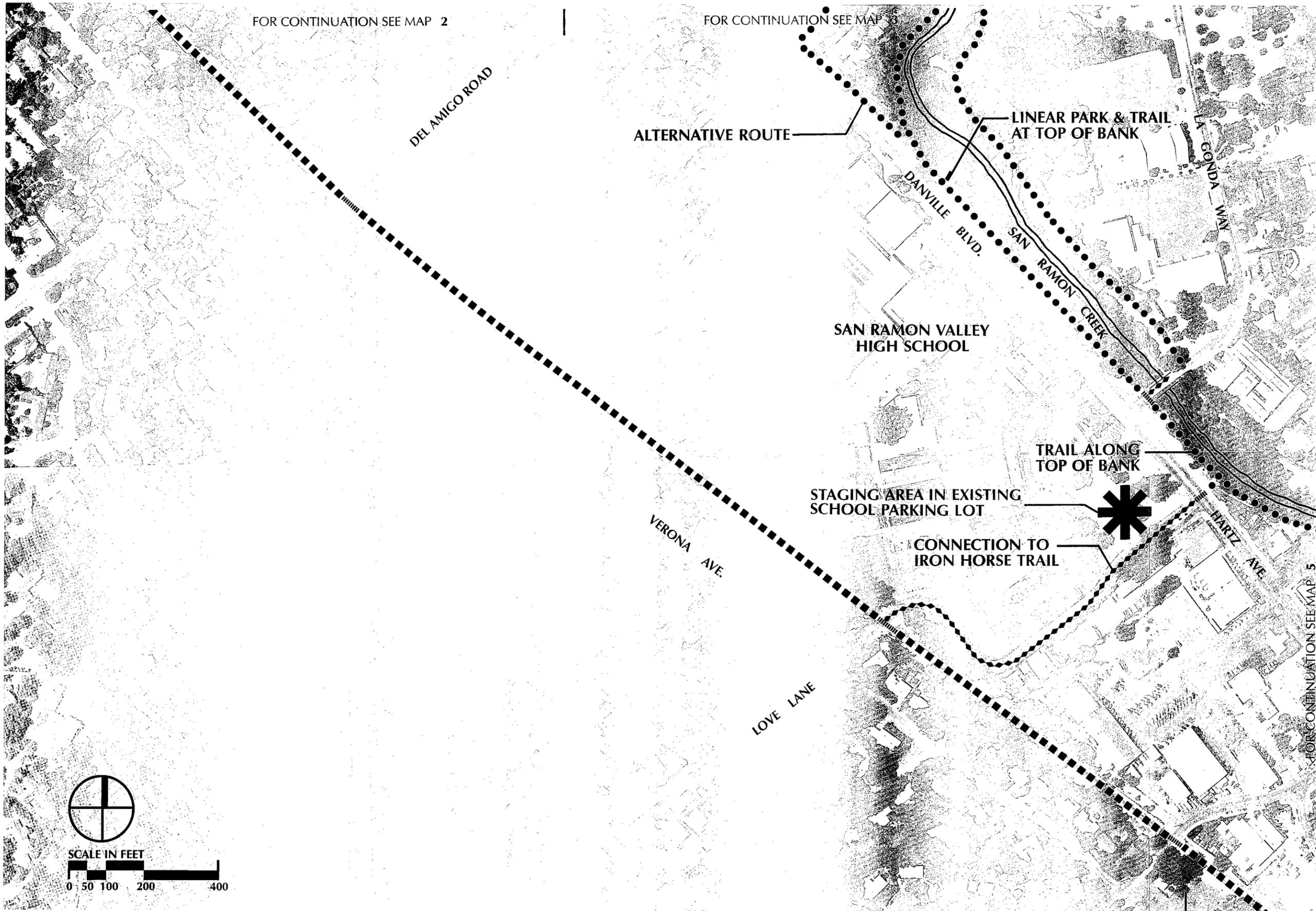
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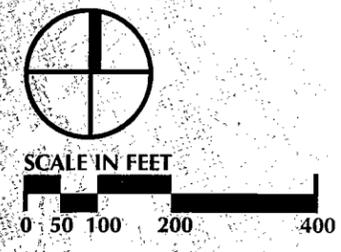
SAN RAMON CREEK

# Danville Townwide Trail Plan



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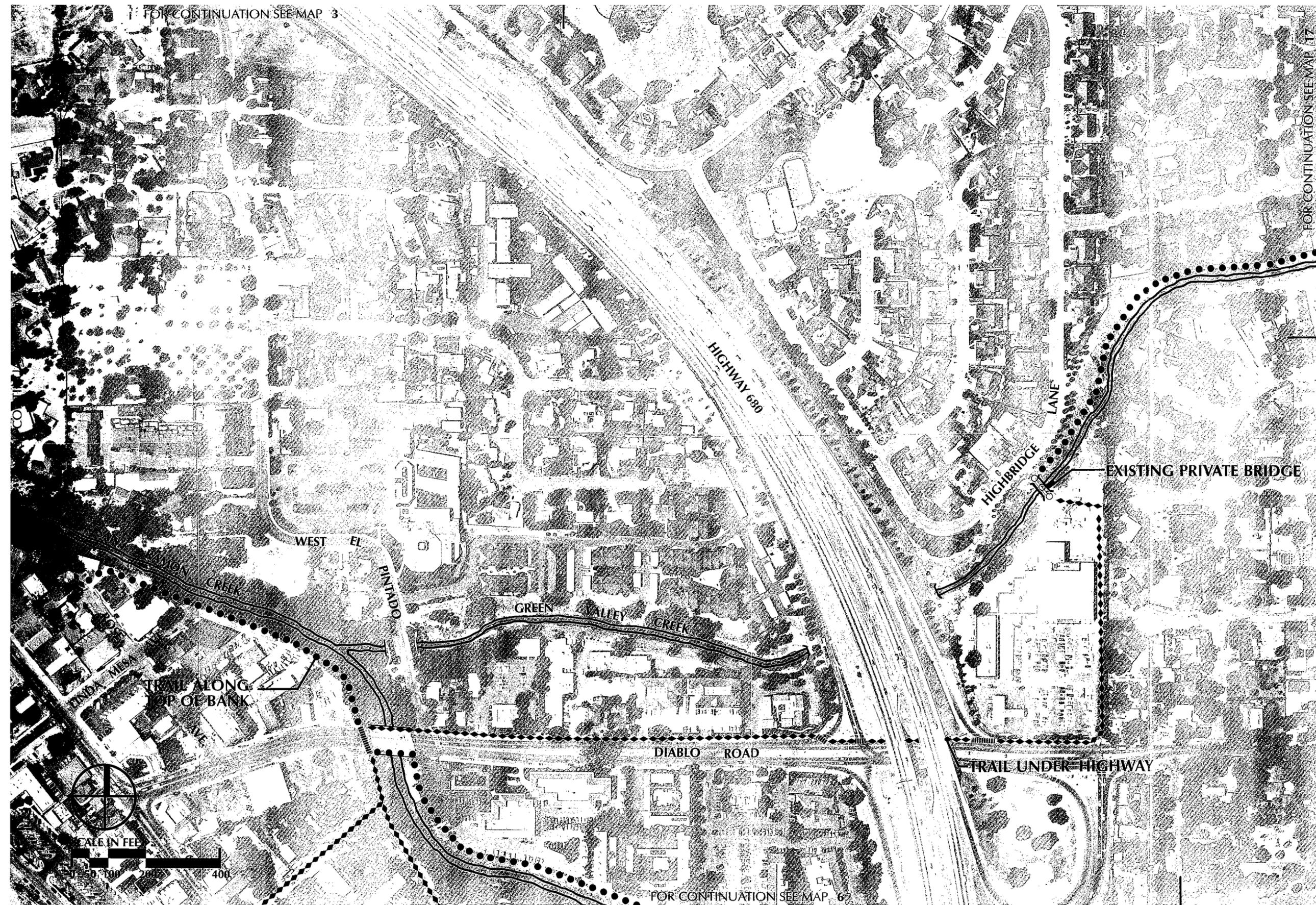
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# Danville Townwide Trail Plan

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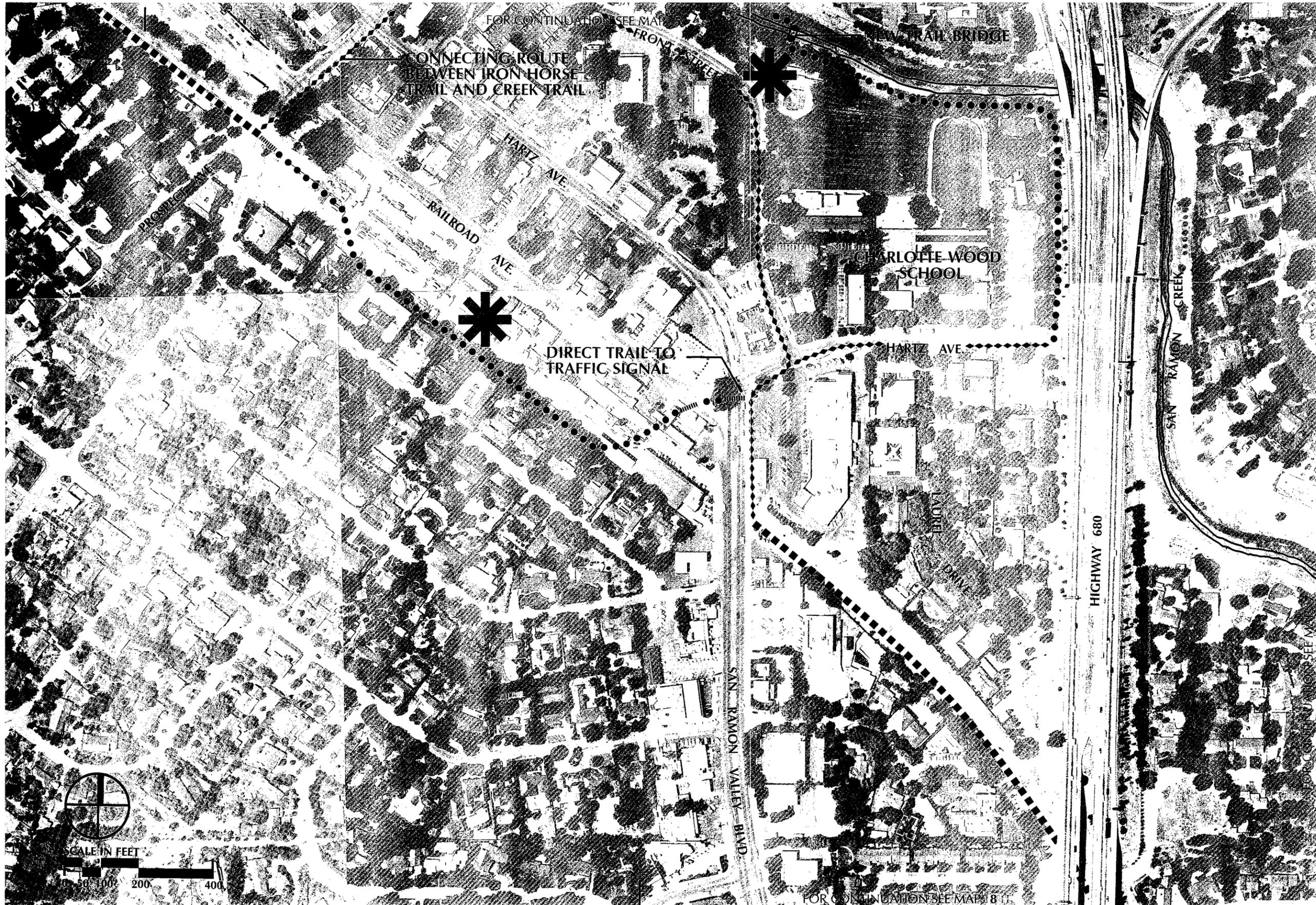
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FOR CONTINUATION SEE MAP 6

SAN RAMON CREEK

# Danville Townwide Trail Plan



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SAN RAMON CREEK



FOR CONTINUATION SEE MAP 6

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# Danville Townwide Trail Plan

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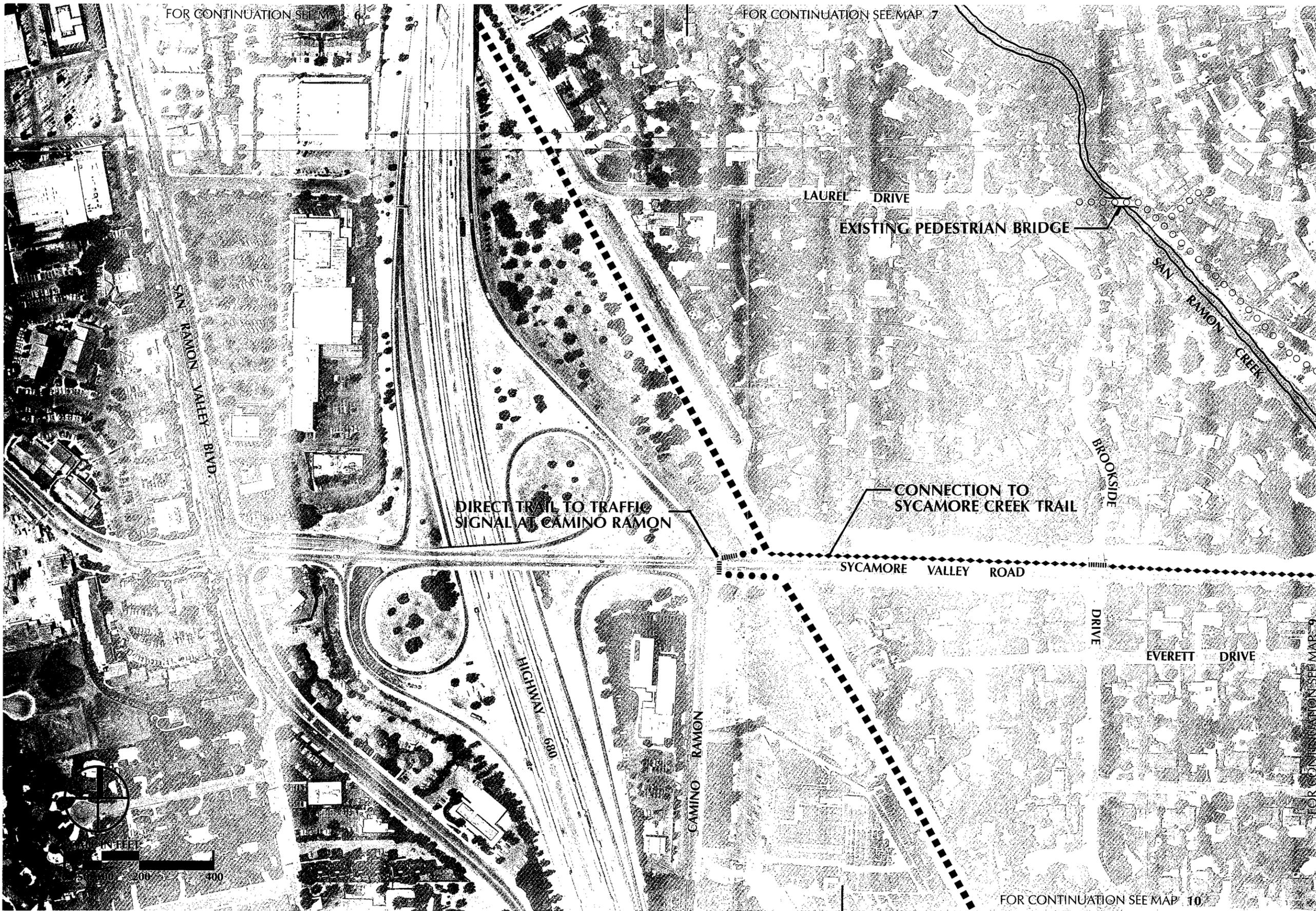
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SAN RAMON CREEK

MAP

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# Danville Townwide Trail Plan



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SAN RAMON CREEK

MAP

8

# Danville Townwide Trail Plan

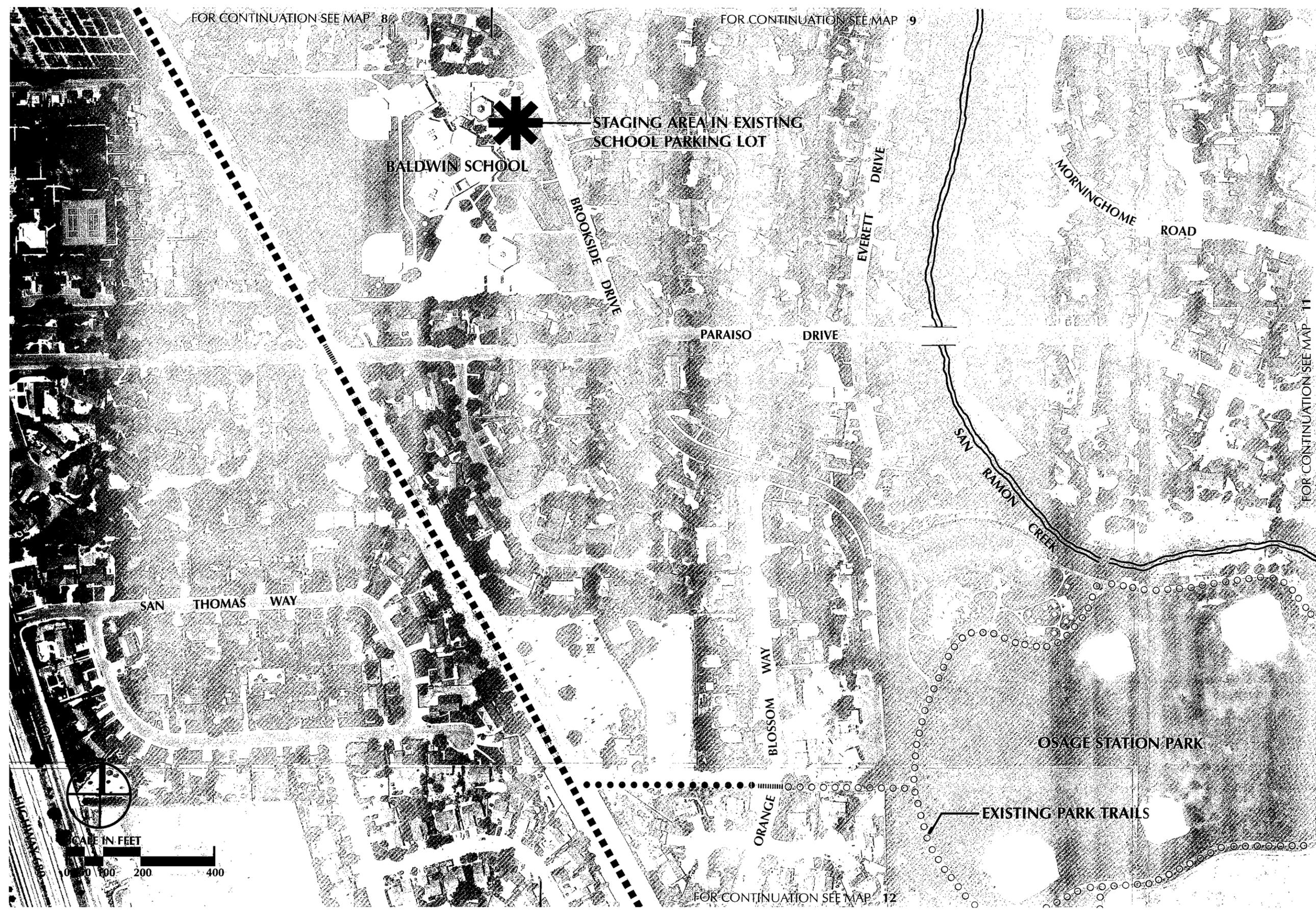


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SAN RAMON CREEK

# Danville Townwide Trail Plan



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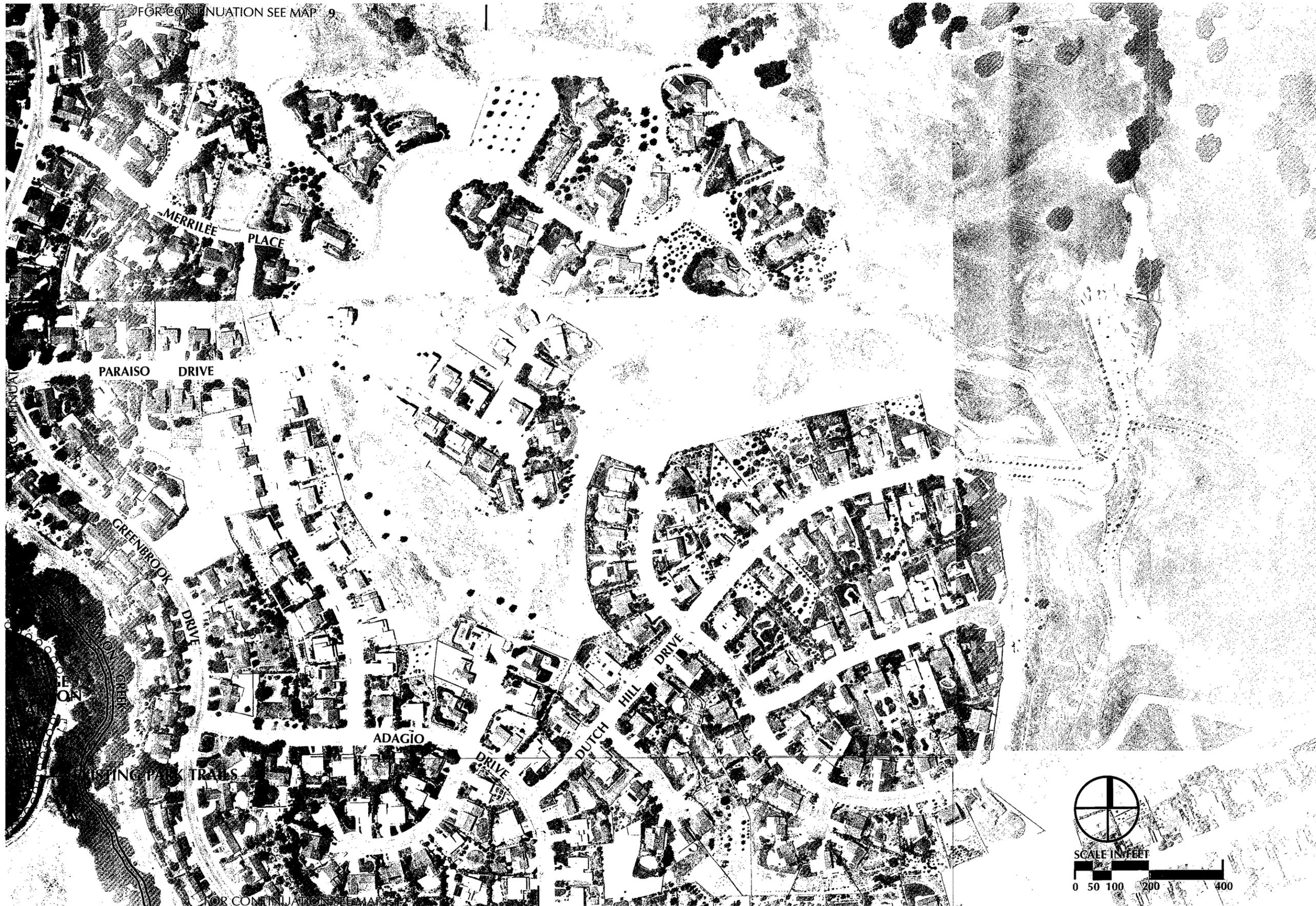
SAN RAMON CREEK

FOR CONTINUATION SEE MAP 9

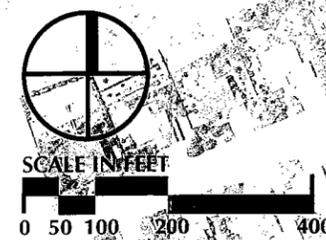
# Danville Townwide Trail Plan

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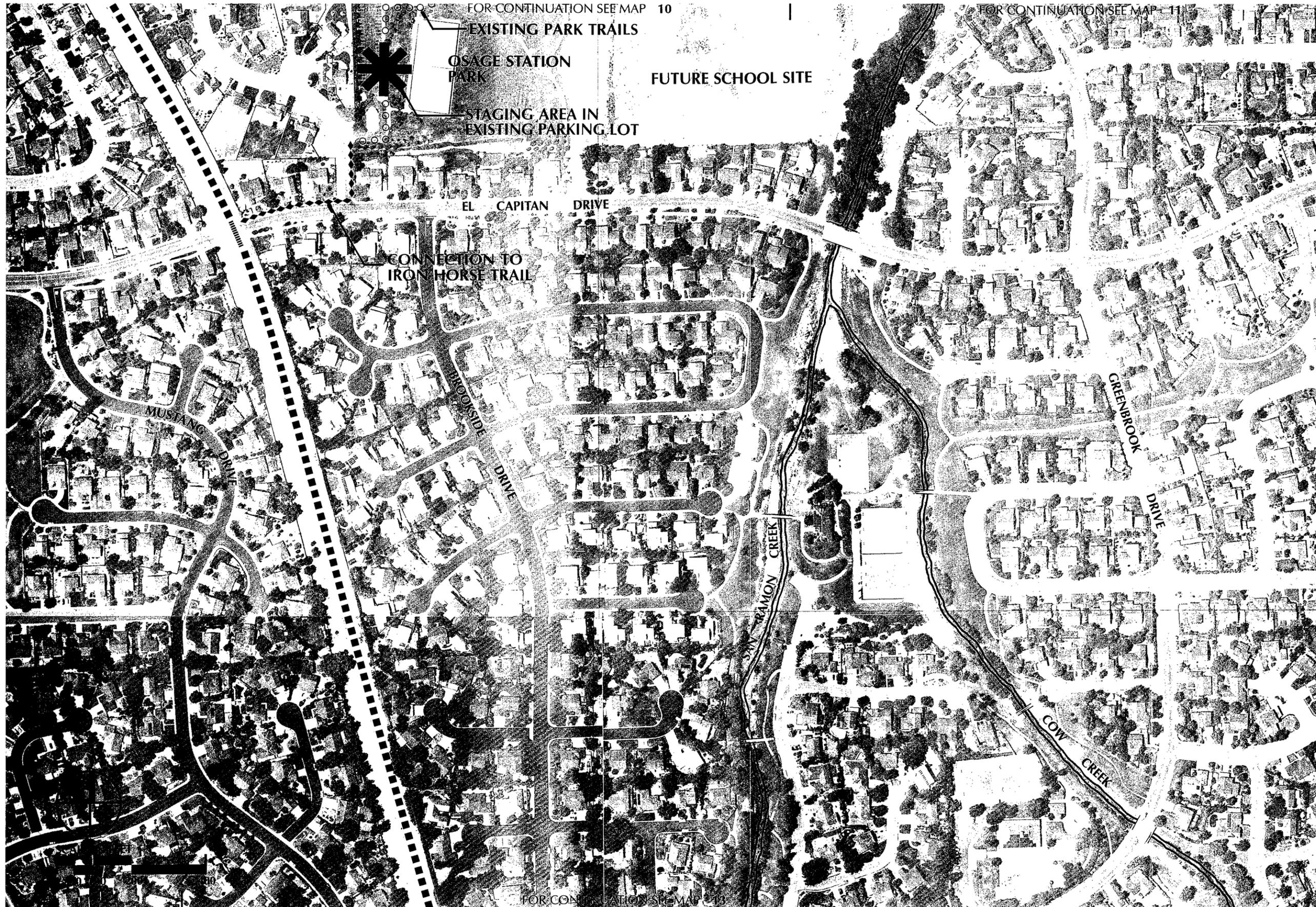


FOR CONTINUATION SEE MAP 10



SAN RAMON CREEK

# Danville Townwide Trail Plan

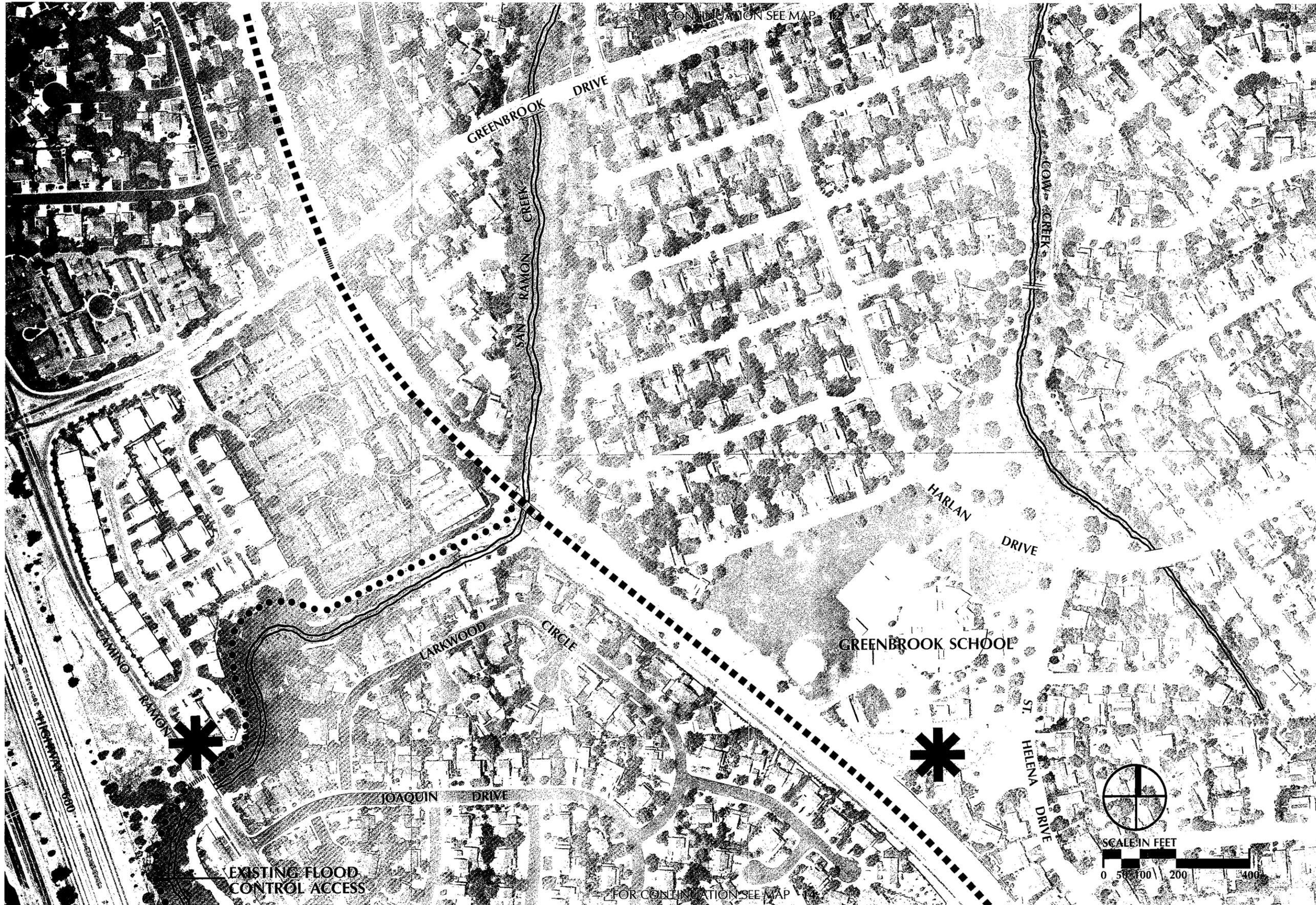


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# Danville Townwide Trail Plan



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# Danville Townwide Trail Plan

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SAN RAMON CREEK

MAP 14

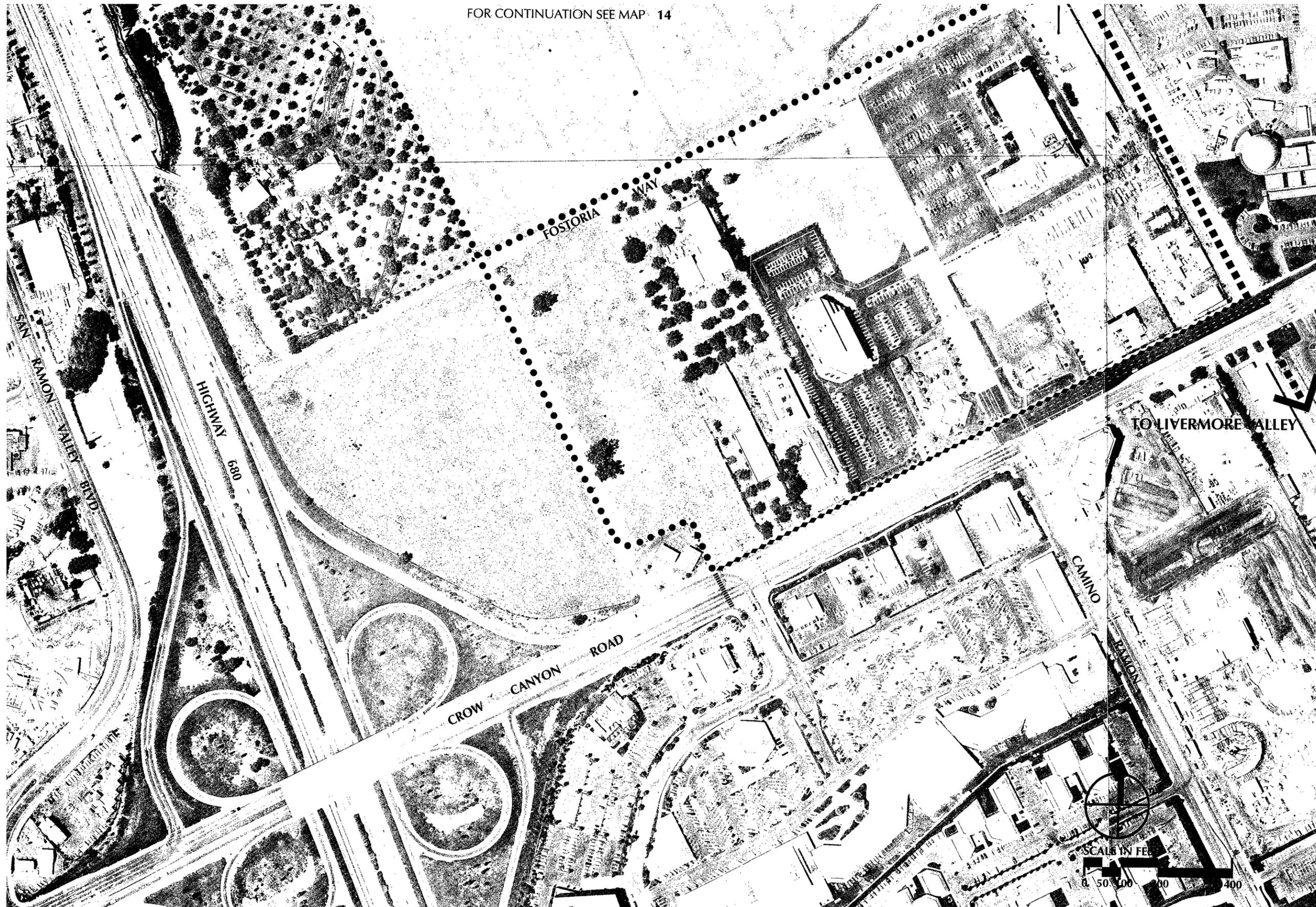
FOR CONTINUATION SEE MAP 15

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# Danville Townwide Trail Plan

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SAN RAMON CREEK

MAP 15

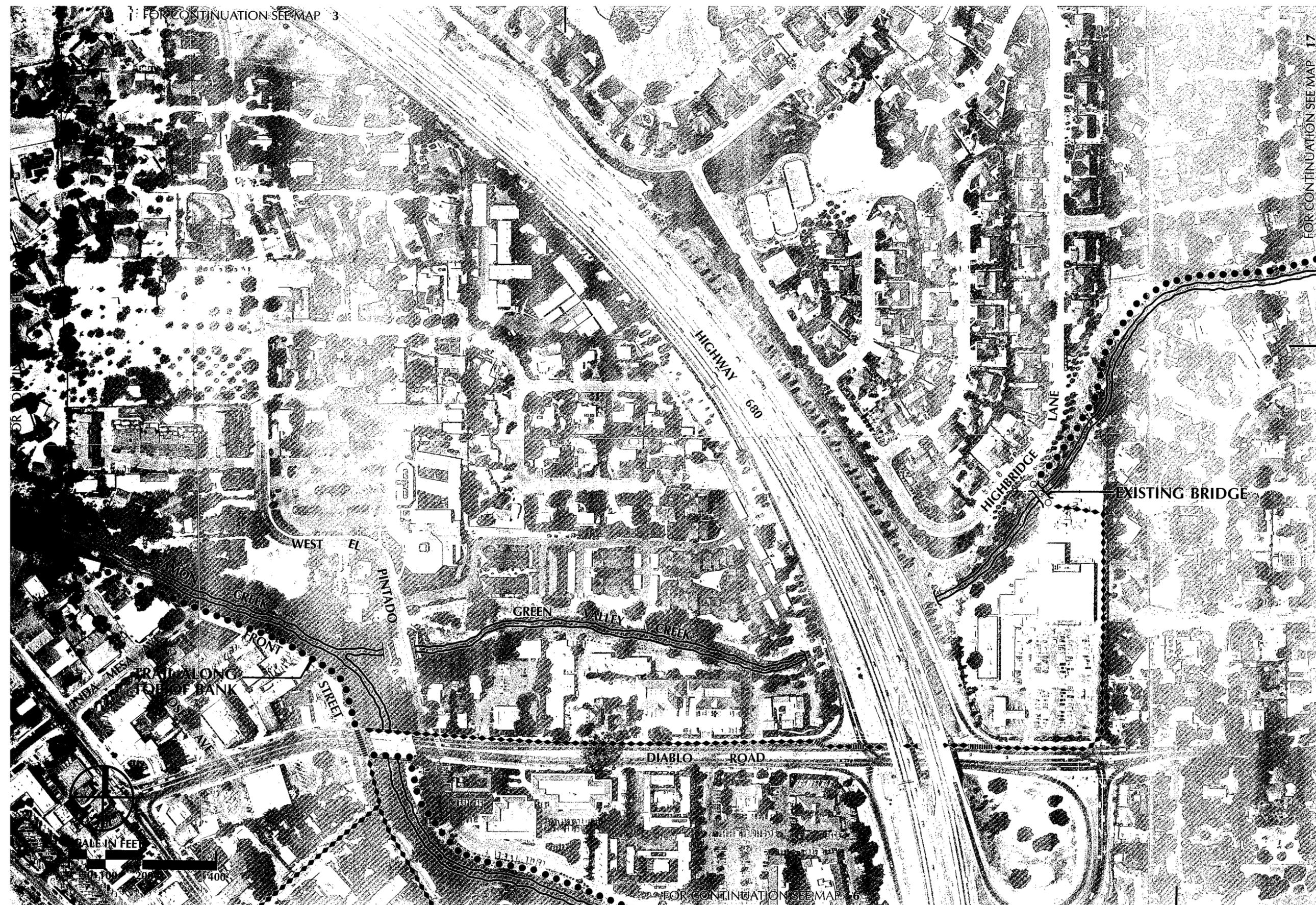
FOR CONTINUATION SEE MAP 3

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# Danville Townwide Trail Plan

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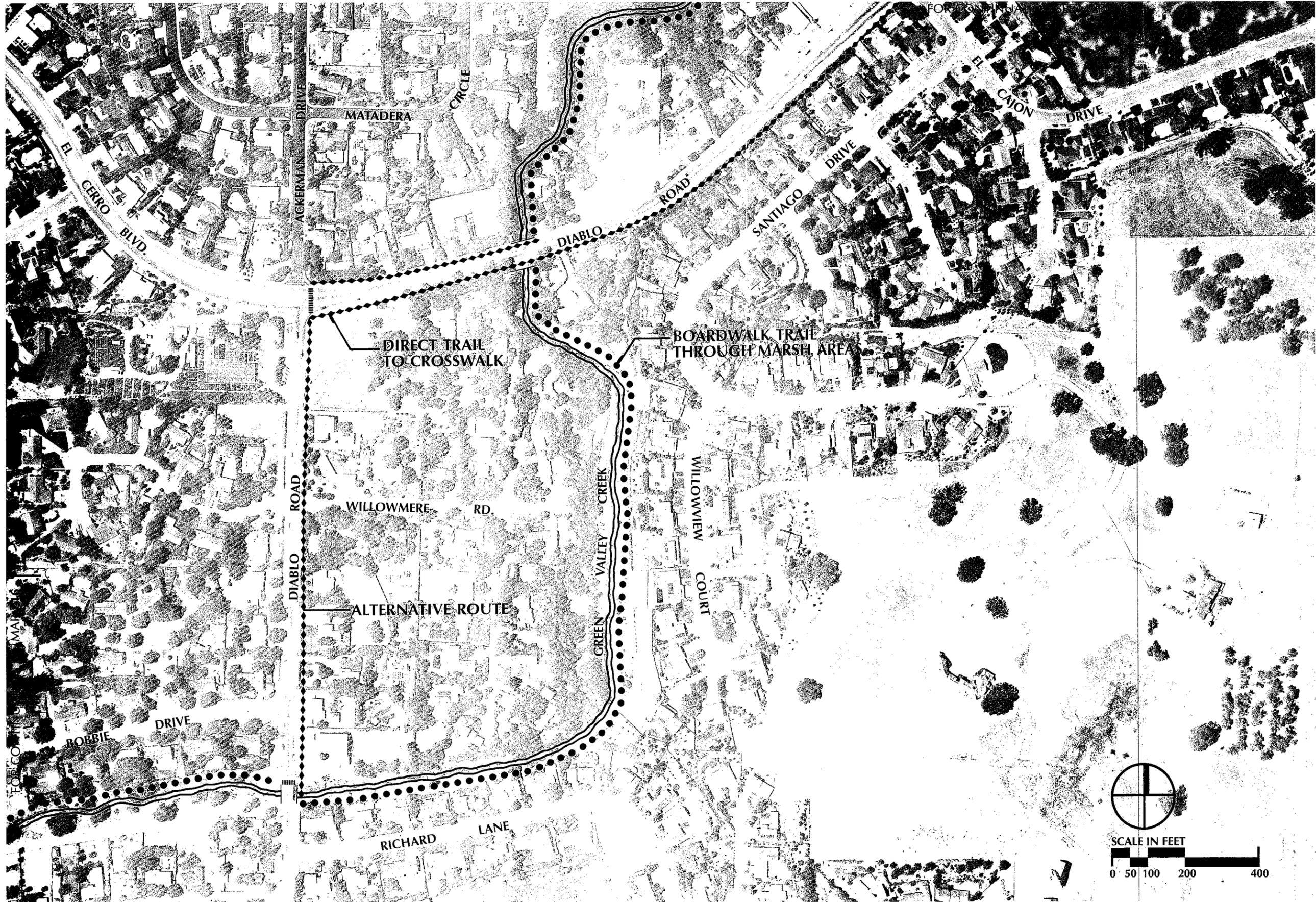


GREEN VALLEY CREEK

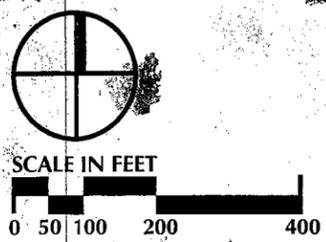
# MAP 16

FOR CONTINUATION SEE MAP 16

# Danville Townwide Trail Plan

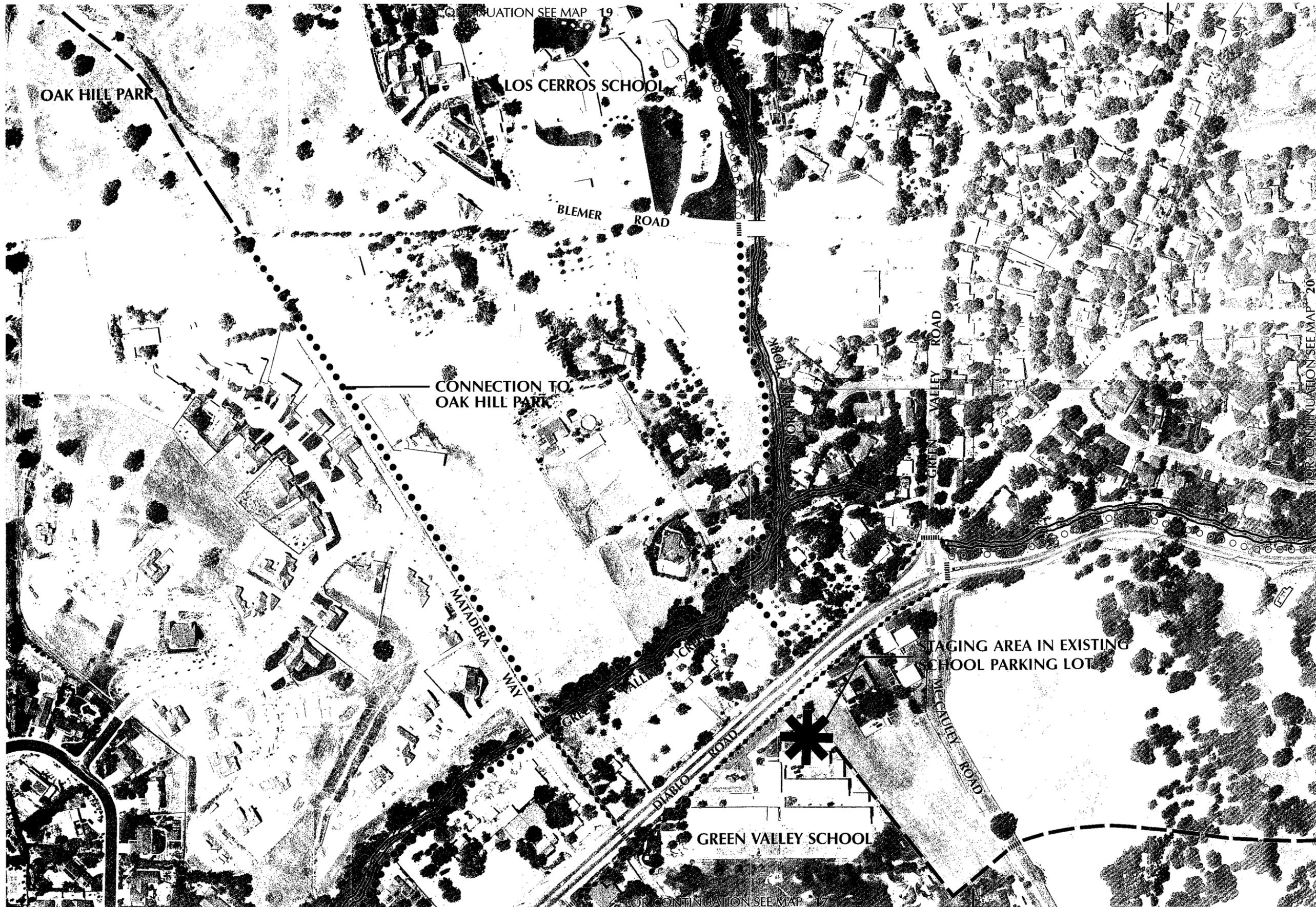


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GREEN VALLEY CREEK

# Danville Townwide Trail Plan



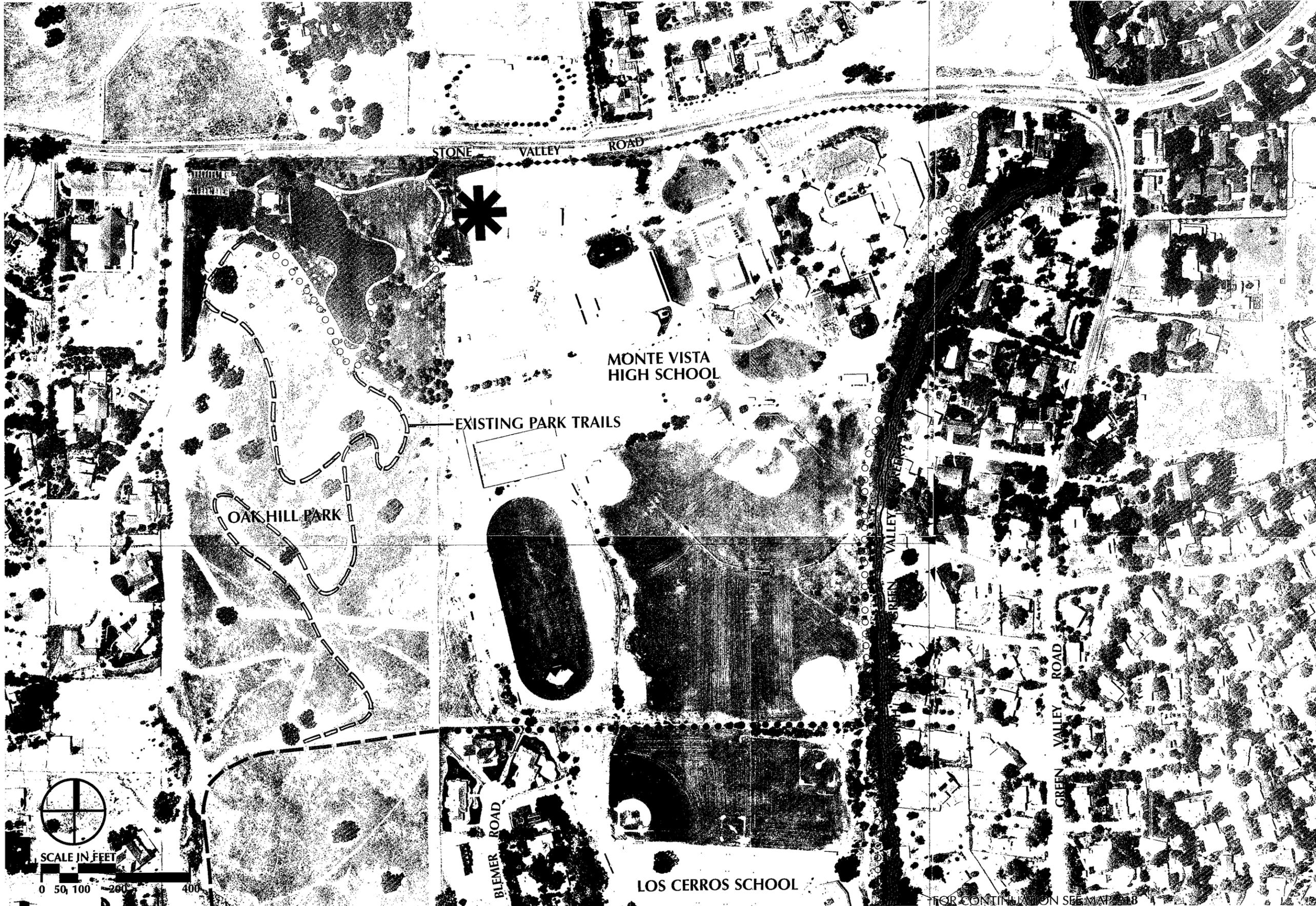
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GREEN VALLEY CREEK

MAP 18

# Danville Townwide Trail Plan



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GREEN VALLEY CREEK

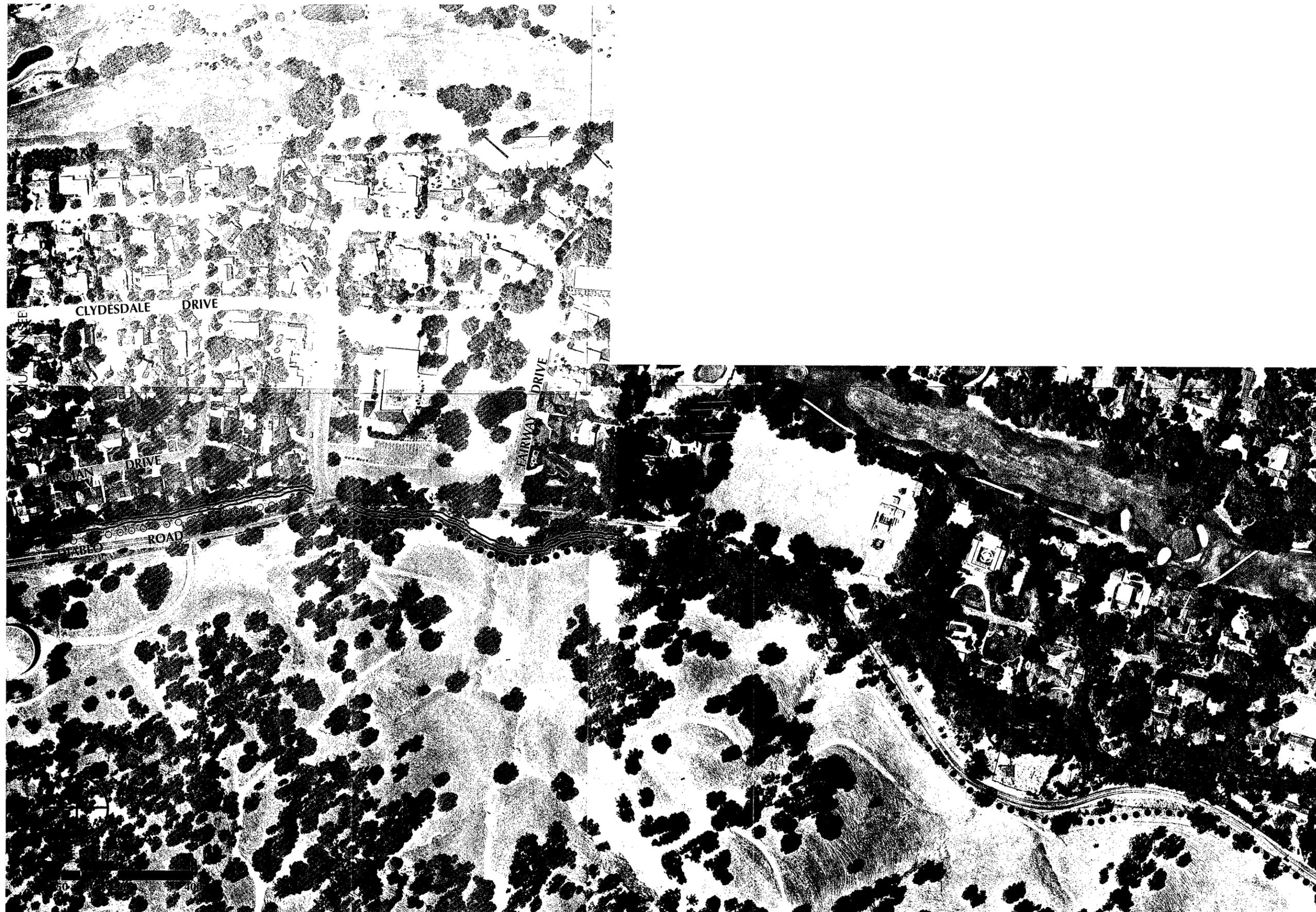
MAP 19

FOR CONTINUATION SEE MAP 18

# Danville Townwide Trail Plan

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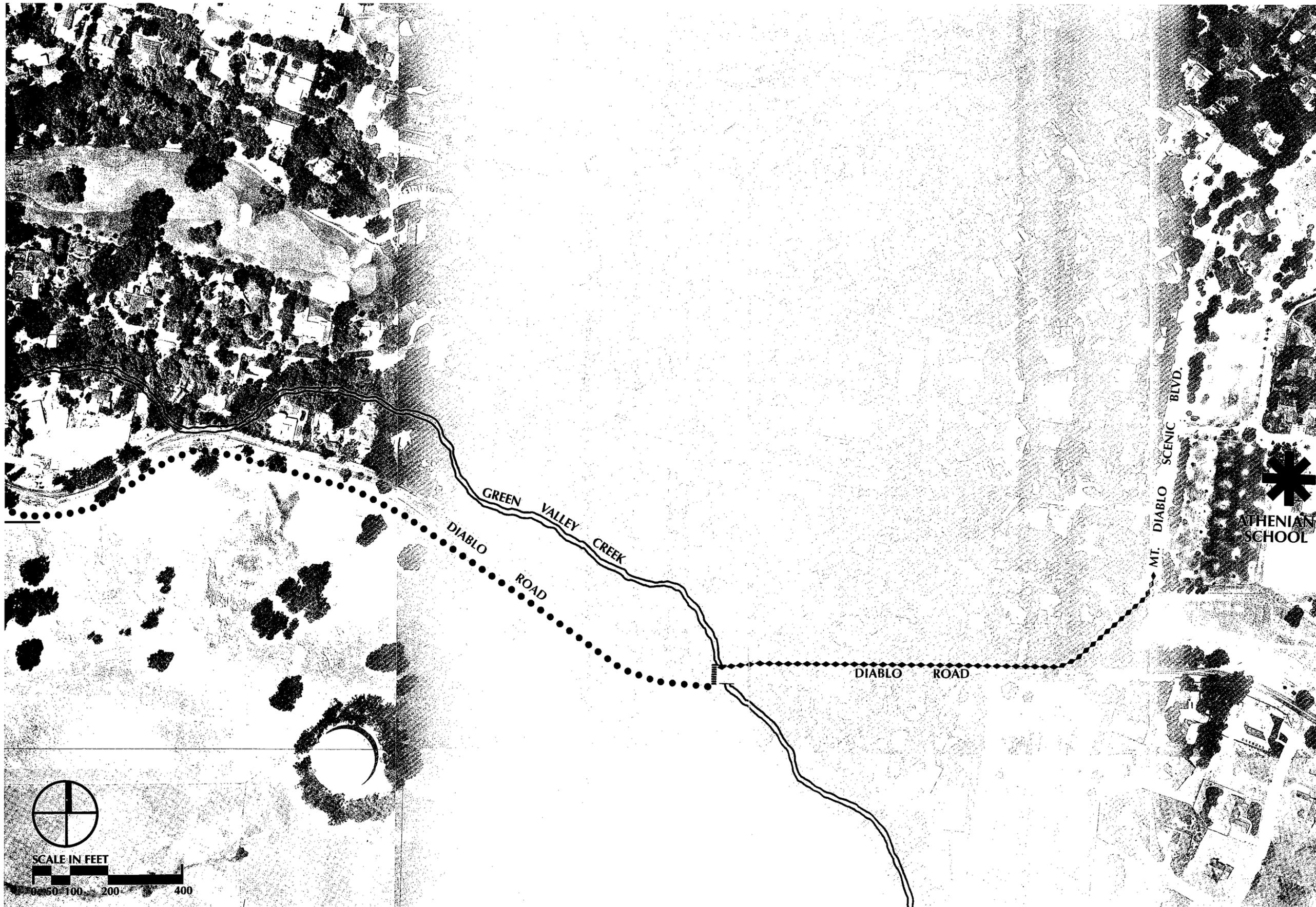
GREEN VALLEY CREEK

MAP 20

# Danville Townwide Trail Plan

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GREEN VALLEY CREEK

MAP 21

# Danville Townwide Trail Plan

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- ◆ ◆ ◆ ◆ PROPOSED ON-STREET CONNECTING ROUTES
- ▬ ▬ ▬ ▬ EXISTING OPEN SPACE TRAILS
- ▬ ▬ ▬ ▬ PROPOSED OPEN SPACE TRAILS
- ✱ PROPOSED STAGING AREAS
- ▬ ▬ ▬ ▬ PROPOSED CROSSWALKS
- ■ ■ ■ IRON HORSE TRAIL
- ▬ ▬ ▬ MAJOR CREEKS



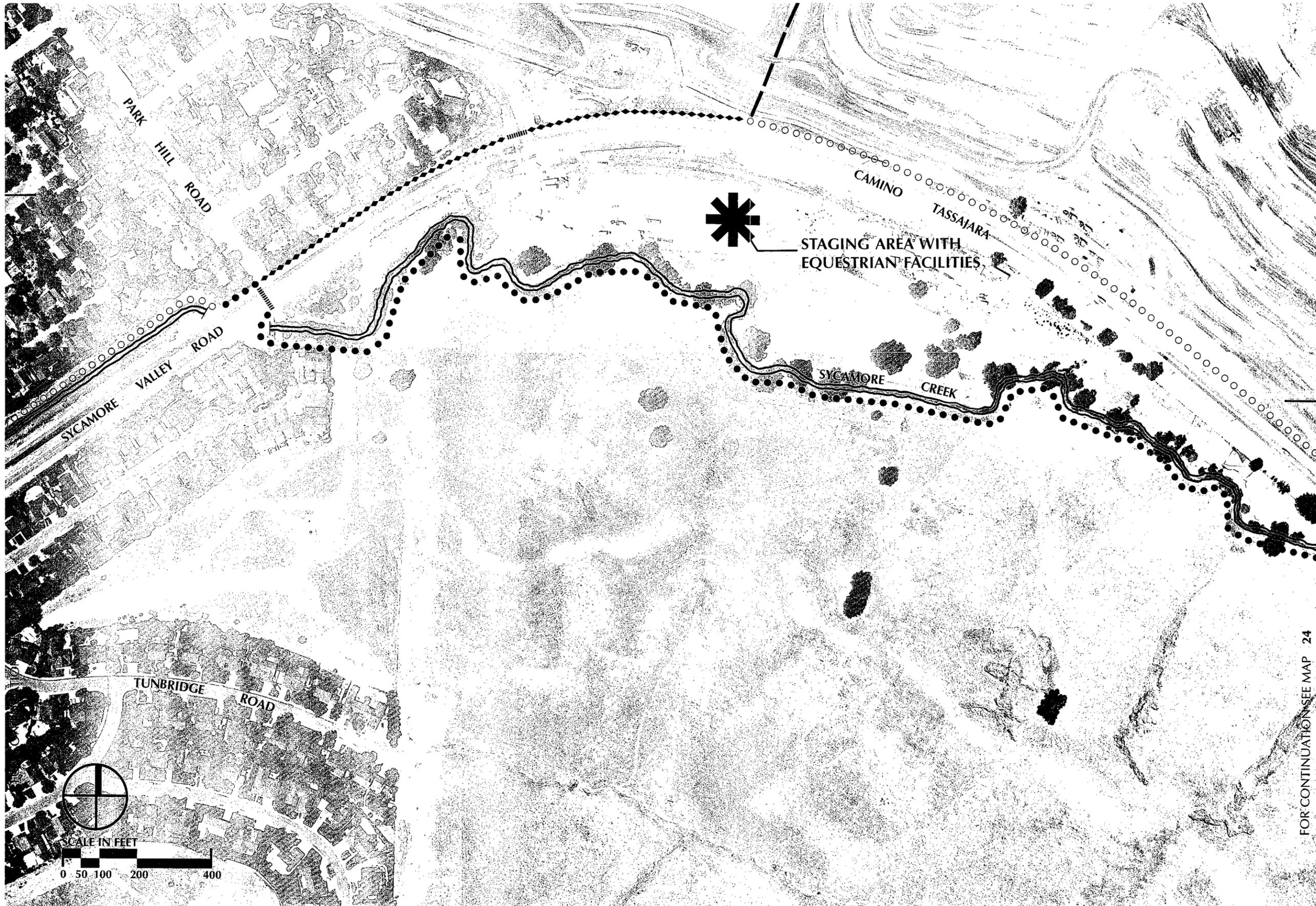
SYCAMORE CREEK

MAP 22

# Danville Townwide Trail Plan

## LEGEND

- ○ ○ ○ EXISTING TRAILS
- ● ● ● PROPOSED TRAILS
- ◆ ◆ ◆ ◆ PROPOSED ON-STREET CONNECTING ROUTES
- ▬ ▬ ▬ ▬ EXISTING OPEN SPACE TRAILS
- ▬ ▬ ▬ ▬ PROPOSED OPEN SPACE TRAILS
- ✱ PROPOSED STAGING AREAS
- ▬ ▬ ▬ ▬ PROPOSED CROSSWALKS
- ■ ■ ■ IRON HORSE TRAIL
- ▬ ▬ ▬ ▬ MAJOR CREEKS



FOR CONTINUATION SEE MAP 24

SYCAMORE CREEK

MAP **23**

# Danville Townwide Trail Plan

## LEGEND

- ○ ○ ○ EXISTING TRAILS
- ● ● ● PROPOSED TRAILS
- ◆ ◆ ◆ ◆ PROPOSED ON-STREET CONNECTING ROUTES
- ▬ ▬ ▬ ▬ EXISTING OPEN SPACE TRAILS
- ▬ ▬ ▬ ▬ PROPOSED OPEN SPACE TRAILS
- ✱ PROPOSED STAGING AREAS
- ▬ ▬ ▬ ▬ PROPOSED CROSSWALKS
- ■ ■ ■ IRON HORSE TRAIL
- ▬ ▬ ▬ MAJOR CREEKS



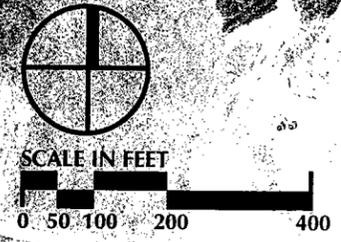
SYCAMORE CREEK

MAP 24

# Danville Townwide Trail Plan



- LEGEND**
- ○ ○ ○ EXISTING TRAILS
  - ● ● ● PROPOSED TRAILS
  - ◆ ◆ ◆ ◆ PROPOSED ON-STREET CONNECTING ROUTES
  - ▭ ▭ ▭ ▭ EXISTING OPEN SPACE TRAILS
  - ▬ ▬ ▬ ▬ PROPOSED OPEN SPACE TRAILS
  - ✱ PROPOSED STAGING AREAS
  - ▨ ▨ ▨ ▨ PROPOSED CROSSWALKS
  - ■ ■ ■ IRON HORSE TRAIL
  - ~ ~ ~ ~ MAJOR CREEKS



SYCAMORE CREEK

MAP 25

FOR CONTINUATION SEE MAP 24

FOR CONTINUATION SEE MAP 24

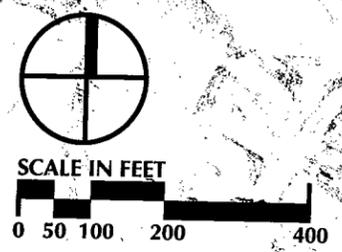
○ SHERBURNE RIDGE

# Danville Townwide Trail Plan



- LEGEND**
- ○ ○ ○ EXISTING TRAILS
  - ● ● ● PROPOSED TRAILS
  - --- PROPOSED ON-STREET CONNECTING ROUTES
  - || || EXISTING OPEN SPACE TRAILS
  - — PROPOSED OPEN SPACE TRAILS
  - ★ PROPOSED STAGING AREAS
  - ||||| PROPOSED CROSSWALKS
  - ■ ■ ■ IRON HORSE TRAIL
  - ~~~~ MAJOR CREEKS

FOR CONTINUATION SEE MAP 27



SYCAMORE CREEK

MAP 26

# Danville Townwide Trail Plan



## LEGEND

- ○ ○ ○ EXISTING TRAILS
- ● ● ● PROPOSED TRAILS
- ◆ ◆ ◆ ◆ PROPOSED ON-STREET CONNECTING ROUTES
- ▭ ▭ ▭ ▭ EXISTING OPEN SPACE TRAILS
- — — — PROPOSED OPEN SPACE TRAILS
- ✱ PROPOSED STAGING AREAS
- ||||| PROPOSED CROSSWALKS
- ■ ■ ■ IRON HORSE TRAIL
- ~ ~ ~ ~ MAJOR CREEKS

FOR CONTINUATION SEE MAP 26



SCALE IN FEET  
0 50 100 200 400

SYCAMORE CREEK

TO CROW CANYON PARK

MAP 27

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# **Acknowledgments**

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## **Consultant Team**

### **Royston Hanamoto Alley & Abey**

Kazuo Abey, Principal  
Laura J. Lafler, Associate, Project Manager  
Douglas Nelson, Co-Author and Graphics

### **Camp Dresser & McKee Inc.**

Roger G. Fry, Associate  
Paul R. Giguere, Senior Engineer  
Lisa E. McDaniel, Project Engineer