Humboldt County Coastal Trail Implementation Strategy

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State of California Coastal Conservancy

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Humboldt County Coastal Trail Implementation Strategy

Thank you to the community members and agency staff who provided input during public meetings and advisory team workshops throughout the planning process. Your participation and contributions are key to this and future efforts to bring the CCT to fruition.

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All other photos by project team

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Executive Summary

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Introduction

The California Coastal Trail (CCT) is envisioned as a continuous non-motorized recreation and transportation route spanning the length of the California coastline. The Humboldt County segment of the CCT will extend approximately 158 miles, encompassing more than twelve percent of the projected 1,300 mile length of the trail. With the incorporation of community connector trails, coastal access trails, and bicycle route alternatives recommended in the Implementation Strategy, the total Humboldt CCT network could exceed 400 miles. The California State Coastal Conservancy (SCC) recognized the importance of a coordinated planning effort for the Humboldt County portion of the CCT by providing funding and leadership for this Implementation Strategy. In order to develop the Humboldt County CCT network, this Implementation Strategy presents the SCC and local jurisdictions recommendations for preferred CCT routes and guidance to pursue CCT implementation. Humboldt County presents a challenging landscape for planning the CCT because of its rugged coastline, the need for diverse coordination among local jurisdictions, government agencies, and the varied interests of the County's diverse private land owners. This Implementation Strategy summarizes the discussions, findings and recommendations of a diverse coalition of Humboldt County and State of California partners and provides guidance to effectively pursue development of the CCT.

The Humboldt County segment of the CCT will extend approximately **158 miles,** encompassing more than twelve percent of the projected 1,300 mile length of the trail.

This Executive Summary presents the key information, findings, and recommendations from the Implementation Strategy document published January 2011 by the California Coastal Conservancy. The Executive Summary provides an overview of the:

- Project goals and stakeholder interest in the CCT
- Preferred route for a contiguous Coastal Trail in Humboldt County
- Guidance to local jurisdictions and organizations and the SCC that will support implementation and development of the trail in the short and long term

This Implementation Strategy is meant to serve as a guide for project stakeholders to help bring the vision of the Humboldt CCT to fruition. The main body of the Implementation Strategy describes the project history and background, gives an overview of the planning approach, describes preferred route alignments and design standards, and provides guidance to local jurisdictions and organizations to bring CCT segments closer to implementation. Technical appendices provide more detailed information on project partners and public involvement, plan and policy review, planning and design considerations, trail management issues, alignment evaluation and prioritization, funding considerations, trail demand projections, and a discussion of the coastal development process.

Photo: A. Laird

Project Goals

The planning goals that guided the creation of the Implementation Strategy included: 1) reaching agreement on a preferred contiguous CCT route through Humboldt County; 2) identifying solutions to planning and operational barriers to implementation; 3) formulating trail/route design recommendations that meet the needs of each community; and 4) to plan and design several priority trail segments.

The completion of the CCT is a statewide goal intended to foster appreciation and stewardship of the scenic and natural resources of the coast. The implementation of additional CCT routes will also help California achieve several state goals, including greenhouse gas emissions reductions, the development of complete streets, and increased opportunities for active living. This Implementation Strategy focuses on trail development for the CCT within Humboldt County and seeks to assist local jurisdictions in meeting recreation and non-motorized transportation goals through this statewide effort. Project goals are detailed in Chapter 1 of this Implementation Strategy.

Stakeholders

Fifty project partner organizations participated in and contributed to this planning effort. Project partners included federal and state agencies, regional entities, local governments and organizations, tribes, and not-for-profit organizations. Each organization contributed differently, dependent upon their jurisdictional relationship, extent of related trail area, and trail development interest and capacity. The most integrally involved partners participated in technical advisory workshops and follow-up discussions to inform alignment recommendations and implementation actions. Additionally, members of the public contributed significant input via surveys, workshops held in five coastal communities, and comments on the public draft of the Implementation Strategy. The involvement and support of both project partners and the public will be a crucial aspect of future efforts to implement segments of the CCT in Humboldt County.

Key Planning Considerations

The Implementation Strategy directly addresses issues impacting CCT route alignments, designs, and feasibility. Each of the planning considerations introduced below were discussed in detail with CCT stakeholders and approached with the best available planning techniques and analytical strategies. Chapter 2 of this Implementation Strategy provides insight into the Humboldt County planning environment and potential community benefits from the CCT while Chapter 3 details the approach used to address these planning considerations.

Trail Users and Demand

The CCT is intended to accommodate the widest possible range of potential users. It is expected to provide coastal recreation and transportation opportunities for pedestrians, cyclists, skaters, joggers, and equestrians of all ages and abilities. CCT users will include members of the local communities as well as visitors.

Anticipated future usage of the CCT in Humboldt County by both local residents and visitors was modeled as part of this planning process. Projections estimate that if the Humboldt County portion of the CCT is built to the full extent recommended within this document, over 660,000 local trips will be generated annually. Furthermore, 178,000 visitors from outside the region are expected to use the trail system each year. Not only will trail users benefit from the implementation of the CCT through Humboldt County, but local communities and businesses, particularly in the Humboldt Bay region, will also benefit from increased recreation and transportation opportunities afforded by the trail. Public support is extensive for trail development through Humboldt County, particularly the Humboldt Bay region, and should be utilized to assist local jurisdictions in implementing CCT segments.

Coastal Access

Access to the coast is a key goal of the California State Coastal Conservancy. The CCT should provide connections between coastal amenities and local communities. This Implementation Strategy identifies several locations where coastal access should be clarified and formalized with implementation of the CCT. The CCT can and should be a catalyst to provide multiple community benefits throughout Humboldt County.

Community Development

Implementation of the CCT through and adjacent to population centers will have direct economic development benefits to those communities. As described in the benefits section of Chapter 2, employment opportunities, revenue for local businesses, health benefits, cost of living savings and business retention are just some of the positive impacts experienced by communities that pursue a connected trail system. Humboldt County communities will have significant opportunities to expand on businesses related to outdoor recreation and tourism while offering an attractive amenity for businesses looking to potentially relocate to the County.

Existing Corridors

Several Humboldt CCT segments are recommended to follow existing corridors, many of which are currently used for recreation. Open stretches of beach and scenic roadways have been informally used as recreation and transportation corridors. Also, urban waterfront paths and rail corridors lend themselves as transportation and recreation routes due to their linear nature and scenic qualities. In particular, underutilized rail corridors and the process of railbanking present a unique opportunity to preserve lengthy linear tracts of land with gentle grades ideal for trail usage.

Ownership

Routes will only be developed on publicly held lands or on parcels with willing private landowners. Where corridors are not available to the public, alternative routes are suggested. At the same time, the idea of a future preferred alternative is preserved in the event that the land may one day become available for trail development. Large areas in the southern portion of the County

Photo: N. Wynne

had no known viable route except along public shared roadways. In these areas, routes on public rights-of-way and along the beaches were identified as the primary route.

Multi-Jurisdictional Coordination

The development and long-term success of the CCT in Humboldt County is a complex process that will require sustained coordination amongst and between regional and local partners. As no one agency or project partner can be expected to lead the trail planning, design, funding, implementation or maintenance, individual champions will be necessary at every step forward and at each jurisdictional level. Individual jurisdictions and organizations will need to spearhead discrete portions of the CCT; however, regional coordination and close communication with the SCC will be critical to ensuring successful trail development.

Inclusion of CCT routes and standards into local planning documents will ensure policies supportive of CCT development, streamline the coastal development permitting process, clarify compatibility with future development, and convey the CCT corridor's state-level of significance. The Humboldt County Coastal Trail Implementation Strategy provides recommendations for the inclusion of CCT route and standards into local coastal plans, general plans, regional trail/bike/pedestrian plans, management plans, and community plans. The inclusion of CCT routes in local coastal plans will affirm official designation by the Coastal Commission and help ensure agreement on CCT alignments.

A lack of resources available for long-term operations and management of trail segments was identified as a significant barrier through the planning process for the CCT. A high level of maintenance is essential to the overall safety and functionality of any trail system. In addition to conventional internal approaches, creative partnerships will help ensure a safe and enjoyable trail experience.

Alignment Recommendations

The Implementation Strategy presents a preferred contiguous CCT route alignment through Humboldt County that will inform future trail development efforts. In determining the preferred CCT route, emphasis was placed on accommodating the widest range of user types as possible. In some areas, this meant providing a 'braided system' or separate parallel trails, in order to meet the needs of multiple user groups.

The methods for determining a preferred contiguous CCT route alignment included review of previous trail and transportation planning documents, extensive field work, geographic information systems analysis, and stakeholder and public review.

Each existing and potential alignment was evaluated to determine the level of compatibility with the vision for the CCT. This analysis was informed by previous planning efforts that established guiding goals/principles for development of the CCT. The vision for the CCT throughout the state and within Humboldt County includes:

- A scenic experience, as close to the shore as possible
- Maximum access for a variety of non-motorized uses
- Connectivity to destinations and amenities along the coast and local communities
- Separation from motorized traffic where possible
- Trail designs that will minimize impacts to natural habitats, cultural and archeological resources
- Respect for private property

Only those alignments that support this vision for the CCT are included in the preferred corridor. Trail sections that clearly align with the vision for the CCT were further evaluated for technical feasibility and potential ease of implementation. This implementation analysis helped prioritize CCT segments for development and provided a framework for understanding the trail section's role in the braided network and potential timeline for implementation.

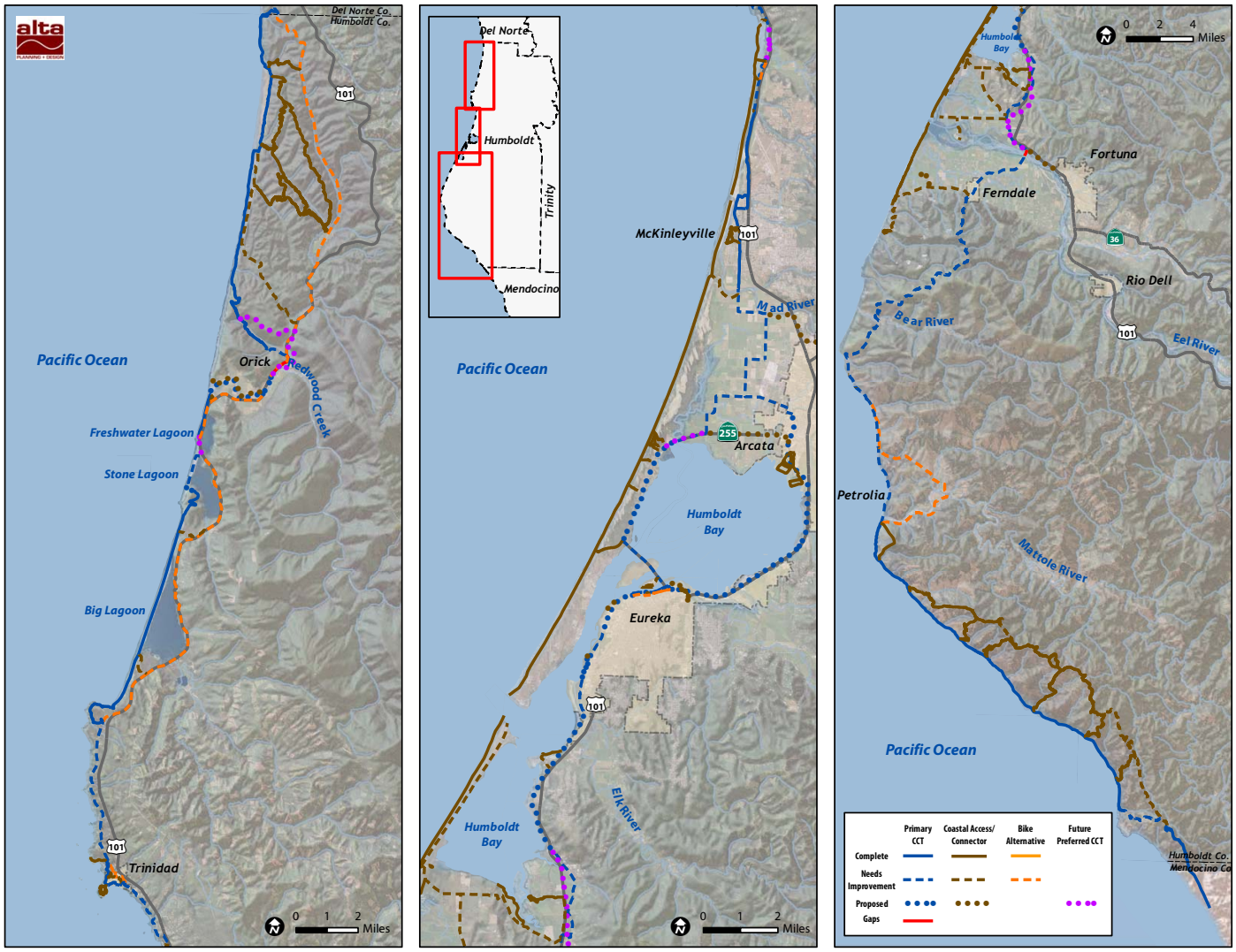
Segments of the preferred CCT route are further separated into the following categories according to their role in the braided system:

- **Primary CCT:** The route that best meets the guiding goals and principles for the CCT by accommodating as many trail user groups as possible and ensuring a scenic, coastal experience. The recommendations for the primary CCT alignments are those that can be developed in a ten to fifteen year time frame.
- **Connector/Coastal Access:** Coastal access and connector trails offer connections to the coast from the primary CCT route and coastal communities. These CCT routes provide a connection between coastal amenities and serve as a primary way for visitors and residents of coastal communities to access the coast.
- **Bike Alternative:** In several instances, the best route providing coastal access parallel to the coast and a quality scenic experience does not accommodate bicyclists. Bike Alternatives provide road or highway alignments which maintain a contiguous route for bicyclists and often overlap with the Pacific Coast Bike Route.
- **Future Preferred:** Future preferred routes follow a desirable trail corridor that is currently limited by private property concerns or challenging physical constraints. For all identified Future Preferred alignments, the current primary CCT alignment is an interim route along a Shared Roadway.
- **Shared Roadways:** In some areas, existing roadways provide the best opportunity for creating a contiguous trail corridor. Recommended shared roadway routes typically have low traffic volumes and existing bicycle and pedestrian traffic. Shared roadways are recommended as interim CCT routes until a trail separated from motor vehicles can be identified.

The final recommended CCT alignments are shown in Figure 1 below and are detailed in Chapter 4 of this Implementation Strategy.

Note that in a few places throughout the County there are areas identified as "gaps" in the primary CCT. In these instances an alignment that met the goals of the CCT was unable to be identified. These gaps are on state highways and are identified in red on the maps. Future planning efforts should revisit these areas to determine if there is a new opportunity to complete the gap.

Figure 1: Final Recommended CCT Alignments



Implementation Actions

The combination of each alignments' role in the braided system and the potential needs for development provided the framework to assign near- and long-term priorities as well as specific actions necessary to realize the California Coastal Trail in Humboldt County.

Currently, the most significant barrier to implementation of the CCT and other regional trails is the identification of a lead agency with the capacity to develop and maintain each segment of the trail. Chapter 5 of this Implementation Strategy provides detailed implementation actions by CCT segment and a general outline of actions for local jurisdictions to lead trail development which include:

- Identify project goals and priorities
- Garner widespread support
- Identify potential challenges
- Consider options for long-term operations and maintenance (O&M)
- Determine context-appropriate trail designs
- Leverage fundraising opportunities
- Designate and sign the CCT

The completion of CCT segments will be an extended process over several decades, but progress can be made by individual jurisdictions and agencies by focusing on tangible goals based on current readiness for trail development. The Implementation Strategy classifies each alignment based on readiness for implementation and the fulfillment of CCT goals. These classifications can serve as a guide for local jurisdictions and partners to establish priorities for CCT development. The relative ranking developed in the trail segment prioritization analysis allows local jurisdictions to quickly understand the status of specific segments and establish common priorities. CCT segment prioritization criteria are detailed in *Appendix L: Implementation Prioritization* and recommendations of specific actions needed to complete these segments are identified by primary jurisdiction in Chapter 5.

Priority Projects

Several Humboldt CCT trail segments prioritized highly for implementation were pursued with more detailed plans, designs, and environmental compliance. The goals of this effort were to 1) assist several jurisdictions in moving these segments forward towards implementation, and 2) recommend to the SCC trail segments for future implementation funding.

Several projects involved technical assistance to jurisdictions while others included in-depth planning and trail design. Detailed plans, designs, and draft permits were completed for CCT segments along Waterfront Drive in Eureka and on the Redwood Creek levees through Orick. Public workshops were held to gain input into preliminary plans and designs for both of these CCT priority projects. The Waterfront Drive Coastal Trail project goals included providing

Photo: N. Wynne

greater non-motorized connectivity along the Eureka Waterfront by planning a multipurpose trail connection south from the existing Eureka Boardwalk. Planning considerations for the Waterfront Drive Coastal Trail included designing a trail through an industrial section of the Eureka Waterfront and encouraging a transition of uses along the Waterfront Drive corridor to promote increased public access and connectivity. The City of Eureka was a partner in the development of plans for Waterfront Drive Coastal Trail and will pursue the implementation of this segment. The Orick Levee Coastal Trail project goals were to provide plans, designs, and draft compliance for two trailheads / levee access points and concept plans for CCT connections between Orick and Redwood National Park. Orick project plans, developed with the support of the County, landowners, Orick Community Services District, and Orick Chamber of Commerce, included designation of clear access routes to the levee to afford economic opportunities for the community of Orick.

Other priority projects included development of CCT and public access signage for CCT segments through Humboldt Lagoons State Park along the beach parallel to Mattole Road, and from the town of Petrolia to the Mattole Beach / Lost Coast trailhead. The project team also assisted the County of Humboldt in identifying an engineering firm to conduct a structural assessment of the Hammond Bridge, a critical link along the Hammond Coastal Trail connecting the communities of McKinleyville and Arcata. The structural assessment outlined immediate bridge maintenance needs and also provided recommended bridge replacement options. The project team also worked with the County of Humboldt to update recommended CCT routes and CCT policy language in the County's Local Coastal Program (LCP). The incorporation of routes and CCT policy in the LCP will encourage CCT development and provide for official CCT designation upon implementation of planned CCT segments. Technical assistance projects included coordination among multiple stakeholders for the development of a CCT segment along Gyon Bluffs between Freshwater and Stone Lagoons, recommendations to County of Humboldt Public Works for trail surfacing options along the Vista Point section of the Hammond Coastal Trail, and additional planning for a potential property acquisition along Little River to help facilitate a trail connection between the end of Scenic Drive and the Hammond Coastal Trail. Each priority project allowed the Implementation Strategy to more closely examine specific Humboldt CCT segments and move several segments closer to implementation.

Conclusion

The implementation of the Humboldt CCT network will improve coastal access and regional connections, increase recreation and transportation opportunities, and provide community health benefits, while helping communities achieve their economic and development goals. The Implementation Strategy guides the implementation of over 400 miles of contiguous hiking trails, walkways and bikeways along Humboldt County's coastline. The implementation of a complete CCT in Humboldt County will occur in incremental steps, through the coordinated efforts of many stakeholders, over several decades. Progress towards completion of the CCT should be reevaluated continuously to ensure that the project goals are being met.

The system envisioned in the Humboldt County Coastal Trail Implementation Strategy reflects the unique environment, culture, and identity of Humboldt County and its communities while maintaining goals consistent with the state vision for the California Coastal Trail. The Humboldt CCT will link area attractions and communities as well as become a destination for locals and visitors alike who seek to experience the coast by foot, hoof or wheel.

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Ch 1

Vision, Purpose & Goals

Photo: A. Laird

Chapter One: Vision, Purpose & Goals

1 Vision, Purpose & Goals

1.1 Vision

The California Coastal Trail provides a powerful opportunity to showcase the natural and cultural landscapes that define California's coastline. From the urban boardwalk in Venice Beach, to working harbors in San Francisco and Fort Bragg, to the secluded beaches of Prairie Creek Redwood State Park, the California Coastal Trail connects us to the coastline and lets us experience its beauty. Every day, the residents of California enjoy local sections of the trail that let them step outside for a quick walk at lunch or take a day long pedal to the beach with their family.

Mad River Interpretive Point

The vision for the California Coastal Trail (CCT) has evolved out of nearly thirty years of coastal access planning by state officials and local communities. The CCT is envisioned as a "continuous public right-of-way along the California coastline; a trail designed to foster appreciation and stewardship of the scenic and natural resources of the coast through hiking and other complementary modes of non-motorized transportation," *Completing the CCT, California State Coastal Conservancy* (2003). Nearly half complete, the CCT is currently comprised of discontinuous segments along the coastline. When completed, the CCT will extend the length of California's 1200 mile coastline along beaches, bluffs, seaside roads, and through coastal towns and communities.

Humboldt County has some of the most scenic and rugged coastline in the state, from the towering trees overlooking the coast in Redwood National Park to the historic communities of the Humboldt Bay region and mountain peaks that tower over the Lost Coast. With varied topography and scenic opportunities, the CCT will accommodate a wide range of users with a variety of trail types. The 'braided network' will include public trails, bikeways, sidewalks, and beach routes. Anticipated CCT users include walkers, bicyclists, equestrians, and people with physical and cognitive limitations. The desire to create a contiguous non-motorized route for multiple users requires that there will be more than one route designated as the CCT. For example, a beach route may serve hikers while an alternate parallel roadway shoulder route will serve bicyclists. In addition, the CCT will connect with other trails in the region and provide access to the coast for local residents and visitors alike.

In implementing the State's vision, the design and development of the CCT will provide:

- Scenic experiences, as close to the shore as possible
- Maximum access for a variety of non-motorized uses by providing parallel routes
- Connectivity to destinations and amenities along the coast
- Education that fosters coastal appreciation
- Separation from motorized traffic where possible
- Trail designs that minimize negative impacts to natural habitats, and cultural and archeological resources

> The CCT is envisioned as "…a **continuous** public right-of-way along the California coastline; a trail designed to foster **appreciation** and **stewardship** of the **scenic** and **natural resources** of the coast through hiking and other complementary modes of non-motorized transportation."
>
> *Completing the CCT, 2003*

The CCT should be planned and designed so that it may be enjoyed by people of all ages and abilities. (N. Wynne)

1.2 Purpose

In 2008, the Natural Resources Services Division of Redwood Community Action Agency (NRS) received a grant from the State Coastal Conservancy (SCC) to work collaboratively with the State Coastal Conservancy, State and National Parks, California Coastal Commission, tribes, other state and federal land management agencies, local coastal cities and communities, private landowners, nonprofit organizations such as Coastwalk California, and other stakeholders in developing an implementation strategy for building CCT segments in Humboldt County. The Humboldt County Coastal Trail Implementation Strategy is led by NRS and includes local consultants Planwest Partners and Streamline Planning as well as Alta Planning + Design, a national trail planning and design firm. This Implementation Strategy prioritizes recommended trail segments and makes recommendations of programmatic initiatives to increase the efficiency of the CCT's development. Projects are prioritized according to evaluation criteria reflecting transportation, recreation, social, and environmental issues. The prioritization and overall implementation strategy provide the foundation for efficient implementation of the CCT in Humboldt County.

1.3 Goals & Objectives

The State of California's goal is to establish a continuous trail stretching the full length of the California coastline, including Humboldt County. At a statewide level, this corridor is meant to achieve appreciation and stewardship of the scenic and natural resources of the coast through hiking and other complementary modes of non-motorized recreation and transportation.

The completion of the California Coastal Trail can also play an important role in helping to meet two other critical statewide objectives: a reduction of carbon emissions (AB 32 and SB 375, www.arb.ca.gov/cc/cc.htm), and an improvement in public health through the promotion of active lifestyles (www.cdph.ca.gov).

The CCT provides interpretive opportunities such as this kiosk on the Hammond Trail.

The State of California has the goal of reducing greenhouse gas emissions to 1990 levels by the year 2020. One of the strategies for achieving this goal, as emphasized by SB 375, is to reduce the number of vehicle miles traveled. The transportation sector accounts for up to thirty percent of our greenhouse gas emissions and is intimately related to how we design our communities. Sections of the CCT that connect adjacent communities or provide a safe and convenient non-motorized corridor through town will reduce the need to drive.

California and the United States are further facing an unprecedented increase in obesity. There is no single cause for the obesity epidemic and the related health problems of type 2 diabetes, stroke, and cancer. However, a built environment that makes it easy for people to increase their physical activity plays an important role in prevention. The construction of trails that are accessible to the community, equitably distributed, and provide safe and convenient travel options for walking and bicycling promotes a healthy lifestyle. The Centers for Disease Control and Prevention specifically recommend that communities should enhance infrastructure for walking and bicycling. Completion of the California Coastal Trail through many of Humboldt County's coastal communities will be a step in that direction, and will certainly present an inviting opportunity to be active.

Pursuant to the State's goal to complete the CCT, the CCT planning team coordinated with state and federal agencies, local jurisdictions, special interest groups, and the public to determine specific site and jurisdictional needs. The goals and objectives presented below reflect coordination with public and private stakeholders.

Successful CCT implementation will require long-term vision, collaboration, and operational support for a Humboldt County regional trail system. This will require multi-jurisdictional collaboration and likely increased regional government involvement. This Implementation Strategy identifies opportunities, methods, and means to move the expressed goals and priorities forward to trail completion.

The CCT connects residents and visitors to the coastline and its resources

Goal 1: Agreement on a preferred contiguous CCT route through Humboldt County.

Objective 1.1 Work collaboratively with local, state and federal jurisdictions to determine and seek agreement about CCT route/s that seamlessly connect the existing and planned segments of the corridor.

Objective 1.2 Gather public preferences and priorities regarding CCT routes.

Objective 1.3 Encourage the inclusion of the preferred CCT route/s by local jurisdictions in appropriate planning and policy documents, such as Local Coastal Programs (LCPs).

Objective 1.4 Ensure that recommended CCT routes meet as many local and regional recreation, coastal access, and transportation needs as possible.

Objective 1.5 Document potential CCT routes that, if not currently available for trail development, represent a future potential to better meet coastal access and regional connectivity needs.

Objective 1.6 Ensure that primary CCT route/s will utilize public corridors and reduce impacts to coastal habitat as much as possible. Where public corridors are not available along a preferred alignment, routes will be developed only with the participation of willing landowners.

Goal 2: Solutions addressing planning and operational barriers to implementation of the CCT are identified.

Objective 2.1 Based on the Humboldt County Association of Governments' (HCAOG's) Regional Trails Master Plan research and additional information from agencies, identify key barriers to CCT implementation.

Objective 2.2 Work with land management agencies and local jurisdictions to identify tangible solutions and plans to improve CCT implementation.

Objective 2.3 Strengthen collaborative relationships and plans to improve long-term efforts to establish a contiguous CCT route across multiple jurisdictions.

Goal 3: Trail/route design recommendations meet the needs of each community.

Objective 3.1 Seek input from land management agencies, local jurisdictions, special interest organizations, and the public about planned/preferred site-specific uses of each trail segment.

Objective 3.2 Recommend trail design specifications that fit the context of each proposed trail/route segment.

Objective 3.3 Strive to ensure that each CCT segment is accessible by as many user types as is feasible and appropriate.

Objective 3.4 Identify important community access points and corridors to and from the CCT and necessary improvements to those routes.

Goal 4: Plan and design several priority trail/corridor segments.

Objective 4.1 Identify Humboldt CCT segments that have the support and planning elements that assure successful implementation.

Objective 4.2 Complete as much planning, design, compliance, and implementation fund seeking as possible within the given timeframe and budget.

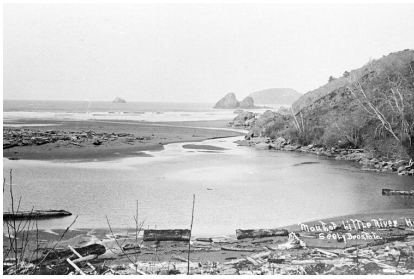
Ch 2

Background

Chapter Two: Background

2 Background

The CCT in Humboldt County is visualized as a 'braided' system of trail types, intended to accommodate the widest range of potential users as possible. The braided trail concept utilizes parallel alignments serving different uses where required in order to capitalize on existing opportunities while avoiding constraints associated with topography, sensitive habitats, transportation corridors, agriculture, residential and economic development and tourism.

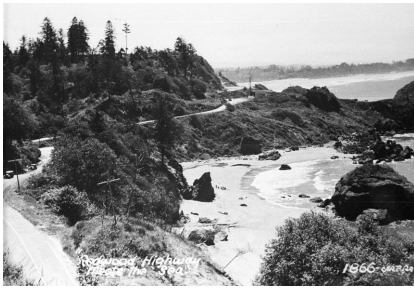


Little River Mouth circa 1915 (Humboldt State University Humboldt Room Photograph Collections)

2.1 History

People have been walking the California coast since the first human populations lived in these regions. Many of the trails used today are historic paths once used as transportation and trading routes by the native tribes of California.

The coastline of California is one of the defining features of the state. While the nature of the shore differs greatly throughout the state, the desire to enjoy the beach, bluffs, and ocean does not. The vision for the California Coastal Trail is rooted in the desire to provide access for all Californians and visitors to the coastline throughout the state. Since the 1970s, the California Coastal Commission, Coastal Conservancy and local coastal communities have been working to increase and improve opportunities for public access to and along the coast.



Scenic Drive circa 1866 (Humboldt State University Humboldt Room Photograph Collections)

In 1972, Proposition 20 included language noting that "a hiking, biking and equestrian trails system shall be established." The Coastal Act of 1976 required local jurisdictions to identify an alignment for the California Coastal Trail in their Local Coastal Programs (LCPs).

During the first twenty years of this mandate, a cohesive vision and plan to complete the trail was not in place. In 1996, a group of advocates from the non-profit Coastwalk walked the length of the coast from Oregon to Mexico. The intention of this walk was to demonstrate that the coast could be followed on foot even with many barriers throughout the state. The vision for the Coastal Trail continued to grow in the eyes of the public and public officials alike.

In 1999, the CCT was designated California's Millennium Legacy Trail by the Governor and the White House Millennium Trail Council. This was followed in 2000 by an official assembly declaration (AACR20) of the CCT as an official state trail. In early 2001, the California State Legislature passed SB 908, which directed the State Coastal Conservancy (SCC), in cooperation with the California Coastal Commission and California State Parks, to determine what was needed to complete the Coastal Trail. In 2003, the report "Completing the California Coastal Trail" (www.californiacoastaltrail.info/cms/pages/trail/done.html) was submitted by the SCC to the Legislature.

This report provided an overview and outline of the vision for completing the trail throughout the state by 2008. The final planning map for Del Norte and Humboldt counties from the report is shown in Figure 2. Most of the mapping and assessments of complete sections were based on whether or not the actual coastline was passable on foot. While this approach met the objective of giving access along the shoreline, it did not achieve the vision of creating trail for the widest range

Freshwater Lagoon Beach

The rocky coast south of Trinidad

Coastal Trail in Redwood National Park along Gold Bluffs Beach

of users. Moving forward, the vision for the trail includes a 'braided' route that accommodates multiple users with many more sections of the coast contiguously connected.

Since the "Completing the California Coastal Trail" report in 2003, the SCC, CCC, and State Parks have been working with the 15 coastal counties to develop plans for implementing the vision of a contiguous trail along the 1,200 miles of California coast. This Humboldt County Coastal Trail Implementation Strategy process also thoroughly reviews the viability of the 2003 trail location recommendations and makes further recommendations for solutions or alternatives to areas of the CCT trail network that constrain users from contiguous access along the coast. Segments of the CCT through Humboldt County have been in existence for some time and are managed by Redwood National Park (RNP), California State Parks, Bureau of Land Management (BLM), and the County of Humboldt. These CCT segments traversing public lands were some of the most readily implementable sections of trail. This implementation strategy is needed to effectively address areas through which CCT routing has been constrained.

In Humboldt County, Coastwalk, under contract to the SCC, has coordinated with California State Parks, the National Park Service, the Bureau of Land Management, and the County to begin installing the CCT's unique insignia signing program that identifies existing segments of the CCT. New CCT insignias, designed and adopted by the SCC to delineate the official CCT routes, were placed in the King Range and on the Hammond Trail in 2007 and in Patrick's Point State Park in 2008, with signing efforts continuing in 2010 and 2011.

2.2 Study Area and Setting

This Implementation Strategy divides the Humboldt coast into three planning areas: North, Central and South. These planning areas are defined by similar topography, land use and population (Figure 3). Since the intent of this Implementation Strategy is to identify possible alignments for a "coastal" trail, the study area maintains proximity with the coast, defined in this document as bounded by the coastline to the west and one half mile east of US 101. In areas where US 101 strays from the coast, specifically along the King Range, proposed alignments follow the coast.

The three planning areas – North, Central and South – are each introduced in greater detail below. This section of the Implementation Strategy provides general geographic information and explains the rationale for this geographic breakdown.

2.2.1 North

The north planning area stretches from the Del Norte County border to approximately six miles south of Trinidad at Strawberry Creek on the north end of the Hammond Trail. This section of coastline is characterized by the steep and forested coastal hills and bluffs which run parallel to the coast, intermixed with valleys, lagoons, and two major estuaries. This area is home to a variety of natural resources and wildlife including unique botanical communities, elk herds, migratory birds and anadromous fish; some of which are designated as species of concern by U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (DFG).

Figure 2: 2003 California Coastal Trail Alignment

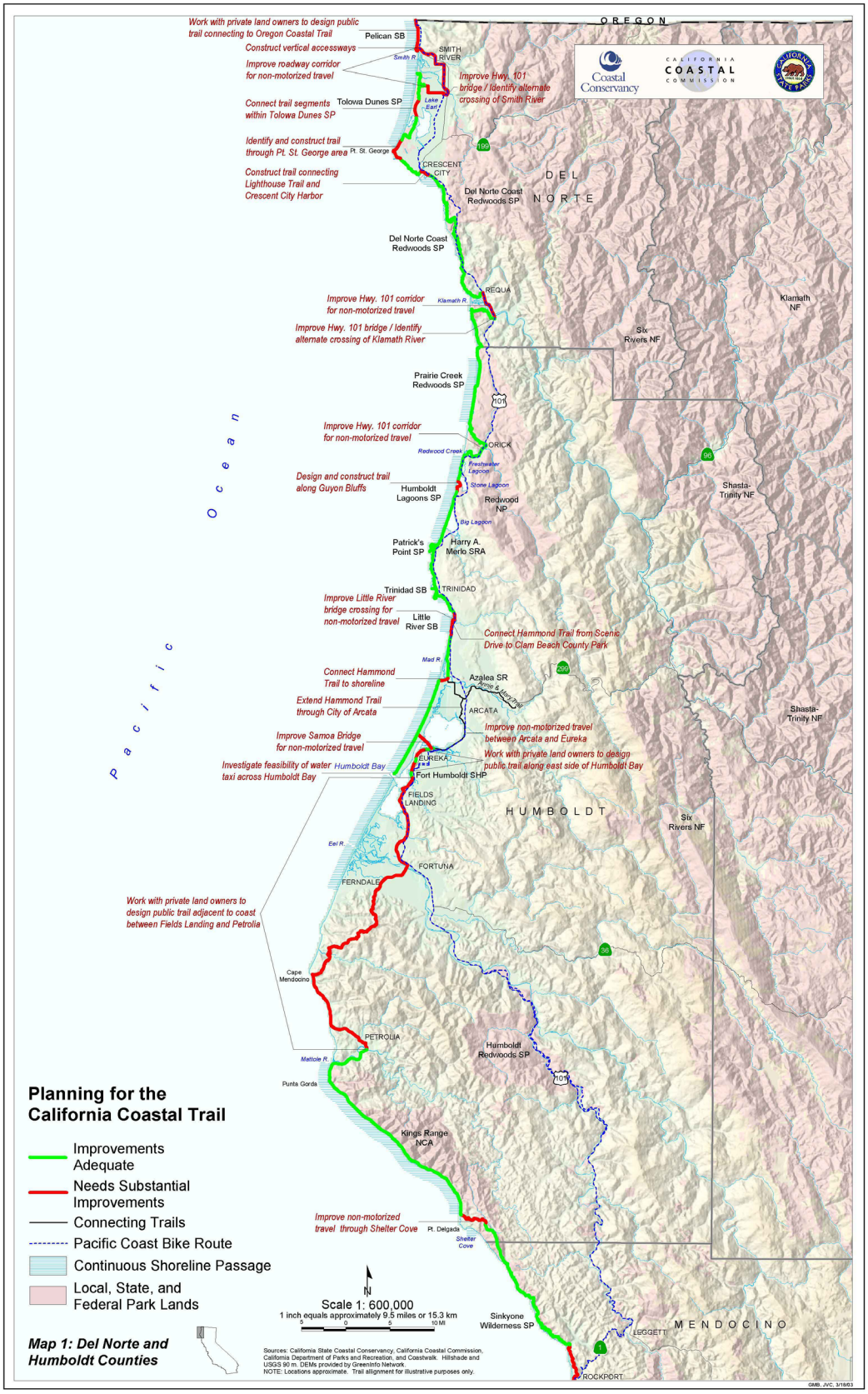
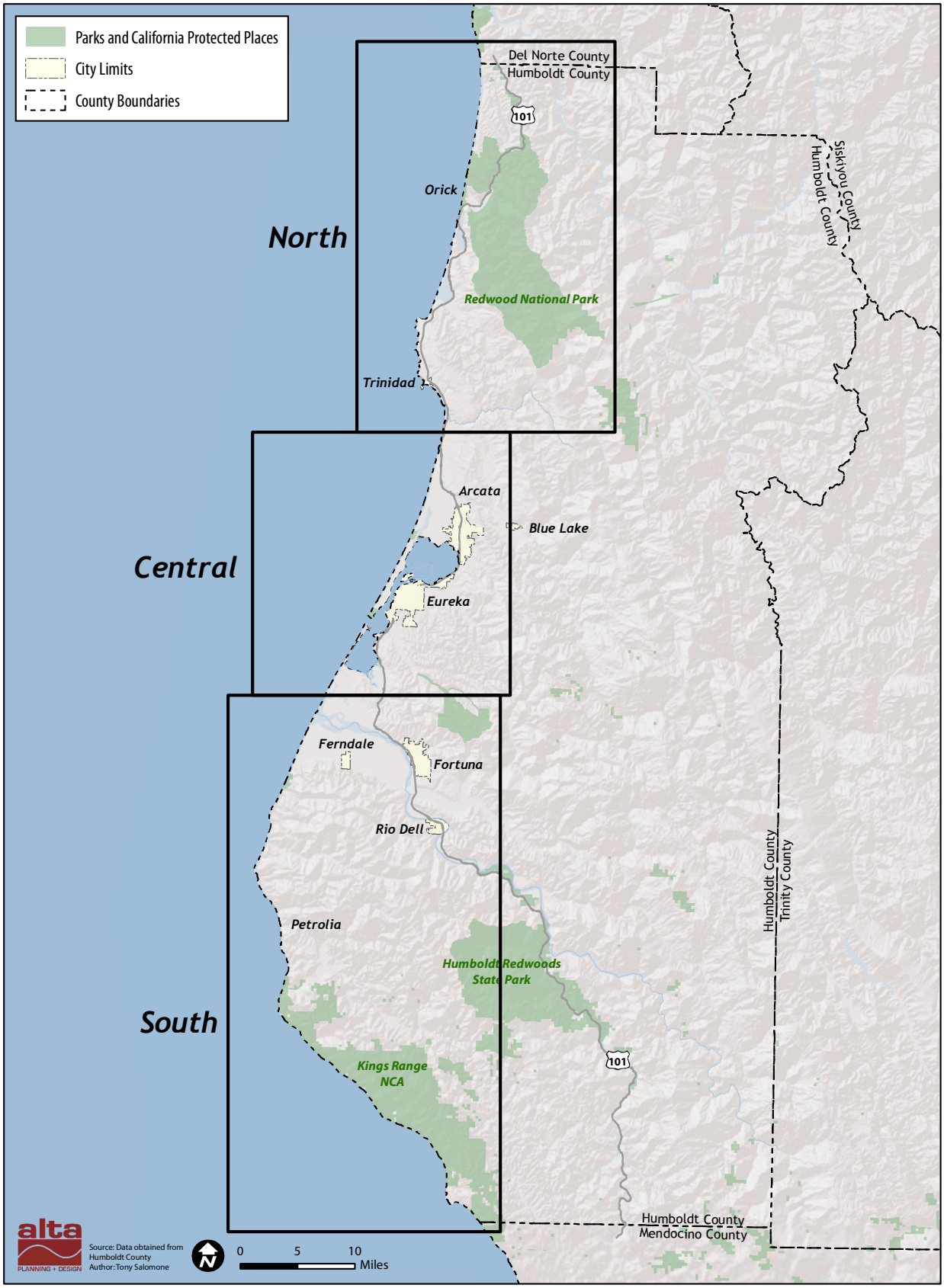


Figure 3: Humboldt County CCT Implementation Strategy Planning Areas



The Redwood National and State Parks (RNSP) make up a significant portion of the northern planning area. These parks are home to old-growth redwood forests, prairies, lagoons, and thirty-three miles of pristine coastline. This area is ideal for recreational enthusiasts and tourists alike as there are miles of existing hiking, biking, and equestrian trails.

This region is home to the Yurok and Hoopa tribes and is within their ancestral lands. The tribes manage their lands and provide guidance and input on uses of traditional territory and cultural sites to state, local, and federal governments and private landowners.

Significant natural areas go hand-in-hand with a low population density. Only 2,912 residents inhabit the land along this focus area's coastline. The largest concentration of people reside in the City of Trinidad and the town of Orick. The majority of the economy is dependent on tourism, agriculture within the nutrient-rich floodplains, timber in the coniferous forests, or government positions largely focused on the natural resources of the area.

Key land management stakeholders of the northern planning area include: the RNSP, tribes, Orick Community Services District, City of Trinidad, County of Humboldt, Green Diamond Resource Company, and the Humboldt North Coast Land Trust. Throughout the preparation of this document, these and other additional stakeholders contributed to identifying, clarifying and prioritizing recommended CCT alignments and connections.

Mad River Road in the Arcata Bottoms

2.2.2 Central

The central planning area stretches from approximately six miles south of Trinidad to just south of Humboldt Bay at Table Bluff. This section of coastline is characterized by Humboldt Bay, where Arcata and Eureka are located.

As the most densely populated area in Humboldt County and consequently an area with high demand for CCT connectivity, Humboldt Bay presents opportunities for the CCT that are widely varied, including existing trails, bikeways and sidewalks, levee and railroad corridors, developed waterfront, and wildlife sanctuaries. Arcata and Eureka account for thirty-four percent of the County's population and serve as the regional center for industry, government, health care, arts, and education. McKinleyville is an extensive unincorporated community in the central planning area, through which the Hammond Coastal Trail traverses.

South Bay from Table Bluff

The central planning area also includes smaller communities such as King Salmon, Fields Landing, Manila, Samoa, and Fairhaven along the South Humboldt Bay. Existing roads with light traffic in the agricultural bottoms of this area are popular with runners and bicyclists, particularly the Arcata Bottoms. Roads south of the bay are also popular among bicyclists.

Estuaries and Humboldt Bay are habitat for waterfowl and are sensitive to development, including trails. Land managers and conservation organizations work to protect these natural habitats. The development of this Implementation Strategy included working with land managers to identify trail alignments that do not impact sensitive habitats.

Mountains meet ocean along the Lost Coast (M. Dronkers)

Mouth of Bear River off of Mattole Road

2.2.3 South

The south planning area stretches from Table Bluff to the Mendocino County line with broad vistas of ocean, beach, dunes, river estuaries, agricultural lands, and forest. These scenic areas are popular destinations for both residents and visitors. This section of rugged coastline is characterized by the King Range National Conservation Area, also known as the Lost Coast, and a large expanse of private land between the Eel River Valley and the Mattole River Valley with limited coastal access. The King Range is a wild, scenic area where 4,000-foot-high mountains meet the ocean, and is one of the largest coastal wilderness areas and longest stretches of undeveloped coastline in the continental US. From Ferndale south to the Lost Coast, much of the coastline is inaccessible by vehicle and is challenging by foot, with several passage barriers. The only roadway access is the Mattole Road and a few local connecting roads. The Mattole Road is steep and narrow, with rough pavement and a winding nature resulting in frequent blind corners. This road is also surrounded by private property north of Lighthouse Road outside of Petrolia, making it the only immediate option as a trail corridor. Coastal access is available at Shelter Cove, Lighthouse Road, and where Mattole Road descends from Cape Mendocino down to sea level. US 101 was constructed east of this area to avoid the terrain.

Humboldt CCT coastal access routes provide connectivity to the Eel River Wildlife Area

Residents are sparsely located throughout this area, totaling only 1,061 within the 106 square mile study area. Petrolia is the most densely-populated unincorporated community in this area with approximately 300 people.

The Lost Coast area is a popular camping, hiking, and outdoor recreation destination as it offers visitors an intimate experience with diverse wildlife populations, breathtaking views of the ocean and sea stacks, undisturbed native vegetation, and one of the few undammed rivers in the country, the Mattole. This area is also home to many long-time working ranches.

Opportunities for the CCT are found along the shoreline, as beach routes or hiking trails, and on county roads with low volumes of vehicular traffic. The Lost Coast trail runs along the beach, but is impassable in places during high tide, and there is a parallel land-based trail route on the ridge above through the BLM King Range National Conservation Area.

2.3 Project Partners

A coordinated approach involving all coastal land management agencies and organizations is essential to successful implementation of the CCT. For the purpose of this Implementation Strategy, those agencies and organizations involved with implementation of CCT segments were designated as “primary” or “secondary” in order to reflect distinctions between the roles and capacities in ongoing planning, construction, and management of the CCT. These ‘CCT partners’ were also involved in the planning process leading up to the trail segment prioritization and Implementation Strategy.

Primary partners in the CCT planning effort are land management and/or regulatory government or non-government entities that have jurisdiction or regulatory powers over property across which the CCT traverses. Most of these primary partners are directly involved in the planning, funding,

implementation, regulation, or operations and maintenance of particular sections of CCT through Humboldt County. Each primary partner organization contributed differently to the CCT planning process depending upon their jurisdictional relationship, extent of related trail area and trail development interest and capacity. For instance, one entity may be a landowner that has created a plan to address CCT location and trail standards, while another entity may be valuable as the primary resource for local public decision-making. Primary partners were integrally involved in the Implementation Strategy effort.

Technical Advisory Team Meeting

Secondary partners in the CCT planning effort included entities that have an interest in the CCT or helped the planning team understand the opportunities and constraints presented by diverse stakeholder groups. Secondary partners were contacted for information and kept informed, but did not play a major role in planning.

Both primary and secondary partners have been instrumental to the planning process. *Appendix A: Project Partners* presents a summary of the role and responsibilities of each project partner or stakeholder, as well as each entity's relevance to or specific interest in the CCT. The public also served as a project partner by providing input through five public workshops. A summary of this input is detailed in *Appendix E: Public Workshop Summary and Public Draft Comments*.

Primary Partners

Federal Agencies

- Bureau of Land Management (BLM)
- Redwood National Park (RNP)
- U.S. Fish and Wildlife Service (USFWS)
- U.S. Army Corps of Engineers (USACE)

State & Regional Entities

- California State Coastal Conservancy (SCC)
- California Coastal Commission (CCC)
- California Department of Transportation (Caltrans)
- California State Parks
- California Department of Fish and Game (DFG)
- North Coast Railroad Authority (NCRA)

Local Governments & Public Entities

- County of Humboldt
- Humboldt County Association of Governments (HCAOG)
- Humboldt Bay Harbor Recreation and Conservation District
- City of Arcata
- City of Eureka
- City of Ferndale
- City of Fortuna
- City of Trinidad
- Orick Community Services District

- Manila Community Services District
- Westhaven Community Services District

Tribes & Rancherias

- Yurok Tribe
- Trinidad Rancheria
- Wiyot Tribe
- InterTribal Sinkyone Wilderness Council
- Big Lagoon Rancheria

Organizations

- Coastwalk
- Friends of the Dunes (FOD)
- Humboldt North Coast Land Trust
- North Coast Regional Land Trust
- Audubon Society - Redwood Region Chapter
- McKinleyville Land Trust
- Mattole Restoration Council

Secondary Partners

State & County

- California State Lands Commission
- North Coast Regional Water Quality Control Board
- North Coast Unified Air Quality Management District
- University of California Cooperative Extension – Humboldt and Del Norte Counties

Local Governments & Public Entities

- Humboldt Bay Municipal Water District
- Loleta Community Services District
- McKinleyville Community Services District

Organizations

- Humboldt Coastal Dunes Cooperative (COOP)
- Humboldt County Resource Conservation District
- The Buckeye Conservancy
- Redwood Forest Foundation Inc. (RFFI)
- Sanctuary Forest
- Mendocino Land Trust
- The Wildlands Conservancy
- Mill Creek Conservancy
- Green Diamond Resource Company
- Trinidad Bay Watershed Council

2.4 Trail Users & Activities

This section addresses who uses the trail (local residents or tourists), how the trail is used (walking, bicycling, horseback riding, skating, jogging), the design that best support each type of trail use, and how different user groups access the trail. This section also identifies trends that may affect area tourism and trail use.

Surfers enjoying the Lost Coast (B. Wick)

2.4.1 Identifying Trail Users

The CCT is expected to be an asset for local residents and visiting tourists. Both local and visiting trail users will engage in many of the same activities, though some activities may be favored by specific user groups. This is important to understand when analyzing trail demand and its potential economic benefits.

According to the Humboldt County Convention and Visitors Bureau (Visitors Bureau) tourism statistics for 2010 (based on data collected in 2007), local and destination tourists make up a significant portion of those accessing the coast. Of the total estimated 1.3 million visitors to the County, over seventy percent are from the state of California, ninety percent are reported to be interested in coastline and beaches, and ninety-four percent are interested in redwoods and parks. Considering visitors' interests, coastal trail access is a key attraction for the region. An analysis of behavioral patterns of people on camping trips in California indicated that walking/day hiking was the most popular outdoor-related activity for camping visitors, which again is consistent with trails being a desirable tourist attraction.

An additional key consideration is that more than sixty percent of the region's visitors are between the ages of forty and sixty. Developing trails that suit the needs of older trail users will continue to attract visitors to area trails; therefore, trail designs appropriate for this older user group should be considered.

Mountain Bikers at a King Range Creek Crossing (Revolution Bicycle Repair)

According to the Visitors Bureau, the three most typical trail users are identified as follows:

Residents	Start their trips from home, typically within close proximity of the trail.
Local Tourists	Start their trips from home, typically within 75 miles of the trail and return home the same day. The Visitors Bureau identifies these tourists primarily as "day trip leisure visitors," a group that makes up about 20% of the estimated total number of area tourists.
Destination Tourists	Start their trips from a hotel, campsite, or other accommodation, close to or within 75 miles of the trail. The Visitors Bureau's tourism statistics indicate that of the total number of tourists visiting the County, about 75% stay in a hotel/motel, and 78% are willing to drive four to five hours to visit Humboldt County.

This information strongly suggests that a large number of visitors can be defined as destination tourists, and these users would also constitute a large percentage of trail users. Since an overwhelming number of visitors are interested in the coast, parks, beaches and forests, trail access is clearly a priority for destination tourists. These users will require clear directional signage, maps, and other informational materials (i.e. GPS waymarks) to find access points and services.

2.4.2 Tourist Types & Trail Uses

The uses of the trail will vary depending on the users' goals, but the diversity of proposed CCT types and routes allows for a range of uses by different kinds of users. Short urban segments that highlight historical or scenic areas, such as waterfronts, will appeal to destination tourists (such as 'weekenders' staying at a local bed-and-breakfast), local tourists, and residents looking for access to historical and cultural resources without necessitating long time commitments. Paved trail segments through urban areas will be more accessible to those with physical impairments, elders and family tourists as well. Trail segments that pass through wildlife habitats and preserves, such as wetland areas, will appeal to local and destination tourists (particularly birdwatchers and potentially hunters), and will serve as a draw for residents of nearby communities as well. Bicycle and distance hiking tourists will be likely to use the CCT in both rural and urban interfaces. These types of tourists tend to focus on the trail itself as a goal, rather than as an access point to a particular location. Rural and wildlands trail segments will also appeal to hunters during hunting seasons.

Avid trail users often have overlapping interests – a dedicated birdwatcher may also enjoy bicycle touring, for instance – and multiple uses of a trail will potentially bring users back for different types of tourism in different seasons during the calendar year. The connecting segments of the coastal trail will give users access to varied terrains and experiences, and the ability to enjoy different activities on a single trail complex will appeal to users with multiple trail-centric interests. These users may visit different trail segments according to the season and their goals.

2.4.3 Special Trail User Categories by Trail Activity & Needs

The CCT is and will continue to be used as both a recreation and transportation route. The wide range of possible facility types, settings, and locations dictates that trail users of all ages and abilities will use the CCT in a variety of ways.

The CCT will serve a wide variety of users, some of whom have very specific design, access, surfacing, facility, and other needs. Section 2.4.1 provides an overview of some general trail user types. Those who access the trail using an automobile will require a parking area. All groups will benefit from facilities such as restrooms, benches, interpretive materials/signs, orientation and roadside directional signs, and water spigots. User groups and their specific needs that are not identified in 2.4.1 are listed below. Additional information specifically related to design considerations for these various groups may be found in *Appendix I: Trail Design Standards*.

Equestrians

Equestrian trail users require specialized parking, staging, and turnaround areas, with plenty of room for horse trailers. Additionally, if the primary trail is a paved surface, an adjacent or parallel native-surfaced or dirt path for horse use is preferable, with a minimum width of four feet. Equestrians typically prefer trails that provide a relatively calm experience, as well as longer distances and higher and wider clearances than trails that serve hikers. Equestrians also may prefer facilities specifically suited for horses including water sources, hitching racks, and stalls to keep their horses during overnight stays. Nearby access to feed, other support supplies and appropriate places to overnight are also optimal.

Persons with Disabilities

This user group includes individuals with a medically definable physical and/or cognitive impairment, as well as those with hearing/visual limitations. According to the 2000 census, one out of every five Americans has a disability that limits their mobility (www.census.gov/prod/2003pubs/c2kbr-17.pdf).

The State of California requires that all facilities constructed with public funds (federal, state, county, municipal or any political subdivision of the State) be "accessible to and usable by persons with disabilities." It is important to note that all trails do not have to be accessible to all people, but accessibility is to be considered for new trail construction and reconstruction of trails managed for pedestrian use.

The Architectural and Transportation Barriers Compliance Board (Access Board) is responsible for producing accessibility guidelines that are in accordance with the Americans with Disabilities Act (ADA) of 1990 and the Architectural Barriers Act (ABA) of 1968. The Access Board released the Draft Final Accessibility Guidelines for Outdoor Developed Areas (AGODA) in 2009 which include standards for trail design. Standards address maximum gradients and cross slopes, surface materials, trail width, openings and obstacles as well as amenities. Additional discussion can be found in *Appendix I: Trail Design Standards.*

Equestrians utilizing a coastal access trail (U. Driscoll)

In-line & Quad Roller Skaters

Quad roller skating is rapidly regaining popularity, including in Humboldt County. Inline skating continues to be a common recreation activity, and skaters with either type of skates "prefer asphalt pathways…with limited downhill grades" (SCC, 2001). There are very few existing attractive locations with adequate distances for skating in Humboldt County.

Trail Runners & Joggers with Strollers

Trail runners and runners with jogging strollers generally prefer a softer surface and a natural-looking trail environment over paved surfaces. However, for jogging strollers, the trail surface should be relatively smooth and wide. Trail runners may prefer a variety of trail widths, from a wide dirt path or fire road to singletrack, and may also prefer an uneven trail surface to increase the challenge of the trail.

Families

Families with small children walking or on tricycles and standard strollers prefer wide, smooth paved pathways.

Access to Hunting & Fishing Areas

Hunting and fishing are "firmly established [uses] in [Humboldt] bay… the hunting season occurs during the winter months when recreational and commuter tourism is anticipated to be lowest" (SCC, 2001). The CCT could be a route for increased non-motorized access to some legal hunting and fishing locations, particularly DFG and USFWS lands, where hunting and fishing is

permitted. Expanded access should be determined by the owner of that section of trail, and users will comply with the appropriate regulations.

2.4.4 Eco-Tourism

The development of the Humboldt CCT has potential to provide increased opportunities for eco-tourism. Further development of eco-tourism along coastal Humboldt County would bring increased business and tourism opportunities. Eco-tourism is defined as "responsible travel to natural areas that conserves the environment and improves the well-being of local people" (International Ecotourism Society, www.ecotourism.org). This tourism mode is a growing trend in the area, and several businesses have begun to cater to the growing interest, including outdoor outfitting organizations, small business ventures, and lodging facilities. The Humboldt Bay Center for Sustainable Living is one of the planned eco-tourism-based lodging facilities, and its goal is to be "a collaborative learning center where visitors can participate in: on-going environmental research, sustainability conferences, 'green' business incubation, exhibits and tours, and hands-on workshops" (Humboldt Bay Center for Sustainable Living, www.eco-hostel.org). This and other eco-tourism ventures are expected to bring visitors to enjoy outdoor recreation and adventure experiences, wildlife viewing, and other natural unique resources in the region. Tourism interests identified by the Eco-Hostel planning effort include visiting coastal areas, touring of organic farms and dairies, wild and scenic rivers, parks, wilderness and conservation areas, understanding of the region's indigenous cultures, history of logging and fishing, art, music, and theater.

2.5 Trail Demand

As part of the CCT planning effort in Humboldt County, anticipated trail usage once the system is implemented was modeled. Estimated use by both locals and tourists was generated utilizing the following approach:

Local Demand: Based on Humboldt demographic data and a model developed for Caltrans

Tourist Demand: Based on tourism figures, local, regional and national surveys, and other data

Both methodologies use local data to develop a reasonable context-appropriate estimate for annual CCT use. Together, local and tourist demand information provides an understanding of how the trail will contribute to local recreation and transportation activities, while fostering the continued development of Humboldt County as a destination. Furthermore, estimated demand numbers provide one reason of many for funding justification. A discussion of the demand methodology, references, and results for both local and tourism demand numbers can be found in *Appendix N: Trail Demand*.

Together, the local and tourist demand projections developed… show demand for the CCT estimated at **661,000 local trips** with **178,000 visitors** anticipated annually.

Trail demand projections developed for this document estimate usage of the CCT as being 661,000 local trips with 178,000 anticipated visitors using the trail each year. The estimated demand is dependent on existing land use patterns and tourist activity trends. Should trail implementation be coupled with increased non-motorized encouragement programs and increased tourism, demand for the CCT is likely to increase beyond the numbers projected within this document. As a comparison, currently over 400,000 people annually visit Redwood National Park, many of whom would be potential CCT users.

2.6 Local Advocacy

The Humboldt County CCT can expect support from a number of trail advocacy groups that have been active and engaged in trails-based recreation and/or commuting within Humboldt County. These advocacy groups include equestrians, bicyclists, hikers, runners, groups focused on regional trails, mountain biking trails and disabilities, and others with similar missions which include trail development, education, and maintenance.

Tour of the Unknown Coast Riders on the Mattole Road (C. Russ Photography)

2.6.1 Trails Trust of Humboldt Bay

The Trails Trust of Humboldt Bay (www.trailstrust.org) is a 501(c)(3) non-profit organization dedicated to increasing awareness of the benefits of trails as well as advocating for multiple-use trail development and community involvement in trail maintenance in the greater Humboldt Bay area. They are currently working with the Friends of the Dunes to establish a Trail Steward program of volunteers to assist local governments and organizations with trail maintenance activities and to provide 'eyes on the trail'.

2.6.2 Green Wheels

Green Wheels (www.green-wheels.org) advocates for "balanced and sustainable transportation" in Humboldt County, which includes promotion of transit and non-motorized commuting options. Green Wheels has been a strong advocate of a trail between Eureka and Arcata – an integral section of the Humboldt CCT.

2.6.3 Humboldt Bay Bicycle Commuters Association

The Humboldt Bay Bicycle Commuters Association (www.humbike.org) is an advocate for safer bicycle commuting through awareness, education, and promotion of safe commuting routes. The Humboldt CCT planning effort discusses the priority for a safe non-motorized facility between Eureka and Arcata which would facilitate safer bicycle commuting – a major goal of the organization.

2.6.4 Bigfoot Bicycle Club

The Bigfoot Bicycle Club (bigfootbicycleclub.wordpress.com) is committed to the planning and development of single-track (mountain biking and multipurpose) recreational trails in Humboldt County. They have worked with the Bureau of Land Management in the development of the Paradise Royale single-track mountain bike route located in the Lost Coast/King Range Wilderness area in southern Humboldt County and have worked with the City of Arcata to expand single-track bike trails in the Arcata Community Forest.

2.6.5 Equestrian Clubs

A number of equestrian clubs and affiliation groups, such as the Humboldt Bay Horse Club (www.hbhc.org), Backcountry Horsemen, Redwood Empire Endurance Riders, and California State Horsemen's Association exist in the Humboldt Bay area. These equestrian organizations participated with attendance in the CCT workshops conducted by NRS during April 2010. The equestrian groups are interested in trail development through the Humboldt County coast and ensuring access to trails by equestrians.

Sustainable transportation advocacy groups host Humboldt Bike Month and Bike to Work Days in May which promote cycling and trail accessibility throughout Humboldt County

2.6.6 Friends of the Dunes (FOD)

Friends of the Dunes (www.friendsofthedunes.org) is a 501 (c)(3) non-profit organization dedicated to conserving the natural diversity of coastal environments through community supported education and stewardship programs. FOD is currently developing a visitor center and set of nature trails between Manila Community Services District Property and the Ma-l'el Dunes.

2.6.7 Humboldt State University Associated Students (HSU-AS) Clubs

Several HSU-AS clubs exist (www.studentaffairs.humboldt.edu/clubs) that have missions which correspond closely with the expected outcomes of the Humboldt CCT, including the Bicycle Club, the Bicycle Learning Center, Conservation Unlimited, and the Natural Resources Club. The HSU Student Chapter of the American Planning Association could also be an ally in support for future CCT planning. Support for the Humboldt CCT could be garnered from the HSU community through educational outreach on the part of the clubs above.

2.7 Local Programs

Numerous local programs are devoted to encouraging their members and the community at-large to participate in non-motorized transportation as well as outdoor recreational activities. These programs may be ad hoc groups organized for single events, coalitions composed of aligned organizations, or permanent campaigns committed to promoting specific activities or ideals. A number of these programs can be expected to house members or participants who are or will become users and supporters of the Humboldt section of the CCT.

2.7.1 Arcata Bike Library

The Arcata Bike Library has been in operation for several years and provides low-cost, long term bicycle loans to Arcata residents. The Bike Library increases the community's access to bicycles, which could drive usage of the Humboldt CCT – particularly those segments close to the City of Arcata such as the Hammond Trail and the proposed Arcata Rail-with-Trail.

2.7.2 Children's Programs

Dozens of outdoors programs specifically geared to children and teenagers exist in Humboldt County. The majority take place during the summer months. These programs, camps, and day camps drive demand for trails, campgrounds, and outdoor classrooms (such as the Howland Hill Outdoor School and the Wolf Creek Education Center in Prairie Creek State Park). Friends of the Dunes hosts a Bay to Dunes program that provides the opportunity for over 1,000 schoolchildren each year to learn about coastal dune habitats.

2.7.3 Humboldt State University Programs

Humboldt State University (www.humboldt.edu) boasts a number of academic and special outreach programs that will use the trail for different purposes. The Humboldt CCT will be a useful feature for academic programs, such as the College of Natural Resources and Sciences (CNRS). CNRS faculty and students may use the trail as an access point for research or field studies. Specialty programs at HSU, such as the Extended Education Program, the Osher Lifelong

Learning Institute (OLLI), and Center Activities all have outdoor recreation and education programs that can make use of the Humboldt CCT, from backpacking trips and orienteering classes to wildflower identification and astronomy workshops.

2.7.4 Friends of the Arcata Marsh (FOAM)

The Friends of the Arcata Marsh (FOAM) (arcatamarshfriends.org) is a non-profit volunteer-driven docent program dedicated to advancing knowledge about wetlands, wildlife, and wastewater treatment by educating the public about the ecological benefits of wastewater used in a wetlands system. FOAM operates the Arcata Marsh Interpretive Center and hosts frequent docent-led nature walks to raise awareness about the Arcata Marsh and Wildlife Sanctuary. FOAM's programs will directly benefit from the expected increase in visitor traffic to the Marsh via proximity to the CCT route through Arcata. FOAM will have a vested interest in supporting the CCT, as it will increase visitors to its facility and further its mission to educate the public about alternative wastewater treatment and marsh ecosystems.

2.8 Community Benefits

Implementing the California Coastal Trail in Humboldt County will help the region achieve a world-class recreation and transportation system. Trail facilities will result in expanded recreation and mobility options for Humboldt County residents and visitors, especially those who seek to integrate a healthy lifestyle into their daily activities. Given the scenic beauty of the area, the trail will also offer important recreational opportunities.

2.8.1 Education

Trails are excellent outdoor classrooms that allow trail users to learn about the natural environment, develop an appreciation for open spaces, and establish a conservation ethic. An understanding of one's natural environment may lead to future efforts to preserve ecologically important areas. Trails may also highlight historical, cultural, and agricultural sites and encourage trail users to learn about the historical significance and unique cultural heritage of an area.

Educational sign at Strawberry Creek on the Hammond Coastal Trail

2.8.2 Environmental

The Federal Highway Administration (FHWA) conducted a case study published in 1993 titled *The Environmental Benefits of Bicycling and Walking in the United States*. This study states that "…bicycle-riding and walking do not contribute to the environmental damage inherent in extracting, transporting, processing and burning petroleum or other fossil fuels." The FHWA also reports that Americans are willing to walk to destinations up to two miles away and bicycle up to five miles away. Given that nearly half of all trips taken are for a distance of five miles or less, encouraging bicycling and walking as a transportation option can reduce (FHWA, 2006):

- Fossil fuel use
- CO_2 (carbon dioxide), CO (carbon monoxide), NOx (nitrogen oxides) and VOC (volatile organic compounds) emissions
- Traffic congestion
- Vehicle miles traveled (VMT)

Connecting homes, schools, parks, downtown and recreation destinations, along with cultural attractions with a trail system can encourage local residents to walk or bike to destinations. People choosing to ride or walk rather than drive are typically replacing short automobile trips, which contribute disproportionately high amounts of pollutant emissions. These emission reductions benefit all residents, whether they are trail users or not.

2.8.3 Health

Americans' lack of physical activity is leading to an increase in a variety of health conditions, including hypertension, cancer, heart disease, diabetes, and obesity, which will soon eclipse tobacco as the number one preventable cause of death in the United States. In 2005, less than half of U.S. adults meet the Centers for Disease Control/American College of Sports Medicine recommendations for daily physical activity levels (Haskell, et al, 2009).

According to the Surgeon General's Vision for a Healthy and Fit Nation 2010: "Physical activity can help control weight, reduce risk for many diseases (heart disease and some cancers), strengthen your bones and muscles, improve your mental health, and increase your chances of living longer." In recent years, of the relatively small group of people (sixteen percent) in the United States aged fifteen years and older who engaged in sports or exercise activities on an average day, about thirty percent walked for exercise, making walking the most popular form of exercise overall (BLS, 2008).

Cyclists enjoy the flat terrain and low traffic roadways of the Arcata Bottoms

Bicycling and walking offer a way to integrate physical activity into busy schedules, and have been demonstrated to improve health conditions as well as to contribute to emotional well-being. Studies show that frequency of trail use is directly proportional to the distance that one lives from trail access points, and regular trail users see health benefits. It logically follows that communities with greater access to trail systems and recreational opportunities will have healthier populations.

In addition to individual health benefits, physical activity provides fiscal rewards to the entire community with a reduction in health care costs and lost days of work. Studies reported an average annual per capita health cost savings of $128 for active individuals when compared to those lacking physical activity (Transportation Research Board, 2006). Public health and safety can also be improved by trail development through separation of non-motorized users from vehicles.

In Humboldt County, several survey results indicate that physical activity may be associated with overall health. The California Health Interview Survey (CHIS) is a random-dial telephone survey conducted every two years on a wide range of health topics and is the nation's largest state health survey. CHIS is conducted by the UCLA Center for Health Policy Research in collaboration with the California Department of Public Health and the Department of Health Care Services. CHIS surveys are conducted in each of California's fifty-eight counties; therefore, the data examines both statewide and county-specific health trends.

In Humboldt County, at least sixty-five percent of adults who engage in moderate to vigorous physical activity (at least three days/week for twenty to thirty mins/day) consider themselves to be in Very Good to Excellent overall health, while at least twenty percent of adults who engage in no to some physical activity consider themselves to be in Poor to Fair overall health (CHIS 2005).

At least fifty percent of Humboldt County teens and adults who visit an open space are not overweight or obese, while at least seventy percent of teens and adults who do not visit an open space are overweight or obese (CHIS 2007).

Lastly, at least fifty-five percent of Humboldt County adults who walk for transportation, fun, and exercise consider themselves to be in Very Good to Excellent overall health, while at least fifteen percent of adults who do not walk for transportation, fun, exercise consider themselves to be in Poor to Fair overall health (CHIS 2007).

The development of the CCT through Humboldt County will provide additional opportunities for Humboldt County residents to lead an active lifestyle.

2.8.4 Economic

An integrated and contiguous trail system can result in significant economic benefits to the region. The types of economic benefits include: increased property values, tourism revenue, increased consumer spending, local business expansion, attraction of businesses from out of the area, public spending savings, and household savings.

A new development highlights proximity to the Long Leaf Trace Rail to Trail in Mississippi (www.longleaftrace.org)

Property Values

A number of studies show that home prices near trails are higher than home prices farther away from trails. Along the Little Miami Scenic Trail in Ohio, an increased sales price of $7.05 for each foot closer to the trail was recorded (Karadeniz, 2008). This study was conducted in response to residents' concerns of property value decreases due to an increase of crime, traffic, and noise resulting from the trail. In 2006, a study analyzed home values in seven Massachusetts towns near the Minuteman Bikeway and Nashua River Rail Trail. Homes near the trails sold at 99.3 percent of the listing price, compared to 98.1 percent for other homes in these towns. Additionally, homes near the trails sold in an average of twenty days faster compared to other homes (Los Angeles County Metropolitan Transportation Authority, 2007).

Household Savings

Household savings can be found by utilizing non-motorized transportation. Transportation is second to housing as a proportion of household budgets, with transportation costs representing seventeen percent of total household spending in 2008. Between 2002 and 2008, fuel costs rose from two and a half percent of household expenditures to four and a quarter percent (US Department of Labor Bureau of Labor Statistics, 2002 & 2008). Walking and/or bicycling can help households shave transportation expenses from their budgets.

Bicycle touring along Freshwater Lagoon

Tourism

Bicycle-related tourism has been shown to bring in significant revenue to a region. Studies of bicycle tourism in Colorado, Maine and the Outer Banks Region of North Carolina estimate annual bicycle tourism revenues ranging from $15 million to $193 million in 1999 dollars (Colorado Dept. of Transportation and the Center for Research in Economic and Social Policy at the Univ. Colorado, 1999, Lawrie, et al 2004, Wilbur Smith Associates, 2001).

Bicycle and pedestrian facilities can also lead to increased spending by consumers. A 1991 National Park Service study found that long rural trails generated more revenue per person than shorter urban trails. The study estimated average expenditures of rail-trail users at $1.90 per person to $14.88 per person (Center for International Public Management, 1998).

A high-quality bicycling environment can bring bicycle-related businesses to the region. Portland, Oregon's bicycle industry was worth approximately $90 million in 2009, and a study of the economic impact of bicycling in Colorado found that manufacturing contributes $763 million and retail sales and service contribute up to $193 million (Alta Planning + Design, 2008).

Corporate Relocation and Retention

Retaining existing businesses as well as attracting new, expanding, or relocating businesses is essential to a community's employment opportunities, tax base, and overall economic stability. This is particularly critical in rural locations such as Humboldt County. The 1995 publication, "Economic Impacts of Protecting Rivers, Trails, and Greenway Corridors" notes the increasing importance of quality of life as a factor to retaining and attracting businesses. Businesses are realizing that access to natural settings can contribute to healthy employees, and, in turn, increased efficiency, decreased insurance claims, and lower rates of absenteeism.

Public Cost Savings and Employment

Trails, particularly multipurpose trails in and near community infrastructure, are costly to build and consequently contribute to local economies through purchase of materials and jobs with trail management organizations and local contractors. In Humboldt County, from June to October of 2007, the 'Hole in the Hammond' segment of the Hammond Trail through McKinleyville was constructed. The project required approximately $500,000 in materials (most of it locally sourced) and generated fifty staff positions. Staff positions consisted of: thirty-five construction crew members from the California Conservation Corps, five full-time equivalent (FTE) positions at the Redwood Community Action Agency for trail implementation, and one-half FTE position at Humboldt County Public Works Department for project management and compliance. Economic benefits were generated during project planning prior to implementation. Additional work on this segment of the trail has occurred in the form of installation of trail benches and bike parking, as well as interpretive sign design and installation. The considerable labor and material costs associated with trail development will bring economic benefits to adjacent communities before the first boot, tire, or hoof hits the trail.

Additionally, studies have found that revenue generated by trail use exceeds the cost of building and maintaining the trail system. On the Atlantic Coast, a 2003 study of the North Carolina Outer Banks region found that bicycling infrastructure was a significant factor for many tourists deciding to visit the region. The study conservatively attributes $60 million of annual revenue to bicycling tourism (sales to restaurants, lodging establishments and retail stores). Approximately $6.7 million of public funds were used to construct the bicycle facilities, representing a 9:1 income to expense ratio. The same study found that expenditures by the 680,000 annual visiting bicyclists directly supports 1,400 jobs in the area annually.

A 1994 study on "The Economic Impact of Rail-Trails," surveyed over 2,000 trail users on three different rail-trails regarding their trail-related expenditures. Average daily expenditure per person ranged between $3.97 to $11.02 on the three different trails. Trails used predominantly by locals had lower daily spending amounts, whereas the trails with high numbers of visitors found that users spent more on durable purchases. When compared to estimated trail visitation rates, spending exceeded $1.2 million per year on each trail.

Widow White Creek Trail spur off the Hammond Coastal Trail

Costs to operate and maintain trails have also been studied. A 2005 survey of one hundred rail-trails conducted by the Rails-to-Trails Conservancy, found that trail managers spend an average of just under $50,000 per year to maintain a trail. This number is reported to be skewed due to one exceptionally high number (for a trail in Maryland with outstanding amenities, programming and patrols). Thirty-one of thirty-nine respondents reported annual maintenance costs of less than $25,000. The average trail surveyed was twenty-three miles in length resulting in an annual operations and maintenance cost of $1,500 per mile independent of surface type.

In other words, numerous studies have shown that the revenue generating potential of a trail facility exceeds the cost to the community of operations and maintenance. This is particularly true in more developed areas that have visitor services to offer. This increasing recognition of the economic contributions of trails should be brought to the attention of legislators, tourism agencies, and chambers of commerce so that the revenue generated from trails may cycle back into the systems that build, operate, and maintain them.

2.8.5 Community

The extent of bicycling and walking in a community has been described as a barometer of how well that community is advancing its citizens' quality of life. Areas that are busy with bicyclists and walkers are considered to be environments that work at a human scale, and foster a heightened sense of neighborhood and community. These benefits are impossible to quantify, but when asked to identify civic places that they are most proud of, residents will most often name places where walking and bicycling are common, such as an historic downtown or Main Street, a popular trail or wildlife area, a waterfront, or a neighborhood market.

Trails enable young people to explore their world and experience the freedom of independence

Walking and bicycling are also good choices for families. A bicycle enables a young person to explore the neighborhood, visit places without being driven by parents, and experience the freedom of personal decision-making. More trips by bicycle and on foot mean fewer trips by car. In turn, this means less traffic congestion in the community. There are also more opportunities to speak to neighbors and more "eyes on the street" to discourage crime and violence. It is no accident that communities with low crime rates and high levels of walking and bicycling are generally attractive and friendly places to live.

Not only are walking and cycling trails within neighborhoods beneficial, regional trails that link destination hubs help create vibrant and well-connected regional communities. Regional trails allow users to have increased access to a variety of recreational opportunities, offer connectivity to those that may live out of city centers, support regional economies, and provide commuting opportunities for non-motorized traffic.

Existing segments of CCT are major components of Humboldt County communities: the Lost Coast Trail is a key defining feature between Shelter Cove and Petrolia; the Eureka boardwalk and Arcata Marsh & Wildlife Sanctuary are defining elements of these Humboldt Bay communities; and the Hammond Trail, in McKinleyville, is repeatedly voted the most popular trail in the region by locals.

2.8.6 Safety

Trail development and trail facility improvements can greatly benefit and promote public safety within communities. Off-street routes provide pedestrians and bicyclists greater separation from motor vehicles and thus greater travel safety. CCT development will provide not only connectivity along the Humboldt County coastline but also greater opportunities for safe non-motorized connections between communities.

Additionally, trail facility improvements can increase the number of users of the trail. Improvement of little-used corridors can discourage unwanted uses due to increased traffic. Developing a contiguous trail system demonstrates public and community investment in the area, brings in more trail users, and increases public awareness of the use of the trail corridor. As an example, the development of the Hammond Coastal Trail through a once forgotten corridor brought greater use to the area, discouraged illegal camping and other unintended uses, and increased perceived public safety.

Furthermore, the construction of the CCT provides opportunities to improve the physical safety for users of existing on- and off-road trails as well as future trails. Portions of the CCT will provide a safe alternative to current street routes. Local government entities including the Transportation Safety Commission of Eureka and the Transportation Safety Committee of Arcata have a direct investment in local trails as safe route alternatives to dangerous sections of highway, intersections and on-street walking and bicycling.

Crime is often raised as a concern related to trail development. The literature finds that trails do not increase crime and frequently deter undesirable behavior. According to a 2000 article in the Parks and Recreation Journal, "...trails do not increase crime and, in fact, are commonly regarded as improvements by adjacent property owners. Comparisons of mugging, assault, rape, and murder make it quite clear that rail-trail crime rates are almost non-existent on a per capita comparison to other areas." The most effective and most visible deterrent to illegal activity on the trail and at the trailhead will be the presence of legitimate users. Trails that accommodate a variety of users generally see more trail usage. A well-used trail puts more "eyes on the corridor," which is a key deterrent to undesirable activity. Creating a safe trail environment goes beyond design and law enforcement and should involve the entire community.

2.8.7 Cultural Resources

The Humboldt County section of the CCT will pass through the present day and ancestral territories of the Wiyot and the Yurok. Members of the tribes have lived in the area for thousands of years and continue to actively use the coastline for subsistence, religious purposes, and recreation.

Trail development has the potential to benefit tribal goals of land protection, increasing awareness of local tribal significance, and by creating educational opportunities for trail users. A well designed trail can also reduce the impact to culturally significant sites by steering users away from those areas or by limiting access. In order to take advantage of these benefits, the trail will need to be developed in close consultation with the tribes.

2.9 Railbanking

Introduction & Setting

Several segments of the Humboldt CCT are recommended to be developed in or adjacent to railroad corridors (Chapter 4). Many rail corridors across the country, like those in Humboldt County, are not currently in use, have deteriorating rail facilities (tracks, ties, ballast, crossing equipment and bridges), face potential loss of the portions of corridors not owned in fee, have demands to address impacts affecting neighboring communities (such as drainage, traffic conflicts at rail crossings, vegetation and inappropriate use) and contend with declining demand of rail corridor use due to replacement of services by trucking. Railroad ROWs can be owned outright by the railroad, made up of easements granted by private landowners, or both types of ownership. Since the railroad in Humboldt County has been out-of-service for over a decade, stakeholders and citizenry ask what should be done with the rail corridor and associated infrastructure; and how can the community preserve the ROW, for future use including active transportation (bike, pedestrian, equestrian), and/or rail service?

'Railbanking' is a voluntary agreement between a railroad and an entity pursuing interim use of the corridor for other purposes – including and most often as multipurpose trails – to preserve the integrity of the corridor until rail service can be restored. Based on a 2009 report by the Rails-to-Trails Conservancy to the STB, 301 rail corridors (5,079 miles) have been successfully railbanked in the U.S. that would have otherwise been abandoned and another 92 corridors were in process to be railbanked. Of the successfully railbanked corridors reported in 2009, 120 (2,764 miles) are open public trails – including the 225 mile Katy Trail National Park in Missouri and 320 mile Cowboy Trail in Nebraska – and 72 (1,122 miles) are under development (American Trails 2010).

Railbanking preserves ROWs, including easements that would revert back to adjacent landowners, while relieving the railroad operating entity of maintenance responsibility and tax liability. The railbanking statute allows a railroad company to remove all of its equipment (with the exception of bridges, tunnels and culverts) from a corridor and turn that corridor over to a public or private entity that has stated a willingness to assume the financial and legal responsibility of the corridor. This voluntary property transfer, from railroad operating entity to public/private entity, precludes rail 'abandonment' status (further description of 'status' is discussed below). Railroad lines with 'out-of-service' status are available for temporary or permanent conversion from railway into other uses including trails. Additional discussion of the railbanking process, including trail design standards for rail trails, can be found in *Appendix I: Trail Design Standards*. For a variety of resources and information about railbanking, see www.railstotrails.org/ourWork/trailBuilding/toolbox/informationSummaries/railbanking_overview.html.

The Surface Transportation Board (STB) is the economic regulatory agency appointed by Congress as the lead agency in railbanking programs. The STB does not have regulatory authority over passenger rail (49 US.C. § 10501(c); Ferster, 2006) and consequently railbanked corridors may also be used by passenger or excursion rail.

If rail service return in Humboldt County is not feasible or fundable, a viable option for preservation of both the ROW and the physical integrity of the corridor is as a railbanked trail.

Rail Ownership in Humboldt County

The North Coast Railroad Authority (NCRA), a California governmental agency, was formed in 1989 to oversee the Northwestern Pacific rail line (NWP) from San Rafael north to Arcata. NCRA's primary purpose is to restore and preserve rail service in Northwestern California. The Northwestern Pacific Railroad Company (NWPCo) was incorporated in California in 2006 to lease, manage, and operate trains on the NWP railway, including the Eel River Division, the railway serving Humboldt County. The Eel River Division is comprised of the canyon portion (line in the Eel River Canyon), and the northern portion (line from South Fork to Samoa). The rail line is currently 'out-of-service' and faces serious physical and economic constraints to resuming service.

Rail Line Physical Character through Humboldt County

Due to its topography, remoteness, corridor geology and other physical factors, the NWP has proven to be one of the most challenging rail lines in the United States to maintain (HBHRCD 2003). In 1998, the Federal Railroad Authority submitted the Emergency Order to Prevent Operation of Trains on Northwestern Pacific Railroad's trackage from Arcata, California, to Mile Post 63.4 between Schellville and Napa Junction, California, (order number 21) due to disrepair in the Eel River Canyon. In addition, restoration of service north of Island Mountain mine in the Eel River Canyon is specifically not included in the 2003 NWPCo Business Plan. Although many sections of the rail corridor around Humboldt Bay appear to be in functional condition, most of it is built on 'river-run' (relatively unstable) ballast, old ties and relatively narrow track that will not serve any restoration of freight service; and segments of rail prism around the bay present significant infrastructure challenges including severe erosion of the engineered prism and aging or unsound bridges (City of Arcata 2009).

Economic Setting

The cost of stabilizing the damaged areas against future seismic activity and restoring the line from Willits to Arcata to a Class 1 designation (no passengers), estimated to be $642,000,000 by the Federal Emergency Management Agency (FEMA) in a 1998 report (SMART 2008) has likely risen to a much higher figure since that time, and does not include annual maintenance. The Long Term Financial and Economic Feasibility of the Northwestern Pacific Railroad (HBHRCD 2003) forecasts that the railroad will be "cash flow positive only with the most optimistic projections," which includes operation of the entire line from Samoa to San Rafael.

Restoring service to the northern portion of the Eel River Division, approximately sixty-seven miles from South Fork to Samoa – dependent on limited sources of revenue for an isolated rail line

around Humboldt Bay – is estimated to be approximately $30 million, or approximately $450,000 per mile.

The Timber Heritage Association (THA) has publicly stated its goal to establish an excursion train in the Humboldt Bay area, by permission of the NCRA. The THA has acquired some railroad equipment stored in Samoa and offers rides on 'speeders' to the public on limited portions of the corridor around Arcata Bay.

In an attempt to continue rail service in Humboldt County, proposals for excursion or commuter rail service have been considered via feasibility studies and public discourse. In 2003, the Humboldt Bay Short Haul Tourist and Excursion Train Feasibility Study was developed for the City of Eureka to determine community demand for such a service. Findings included the required initial investment for capital improvements to bring the rail line up to a serviceable level (without the investment of freight rail to do so) would make an excursion train operation infeasible based on Humboldt's population density and renovation, operation, and maintenance costs.

Corridor Preservation Options

As noted previously, railbanking is used in most states as an effective tool to preserve rail corridors. Leasing and other similar agreements are not explored here – those options are presented in the 2003 *Annie & Mary Rail-Trail Feasibility Study*. Leases do not protect the integrity of easements, as railbanking does. It is not readily known how many parcels along the NWP are held in easement vs. in fee title – there are at least two, possibly more, between Arcata and Eureka.

Railbanked Rail-Trails in California

Rails to trails, or rail-trails, are multipurpose public paths created from former railroad corridors, like the five and a half mile Hammond Trail in McKinleyville. The Ventura River Trail and Clovis Old Town Trail are two railbanked open trails in California (as of 2006) and several others are being pursued, including in the Placerville and Santa Cruz areas.

For the NWP line around and south of Humboldt Bay, it is possible that a segment of the line could be developed as rail-to-trail, while an/other segment/s could be developed as rail-with-trail and/or excursion rail. In particular, there is no feasible alternative for the segment of proposed CCT between Elk River and College of the Redwoods, serving King Salmon and Fields Landing, and consequently rail-to-trail is the recommended route.

Rail to Trail to Rail

A common concern of those opposed to railbanking is that once a trail is built in the corridor the likelihood of rail ever returning is slim. As described above, railbanking is effective at preserving rail corridors for alternative transportation uses, but also in the event that rail service returns to the line. The following case study details a rail-to-trail project where rail service was eventually reactivated.

The Chickasawhatchee line is a thirteen mile stretch of rail in southwestern Georgia that connects the cities of Albany and Sasser where railbanking was completed and then rail service was

reactivated. In an assessment of rails-to-trails legal issues (Ferster 2006), it was noted that efforts to restore rail service to a railbanked corridor can be challenging when there is a lack of clear terms and conditions regarding compensation for infrastructure investments.

If the NWP line around and/or south of Humboldt Bay were to be railbanked and developed as a trail, clear terms and conditions would need to be developed regarding return of rail service and the investments made for trail infrastructure. Many such trail investments would also serve to reduce costs of rail service return, such as reconstructed ballast, removal and maintenance of vegetation and maintenance of structures.

Rail-with-Trail

To facilitate appropriate rail-with-trail proposals, NCRA has developed trail project 'Guidelines' (2009b) that provide uniform and consistent standards for NCRA's rights-of-way regarding the design, construction, safety, operations, and maintenance of trail projects located in the rail corridor. Implemented on both railbanked and un-banked corridors, a 'rail-with-trail' (as defined by NCRA, 2009b) is "a marked or established shared use path used by bicyclists, pedestrians, wheelchair users, joggers and other non-motorized users that is located on, or directly adjacent to, the [rail line]."

The Cities of Healdsburg and Ukiah are planning and constructing rail-with-trail projects in their downtowns along the NWP corridor. The Folsom Parkway rail-with-trail extends from historic downtown Folsom to the Iron Point Light Rail station (approximately two and a half miles), is owned by a Joint Powers Authority, and is used as a commute to work by bike (Rails-to-Trails Conservancy, 2000).

Feasibility of rail-with-trail was considered between Arcata and Eureka (HCAOG 2007) and between Arcata and Bracut (City of Arcata 2010). Constructing a trail parallel to rail in the Arcata-Eureka corridor – not including infrastructure needs for rail restoration referenced earlier – could be eight to ten times more expensive than placing the trail on top of the rail prism. The City pursued both rail-with-trail and rail-to-trail designs in its project to fully examine alternatives for four and a half miles from northern Arcata at Larson Park (near Sunset Avenue and the Arcata Skate Park), through the City and the Arcata Marsh and Wildlife Sanctuary and along the eastern edge of Humboldt Bay southward to Bracut. One proposed trail alignment would occupy the existing railroad track prism in certain locations and avoid the need at these locations to build an additional prism for the trail, reducing capital costs and impacts to wetlands and biological habitat (City of Arcata 2010).

Within this document, rail-with-trail is also recommended between C Street and Del Norte Street in Eureka. On the Samoa Peninsula, rail-with-trail is less likely through the constrained corridor through Manila, and has more potential – assuming willing landowners contribute to an expansion of corridor width – between Manila and Arcata due to flat topography and fewer structural or environmental constraints than on the corridor between Arcata and Eureka. Rail-with-trail is not as feasible in the South Bay, due to the fact that much of the rail prism is either surrounded by bay or wetland or has physical constraints such as the Loleta Tunnel – other than

short segments such as College of the Redwoods to Table Bluff where additional corridor width would be required.

Attracting funders to a rail-with-trail project will be very difficult when there is no constructive plan for freight or excursion train service, rail feasibility is relatively low, and the cost is significantly greater than trail development alone. In the meantime, rail corridor integrity will continue to degrade if the corridor is not preserved.

Excursion Train

Similar to rails-with-trails programs, excursion trains can run on both railbanked and un-banked corridors, as previously noted. Excursion (or 'tourist') trains are a less intensive use than freight trains and may operate on active or out-of -service freight lines, but require a higher standard of engineering for the track and structures. Excursion train operating entities may be rail companies, public or private entities, or non-profit groups. Excursion trains are expensive to operate and maintain and often require subsidized funding beyond passenger revenues to sustain operations.

Excursion train examples in Northern California that might provide useful comparisons of revenues, costs and operations and maintenance of infrastructure include the Skunk Train between Willits and Fort Bragg (three-and-a-half-hour round-trip), the State Railroad Museum Excursion Train in Sacramento (six miles, forty minutes), and the Sacramento River Train and Sierra Dinner Train (three-plus hour rides).

Railbanking Around Humboldt Bay: Opportunities & Constraints

Railbanking the out-of-service NWP rail corridor would allow Humboldt County to ensure preservation of the valuable and contiguous NWP corridor and provide for both excursion rail and trail uses. Based on the above information, several trends are evident: 1) the possibility of freight rail service returning to Humboldt County is very low based on physical and economic constraints, 2) HCAOG is already considering railbanking as a tool for preservation of the Annie & Mary rail corridor, 3) there is public support for establishment of an excursion train; and 4) there is public, political and governmental finance support for implementation of a regional trail system. Recommendations for pursuing the railbanking process to complete significant portions of the Humboldt CCT are discussed in Section 5.1.

Railbanking opportunities in Humboldt County include:

- **Protection of the NWP corridor**, which currently lacks tangible or fundable plans that accurately describe when and how freight or excursion rail service will function around Humboldt Bay. Conversion of just one private parcel can create a gap that would threaten the viability of the entire corridor for any use.
- **Excursion trains** are an allowable use on railbanked corridors. If a viable business plan and funding emerges to sustainably operate an excursion train around the entire Humboldt Bay, the train could operate along one or more sections of railbanked track around Humboldt Bay and help preserve integrity of the corridor. For a recommendation about an update to the 2003 excursion train study, see railbanking recommendations in Section 5.1.

- Trail development could **reduce the cost of rail service restoration**. NWPCo has told the City of Arcata (2009) that significant expense will be required to re-establish freight service, including replacement of ballast, track, ties, some bridges and crossing infrastructure. Hence, trail construction is likely to actually reduce the costs of rail service return by performing some of the required infrastructure improvements. In addition, with the greater implementation readiness of a trail system, it is likely that funding will be easier to find for trail development until there is a solid plan for rail service re-establishment that can attract funding; development of rail-to-trail in the near future does not preclude, and likely improves the possibility of, rail-with-trail in the future.
- Humboldt County has the **agency infrastructure and community support** to engage in a railbanking program. Local jurisdictions, non-profits, private business, and supporting agencies continue to plan for a regional trail system. Public participation for the Arcata Rail with Trail project, the Humboldt County Coastal Trail Implementation Strategy and the Regional Trails Master Plan all highlight public and government financial commitment to a regional trail network.

Railbanking constraints in Humboldt County include:

- Understanding the **complex railbanking process** (e.g. STB interaction and regulations, contractual agreements for users and managers, easement development and coordination, and so forth) can be challenging.
- A **lead railbanking entity** will be necessary. Although HCAOG has been involved railbanking research and in regional trail planning, it has not yet undertaken trail management or operations and does not yet possess the funding, staff, equipment or capacity to do so.
- Many concerns associated with railbanking in Humboldt County may be associated with **misunderstanding of railbanking** and its implications. Some groups have voiced concern that once a corridor is railbanked and a trail constructed, the likelihood of rail service returning further decreases. However, after a consultation process with the STB to assess feasibility, reactivation can occur without objection and legally the interim trail sponsor must give up the corridor. Interim trail sponsors have no legal basis to resist reactivation of rail service if the railroad is able to show viable intention of rail service return.
- Property owners may be concerned about **property values or privacy issues**; however, these concerns can be and have widely been addressed with community participation in trail planning and well-designed and well-maintained trail corridors (see Section 2.8.4).
- Support for railbanking ultimately needs to come from the **NCRA**, which will require significant local, regional, and state demonstration of political support.

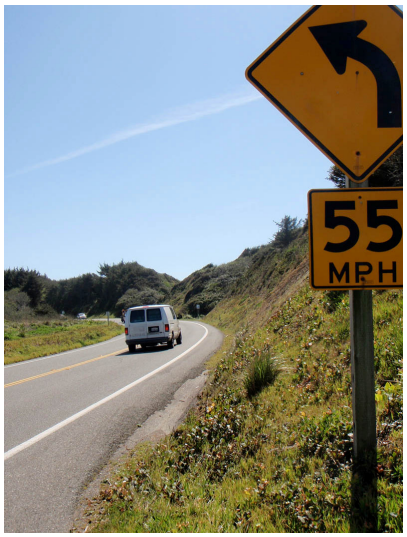
Ch 3

Approach

Chapter Three: Project Approach

3 Project Approach

The primary CCT route and high priority projects identified in this Implementation Strategy are based on thorough planning and policy review, geographic information systems (GIS) analysis, field work, extensive agency stakeholder interaction and a broad public outreach program. Each of these elements is described in greater detail below and provided valuable input for the selection of the primary route and identified priority projects.



US 101 at Gyon Bluffs is a constrained right-of-way and a gap in the CCT

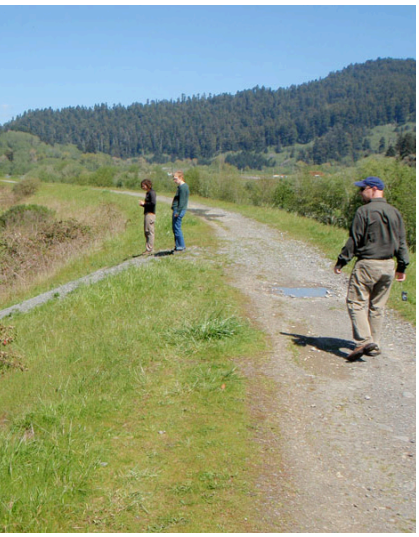
The planning and policy review ensured that this Humboldt CCT effort is consistent with, and builds on, the extensive state, regional, and local governmental work that preceded this Implementation Strategy. GIS mapping and analysis served to guide site-specific fieldwork carried out by technical consultants and agency staff as well as ensure that existing available data was captured and cataloged in a consistent manner to support continuing work on this project. Field work provided valuable insights into key alignment options and fueled development of design strategies for the CCT. Finally, agency coordination and public outreach served to gather local technical expertise and public knowledge about potential trail locations, design and construction, and long-term management. The project team's outreach also ensured that this Implementation Strategy meets the needs of property owners and communities along the CCT. Together, these approaches fueled the development of this document, while initiating essential management discussions, and will continue to guide the implementation process of the CCT in Humboldt County.

After completion of the Implementation Strategy, the CCT planning team provided technical assistance to local, state, and federal agencies and organizations to coordinate multi-jurisdictional trail development efforts and assisted with the pursuit of planning, acquisition, construction designs, and compliance for the highest priority, "ready-to-implement" trail segments.

3.1 Planning Context Review

This planning process included a review of federal, state, regional, and local planning documents relevant to the CCT and coastal access. Policies relevant to coastal access and trail development, routes previously identified as the Coastal Trail, and trail design standards were summarized for each planning document. Policies supportive of the development of the CCT were identified in the review as well as policies that potentially present barriers to trail development. The following specific topics were highlighted from these policies:

- CCT-specific policies, routes, and design standards
- Coastal access/resources, trails (including permitting or review processes as they will relate to regional connections)
- Cultural and historical resources
- Biological resources
- Agricultural protections and appropriate design standards



The project field team reviewed a levee access point in Orick.

The following appendices present detailed findings from the planning and policy review:

- *Appendix F: Plan &Policy Review* - Summary of relevant policies, trail alignments, and permitting requirements
- *Appendix H: Design Standards Review* - Relevant trail design standards

3.2 Agency Scoping

The project team gathered the input of primary and secondary CCT partner agencies and organizations through a stakeholder questionnaire (*Appendix B: Partner Questionnaire*), in-person interviews, and Technical Advisory Team (TAT) workshops during March 2010. Participants in the interviews included public agencies, park operators, municipal and government staff and elected officials, and non-profit organizations. Participating agency and organization representatives were asked a wide range of questions that helped the project team better understand specific issues relative to existing trail policies, design, and implementation and maintenance capacity in regard to the unique relationship of the entity to the CCT planning, design, implementation, operations and maintenance of the CCT.

3.3 Geographic Analysis

An analysis of potential CCT routes was completed utilizing a variety of methods to determine project opportunities and constraints. The initial information-gathering stage of this planning process focused on understanding geographical boundaries, sensitive areas, existing facilities, and potential route alignments. The project team hosted an initial CCT route alignment exercise using GIS with Humboldt County Community Development and Public Works Departments, California Coastal Commission staff, Caltrans, and the State Coastal Conservancy, which yielded a fruitful preliminary discussion on the feasibility of conceptual alignments. GIS data was gleaned from previous trail planning work by Coastwalk, the Humboldt County Association of Governments' Regional Trails Master Plan, and GIS databases from multiple jurisdictions. Potential route alignments without supporting GIS data were carefully digitized from hard copy maps and aerial photographs. This initial analysis served to identify potential alignments for field investigation. Maps created using GIS were used in the field, at Technical Advisory Team (TAT) meetings and at public meetings. They are also included in this document as graphic figures. Adjustments to route alignments were digitized into GIS based on fieldwork and TAT workshop outcomes. The CCT GIS database continued to be refined through additional discussions with stakeholders and refinement of digitized route alignments.

Further spatial analysis was performed with the GIS system. The resulting opportunities and constraints discussion in *Appendix G: Planning Considerations* addresses area destinations for potential trail users, stakeholder interests, and environmental issues including physical, biological, global climate change, and sea level rise.

3.4 Fieldwork

Fieldwork was based upon the initial GIS analysis and the review of previous planning efforts to identify possible CCT alignments. In February of 2010, the project team divided into three groups specific to the north, central, and south planning areas. Each group reviewed existing trail facilities in their planning area to identify gaps in the network as well as places where additional reconnaissance was needed. Fieldwork included identifying possible alignments and the feasibility of constructing those alignments. The project team noted constraints, such as physical barriers, property ownership, topography and sensitive habitats; and opportunities, such as underused rights-of-way and parallel, alternate routes. Alignments were documented with photos and notes were recorded on field maps.

Agency staff discussed trail alignments with trail planners during focused workshops.

3.5 Partner Outreach & Input

In March of 2010, the Technical Advisory Team (TAT) was assembled from many of the partner agencies and organizations that participated in the questionnaire process. The TAT met during three workshops in Eureka and Ferndale to discuss and identify opportunities and constraints for the CCT. Maps of proposed alignments generated after the fieldwork phase, and information gleaned from stakeholder questionnaires and interviews were used a basis for discussion. *Appendix C: Technical Advisory Team Workshop Summary* provides a summary of TAT meeting notes. A discussion of the role and responsibilities of each project partner as well as the organization's relevance to or specific interest in the CCT is found in *Appendix A: Project Partners*.

3.6 Public Outreach & Input

Public outreach and input are crucial to ensure that this Implementation Strategy meets local needs and incorporates local knowledge throughout the County. In April of 2010, the project team held public workshops in five coastal communities including Orick, Trinidad, Eureka, Ferndale, and Petrolia. The nature of this countywide coastal planning effort allowed the project team to involve communities that are often not included in planning processes. Ninety participants signed in at the public workshops and 61 completed surveys. Participants were able to provide input about the Coastal Trail in a variety of ways including noting ideas on maps, filling out a survey (see *Appendix D: Humboldt CCT Public Workshop Survey*), and speaking directly with planning staff. Public participants represented a wide variety of trail user types including but not limited to cyclists, hikers, and equestrians. A summary of findings from the public workshops is located in *Appendix E: Public Workshop Summary and Public Draft Comments*.

3.7 Analysis & Evaluation

The potential route alignments for the CCT were evaluated based on a system designed to determine whether selected routes were compatible with the vision for the CCT. Previous planning efforts by the Coastal Conservancy have established guiding goals/principles for development of the CCT. These established goals include:

Community members offered suggestions and discussed concerns at a public workshop in Trinidad.

- Scenic experience, as close to the shore as possible
- Maximum access for a variety of non-motorized uses
- Connectivity to destinations and amenities along the coast and local communities
- Separation from motorized traffic where possible
- Trail designs that will minimize impacts on natural habitats, cultural and archeological resources
- Respect for private property

Route selection confirmation was based on these broad goals and also trail user safety. Each alignment scored either positive (1) or neutral (0) rating for each category. A description of each confirmation criteria and the evaluation matrix are found in *Appendix K: Alignment Evaluation*.

3.8 Identification of Priority Projects

Trail alignments were scored to determine which routes are most feasible and ready for implementation. All segments included in this analysis are considered in line with the established goals for the CCT. Segments that are existing and need only designation and/or CCT signing were not included in this analysis. A combination of field investigation, discussion with local stakeholders, and GIS analysis was used to inform the evaluation process. GIS tools were used to evaluate latent demand and sea level rise impact. Weighting factors were assigned to each criterion to further separate trail options, based on the criterion's significance to completing the CCT and implementation feasibility in the short and long term.

Implementation criteria included:

- Corridor quality/condition
- Planning consistency
- Connectivity
- User demand
- Management capacity
- Resource constraints/impacts
- Cost/long-term maintenance/funding
- Sea level rise impact

A detailed description of each criterion is found in *Appendix L: Implementation Priorities*.

Ch 4

Recommended Alignment

Chapter Four: Recommended Alignment

4 Recommended Alignment

As noted in the project approach, alignments were selected based on established guiding goals/ principles for development of the CCT. In addition, creating a contiguous route for multiple user types and providing connections between the coast and communities guided alignment selection. In some cases, two alignments were recommended in order to serve user demand. The following section describes recommended CCT route categories and their role in the braided system that will complete the CCT in Humboldt County.

4.1 Alignment Categories

4.1.1 Primary CCT

The primary CCT route was selected as the route that best met the guiding goals and principles for the CCT for as many trail user groups as possible. The recommendations for the primary CCT alignments are those that can be accomplished in a ten to fifteen year time frame. These routes shall be officially designated as the CCT and include trail signs and wayfinding. Trail types vary, but in all cases the alignment was selected to ensure proximity to the coast and provide as positive of a coastal experience as feasible. Segments of primary CCT have been identified as follows:

- Complete: Built to appropriate standards and meets the goals of the CCT
- Needs Improvement: Trails constructed but not yet built or maintained to intended design standards but where an existing corridor is present
- Proposed: A segment that has been planned, either in previous planning efforts or through the Humboldt County Coastal Trail Implementation Strategy, but does not yet exist as a viable trail

4.1.2 Coastal Access

Coastal access trails identified in this plan offer connections to the coast from the primary CCT route and coastal communities. The CCT should provide a connection between coastal amenities and serve as a primary way for visitors and residents of coastal communities to access the coast. Improving coastal access points along the trail and providing wayfinding signs where the trail diverges from the coast should be a top priority in addition to completing the primary alignment. In this plan, key coastal access routes are shown on the alignment maps. Coastal access routes were not thoroughly detailed as they are not part of the primary recommended CCT alignment. Coastal access routes were identified as follows:

- Complete: Built to appropriate standard
- Needs Improvement: Trails constructed but not yet built or maintained to intended design standards but where an existing corridor is present
- Proposed: A segment that has been planned, either in previous planning efforts or through the Humboldt County Coastal Trail Implementation Strategy, but does not yet exist

4.1.3 Bicycle Alternative

In many cases, the best route for coastal access parallel to the coast and scenic experience could

not accommodate bicyclists. In these areas an alternative on-road or highway alignment is identified in order to maintain a contiguous route for bicyclists that still allows for access points to the coast. Many of the CCT bicycle alternative routes overlap with the existing Pacific Coast Bike Route, administered by Caltrans.

- Complete: Shared roadways that include bicycle facilities such as bike lanes
- Needs Improvement: Shared roadways lacking bicycle facilities or other accommodations for non-motorized users

4.1.4 Future Preferred CCT

In some cases there is an existing corridor that could serve as a trail in the future but is currently limited by private property concerns or particularly challenging physical constraints. These routes, where a known desirable corridor exists and there is clear opportunity for trail development have been identified as the 'Future Preferred California Coastal Trail'. For all identified future preferred routes, the current primary CCT recommendation is a shared roadway. Developing a separated trail in these preferred corridors is a long-term priority. All future preferred routes are proposed as their alignment feasibility has yet to be confirmed.

4.1.5 Shared Roadways

It is most desirable to have the CCT separated from motorized traffic whenever possible. However, in order to provide a contiguous route in some cases it is necessary for all users to share an existing roadway. In all but one exception (along US 101 in the Northern planning area), the shared roadways are relatively low-volume roads with some existing pedestrian and bicycle traffic. These routes should have CCT signing that is clear to motorists and safety warnings advising the use of the corridors by non-motorized users. Separation from traffic remains a goal for the CCT, even for these corridors, and opportunities to create a separated trail adjacent to these roadways should be pursued. Humboldt County Public Works is continuing to develop criteria for designating shared roadways for pedestrian travel. These criteria will assist future CCT planning efforts in designating and signing CCT segments along shared roadways.

Interim Routes

These shared roadways are recommended as 'interim' CCT routes until a trail corridor, separated from motor vehicles, becomes feasible. In many cases a future preferred alignment has been identified parallel to the primary CCT on a shared roadway. Until the future preferred alignment or a separated corridor for the CCT can be identified, these shared roadways will serve the 'interim' CCT.

- Complete: Shared roadways that include bicycle facilities such as bike lanes
- Needs Improvement: Shared roadways lacking bicycle facilities and/or separated pedestrian facilities

4.1.6 Gaps

There are places along the coast where constraints are such that no viable trail alternatives exist and a shared roadway is not a safe option for pedestrians and equestrians due to high speeds, lack of

shoulder and other safety concerns. These locations have been identified as 'gaps' in the contiguous corridor. In some cases a future preferred route is identified as an alternative, however, no feasible primary route could be identified. The four gaps in the primary CCT route fall within Caltrans' jurisdiction and Caltrans has expressed interest in making improvements for non-motorized users; however, topographic and environmental constraints make improvements challenging. Measures for improving safety for non-motorized users on Caltrans facilities and other roadways include signing, marked crossings, flashing beacons, and reduced speed zones. Each of these safety measures must be analyzed for applicability to each roadway segment and adhere to guidelines set forth in the California MUTCD (Manual on Uniform Traffic Control Devices). Additionally, a reduction in speed limit for a roadway segment must be analyzed by an Engineering and Traffic Survey, taking into account prevailing speeds and collision history. Shared roadway design considering these safety measures could provide greater safety and connectivity for non-motorized users and eliminate these gaps in the Humboldt CCT. The following table provides a brief summary of those areas identified as gaps.

Table 1: Gaps in the Primary Recommended CCT

Area Description	Issues/Constraints	Planning Reach
US 101 south of Robinson Road/Skunk Cabbage Trail access to north Redwood Creek levee	Very narrow shoulder and limited sight distance along corridor with high speed and heavy traffic	Orick
US 101 south of Freshwater Lagoon along Gyon bluffs to Stone Lagoon access road	Very narrow shoulder. Constrained physically. High speed traffic.	Lagoons
US 101 crossing of the Little River	Existing crossing of the Little River is currently on US 101. High speed traffic and constrained bridge is not suitable for pedestrian and equestrian travel.	Little River/ Clam Beach/ Hammond Trail
Fernbridge – crossing of the Eel River	The only existing crossing of the Eel River is Fernbridge. This crossing does not have adequate width to accommodate both motorized and non-motorized travelers. There are current plans to restrict pedestrian use of the bridge but also install a "bicycle on bridge" flashing beacon to improve safety for cyclists on Fernbridge.	Ferndale

4.1.7 User Groups

Each segment shown on the recommended alignment maps is accompanied by a letter symbol indicating the primary user groups that the facility will serve for the particular segment. If one segment is open to multiple CCT user groups, multiple letters will indicate compatible uses. Most shared roadway segments are not built with specific non-motorized facilities but are a shared corridor with motorized traffic. The following letters represent the user groups facilities for the recommended CCT trail segments.

B = Bicycle Facilities

E = Equestrian Facilities

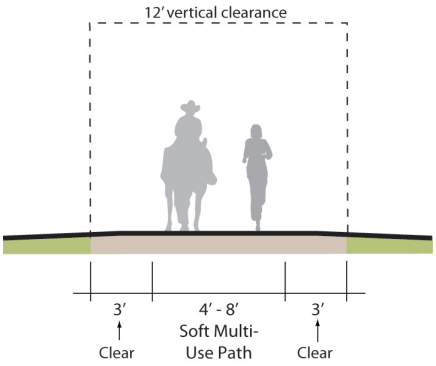
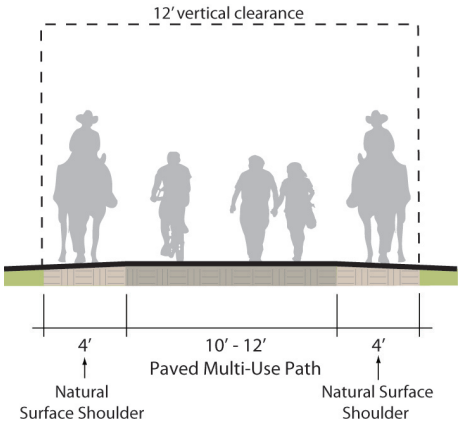
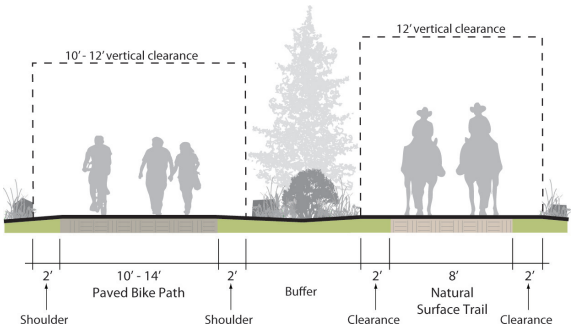
H = Hiking/Pedestrian Facilities

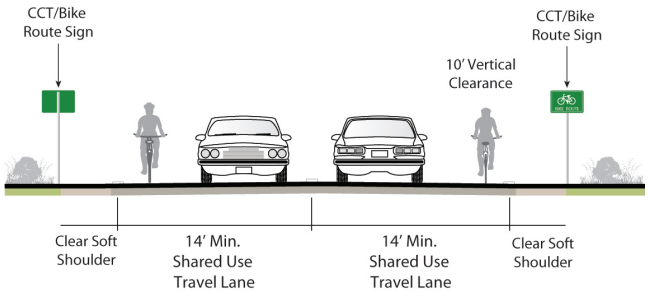
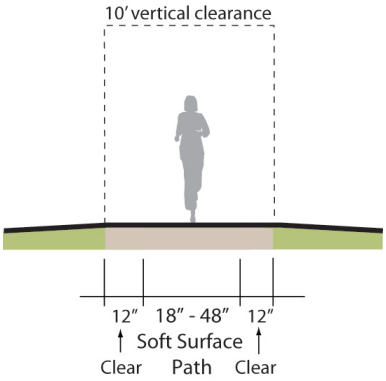
S = Shared Roadway Facilities

4.2 Recommended Trail Design Standards by Trail Type

Trail design standards for Humboldt CCT segments are described below. These recommendations represent desired standards under optimal conditions. In instances where a range of widths is given, the local context and anticipated level of use shall inform the design. Segments associated with developed areas and high demand shall be built to the full standard width where possible. More remote areas with fewer users and user types are more appropriate of a narrower trail standard. Additionally, in many cases the most feasible alignment occurs within an area having limitations that impact the design. Constrained situations include: limited available right-of-way width (roadways, railways, levees, bridges), grading or topographic constraints, presence of sensitive resource areas (wetlands, waterways, cultural resources) and corridor obstructions (bridge abutments, power poles, fencing). Additional details about recommended design standards, including guidelines for minimum acceptable widths, are found in *Appendix I: Trail Design Standards.*

Table 2: Summary of Recommended Design Standards by Trail Type

Multipurpose Trail	
Accommodates pedestrians, equestrians, bicyclists and ADA Hardened natural or native soft surface paths Width determined by local setting/expected use Often utilized in areas with higher trail demand but no need/ability to meet bike path standards.	
Bike Path with Soft Surface Shoulders	
Appropriate for constrained rights of way Accommodates all user types 12’ hard surface path where possible, 10’ in constrained areas Natural surface shoulders where equestrians are anticipated	
Bike Path with Adjacent Multipurpose Trail	
Appropriate for unconstrained ROWs Accommodates all user types Separates user types to reduce conflicts 14’ wide hard surface path in developed areas 10’ wide hard surface path in remote areas Adjacent natural surface trail for equestrians and pedestrians	

Shared Roadway/Bike Route	
Shared facilities on roadways Suitable for cyclists Separation preferred but not typically feasible on rural roadways Soft surface shoulders where possible Provide pull-outs Bike route designation and signage to improve motorist awareness of non-motorized users in the roadways	
Hiking Trail	
Accommodates pedestrians and possibly equestrians May be ADA compatible (dependent on grade) Soft native surface paths Width determined by local setting/expected use Often utilized in more remote settings	
Beach Route	
Primarily accessible to pedestrians and equestrians No improved trail surface CCT and way-finding signs at access points and trail junctures Informational signs (rules, regulations, hazard warnings) at access points	

4.3 Proposed Alignments

The Humboldt CCT planning areas detailed in *Chapter 2: Background* were divided into discrete planning reaches based on physical character and relationship to coastal communities. These planning reaches helped to provide clarity for the alignment analysis. Figure 4 illustrates the general boundaries of the reaches.

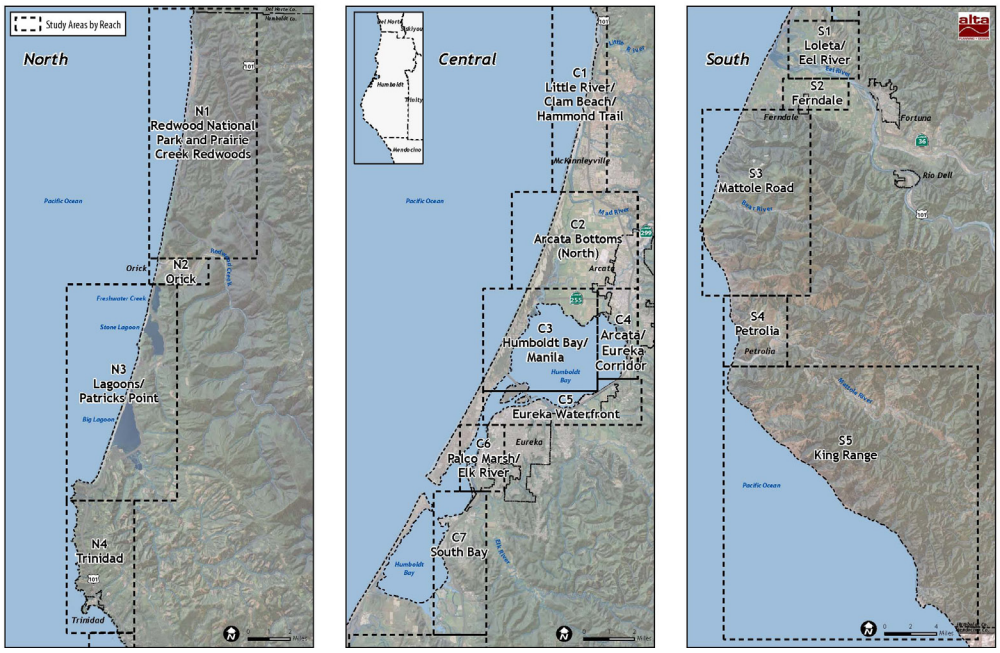


Figure 4: Planning Reaches

The alignment within each reach was further divided into segments. The length of each segment was determined by natural breaks or barriers, trail type and/or clear access points. Each segment has an assigned number that allows easy reference back to its general location within the coastline.

For example, the first recommended segment is assigned the number N1.01.

N	1	.01
Planning area	First planning reach (Redwood National Park and Prairie Creek Redwoods) in the North planning area	Segment number within the planning reach

No CCT segment shall be considered fully **complete** until it has been **signed** and officially **designated** as the CCT in local coastal plans.

4.3.1 Existing CCT Alignments

Along the primary CCT recommended route, there are complete portions of developed trail that have previously been identified by a jurisdiction or agency as the California Coastal Trail. These segments are shown on alignment maps, but are not discussed further in this plan for future implementation. Table 3 lists these complete segments and whether they currently have official CCT signing. The Coastal Commission considers CCT segments to be fully complete when they are signed and officially designated as the CCT in local coastal plans.

Table 3: Existing Alignments on the Primary Recommended CCT

Existing Name/Location	Segment #	Signed with CCT insignia
Redwood National Park Coastal Trail	N1.01, N1.02, N1.03	Y
Skunk Cabbage Trail	N1.05	Y
Patrick's Point State Park – Rim Trail	N3.08	Y
Hammond Trail	C1.07	Y
Waterfront Trail in Eureka	C5.05	N
Eureka Waterfront Boardwalk	C5.07	In Progress
Elk River Trail	C6.05	N
Lost Coast Trail	S5.04	Y

The Coastal Commission has recommended policy language for CCT route designation in local coastal plans (LCPs). *Appendix O: Tips for Trail Development in the Coastal Zone,* details recommended CCT policy language for updates to LCPs. The incorporation of designated CCT routes into a policy framework will help ensure the preservation of the CCT corridor. Local coastal plans for jurisdictions in Humboldt County have not yet officially designated CCT routes, although some LCPs provide recommended CCT routes. The Area Plans of the Humboldt County Local Coastal Plan suggest CCT routes and recommend potential CCT segments for development; however, these routes are not designated as completed segments of the CCT in the plans. Designating these completed CCT routes by updating local coastal plans will be an important implementation action for the successful completion of the CCT through Humboldt County.

Each segment was assigned an Implementation Category based on route type (beach, shared roadway, or trail). Trails were further classified into three tiers based on progress towards implementation. Reference section 5.2 for a more detailed description of implementation categories.

In areas where the bicycle alternative is the same route as the Pacific Coast Bike Route, no additional accommodations are proposed. Table 4 identifies these segments. These bicycle alternative routes will serve as an interim CCT route for bicycles until a feasible corridor, suitable for bicycles and separated from motor vehicles, can be identified.

Table 4: Recommended CCT Bicycle Alternatives and Existing Pacific Coast Bike Route

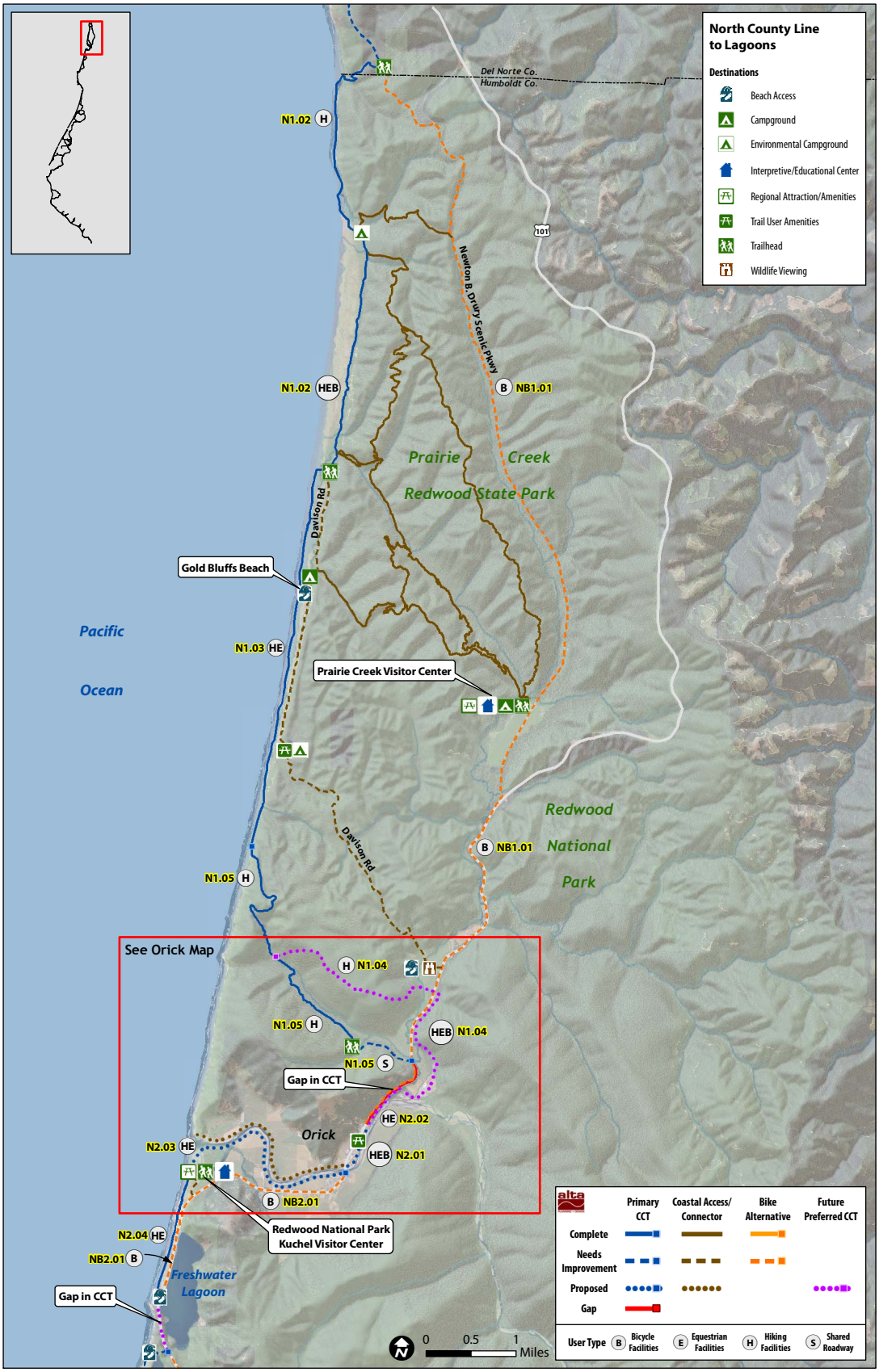
Existing Name/Location	Segment #
Newton B. Drury Parkway	NB1.01
US 101 through Orick, Freshwater, Stone, and Big Lagoons	NB2.01, NB2.02
US 101 from Freshwater Lagoon to Patrick's Point State Park	NB3.01, NB3.02

4.3.2 Recommended Alignment Summaries

The following section is organized by planning reach and provides a table summary of key opportunities and constraints and recommendations for implementation of each CCT segment not noted in the previous tables. Each table is preceded by maps illustrating the location, trail category in the braided system, and possible user types. Also included in the segment table is the jurisdiction that owns or manages the segment corridor.

N1. Redwood National Park

Figure 5: North County Line To Lagoons



North – Redwood National Parks: N1.04

From the existing Skunk Cabbage Trail, onto proposed Redwood National Park Trail "X" to intersection with US 101. Cross 101 and continue on trail/old haul road to Bald Hills Road and connect to the west with US 101

Jurisdiction: Redwood National Park, County of Humboldt, Caltrans

Opportunities:

Existing corridor in National Park on west side of US 101 with trail identified in existing park plan

The privately-owned old haul road is not currently in use and provides a suitable corridor on the east side of US 101

Proposed trail ties in with the western extent of Redwood National Park Berry Glen trail

Mill site and coordination with redevelopment for park and other tourism

Provides safer, scenic alternative to existing on road route

Constraints:

US 101 crossing

Private property coordination

Caltrans encroachment for crossing and adjacent alignment south of Bald Hills Rd

No lead entity identified for trail development

Intersection with existing coastal trail section

Alignment Recommendations

Trail Type/s: Multipurpose Trail and Hiking Trail

Length: 3.75 miles

Alignment Type: Future Preferred

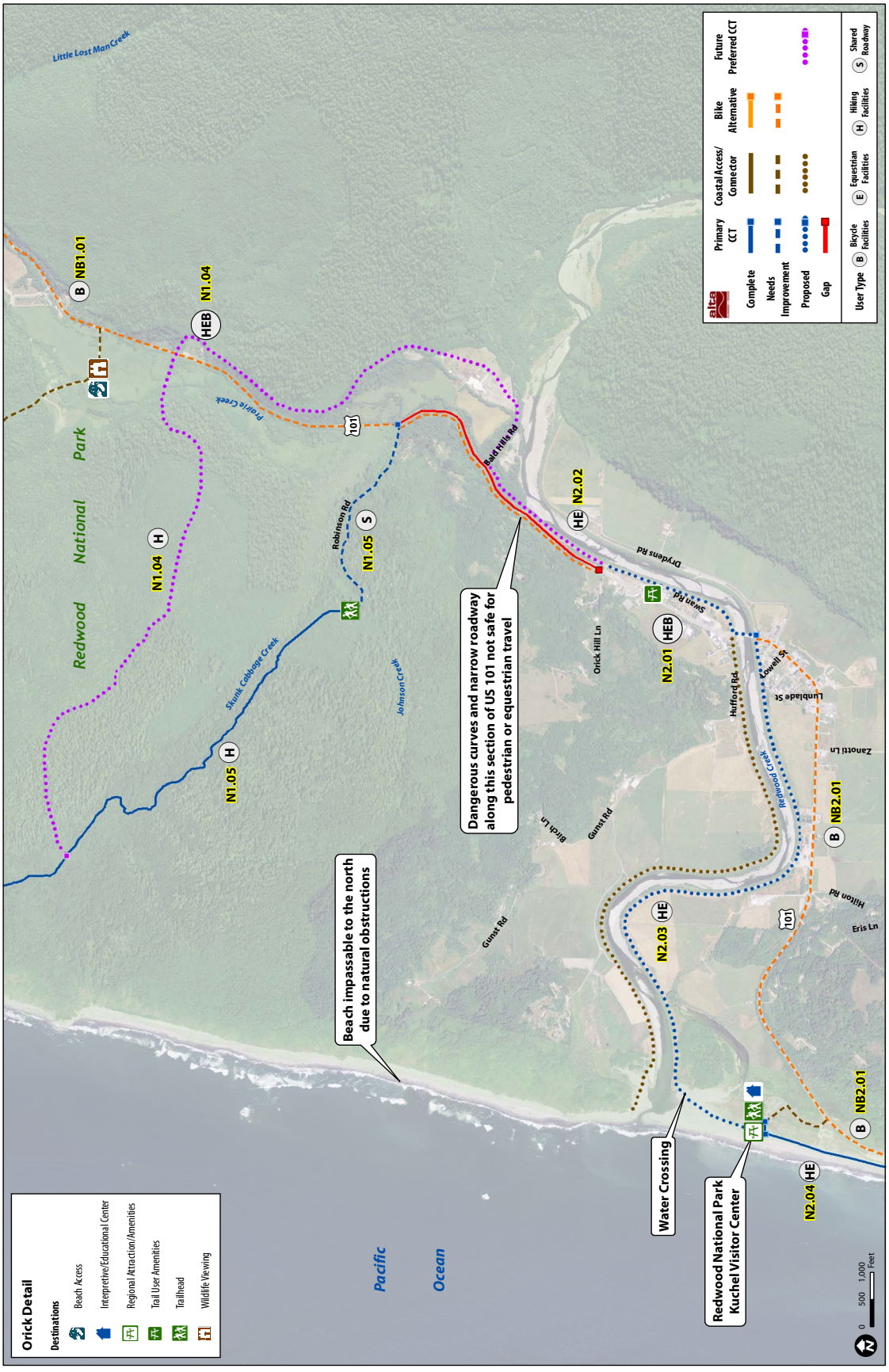
User Type: H, HEB

Implementation Category: Tier 3

**Note that not all segments in the recommended primary CCT route are detailed in this and the following tables. Segments already completed are not described outside of Table 3 (page 43) and thus the numbering is not consecutive.*

N2. Orick

Figure 6: Orick Detail



North – Orick: N2.01

Multipurpose trail on north Redwood Creek levee to the US 101 bridge

Jurisdiction: County of Humboldt

Opportunities:

Access to the levee within the town of Orick could be an economic opportunity for the community

The County maintains the levee and is interested in pursuing as a trail segment

A multipurpose trail on the levee would separate CCT users from narrow stretch of US 101

Routes trail users through the community of Orick and provides access to amenities

Collaboration with County of Humboldt, Orick Community Services District, and the Orick Chamber of Commerce could help pursue future trail and levee access point development

Improved trailhead/levee access point in downtown Orick could draw more visitors to Orick businesses

Detailed plans, designs, and compliance drafted for levee access trail head as a Humboldt CCT priority project

Constraints:

Eastern end of levee connects with narrow section of US 101

Access points to the levee currently eroding

The Redwood Creek levees provide a separated corridor for hikers, bikers, and equestrians

Alignment Recommendations

Trail Type: Multipurpose Trail

Length: 0.69 miles

Alignment Type: Primary proposed

User Type: HEB

Implementation Category: Tier 2

North – Orick: N2.02

Proposed multipurpose trail on the east side of US 101 from Bald Hills Road along Prairie Creek to the north Redwood Creek levee

Jurisdiction: Caltrans, County of Humboldt

Opportunities:

Provides safer, scenic alternative to travel on US 101

Provides connection north from the community of Orick

Constraints:

Caltrans encroachment for adjacent alignment south of Bald Hills Rd

Possible environmental impact along Prairie Creek

Need for trail management entity

Narrow US 101 corridor necessitates more intensive infrastructure such as a boardwalk trail on Caltrans fill slope

Caltrans ROW along Prairie Creek

Alignment Recommendations

Trail Type: Multipurpose Trail

Length: 1.20 miles

Alignment Type: Future Preferred

User Type: HEB

Implementation Category: Tier 3

North – Orick: N2.03

South levee to Redwood National Park Visitor Center

Jurisdiction: County of Humboldt

Opportunities:

Existing community route

The County maintains the levee and is interested in pursuing as a trail segment

Direct access to coast at the mouth of Redwood Creek

Access to the levee within the town of Orick could be an economic opportunity for the community

Gives trail users a great scenic experience off the highway and access to/from amenities in Orick

Levee rehabilitation and estuary restoration in the next 10 years could provide future opportunity for trail alignment

Potential for seasonal bridge connecting levee to Redwood National Park Visitor Center

Trailhead development at Shoreline Market will provide clear levee trail access

Detailed plans, designs, and compliance drafted for levee access trail head as a Humboldt CCT priority project

Constraints:

Levee condition deteriorating and future of levee uncertain

Slough crossing near the mouth of Redwood Creek requires trail users to wade across; during winter months, this may be a challenge

Does not connect to next southerly segment for bicyclists due to water crossing, and a transition to US 101 is recommended at a levee access point on the south end of Orick

Bridge undercrossing is narrow, steep, unlit with a rough surface; access from southeast Orick and school to proposed CCT route; not appropriate for equestrians.

Trailhead development will need to avoid the County's gravel extraction operation at Shoreline Market

Pedestrian crossing on US 101 and access to south levee

Residents of Orick regularly use the levee for local travel and coastal access

Alignment Recommendations

Trail Type/s: Multipurpose Trail and Hiking Trail

Length: 2.45 miles

Alignment Type: Primary proposed

User Type: HE

Implementation Category: Tier 2

North – Orick: N2.04

On the beach from the Redwood National Park Visitor Center to the south end of Freshwater Lagoon

Jurisdiction: Redwood National Park, State Parks

Opportunities:

Connects with visitor center and is managed by the RNP

Scenic experience

Easy access and parking along route and at visitor center

Constraints:

Potentially hazardous conditions on beach during winter months

Existing beach route will be inundated within projected 100 year sea level rise

Narrow shoulder at Lookout Point for northbound bicyclists

Beach route accessible only to hikers and equestrians

View of the rocky outcropping at Gyon Bluffs that necessitates development of a trail past this constrained point

Alignment Recommendations

Trail Type: Beach Route

Length: 1.48 miles

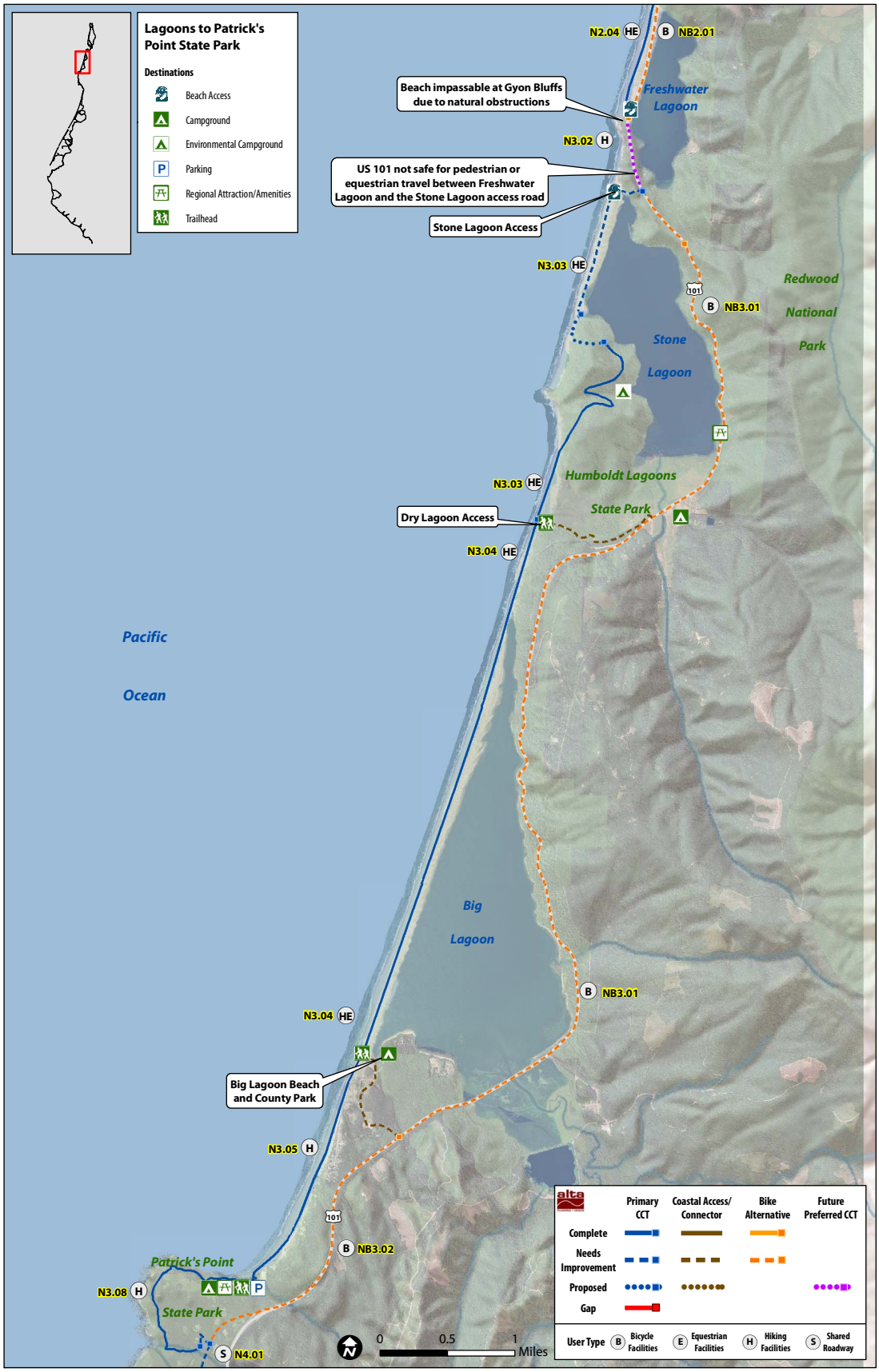
Alignment Type: Primary complete

User Type: HE

Implementation Category: Beach

N3. Lagoons

Figure 7: Lagoons to Patrick's Point State Park



North – Lagoons: N3.02

Hiking trail along midslope contour of Gyon Bluffs above US 101 from south end of Freshwater Lagoon to Stone Lagoon access road
Jurisdiction: Redwood National Park, Caltrans, State Parks

Opportunities:

Greatly improves pedestrian safety and scenic experience between Freshwater and Stone Lagoons

Provides connectivity around physical barrier on the coast between Freshwater and Stone Lagoons

May provide cultural resource protection by redirecting unsanctioned access at Gyon Bluffs

Trail development along old road bed may lessen potential cultural and environmental resource impacts

Constraints:

Potential for cultural resource impacts at Gyon Bluffs

Potential encroachment of the trail route into the Caltrans right-of-way

Steep cutbank along US 101 challenging for trail siting

Trail development between Freshwater and Stone Lagoons along the contour above US 101 would provide safe and scenic connectivity between Freshwater and Stone Lagoons.

The US 101 corridor at Gyon Bluffs experiences high vehicle speeds and is very narrow with limited sight distance

Alignment Recommendations

Trail Type: Hiking Trail

Length: 0.06 miles

Alignment Type: Future Preferred Proposed

User Type: H

Implementation Category: Tier 3

North – Lagoons: N3.03

From the Stone Lagoon access road, along beach west of Stone Lagoon. Continue around west side of lagoon to existing trail from the environmental camp to Dry Lagoon beach

Jurisdiction: State Parks

Opportunities:

Creates important connection around major physical barrier

Unique coastal environment

Trail users can access trail segment and camping by boat

Cultural resource interpretation

Constraints:

Winter breach of Stone Lagoon will cause trail closures and can be dangerous

Wet conditions at south end of the Stone Lagoon bar

Volunteer trail along the north end of Sharp Point deteriorates seasonally

Potential trail alignment constraints due to proximity to cultural resources

Occasional seasonal snowy plover nesting closures could reduce access to this segment

Existing beach will be inundated in the projected 100 year sea level rise

Unstable geology along coastal bluffs could make trail alignment difficult

Sand bar at Stone Lagoon

Stone Lagoon

Alignment Recommendations

Trail Type/s: Beach Routes and Hiking Trail

Length: 3.48 miles

Alignment Type: Primary Complete, Needs Improvement and Proposed

User Type: HE along beach and H on State Parks trails

Implementation Category: Tier 2

North – Lagoons: N3.04

On beach from Dry Lagoon access to south end of Big Lagoon

Jurisdiction: State Parks

Opportunities:

Great opportunities for wildlife viewing in Big Lagoon

Existing parking and access points on both ends of the segment

Constraints:

Winter breach of Big Lagoon will cause trail closures and can be dangerous

Section of coastline just south of Dry Lagoon not passable at high tide

Existing beach will be inundated in the projected 100 year sea level rise

Seasonal issues with toxic algal blooms

Big Lagoon breaches in winter

Dry Lagoon

Alignment Recommendations

Trail Type: Beach Route

Length: 4.17 miles

Alignment Type: Primary complete

User Type: HE

Implementation Category: Beach

North – Lagoons: N3.05

On beach from south end of Big Lagoon to Agate Beach to trails at the south end of Agate Beach and Rim Trail in Patrick's Point State Park

Jurisdiction: State Parks

Opportunities:

Well-used beach route

Opportunities for beachcombing

Existing parking and access points on both ends of the segment

Connects two state parks units – Big Lagoon and Patrick's Point

The Rim Trail in Patrick's Point State Park has been designated as the CCT

Constraints:

Existing beach will be inundated in the projected 100 year sea level rise

Beach walking is not preferred for all users, as the only alternative to US 101

Beach route accessible only to hikers and equestrians

Potentially dangerous high tides, undertows, and storms

Agate Beach

Signing the Rim Trail in Patrick's Point State Park with CCT signage

Coastwalk

Alignment Recommendations

Trail Type: Beach Route

Length: 2.10 miles

Alignment Type: Primary complete

User Type: HE and H

Implementation Category: Beach

N4. Trinidad (including Patrick's Point)

Figure 8: Patrick's Point State Park and Trinidad

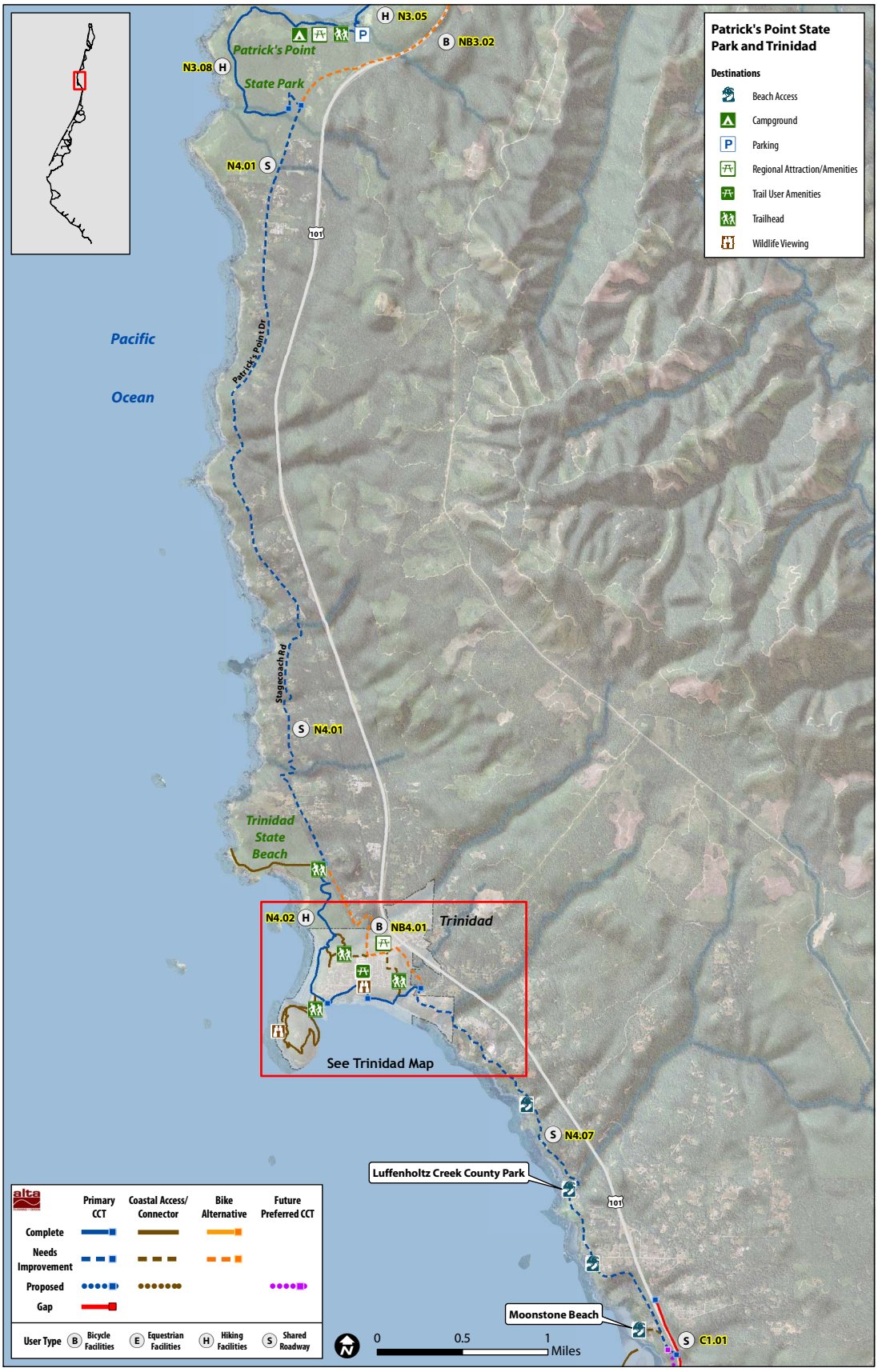
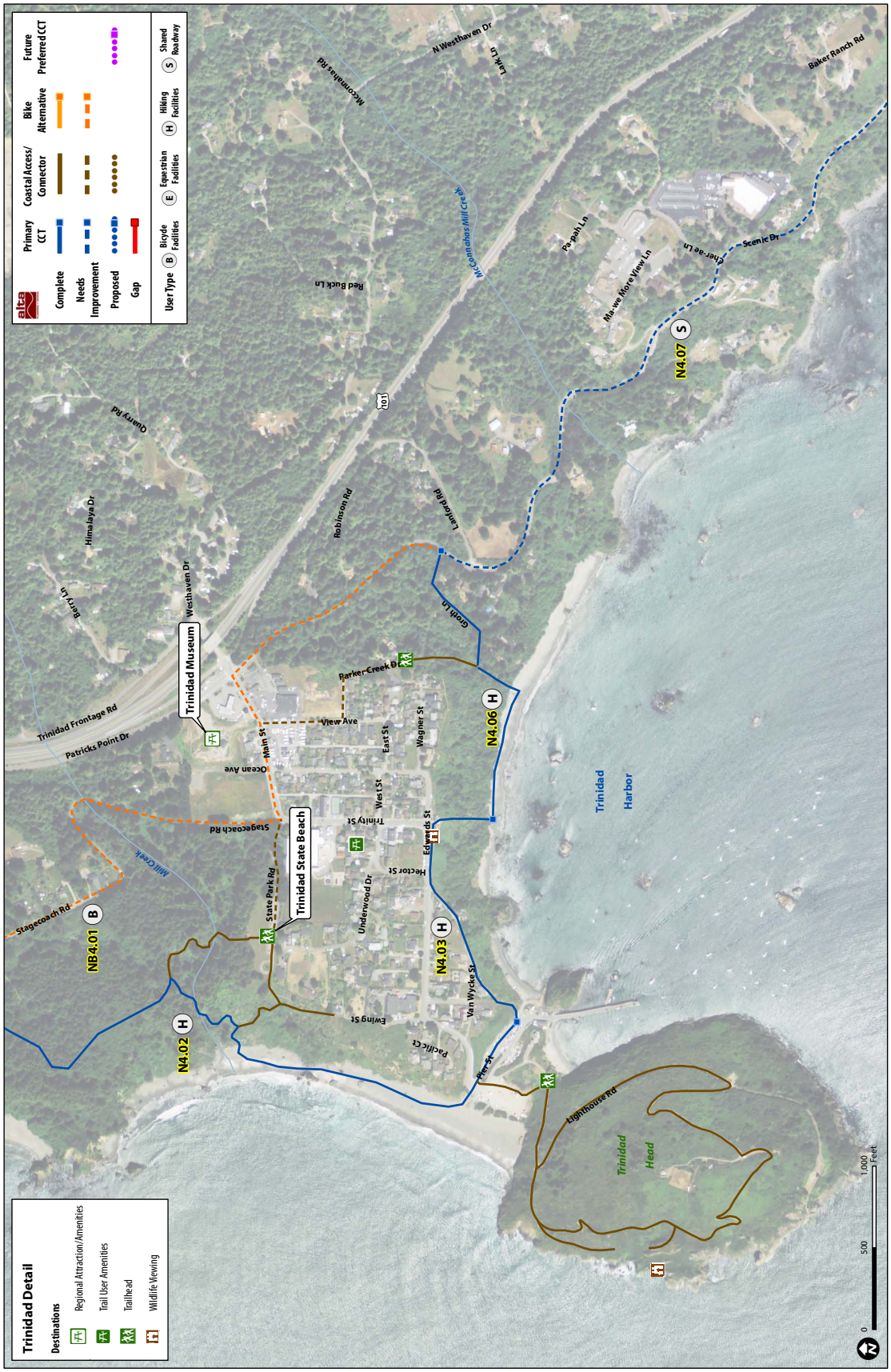


Figure 9: Trinidad Detail



North – Trinidad: N4.01

Patrick's Point Drive near park entrance to Stagecoach Rd. Continue on west Stagecoach to Trinidad State Beach Elks Head/College Cove parking lot at Trinidad State Beach

Jurisdiction: County of Humboldt

Opportunities:

Provides access to amenities and lodging along Patrick's Point Drive

Connection around private land and physical constraints along the coastline

Existing public road corridor along coastline

Route off US 101 for all trail users

Parking available at both ends of segment

Constraints:

Shared road with minimal or no shoulder and limited sight distances in some areas.

Patrick's Point Drive is relatively low volume; however, ADT increases significantly during the summer months

Coastal bluff erosion expected to increase within the projected 100 year sea level rise

Road slippage along bluffs on Patrick's Point Drive

Limited shoulder for pedestrians on Patrick's Point Drive

Trinidad State Beach trail access

Alignment Recommendations

Trail Type: Shared Roadway/Bike Route (Class III)

Length: 5.36 miles

Alignment Type: Primary - Needs Improvement

User Type: S

Implementation Category: Shared roadways

North – Trinidad: N4.02

Hiking trail through Trinidad State Beach that connects to beach and Trinidad Harbor

Jurisdiction: State Parks

Opportunities:

Trails offer alternative to shared roadway while providing scenic vistas and a coastal experience

State beach trails connect to other coastal access points, such as the Elks Head Trail and College Cove beach access

Parking available at both ends of trail segment

Trinidad Harbor and Trinidad Head are unique scenic locations along the Humboldt coast

Constraints

Sections of this segment along the beach could be inundated within the projected 100 year sea level rise

High traffic at the harbor during fishing seasons or holidays could be a safety concern for trail users

Beach route is accessible only to hikers and equestrians

View of College Cove and Trinidad State Beach

Trinidad Harbor and Trinidad Head

Alignment Recommendations

Trail Type/s: Hiking Trail and Beach Route

Length: 1.16 miles

Alignment Type: Primary complete

User Type: H

Implementation Category: Tier 1

North – Trinidad: N4.03

Trinidad Harbor south to the signed Galindo Street Trail; Van Wycke Street onto Edwards Street then to the Axel Lindgren Trail near Memorial Lighthouse and down to Old Home Beach

Jurisdiction: City of Trinidad

Opportunities:

Trails offer views of the Trinidad harbor and the California Coastal National Monument (CCNM) and guides users past historic sites

Connects into the community of Trinidad serving trail users and local residents

Trails are well-known and well-used by the local community

Shared roadway carries low traffic volumes with low speeds

Bypasses rocky point on beach east of harbor

Many trails are built with steps to decrease erosion potential

Constraints:

Hazardous beach conditions during the winter

Involves multiple ascents/descents of coastal bluffs

Cable steps on lower Axel Lindgren trail seasonally washed out by winter storms

Cultural resource concerns with trail improvements along southern bluffs

Shared roadway along Edwards St. can have high traffic due to Harbor activity

Coastal bluff erosion within the projected 100 year sea level rise

Access to Galindo Street Trail

The Van Wycke Trail follows a low volume local traffic roadway and a pedestrian-only right-of-way

Alignment Recommendations

Trail Type/s: Hiking Trail and Shared Roadway/Bike Route (Class III)

Length: 0.34 mile

Alignment Type: Primary complete

User Type: H

Implementation Category: Tier 1

North – Trinidad: N4.06

From Old Home Beach at the base of the Axel Lindgren Trail to Parker Creek Trail and the Groth Lane connector to Scenic Drive

Jurisdiction: City of Trinidad

Opportunities:

Trails offer both beach and forest sections with coastal views

Connects into the community of Trinidad through multiple neighborhood connectors

Constraints:

Private property access, Groth Lane connector is also a driveway for a residence

No parking near either access point

Existing beach will be inundated within the projected 100 year sea level rise

Hazardous beach conditions during the winter

Parker Creek Trail connection

Groth Lane connection to beach and local connection to the Parker Creek Trail

Alignment Recommendations

Trail Type/s: Hiking Trail, Shared Roadway/Bike Route (Class III) and Beach Route

Length: 0.37 miles

Alignment Type: Primary complete

User Type: H

Implementation Category: Tier 1

North – Trinidad: N4.07

Scenic Drive from Groth Lane south to US 101

Jurisdiction: County of Humboldt

Opportunities:

Route offers stunning views of the coastline with CCNM seastacks and wildlife viewing

Existing, well-used route for bicyclists and pedestrians

Provides access to many designated coastal access points and beaches along Scenic Drive

Constraints:

Road instability along Scenic Drive

Limited sight distance and narrow roadway

Limited or no ability to expand shoulders

Coastal Bluff erosion within the projected 100 year sea level rise

In the long-term Scenic Drive may not be passable to vehicles or even for a trail because of highly erodable landscape. An alternative CCT alignment may have to be identified for this scenario in the future.

Pedestrians frequently use scenic drive for coastal access

Portions of Scenic Drive are unstable and require significant maintenance annually

Alignment Recommendations

Trail Type: Shared Roadway/Bike Route (Class III)

Length: 2.98 miles

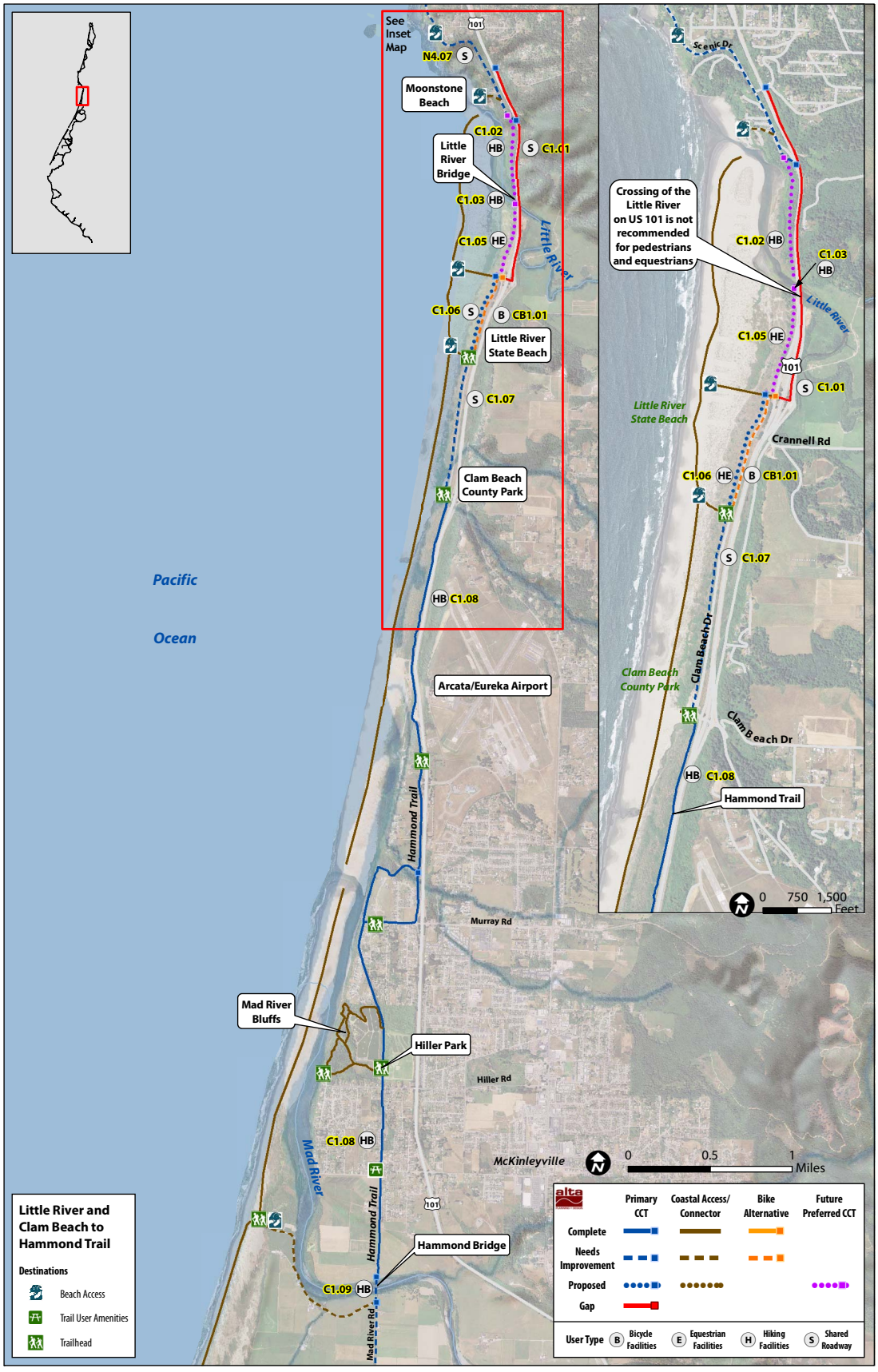
Alignment Type: Primary - Needs Improvement

User Type: S

Implementation Category: Shared roadways

C1. Little River/Clam Beach/Hammond Trail

Figure 10: Little River and Clam Beach to Hammond Trail



Central – Little River/Clam Beach/Hammond Trail: C1.02

End of Scenic Drive along bluff and down to Little River

Jurisdiction: State Parks, Caltrans, Green Diamond Resource Company, Humboldt North Coast Land Trust

Opportunities:

Provides connectivity from Moonstone Beach to Clam Beach

Allows access to coast and continuous route off the US 101 corridor north to Patrick's Point SP

Connectivity to the Hammond Trail is a priority for the local residents of Trinidad and Westhaven

Private landowner is interested in selling property north of Little River

Humboldt North Coast Land Trust is supportive of opportunities for this connection

Constraints:

Riparian and wetland issues along the bluff and near the Little River

Caltrans coordination and encroachment permit

Existing beach and estuary will be inundated in the projected 100 year sea level rise

Wetland and riparian habitat along bluff

Riparian vegetation along the north bank of the Little River

Current end of Scenic Drive

Alignment Recommendations

Trail Type: Multipurpose Trail

Length: 0.51 miles

Alignment Type: Future Preferred

User Type: HB

Implementation Category: Tier 3

Central – Little River/Clam Beach/Hammond Trail: C1.03

Little River Crossing or seasonal temporary crossing

Jurisdiction: State Parks, Caltrans

Opportunities:

State Parks owns property south of Little River

High user demand for connection over Little River between the communities of Trinidad and Westhaven and the Hammond Trail

Provides connectivity from Moonstone Beach to Clam Beach

Potential seasonal crossing of river during the summer

Constraints:

Increased wetland impacts from construction of separate non-motorized bridge

Riparian and wetland issues along the bluff and near the Little River

Caltrans coordination and encroachment permit

A seasonal crossing during the summer could be hindered by coastal development permit constraints and environmental challenges

Caltrans says that it is not structurally feasible to add cantilever platform on current Little River Bridge

The Little River is a barrier to pedestrians and bicyclists. Currently, crossing requires sharing the bridge on US 101 with high speed traffic.

Alignment Recommendations

Trail Type: Multipurpose Trail

Length: 0.04 miles (238 feet)

Alignment Type: Future Preferred

User Type: HB

Implementation Category: Bridge

Central – Little River/Clam Beach/Hammond Trail: C1.04

From US 101 weigh station access along State Parks' proposed trail near the south end of the Little River Bridge through Little River State Beach dunes to near access point at US 101/Crannell Drive interchange.

Jurisdiction: Caltrans, State Parks

Opportunities:

Roadway shoulder condition is fair with light traffic

Provides direct access to Clam Beach

Provides scenic route adjacent to Clam Beach

State Parks is currently moving forward on planning and trail development

Constraints:

Existing beach will be inundated in the projected 100 year sea level rise

Unclear access from US 101 and recommended current crossing of Little River on Caltrans bridge

New trail along the dunes will be soft surface

Access point at the Little River bridge

Alignment Recommendations

Trail Type: Multipurpose Trail

Length: 0.48 miles

Alignment Type: Future Preferred

User Type: HE

Implementation Category: Tier 2

Central – Little River/Clam Beach/Hammond Trail: C1.05

Dune trail in Little River State Beach, from access point near Crannell Drive interchange to State Parks' dune trail.
Jurisdiction: State Parks

Opportunities:

Provides scenic route along Clam Beach

Moderate to high demand as a State Park and proximity to Hammond Trail

State Parks is currently moving forward on planning and trail development

Location within State Park ensures trail management and operations

Constraints:

Existing beach will be inundated in projected 100 year sea level rise

Dune trail not accessible to bicyclists

Potential for temporary beach closure for snowy plover

Little River State Beach

Alignment Recommendations

Trail Type/s: Multipurpose, Hiking Trails

Length: 0.52 miles

Alignment Type: Primary Proposed

User Type: HE

Implementation Category: Tier 1

Central – Little River/Clam Beach/Hammond Trail: C1.06

On Clam Beach Drive beginning at Little River State Beach parking area to the connection with Hammond Trail
Jurisdiction: County of Humboldt

Opportunities:

Direct access to Hammond Trail and Clam Beach State Park

Provides scenic route on Clam Beach Drive

Moderate to high demand as a State Park and proximity to Hammond Trail

Constraints:

Clam Beach Drive is within the projected 100 year sea level rise

Walking on roadways is not an ideal scenic experience for pedestrians

Provides direct access to Hammond Trail

Alignment Recommendations

Trail Type: Shared Roadway/Bike Route (Class III)

Length: 0.86 miles

Alignment Type: Primary - Needs Improvement

User Type: S

Implementation Category: Shared roadways

Central – Little River/Clam Beach/Hammond Trail: C1.09

Hammond Bridge

Jurisdiction: County of Humboldt, McKinleyville Community Services District

Opportunities:

Provides connections between the Hammond Trail and Arcata residents

Provides the only non-motorized connection between the population centers of Arcata and McKinleyville separate from highway and on/off-ramp traffic

Provides scenic view of Mad River

High demand, frequently used by residents, visitors and cycling clubs

Constraints:

Bridge is deteriorating

Previous plans and reports recommend replacement

Existing limited width presents challenges with opposing traffic

Cyclists note north intersection with Mad River Road has poor pavement quality

Full replacement has been cost-prohibitive

The PCBR currently crosses over the Hammond Bridge but will be officially relocated to the Mad River Bridge after construction of improved bicycle facilities is complete

Caltrans

The Hammond Bridge is the safest non-motorized connection between the communities of Arcata and McKinleyville

Alignment Recommendations

Trail Type: Bridge Replacement

Length: 0.15 miles (815 feet)

Alignment Type: Primary – Needs improvement

User Type: HB

Implementation Category: Bridge

Central – Little River/Clam Beach/Hammond Trail: CB1.01

Clam Beach Drive from US 101 Crannell Exit to the Little River State Beach parking area

Jurisdiction: State Parks

Opportunities:

Roadway shoulder is in fair condition

Connects to Clam Beach

Runs adjacent to scenic Clam Beach

Well used local cycling route

Constraints:

Within 100 year sea level rise

Sand often covers shoulders of the roadway

Horse trailer parking at Clam Beach

Alignment Recommendations

Trail Type: Shared Roadway/Bike Route (Class III)

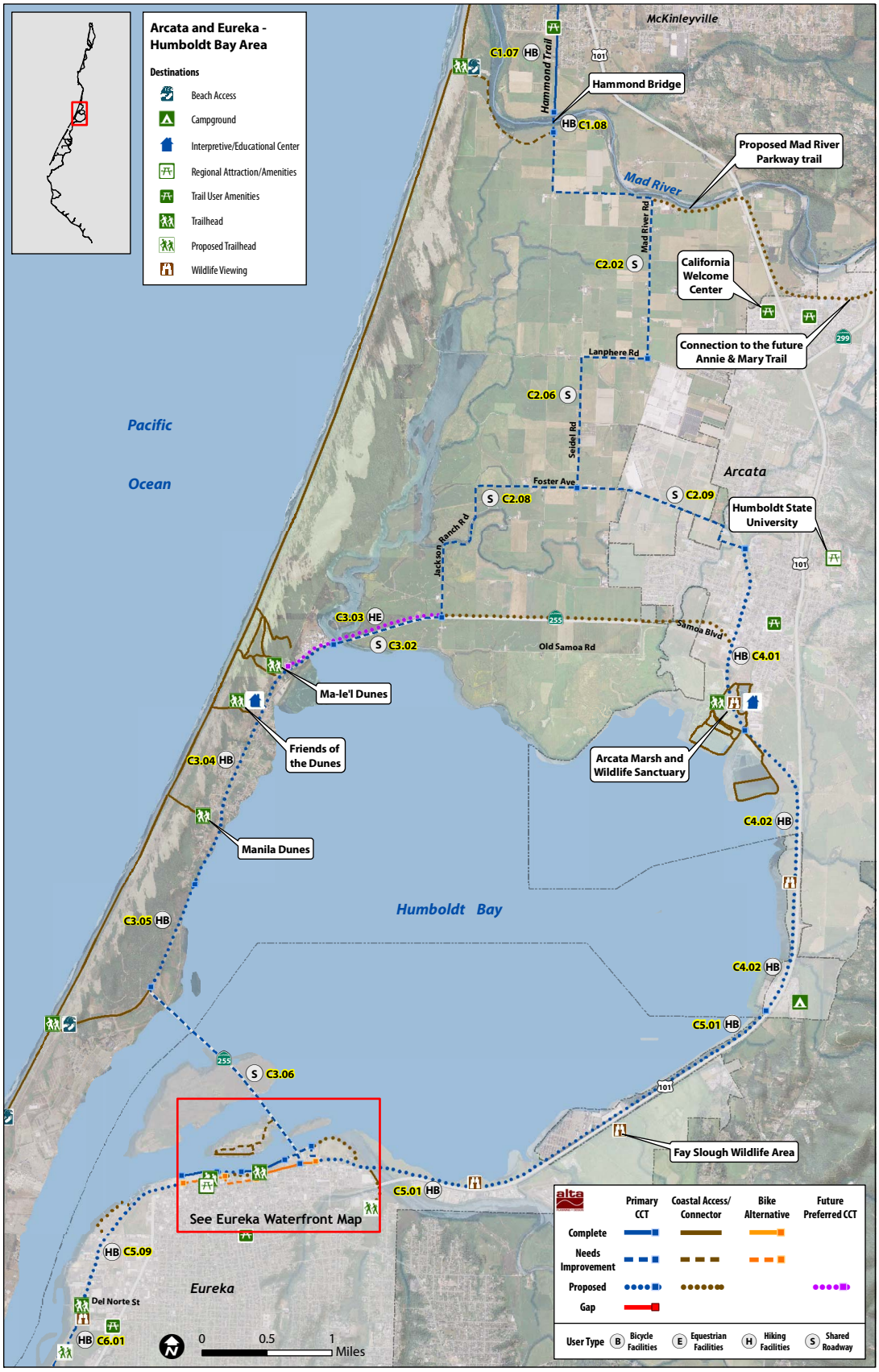
Length: 0.55 miles

Alignment Type: Bike alternative – needs improvement

User Type: B

Implementation Category: Bicycle Alternative

Figure 11: Humboldt Bay including Arcata Bottoms, Manila, and the Arcata-Eureka Corridor



Central – Arcata Bottoms: C2.02

Mad River Road south from the Hammond Bridge to the intersection of Upper Bay Road and Lanphere Road

Jurisdiction: County of Humboldt

Opportunities:

Flat terrain is attractive to users of all abilities

Serves as primary connection between Arcata and Hammond Trail

Moderate, dispersed demand from people jogging, walking and biking on roadway and connecting roadways

Light motorized traffic mostly aware of non-motorized users

Constraints:

Roadway surfaces are uneven and potholed in some areas

Some private land owners do not appreciate increased non-motorized use of the roads

Narrow roadways are constrained by roadside ditches, utilities and property lines

Used by large trucks, farm equipment, and livestock, presenting potential conflicts with CCT users

Roadways such as Miller Lane, pictured above, are narrow and constrained by ROW, fences, drainage ditches and utilities.

Alignment Recommendations

Trail Type: Shared Roadway/Bike Route (Class III)

Length: 2.45 miles

Alignment Type: Primary - Needs Improvement

User Type: HEB

Implementation Category: Shared roadways

Central – Arcata Bottoms: C2.06

Lanphere Road to Seidel Road, ending at Foster Avenue

Jurisdiction: County of Humboldt

Opportunities:

Flat terrain is attractive to users of all abilities

Serves as primary connection between Arcata/Manila and Hammond Trail

Moderate, dispersed demand from people jogging, walking and biking on roadway and connecting roadways

Light motorized traffic mostly aware of non-motorized users

Constraints:

Roadway surfaces are uneven and potholed in some areas

Some private land owners do not appreciate increased non-motorized use of the roads

Narrow roadways are constrained by roadside ditches, utilities and property lines

Used by large trucks, farm equipment, and livestock presenting conflicts with CCT users

The rural roadways in the bottoms are used by both commuting and recreational bicyclists

Alignment Recommendations

Trail Type: Shared Roadway/Bike Route (Class III)

Length: 1.52 miles

Alignment Type: Primary - Needs Improvement

User Type: HEB

Implementation Category: Shared roadways

Central – Arcata Bottoms: C2.08

Foster Avenue to Jackson Ranch Road

Jurisdiction: County of Humboldt

Opportunities:

Flat terrain is attractive to users of all abilities

Scenic rural experience

Serves as primary connection between Arcata/Manila and Hammond Trail

Moderate, dispersed demand from people jogging, walking and biking on roadway and connecting roadways

Light motorized traffic mostly aware of non-motorized users

Constraints:

Roadway surfaces are uneven and potholed in some areas

Some private land owners do not appreciate increased non-motorized use of the roads

Narrow roadways are constrained by roadside ditches, utilities and property lines

Used by large trucks, farm equipment, and livestock presenting conflicts with CCT users

Joggers and bicyclists frequently use the roadways in Arcata Bottoms, such as Jackson Ranch Road, above

Alignment Recommendations

Trail Type: Shared Roadway/Bike Route (Class III)

Length: 1.98 miles

Alignment Type: Primary - Needs Improvement

User Type: HEB

Implementation Category: Shared roadways

Central – Arcata Bottoms: C2.09

Foster Avenue from intersection with Seidel to Q Street to 17th Street

Jurisdiction: County of Humboldt

Opportunities:

Flat terrain is attractive to users of all abilities

Serves as primary connection between Arcata and Hammond Trail

Moderate, dispersed demand from people jogging, walking and biking on roadway and connecting roadways

Will provide a link from Hammond Trail to the proposed rail trail through Arcata

Constraints:

Roadway surfaces are uneven and potholed in some areas

Some private land owners do not appreciate increased non-motorized use of the roads

Narrow roadways are constrained by roadside ditches, utilities and property lines

Used by large trucks, farm equipment, and livestock presenting conflicts with CCT users

Q Street often has high speed motorized traffic

People of all ages and abilities enjoy the flat terrain of Arcata Bottoms

Alignment Recommendations

Trail Type: Shared Roadway/Bike Route (Class III)

Length: 1.51 miles

Alignment Type: Primary - Needs Improvement

User Type: S

Implementation Category: Shared roadways

Central – Humboldt Bay/Manila: C3.02

State Route 255 from Jackson Ranch Road over Mad River Slough Bridge to Young Lane

Jurisdiction: Caltrans

Opportunities:

Roadway shoulder is in good condition

ROW is wide enough for possible shoulder widening or bike lane installation

Improvements in Manila are planned as part of the Caltrans' State Route 255 Feasibility Study currently in progress

Caltrans' facility will be well-maintained

Provides a connection to the community of Manila and access to the coast and dunes on the Samoa Peninsula

Constraints:

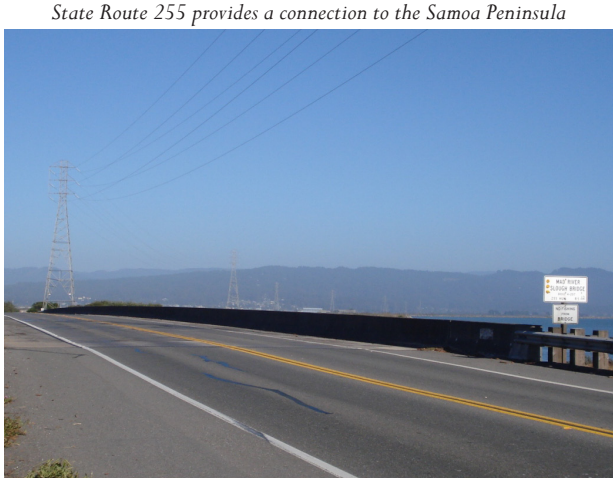
Posted speed limit of 55 mph

Roadway shoulder width is not wide enough for safe non-motorized travel

The 8 foot shoulder on Mad River Slough bridge provides a minimal shoulder width for bicyclists and pedestrians

Freight traffic and narrow shoulders

State Route 255 provides a connection to the Samoa Peninsula



Mad River Slough bridge

Alignment Recommendations

Trail Type: Shared Roadway/Bike Route (Class III)

Length: 0.86 miles

Alignment Type: Primary – Needs Improvement

User Type: S

Implementation Category: Shared roadways

Central – Humboldt Bay/Manila: C3.03

Multipurpose trail on rail corridor from Jackson Ranch Road over Mad River Slough Bridge to Young Lane

Jurisdiction: County of Humboldt, NCRA

Opportunities:

Provides a connection from the community of Manila and access to the coast and dunes on the Samoa Peninsula

Existing corridor in good/moderate condition

Scenic view of Humboldt Bay and access to wildlife viewing

Constraints:

Unknown feasibility of active rail on the corridor and potential conflict with proposed excursion train

Segment within range of projected 100 year sea level rise

High cost of rail-with-trail

Greater focus on rail trail along east side of Humboldt Bay

Wetland and sensitive habitat issues along the bay

Requires identification of jurisdiction willing to take on rail-trail project

Rail corridor over Mad River Slough

Alignment Recommendations

Trail Type: Multipurpose Trail

Length: 1.25 miles

Alignment Type: Future Preferred

User Type: HB

Implementation Category: Tier 3

Central – Humboldt Bay/Manila: C3.04

Multipurpose trail through Manila along the west side of State Route 255 right-of-way from Young Lane to south extent of Peninsula Drive

Jurisdiction: Caltrans

Opportunities:

Provides non-motorized travel option for Manila residents separate from State Route 255

Provides connection to the community center in Manila and recreation opportunities, such as the Manila Dunes and existing coastal access trails

The proposed section of trail is in the 2003 Manila Community Transportation Plan and being assessed as part of Caltrans' State Route 255 Feasibility Study

Provides scenic views along Manila Dunes and Humboldt Bay and connections between public dunes lands

Potential high recreational pedestrian and bicyclist demand

Constraints:

Drainage ditches and hillsides constrain potential trail alignment

Trail management entity would have to be identified for Caltrans to agree to a separated trail within State Route 255 ROW

Connectivity to the rest of the CCT is dependent upon the Samoa Bridge

Wide right-of-way along sections of State Route 255

The proposed trail will connect to Manila Dunes coastal access trails

Alignment Recommendations

Trails Type: Multipurpose Trail

Length: 2.23 miles

Alignment Type: Primary proposed

User Type: HEB

Implementation Category: Tier 2

Central – Humboldt Bay/Manila: C3.05

On State Route 255 from South Peninsula Drive to the Samoa Bridge approach

Jurisdiction: Caltrans

Opportunities:

Creates link to the Samoa Bridge and crossing of Humboldt Bay

Good pavement condition

Adequate ROW for shoulder widening

Constraints:

High speeds and high volumes of traffic in peak hours

Drainage ditches and abutting hillsides constrain widening

Shoulders on bridge approach are not adequate, particularly at guard rails

Roadway shoulder width is not wide enough for most pedestrians and bicyclists to feel comfortable

State Route 255 shoulders are narrow and should be widened to accommodate bicyclists and pedestrians

Alignment Recommendations

Trail Type: Shared Roadway/Bike Route (Class III)

Length: 0.86 miles

Alignment Type: Primary – Needs Improvement

User Type: S

Implementation Category: Shared roadways

Central – Humboldt Bay/Manila: C3.06

Samoa Bridge

Jurisdiction: Caltrans

Opportunities:

Creates link to from the Samoa Peninsula to Eureka

Good pavement condition

Elevated views of the bay

High demand for safer ped/bike access over bridges

Constraints:

High speeds and high volumes of traffic, including trucks

Narrow constrained area for pedestrian and bicyclists

Shoulder width on bridge is not adequate

Pedestrians not officially allowed on Samoa Bridges as they are classified as a freeway

Very high cost of retrofitting bridges for trail route

Samoa Bridge

Alignment Recommendations

Trail Type: Shared Roadway/Bike Route (Class III)

Length: 1.80 miles (9,529 feet)

Alignment Type: Primary – Needs Improvement

User Type: S

Implementation Category: Bridge

Central – Arcata/Eureka Corridor (Humboldt Bay): C4.01

On rail corridor from 17th Street and Alliance Road to South G Street near the Arcata Water Treatment Plant

Jurisdiction: City of Arcata

Opportunities:

Railroad corridor has been maintained as a public corridor and is in good condition through the City

City of Arcata has demonstrated ongoing support in the construction of a multipurpose path and is currently completing planning and design for a rail-trail

Connects central Arcata, which includes a high school, skate park, and business district with eastern Humboldt Bay

Critical section of the proposed Arcata-Eureka rail-trail around the east side of the bay

Constraints:

Possible inundation of southern section of the trail in the projected 100 year sea level rise

The City of Arcata is currently designing a rail-trail

Arcata Marsh is an access point and is a renowned wildlife viewing area adjacent to Humboldt Bay

Alignment Recommendations

Trail Type: Bike Path with soft surface shoulders (Rail-Trail)

Length: 1.46 miles

Alignment Type: Primary proposed

User Type: HB

Implementation Category: Tier 2

Central – Arcata/Eureka Corridor (Humboldt Bay): C4.02

Rail-trail from South G in Arcata to Bracut

Jurisdiction: City of Arcata

Opportunities:

Existing rail corridor provides an option for a trail directly adjacent to the bay

Connects the communities of Arcata and Eureka

Scenic view of Humboldt Bay and access to wildlife viewing

High demand, many bicyclists commute on US 101 between Arcata and Eureka

Constraints:

Unknown use and feasibility of active rail on the corridor

Possible inundation of southern section of the trail in the projected 100 year sea level rise

Potential conflict with proposed excursion train

Wetland and sensitive habitat issues along the bay

Rail corridor north of Bracut

Gannon Slough

Alignment Recommendations

Trail Type: Bike Path with soft surface shoulders (Rail-Trail)

Length: 2.35 miles

Alignment Type: Primary proposed

User Type: HB

Implementation Category: Tier 2

Figure 12: Eureka Waterfront Detail

Central – Eureka Waterfront: C5.01

Rail-Trail from Bracut to Y Street to T Street

Jurisdiction: City of Eureka

Opportunities:

Existing rail corridor provides an option for a trail directly adjacent to the bay

Connects the communities of Arcata and Eureka

Scenic view of Humboldt Bay and access to wildlife viewing

High demand, many bicyclists commute on US 101 between Arcata and Eureka

The City of Arcata is pursuing trail development as far as Bracut

Constraints:

Unknown feasibility of active rail on the corridor and potential conflict with proposed excursion train

Possible inundation in the projected 100 year sea level rise

High cost of rail-with-trail

Wetland and sensitive habitat issues along the bay

Requires identification of jurisdiction willing to take on rail-trail project

Narrow corridor for rail-with-trail will result in a costly project if that design is pursued, including coastal wetland fill

Eureka Slough Bridge

Rail corridor in Eureka

Alignment Recommendations

Trail Type: Bike Path with soft surface shoulders (Rail-Trail)

Length: 3.89 miles

Alignment Type: Primary proposed

User Type: HB

Implementation Category: Tier 2

Central – Eureka Waterfront: C5.03

T street to Front Street to Waterfront Trail
Jurisdiction: City of Eureka

Opportunities:

Connects Waterfront Trail with existing bike lanes on Waterfront Drive

Provides scenic views of Humboldt Bay

Shifts CCT users away from congested downtown Eureka

Eco-Hostel proposed near Front Street

Constraints:

Roadway pavement in poor condition

Connects to section of Waterfront Trail less well-known and infrequently used by residents

The Waterfront Trail connects to T Street east of Halvorsen Park

Alignment Recommendations

Trail Type: Shared Roadway/Bike Route (Class III)

Length: 0.16 miles

Alignment Type: Primary Proposed

User Type: S

Implementation Category: Shared roadways

Central – Eureka Waterfront: C5.06

Proposed boardwalk from J Street to G Street
Jurisdiction: City of Eureka

Opportunities:

Connects existing waterfront trail segments at Halvorsen Park and the Boardwalk

Provides scenic views of Humboldt Bay

Moderate to high demand from users of existing Waterfront Trail

Existing priority for the City of Eureka

Constraints:

Toxic metals issue on the site between I and H Streets

Active fishing/crabbing dock at foot of I Street on waterfront is a potential obstruction to a boardwalk connection

View of the proposed boardwalk site along the Eureka Waterfront from Woodley Island

Alignment Recommendations

Trail Type/s: Bike Path / Boardwalk

Length: 0.26 miles

Alignment Type: Primary proposed

User Type: HB

Implementation Category: Tier 2

Central – Eureka Waterfront: CB5.01

Waterfront Drive to L Street. Proceed South on L to Second Street. Travel on Second from L to H Street; Take H Street north to 1st Street; 1st Street to Waterfront Drive at the foot of C Street

Jurisdiction: City of Eureka

Opportunities:

2nd Street has existing traffic calming measures

City supports redeveloping waterfront

Provides connections through downtown and waterfront district

Overlaps with Pacific Coast Bike Route

Constraints:

Shared roadway could potentially present user conflicts

Victorian architecture and traffic calming provide a scenic route off the coast for bicyclists

Alignment Recommendations

Trail Type: Shared Roadway/Bike Route (Class III)

Length: 1.67 miles

Alignment Type: Bicycle Alternative

User Type: B

Implementation Category: Bicycle Alternative

Central – Eureka Waterfront: C5.09

Multipurpose trail in rail ROW along Waterfront Drive from C Street to Del Norte Street

Jurisdiction: City of Eureka

Opportunities:

Most of the railroad ROW is wide enough to accommodate multipurpose trail adjacent to tracks

Will create a connection between Old Town Eureka waterfront and natural areas in the south waterfront

The route will support both recreational and commuting cyclists

Waterfront Drive in this area has significant industrial traffic; a separated trail will benefit users

Detailed plans, designs, and draft compliance completed for this segment as a Humboldt CCT priority project

City of Eureka has agreed to pursue development of segment

Constraints:

Existing private landowners encroaching on ROW

Potential for site contamination in former industrial area

Trail/street crossings

Rail trail coordination with NCRA

Unused railroad ROW runs parallel to the east side of Waterfront Drive and on the west side of Railroad Street

Alignment Recommendations

Trail Type/s: Bike Path/Multipurpose Trail

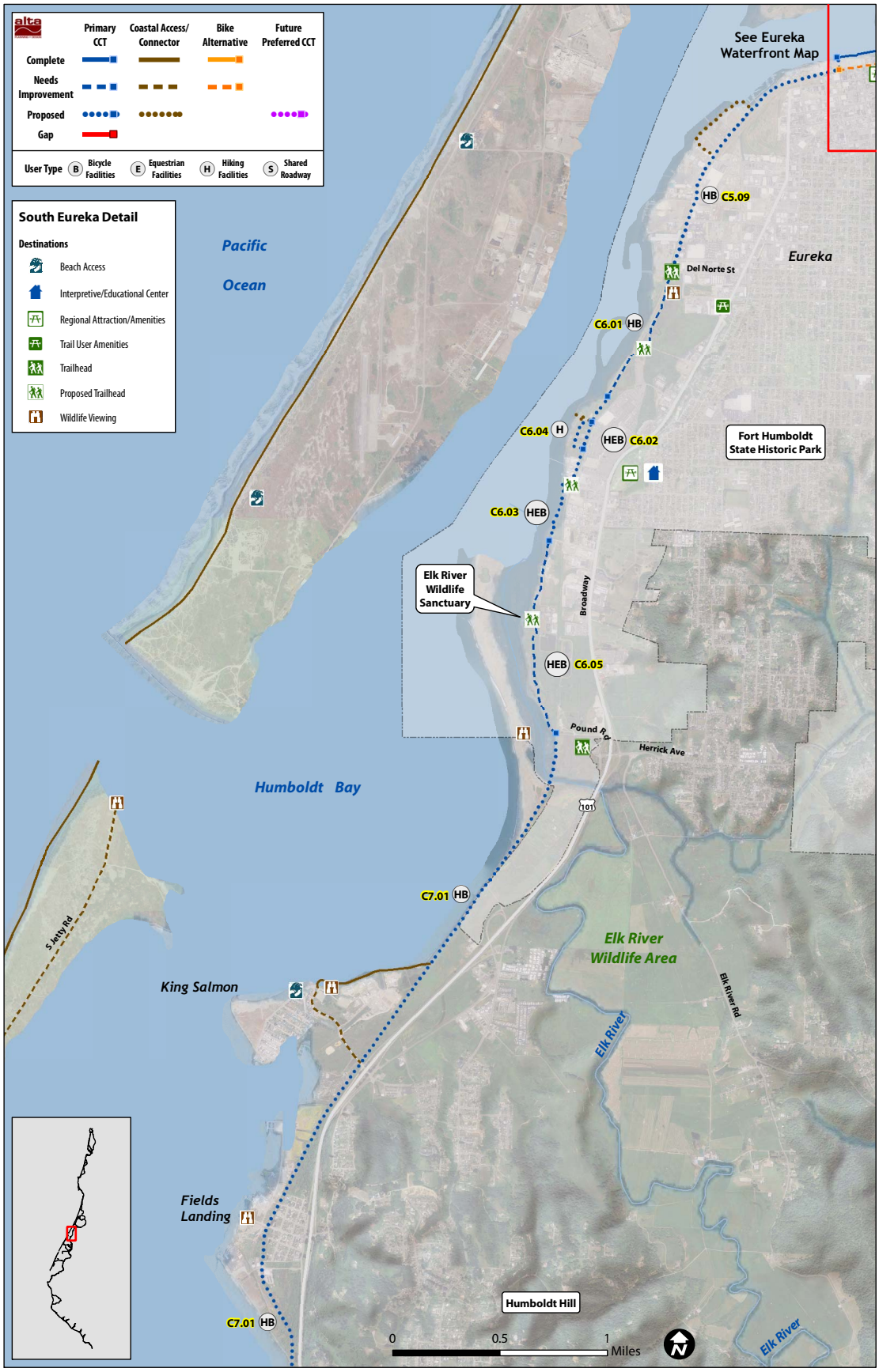
Length: 1.38 miles

Alignment Type: Primary proposed

User Type: HEB

Implementation Category: Tier 2

Figure 13: South Eureka Detail



Central – Palco Marsh/Elk River: C6.01

Palco Marsh from Del Norte Street to north end of Bayshore Mall

Jurisdiction: City of Eureka

Opportunities:

Existing trail corridor

Wildlife viewing

Link in trail connecting commercial areas of Old Town and downtown Eureka with Bayshore Mall

Increased bike commuter demand expected with completion of other segments of Waterfront Trail

Trail currently used by local residents

Constraints:

Within projected 100 year sea level rise

Potential wetland impacts if trail is widened

Proposed Waterfront Drive Extension by City of Eureka through Palco Marsh could result in this trail being moved or displaced by bike lanes/ sidewalks

Existing trailhead at Del Norte Street

Palco Marsh

Alignment Recommendations

Trail Type: Multipurpose Trail

Length: 0.68 miles

Alignment Type: Primary - Needs Improvement

User Type: HB

Implementation Category: Tier 1

Central – Palco Marsh/Elk River: C6.02

North end of Bayshore Mall to Truesdale Street

Jurisdiction: City of Eureka

Opportunities:

Existing informal trails

Would provide clear trail and access points for a section of bay shoreline that is currently not accessible

Potential commute route and increased commuter demand expected

Access to/from 'Parcel 4' property behind mall, being planned by Audubon Society

Rail corridor is wide enough for a trail adjacent to tracks

Constraints:

Location within coastal flood zone/marsh may compromise trail condition seasonally

Rail-with-trail coordination with NCRA

Existing abandoned structures attract undesirable activities

Planned improvements for this area at the end of Truesdale includes water access and improved trailhead and interpretation

Alignment Recommendations

Trail Type/s: Multipurpose Trail or Bike Path with Unpaved Shoulders

Length: 0.45 miles

Alignment Type: Primary proposed

User Type: HEB

Implementation Category: Tier 1

Central – Palco Marsh/Elk River: C6.03

Truesdale to Hilfiker Lane

Jurisdiction: City of Eureka

Opportunities:

Funding identified for a portion of proposed trailhead and multipurpose trail project; City pursuing additional funding

A priority trail project for City of Eureka

Trail route through former boneyard and industrial site on existing footpath

Link to existing foot trail south of Hilfiker Lane

Moderate demand from existing users; improvements of trail and access will increase demand

All land is owned by the City of Eureka

Only sandy beach accessible from Eureka streets at Truesdale

Constraints:

Within projected 100 year sea level rise

Need to underground eight utility lines

One section of corridor currently not defined

A small trailhead is proposed near the bend in Hilfiker Lane

Alignment Recommendations

Trail Type/s: Multipurpose Trail or Bike Path with Unpaved Shoulders

Length: 0.34 miles

Alignment Type: Primary proposed

User Type: HEB

Implementation Category: Tier 1

Central – Palco Marsh/Elk River: C6.04

Parcel 4 hike loop behind Bayshore Mall

Jurisdiction: Audubon Society

Opportunities:

Existing informal trails

Wildlife viewing

Audubon Society is actively planning for development and management

Constraints:

Within coastal flood zone

Potential site cleanup constraints

Existing abandoned structures/site attract undesirable activities

Abandoned, dilapidated buildings should be demolished

Alignment Recommendations

Trail Type: Hiking Trail

Length: 0.17 miles

Alignment Type: Primary proposed

User Type: HEB

Implementation Category: Tier 1

Central – Palco Marsh/Elk River: C6.05

Hilfiker Lane to Elk River Wildlife Area and Park and Ride at Pound Rd

Jurisdiction: City of Eureka

Opportunities:

Proposed trail project is currently being considered for partial funding

City of Eureka is currently completing permitting and compliance

Existing informal, natural surface trail

Currently receives moderate wildlife viewing use

Coastal viewing points included in project

Constraints:

Security concerns at trailheads

Minimal wetland impacts; one small slough 'finger' crossing

Railroad crossing

Existing informal trail at Hilfiker

Elk River Wildlife Sanctuary

Alignment Recommendations

Trail Type: Hiking Trail

Length: 0.95 miles

Alignment Type: Primary - Needs Improvement

User Type: HEB

Implementation Category: Tier 1

Central – South Bay: C7.01

Multipurpose trail in rail ROW from Pound Rd to Tompkins Hill Rd

Jurisdiction: County of Humboldt, NCRA

Opportunities:

Existing (river run) gravel trail from Pound Road to King Salmon; rail route regularly used as trail by local residents

Scenic views of the Elk River estuary and Humboldt Bay

Current demand to access Elk River spit and beach from residents, hikers and equestrians

Corridor would provide non-motorized users an alternative to US 101 as a travel corridor through the South Bay

Rail prism in good condition from Elk River to Fields Landing

Constraints:

Potential reconstruction of Elk River Bridge if rail-with-trail required

Compliance with Humboldt Bay National Wildlife Refuge wildlife protection

Coordination with PG&E – possible private property concerns; also potential access road being constructed from Tooby Road to King Salmon

Rail prism deterioration along bay south of Fields Landing

The existing rail bridge over Elk River could be utilized as a crossing for bicyclists and pedestrians

Several sections of rail prism along the South Bay are in need of stabilization and improvement

Alignment Recommendations

Trail Type: Multipurpose Trail

Length: 4.30 miles

Alignment Type: Primary proposed

User Type: HB

Implementation Category: Tier 2

Central – South Bay: C7.03

Tompkins Hill Rd from northern US 101 interchange to Hookton Road/101 southern interchange

Jurisdiction: County of Humboldt

Opportunities:

Provides a connection between south bay communities, College of the Redwoods, and communities south

Shoulder and pavement generally in good condition

Scenic rural vistas along roadway

Low traffic south of College of the Redwoods

Route frequently used by local bicyclists

Constraints:

Narrow or no roadway shoulders south of College of the Redwoods

Minimal shoulders on US 101 interchange at Hookton Road

J. Barnes

Some stretches of Tompkins Hill Road have road right-of-way wide enough to accommodate Class II bike lanes or a future road adjacent path

Alignment Recommendations

Trail Type: Shared Roadway/Bike Route (Class III)

Length: 3.04 miles

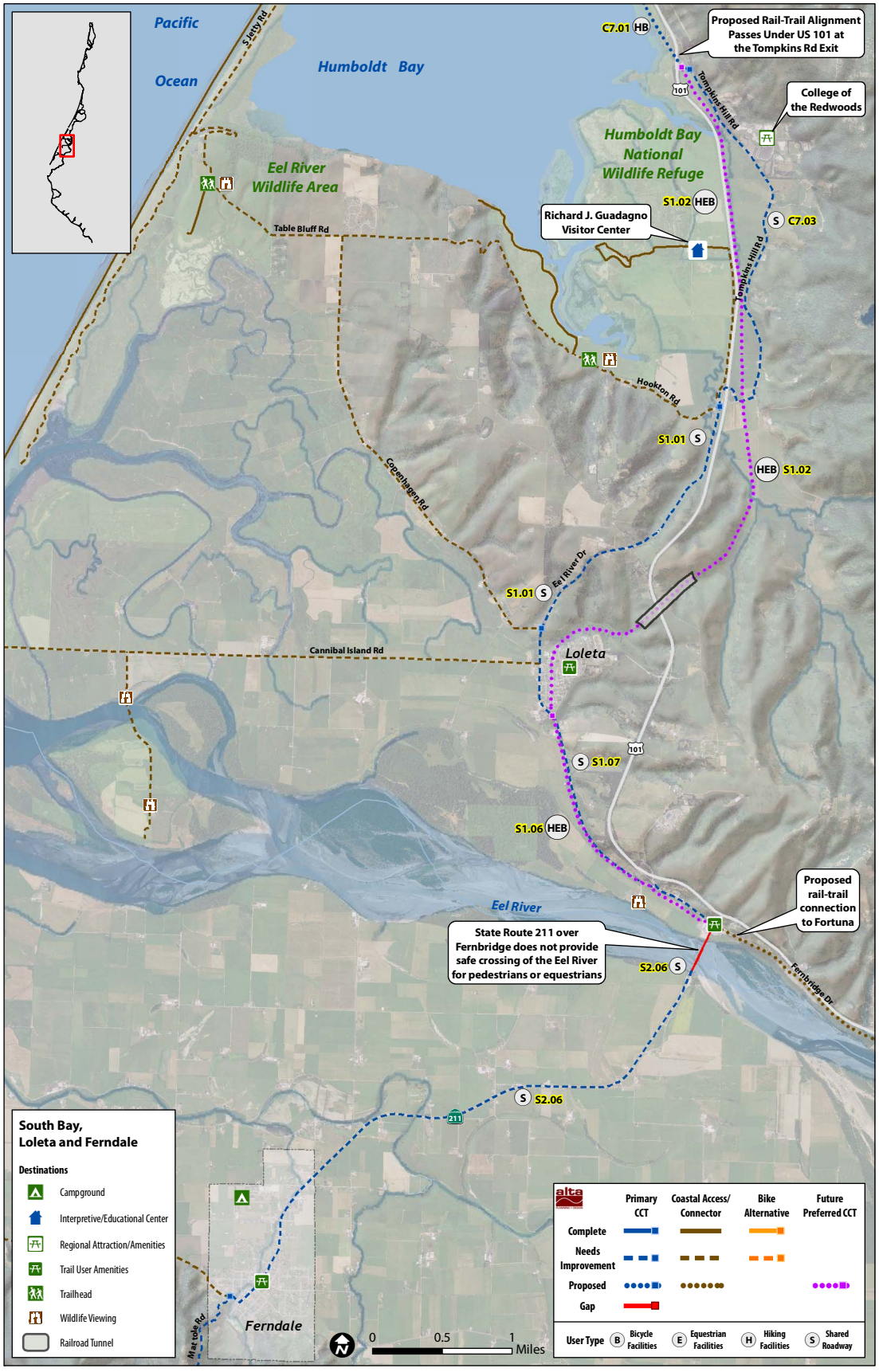
Alignment Type: Primary - Needs Improvement

User Type: S

Implementation Category: Shared roadways

Reaches S1, S2, S3: Loleta and Ferndale

Figure 14: South Bay, Loleta, and Ferndale



South – Loleta/Eel River: S1.01

Eel River Drive from US 101 to Cannibal Island Rd

Jurisdiction: County of Humboldt

Opportunities:

Provides connection from Tompkins Hill through the town of Loleta

Better shared roadway alternative to US 101

Well maintained County road

Constraints:

High speed vehicular traffic coming into Loleta from the south

Limited sight distance and narrow roadway

Limited or no ability to expand shoulders

Town of Loleta

Alignment Recommendations

Trail Type: Shared Roadway/Bike Route (Class III). Future preferred trails (S1.02 and S1.06) will take the place of this segment.

Length: 2.17 miles

Alignment Type: Primary – Needs Improvement

User Type: S

Implementation Category: Shared roadways

South – Loleta/Eel River: S1.02

Multipurpose trail on rail corridor from the northern end of Tompkins Hill Road to Eel River Drive in Loleta

Jurisdiction: County of Humboldt, NCRA

Opportunities:

Provides a separated path for trail users; improved safety and experience

Removes CCT users from shared roadway route

Unique trail experience on an old railroad with historic tunnel and access to the town of Loleta

Scenic views of the Eel River Valley

Constraints:

Feasibility of future use of rail corridor is unknown

Unknown structural condition of the rail tunnel

Inundation of rail prism at northern end of the tunnel could present riparian/wetland impact concerns

Private agricultural property along this section of rail

Farm equipment access across rail corridor would have to preserved

The rail tunnel under Table Bluff will need improved lighting and access to serve as an important trail link

Rail corridor is overgrown along Tompkins Hill Road

Alignment Recommendations

Trail Type: Multipurpose Trail (Rail-Trail)

Length: 5.59 miles

Alignment Type: Future Preferred

User Type: HEB

Implementation Category: Tier 3

South – Loleta/Eel River: S1.06

Multipurpose trail on rail corridor from Loleta to Fernbridge

Jurisdiction: County of Humboldt, NCRA

Opportunities:

Provides a separated path for trail users; improved safety and experience

Path would provide direct connection from the community of Loleta to other Eel River Valley communities

Scenic views of lower Eel River

Constraints:

Feasibility of future use of rail corridor is unknown

Potential wetland issues adjacent to rail corridor

Unknown structural integrity of old railroad trestle just south of Loleta

Rail corridor parallels Eel River Drive

Alignment Recommendations

Trail Type: Multipurpose Trail (Rail-Trail)

Length: 2.03 miles

Alignment Type: Future Preferred

User Type: HEB

Implementation Category: Tier 3

South – Loleta/Eel River: S1.07

Eel River Drive from Cannibal Island Road to Fernbridge

Jurisdiction: County of Humboldt

Opportunities:

Existing corridor with relatively low traffic volumes

Flat, even terrain

Direct connection between the community of Loleta and the rest of the Eel River Valley

Constraints:

Narrow shoulder with little room for expansion

Seasonal flooding

Often high vehicular speeds

Pedestrians on Eel River Drive

Alignment Recommendations

Trail Type: Shared Roadway/Bike Route (Class III)

Length: 2.70 miles

Alignment Type: Primary – Needs Improvement

User Type: S

Implementation Category: Shared roadways

South – Ferndale: S2.06

State Route 211/Main Street from the west side of Fernbridge to Mattole Road

Jurisdiction: Caltrans, City of Ferndale

Opportunities:

Well maintained existing corridor (State Route 211) with wide shoulder and room to walk or bike out of the travel lane

Flat even terrain

Rural agricultural scenic experience

Constraints:

High truck traffic use from agricultural operations around Ferndale to US 101

Adjacent to fairly high-speed traffic

No alternative to cross the Eel River - pedestrians are prohibited from the crossing at historic Fernbridge

Low likelihood that any improvements will be made to Fernbridge, which connects this segment to the north portion of the CCT

Potential conflicts with agricultural vehicles in road shoulders

Historic Ferndale attracts visitors and tourists throughout the year

Alignment Recommendations

Trail Type: Shared Roadway/Bike Route (Class III)

Length: 4.91 miles

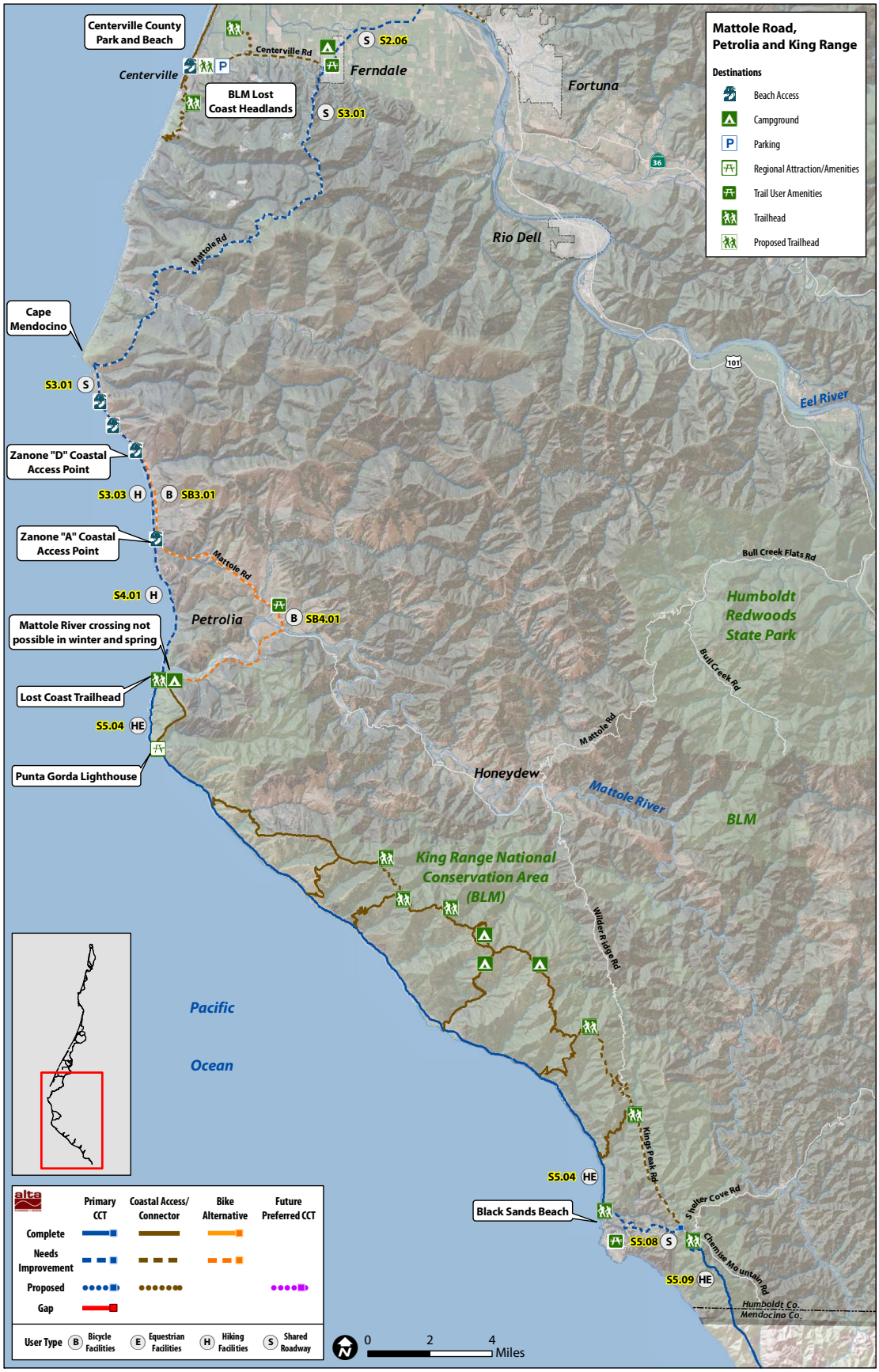
Alignment Type: Primary – Needs Improvement

User Type: HEB

Implementation Category: Shared roadways

Reaches S3, S4, S5: Mattole Road, Petrolia, and King Range

Figure 15: Mattole Road, Petrolia, and King Range



South – Mattole Road: S3.01

Mattole Road from Ferndale to "Zanone D" coastal access point south of Cape Mendocino

Jurisdiction: County of Humboldt

Opportunities:

Well defined public corridor through an area with limited public access opportunities

Provides connection to the Lost Coast

Coastal vista and scenic rural landscapes

Low volume roadway

Coastal access points along beach south of Cape Mendocino

Constraints:

Private property along entire segment

Traffic speeds can be high in sections

Rough road and pavement deterioration, hilly and steep terrain, low sight-distance on many corners

Cattle guards and other hazards for bicyclists

Narrow roadway with constrained ROW and limited shoulders

Long distance between Ferndale and Petrolia with no overnight facilities or services and few 'pull-outs'

Rural scenic vistas on Mattole Road

Limited shoulder requires bicyclist and pedestrians to travel in the roadway in most areas

Alignment Recommendations

Trail Type: Shared Roadway/Bike Route (Class III)

Length: 21.07 miles

Alignment Type: Primary – Needs Improvement

User Type: HEB

Implementation Category: Shared roadways

South – Mattole Road: SB3.01

Mattole Road from "Zanone D" coastal access point south of Cape Mendocino to "Zanone A" coastal access point at McNutt Gulch (where Mattole Road turns inland to Petrolia)

Jurisdiction: County of Humboldt

Opportunities:

Well defined public corridor used currently as a recreational cycling route

Provides connection to the Lost Coast

Coastal vistas plentiful

Low volume roadway with opportunities to stop and view the ocean

Constraints:

Two single lane bridges along this stretch of Mattole Road

Traffic speeds can be high in sections

Rough road and pavement deterioration

Cattle free roaming in places

Limited sight distance in some areas

Constrained ROW with limited shoulder

Mattole Road offers coastal views

Alignment Recommendations

Trail Type: Shared Roadway/Bike Route (Class III)

Length: 2.98 miles

Alignment Type: Bicycle Alternative

User Type: B

Implementation Category: Bicycle Alternative

South – Mattole Road: S3.03

On beach from "Zanone D" coastal access point south of Cape Mendocino to "Zanone A" coastal access point at McNutt Gulch

Jurisdiction: County of Humboldt, State Lands Commission

Opportunities:

Rugged coastline and different landscape than northern sections of coast

Separate from motorized traffic

Remote beach close to services in Petrolia

Constraints:

Existing beach will be inundated in the projected 100 year sea level rise

Potentially hazardous route during winter or high tides

Access to beach limited to three public easements through private property that are unclear to most users

Limited parking

Difficult to locate coastal access points

Route not accessible to equestrians or cyclists

Beach access can be limited during high tides

Alignment Recommendations

Trail Type: Beach Route

Length: 2.93 miles

Alignment Type: Primary - Needs Improvement

User Type: H

Implementation Category: Beach

South – Petrolia: S4.01

On beach from McNutt Gulch to the mouth of the Mattole River

Jurisdiction: State Lands Commission (up to mean high tide line) and Bureau of Land Management

Opportunities:

Rugged coastline and different landscape than northern sections of coast

Separate from motorized traffic

Constraints:

Existing beach will be inundated in the projected 100 year sea level rise

Mattole River crossing may be impassable during winter months

Route not accessible to bicyclists

Sections of this segment are only accessible at low tide

The mouth of the Mattole River may be a barrier to beach trail use in winter

Alignment Recommendations

Trail Type: Beach Route

Length: 4.83 miles

Alignment Type: Primary – Needs Improvement

User Type: H

Implementation Category: Beach

South – Petrolia: SB4.01

Mattole Road through McNutt Gulch to Petrolia and onto Lighthouse Road to the mouth of the Mattole River

Jurisdiction: County of Humboldt

Opportunities:

Access to the community of Petrolia and services

Access to the Lost Coast

Frequent use of Lighthouse Road for non-motorized transportation

Constraints:

Hilly terrain and limited sight distance

Few opportunities for public rest pull-outs

Need to clearly direct CCT users in this remote area, but local community not interested in signage installation

Private property through the southern coast south from Ferndale limit off-roadway route options

Mattole Road takes cyclists through the community of Petrolia

Alignment Recommendations

Trail Type: Shared Roadway/Bike Route (Class III)

Length: 10.65 miles

Alignment Type: Bicycle Alternative

User Type: B

Implementation Category: Bicycle alternative

South – King Range: S5.08

Beach Rd at Black Sands Beach to Shelter Cove Rd within the community of Shelter Cove; onto Chemise Mountain Rd to the Hidden Valley Lost Coast Trail trailhead

Jurisdiction: County of Humboldt

Opportunities:

Provides connection to southern section of the Lost Coast Trail and the Mendocino County Coastal Trail

Connects users into amenities in Shelter Cove

Low volume roads

Constraints:

Limited ROW

Windy mountain roads with limited visibility

Black Sands Beach at the south end of the Lost Coast

Alignment Recommendations

Trail Type/s: Shared Roadway / Hiking trail

Length: 3.43 miles

Alignment Type: Primary (trail - complete; shared roadway - needs improvement)

User Type: HE

Implementation Category: Shared roadways

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Ch 5

Implementation Strategy

Photo: N. Wynne

Chapter Five: Implementation Strategy

5. Implementation Strategy

Chapter 5 of this Implementation Strategy provides tangible steps and strategies that individual jurisdictions and organizations can take to help develop the CCT through Humboldt County. At this time it is unlikely that a single agency will lead, support, and advocate for the trail; therefore, it is incumbent upon local jurisdictions to work collaboratively to achieve the vision of the CCT. The SCC seeks to assist local jurisdictions that show dedication and initiative to further the CCT vision.

CCT segments recommended as part of the braided network of the CCT in Humboldt County are at various stages of completion — some primary segments are constructed, well-maintained and serve intended users; others need improvements and/or realignments to serve as a fully functional CCT; some have been the interest of planning efforts for years and have not yet been built; and yet others are proposed without clear lead agencies or development plans in place. This Implementation Strategy recognizes the range of trail development experience of the jurisdictions and agencies leading the development of CCT segments in Humboldt County and seeks to provide specific steps that are necessary for the completion of individual CCT segments.

In this Implementation Strategy chapter, Section 5.1 discusses the general steps necessary for successful trail implementation and provides references to useful tools, resources, and examples that can be found in the appendices. Section 5.2 prioritizes the Humboldt CCT segments based on criteria including user demand, resource constraints and progress towards implementation. Finally, Section 5.3 identifies responsibility for each trail segment by jurisdiction, agency, and community group and provides specific implementation actions that can be taken to develop the recommended CCT segments in line with the objectives of the Coastal Conservancy and Coastal Commission. These recommended segments are discussed in further detail in Chapter 4, but are refocused here to provide guidance to the jurisdiction leading their development. This final chapter of the Humboldt County Coastal Trail Implementation Strategy should serve as a resource and inspiration to local jurisdictions to further regional trail networks in Humboldt County.

5.1 Steps Towards Implementation

Although individual jurisdictions will be pursuing the implementation of discrete portions of the recommended CCT route, regional coordination and close communication with the SCC will be critical to ensure successful trail development. To date, the most significant barrier to implementation of the CCT and other regional trails is the lack of a lead agency with the capacity to develop and maintain each trail. However, progress is being made in Humboldt County by creatively harnessing resources and garnering public and political support for a regional trail system. The completion of CCT segments will be an extended process over several decades, but progress can be made by individual jurisdictions and agencies by focusing on tangible goals for trail development. The following discussion outlines the important actions needed to address CCT development by local governments and agencies within their jurisdiction.

- Identify project goals and priorities
- Garner widespread support
- Identify potential challenges
- Consider options for long-term operations and maintenance (O&M)
- Determine context-appropriate trail designs
- Leverage fundraising opportunities
- Designate and sign the CCT

For over a year in the lead-up to construction of the most recent Hammond Trail segment within County jurisdiction, the Natural Resources Services Division of RCAA (a project partner of the County) met monthly with an **informal gathering** of adjacent and neighborhood landowners. The meetings were usually brief, often standing in one neighbor's front yard, but provided an **effective venue** to discuss general **trail issues** as well as **needs** associated with the trail project. This helped the County and NRS incorporate information from the people who know the trail best, into signage and final design.

Identify Project Goals and Priorities

A wealth of trail planning resources, outlined in this Implementation Strategy and other regional trail plans, are available to jurisdictions taking on the development of segments of the Humboldt CCT. Recommended CCT routes and specific implementation actions (discussed in Section 5.3) provide a mechanism to prioritize trail connections within a community as well as an outline to assist trail development progress. Priority routes and implementation actions have been outlined in this Implementation Strategy, HCAOG's Regional Trails Master Plan, and other trail planning efforts (reference *Appendix F: Plan and Policy Review*) as a way to highlight for individual jurisdictions trail development priorities and consolidate useful trail implementation resources. Individual municipalities and their citizens understand best the community development and transportation improvement needs and goals of their community, and all new proposed trail development projects should be examined through that localized lens.

Garner Widespread Support

Garnering public and political support and creatively engaging potential project partners is essential to the success of any trail development effort. Gaining stakeholder support and addressing potential concerns early in the planning process will make a project more cost effective and less contentious. The implementation of each segment of the CCT, while championed by a lead organization, will be a cooperative effort with the public, community groups, and the SCC. The SCC as a supporter and funder of CCT projects throughout the state often works closely with individual jurisdictions that take initiative to develop CCT segments and garner significant public support. Early engagement with the public and stakeholder groups in a trail planning effort will ensure greater opportunity to build community and political support and a lower likelihood of opposition or surprises for adjacent landowners.

Local agency staff can also help to cultivate partnerships with nonprofit organizations and community groups with experience in trail development and/or outreach. Nonprofit and community organizations can garner significant support for trail systems from their members while offering technical, volunteer, fund seeking, planning, implementation and/or financial assistance to lead trail management agencies. Community organizations can also influence trail development by writing letters of support to potential funders. Lead jurisdictions and project partners can seek

out public input by publicizing proposed trail development plans and soliciting input through community meetings.

Business owners are another likely trail ally due to economic opportunities frequently attributed to trail development. Private developers could also be tapped (or even required) to build sections of trail connecting new developments to existing communities. Also, engaging local and regional decision makers in the project by highlighting economic and community benefits will help to build political support. Garnering support from both the local community and politicians at the state level will assist the project in being more competitive for grant funding.

Identify Potential Challenges

Addressing potential programmatic barriers to the completion of the CCT, such as trail management capacity, concerns from adjacent landowners, possible limitations to trail development in local coastal plans, and environmental and cultural resource impacts should be strategically approached by each jurisdiction. Many potential challenges will exist for the development of each CCT segment, but highlighting project opportunities and mitigating for identified constraints can, with patience, ensure a successful project.

Ensure Local Policies are Supportive of Proposed Trail Development

The inclusion of CCT routes and standards into local plans will help ensure supportive policies for CCT route development, streamline the coastal development permitting process, clarify the route is compatible with future community development objectives, and communicate the CCT corridor's state level of significance to potential funders. Humboldt County Coastal Trail Implementation Strategy recommendations for the CCT route and standards should be incorporated into local coastal plans, general plans, Regional Trail/Bike/Pedestrian Plans, management plans, and community plans. The inclusion of CCT routes in local coastal plans will warrant official designation by the Coastal Commission and help ensure agreement on CCT alignments (see *Appendix O: Tips for Trail Development in the Coastal Zone*).

Redwood National & State Parks addressed the Coastal Trail route in its Trail & Backcountry Management Plan. While not a completely contiguous route, the parks identified **existing and future segments** of the CCT where possible.

CCT policies in local plans will address a variety of items recommended herein, including trail routing, coordination with jurisdictions managing connecting trail segments, trail development standards, promotion, operations, and maintenance. In addition, discrete CCT segments could be furthered by incorporating policies into general plans that require trail connections in new developments. Policies that may have an influence on CCT trail development such as trail design policies, coastal zone policies, resource protection policies, and recommended CCT routes are summarized by specific plans in *Appendix F: Policy & Plan Review*.

Research Rights-of-way and Title Restrictions for the Project Area

CCT routes identified by jurisdiction (see Section 5.2) could entail real property challenges concerning rights-of-way or title restrictions, such as the potential use of the rail corridor for trail development. Lead agencies seeking to implement a trail on such a corridor should research property or right-of-way acquisition strategies including easements, prescriptive right, dedication and memoranda of understanding that offer a range of control of the land and assumed liability. In the case of a railroad corridor, the federal railbanking statute may be invoked to protect integrity of

corridor title (see the end of Section 5.1 for recommendations to pursue railbanking in Humboldt County. A more detailed explanation of right-of-way acquisition mechanisms are included in *Appendix J: Trail Management*.

Identify All Compliance Needs

Potential environmental and cultural resource impacts should be proactively considered by researching past surveys, communicating with cultural resource managers from local tribes, and thoroughly reviewing the California Environmental Quality Act (CEQA) checklist. Mitigation measures for environmental resource impacts (such as impacts to wetlands) can be successfully implemented and should be researched prior to implementation. Potential permitting requirements should be identified early on in the trail design process. If the project is in the coastal zone, careful consideration of the coastal zone permitting jurisdiction (local or retained jurisdiction of the Coastal Commission) and applicable permitting standard of review (e.g., North Coast Area Plan of the County LCP, City of Arcata LCP, etc.) is warranted. *Appendix O* provides tips for trail development in the coastal zone and identifies the permitting jurisdiction by segment. If the project is in the coastal zone, jurisdictions need to proactively discuss trail siting and design plans with the Coastal Commission before pursuing a coastal development permit. Resource limitations along the Humboldt CCT route are discussed in *Appendix G: Planning Considerations*. Additional compliance needs may include encroachment permits (for the partial use of Caltrans' right-of-way for example) and consideration of utility rights-of-way.

Potential **visual impacts** to the coastline should be considered in any trail or bridge design within the **coastal zone**.

Address Stakeholder Concerns

Lead agencies need to proactively identify potential concerns from adjacent landowners, citizen groups, and businesses in order to plan a successful trail project. If possible, meeting a stakeholder at their respective business or property to discuss the project is often most productive. These stakeholders will have concerns regarding trail development such as increased traffic through the area, unwanted uses of facilities, impacts to parking availability, visual impacts to their property, crimes, etc. Trail siting and design considerations should seek to address these concerns in order to foster political and potentially financial support.

Consider Options for Operations & Maintenance (O&M)

The long-term operations and maintenance costs for a proposed trail are often a substantive barrier to trail development; thus, options to meet the O&M requirements of a new trail development project should be considered during initial project planning. Identifying early in the trail development process by whom and how trail maintenance will be carried out will contribute to the success of trail implementation and extended enjoyment of the facility.

Maintenance includes activities such as pavement stabilization, landscape maintenance, facility upkeep, sign replacement, fencing, mowing, litter and graffiti removal, painting, and pest control. However, the benefits of a good maintenance program are not limited to the physical and biological features of the trails; maintenance keeps them appealing and accessible to the community and tourists, as well as to nearby neighborhoods and businesses.

Jurisdictions should first assess their internal capacity (staffing, equipment needs, funding) to maintain the trail and incorporate the proposed trail infrastructure into routine O&M functions. Even when internal O&M capacity is substantial, jurisdictions can employ several other strategies to address maintenance concerns. Local citizens and community groups should be engaged to assess interest and capacity for volunteer trail maintenance to relieve routine O&M needs for the trail (see *Appendix J: Trail Management* for discussion of the new local Volunteer Trail Stewards Program). Opportunities to defray costs by involving local community members, businesses and organizations for maintenance assistance should be capitalized upon, especially given the expressed level of community support for regional trail systems.

In addition, lead jurisdictions should consider trail management agreements with other organizations or neighboring jurisdictions, which may share the burden of O&M costs. The increased understanding and utilization of trail management agreements between jurisdictions may help to make a regional trail system, such as the Humboldt CCT, more feasible. The Humboldt County Association of Governments is currently examining the possibility of taking the lead on regional trail management coordination. Examples of successful local and regional trail management agreements are detailed in A*ppendix J: Trail Management*.

During stakeholder outreach for this Implementation Strategy, many agency staff noted that an interagency partnership has potential to **overcome** resource and management shortfalls by **sharing resources**. A partnership between agencies or between an agency and other organizations involved in trail planning, construction, or operations and maintenance would require an agreement to establish **clear commitments and roles** for each partner.

Determine Context-Appropriate Trail Designs

Lead jurisdictions need to consider trail design with respect to local community values, land use, and the physical setting through which the trail segment will traverse. During trail planning, careful consideration of the specific context of an area will be needed to ensure appropriate trail development and design, including addressing the size of a community and what the residents value about their area. While trails have the capability of providing a wide range of benefits to the communities through which they travel, these benefits and public support will not be realized without the careful consideration of the social and land use context of the community.

For trail design guidelines and associated costs, lead jurisdictions should refer to *Appendix I: Trail Design Standards* and *Appendix M: Funding Considerations* and also seek to collaborate with other organizations with trail design and layout expertise. Trail designs should create a trail that fits the vision and needs for a community, is accessible to the widest possible range of trail users, and respects the natural and built environments through which it passes. It is also important to consider how trail use will increase or evolve over time. It will be particularly important to consider that once additional CCT segments become connected into a regional system, trail user demand may increase significantly, especially in higher-traffic areas. Consequently, trail widths and surfacing (current or potential) should be planned accordingly. For example, the trail behind Target on the Eureka waterfront was built to a high multipurpose standard with the future connection to the rest of the waterfront and a Eureka-Arcata trail in mind.

A Class I paved multipurpose trail, resembling a small road, may not be suitable through **rural communities** or **natural areas**, but may best serve the needs of residents in suburban neighborhoods.

Leverage Fundraising Opportunities

Creativity when seeking funding for trail implementation is becoming increasingly important in both grant-seeking and traditional fundraising. For any trail development project, potential economic and social benefits to local residents and supporting/partner organizations should be

Local jurisdictions should seek to match the trail project with a **range** of grant **funding sources** that address the specific categories of **benefits**, such as: recreation, coastal access, active transportation, wildlife viewing, fishing, public health and safety, emissions reductions, and so forth.

detailed to help leverage potential funding sources. Identifying ways trail development could meet recognized needs in the community will allow the project to compete for a broader range of funding sources. Refer to *Appendix M: Funding Considerations* for more detailed information about potential sources of funding.

Lead agencies should engage directly with local civic and community groups about proposed trail projects that would benefit the groups' members. Proactively approaching community groups with a project idea will help avoid potential conflicts, build political support, and open up local funding streams. Local jurisdictions should seek to partner with these organizations on joint fundraising events or campaigns. The support of community organizations, whose members may otherwise not have known about the potential project, will be valuable to ensure effective outreach and fundraising. Partnering with local foundations and nonprofits may also provide a means to establish funds for local contributions to a project. Additionally, organizations like the California Conservation Corps can bring matching funds or labor to a project, and local businesses might give a price break in order to be recognized as 'sponsors'.

Designate and Sign the Coastal Trail

After a CCT segment is identified or constructed, jurisdictions can promote the use of the facility and highlight their community by becoming part of the state-wide CCT system. CCT signage serves to establish a distinct identity for the CCT and provide wayfinding information for CCT users, while informing the public of the existence of the CCT. Signing completed segments of the CCT will assist jurisdictions to promote trail use, attract trail users, and leverage additional implementation funding. Having a segment of a state-wide trail system within its boundaries can help a jurisdiction leverage funding for future trail implementation projects.

Credit: Coastwalk

Adding the CCT insignia to an existing trail feature.

CCT segments can be designated through official CCT signage placement and incorporation of CCT alignments into local coastal plans. Jurisdictions may contact the SCC directly to discuss potential designation and signing of a new section of CCT. Official designation of CCT segments and signage placement is up to the discretion of the Coastal Commission. It is the goal of the Coastal Commission and SCC to sign segments of the CCT that are safe, contiguous and meet the goals of the CCT (discussed in Section 1.3). Inclusion of CCT routes in local coastal plans will also ensure inclusion of completed segments as part of the state-wide CCT.

Segments of the CCT throughout the state have been signed through cooperation between local jurisdictions, the SCC, the Coastal Commission, and California State Parks. For placement of CCT insignia, it is preferable to use existing infrastructure such as signposts, bollards, and kiosks. Coastwalk currently has a grant from the SCC to place CCT insignia along completed segments of the CCT throughout the state. The CCT signing process entails Coastwalk working with local jurisdictions and planning processes to identify completed segments of trail or beach route that meet the goals of the CCT. Jurisdictions then identify any potential policy or programmatic constraints that could hinder the designation of a segment as the CCT. Local jurisdictions can also contact the SCC directly to discuss potential new segments of the CCT within their jurisdiction and assemble a signage placement plan (potential location of each sign with a picture) to submit

Official California Coastal Trail Insignia

to the Coastal Commission Coastal Access Programs Manager. Once Coastal Commission staff approve of the proposed CCT route and signage placements, the SCC will send the local jurisdiction CCT signs for placement.

Ensuring that the local and visiting public knows how to find completed segments of the CCT and what to expect is as important as getting them built. Celebrating and 'opening' recently completed trail segments attracts media attention, gets the word out and also provides an opportunity to engage partner and community organizations to do the same. Maps, online information, and other forms of outreach help the public understand where and how to use trails, as well as encouraging them to support future trail development efforts.

Directional signage from surface streets and US 101 was recently installed for the Hammond Coastal Trail. **Awareness** of the trail **has increased** for local residents as well as touring cyclists, who often prefer an alternative route to the highway but previously would not have known about the Hammond Trail except through guidebooks.

Railbanking Recommendations to Support the Humboldt County Coastal Trail

A case for railbanking the NWP rail line through Humboldt County, and particularly around Humboldt Bay, was outlined in Section 2.9. The following details recommendations for pursuing railbanking to complete key sections of the Humboldt CCT.

Work collaboratively with local governments to gain support for railbanking. Define clear trail use mechanisms that are attractive to local governments and encourage them to recommend railbanking to NCRA. Seek out funding opportunities that benefit multiple projects and/or multiple jurisdictions. Share planning documents and studies as they become available and invite comments. Involve trail support agencies and organizations.

Continue discussions with NCRA Board to gain support for railbanking. Understand NCRA's concerns and address them. Provide NCRA with planning documents and studies as they become available and invite comments.

Determine a lead agency that has the authority and capacity to carry out railbanking efforts. HCAOG may be the preferred agency to oversee the efforts of multiple government and non-profit entities involved in a countywide trail project, as they are the current lead for the A&MRR. With funding, HCAOG could assemble and lead a team capable of property research, community outreach, environmental assessment, field assessment and corridor inventory, negotiation with NCRA, and obtaining financing. HCAOG has jurisdictional support and authority to oversee trail planning and design, and can help determine who will oversee construction and maintenance. Management of the corridor would likely be a coordinated effort between local governments and agencies, non-profits, and volunteer-based support groups, unless there is establishment of a regional entity for trail management.

Work with adjacent landowners to build trust. Landowners may be fearful of land use changes that they perceive as affecting property rights and values. Providing landowners with complete and accurate information can alleviate these fears and create a sense of empowerment by getting them involved early. Encourage adjacent landowners to serve on trail advisory committee/s and participate in developing solutions. Invite former skeptics to speak to trail neighbors and develop allies among the adjacent landowners.

Cultivate broad, community-wide support. Conduct public outreach to involve not only area residents and adjacent property owners, but garner support from the whole community.

Present the benefits of the proposed project to as many people as possible and listen carefully to feedback to identify specific concerns.

Implement the Arcata-Bracut rail-trail segment. This segment lies completely within the jurisdiction of the City of Arcata. It is likely that there will be more than one funding source and the City will be able to pursue implementation grant funding once the design and permitting for the project is completed in 2011.

Update 2003 excursion rail study. If an excursion train system is to be formally proposed in the Humboldt Bay area, an updated Feasibility Study and an Implementation and Management Plan are needed that address the extent and costs of necessary infrastructure renovation (rail prism, track, tie, ballast, road crossings, crossing equipment and bridges), development of stations/ loading platforms, frequency of operation, conflicts with other uses (e.g. Old Town Eureka), projected revenues, sustainability of maintenance and operations as well as environmental compliance requirements. With such information, decisionmakers and funders will be better able to assess whether or not the concept has merit as a sustainable operation and how to plan for it in tandem with trail development.

5.2 Humboldt CCT Segment Recommendations

The Humboldt CCT will be implemented in its entirety over a period of years and through a series of incremental and coordinated improvements. This Implementation Strategy provides a path toward that ultimate goal, and what follows is an analysis of trail segment prioritization. Segments included in the analysis for priority implementation are considered in line with priority goals for the California Coastal Trail, outlined in Section 1.3.

As in the recommendations made in Chapter 4, segments that were already complete and need only designation and/or CCT signing were not included in the implementation analysis. Additionally, segments confirmed as the CCT bike alternative that overlap with the Pacific Coast Bike Route were also not included in the implementation analysis.

Recommended route segments were arranged in five broad categories based on facility type, feasibility, and general needs for implementation. The route categories are:

- Beach Routes
- Highway & Road Bridges
- Trails
- Shared Roadways
- Bicycle Alternatives

For beaches, bridges, and developed trails, implementation priorities were established based on goals for the CCT and important criteria defined by the project stakeholders — criteria also broadly supported in the professional planning community and by the public that participated in outreach efforts. This prioritization exercise relied on a combination of data gleaned from policy and planning review, stakeholder consultations, field reconnaissance and GIS data. Once uniform

data was established and analyzed for each CCT segment, weighting factors were assigned to each criterion to further separate trail options, based on each criterion's significance to completing the CCT and implementation needs in the short and long term. The prioritization method is described in detail in *Appendix L: Implementation Prioritization*.

Beaches routes are separated due to their similar implementation needs. In general, recommended beach routes require little improvement to function as the CCT route. Signing and access improvements can be completed in a short time frame and at relatively low cost. Beach routes should considered for early implementation along with Tier I trail routes described later.

Roads and highway bridges were also separated into a category because they are all important CCT links with no (or no nearby) alternatives. Bridges also have a distinct set of planning and implementation challenges associated with encroachment, structural design and associated costs, coastal view impacts, and access to/from the crossing.

Shared Roadways and Bicycle Alternatives are identified in an effort to provide a contiguous CCT route; however, relative priority of these routes was not evaluated with other route segments. Since a goal of this planning process is to identify a continuous CCT corridor through Humboldt County, shared roadways are being recommended as the CCT through areas in which no other route alternatives exist because of private property or geographic/physical constraints. However, these shared roadway segments of the Humboldt CCT do not provide ideal conditions for the full range of anticipated user groups. For CCT segments on shared roadways, future alternatives for CCT alignment should be sought. Shared roadways should be implemented as an interim measure to create connections and a contiguous corridor for the CCT. In the future, either a separated path within the roadway right-of-way, private property acquisition, or easement dedication should be pursued to improve the CCT route through these constrained areas. In several instances, a future preferred CCT route has been recommended parallel to a primary CCT shared roadway segment. [Shared roadways were not scored in the prioritization analysis because 1) there is a potential that these routes may not be considered for CCT signage or designation, and 2) Humboldt County Public Works Department is working to assess specific roadway conditions and potential improvements for pedestrians and bicyclists along these roadways.]

Bicycle alternatives are identified where a contiguous CCT route does not provide bicycle access, and there is a state highway or local roadway that may serve the bicycling community. In many cases, these routes are already designated as the Pacific Coast Bike Route (PCBR). The bicycle alternatives are not recommended to serve as the primary CCT, and improvements are suggested in coordination with other road projects, thus segments in this category are not an immediate priority.

The specific criteria used in the prioritization process are listed below and detailed definitions are provided in *Appendix L: Implementation Prioritization*.

- Corridor Condition/Quality
- Planning Consistency
- Connectivity

- User Demand
- Management Capacity
- Resource Constraints/Impact
- Cost/Long-Term Maintenance/Funding
- Sea Level Rise Impact

Trail segments were scored and grouped into tiers according to their degree of progress towards implementation. These tiers are intended to group similar projects that have similar implementation needs. Trails in each of these categories have elements that can be immediately addressed to move the projects forward towards completion. The score of a segment can be used as a guide to compare the degree of progress towards implementation across segments.

Tier 1: Trail segments in this category generally have a lead trail management entity identified to develop and manage the trail and traverse property owned by one clear entity, which helps avoid potential property issues and complexities of operational agreements. Trails in Tier 1 also have demonstrated high user demand through either current use or public and community organization interest. Many Tier 1 trails already exist in some condition and only require minor infrastructure improvements or signage to be fully functioning as the CCT. Trail segments not existing or fully functioning in this category have funding identified or are currently working with a potential funder.

Tier 2: Trail segments in Tier 2 are corridors that require more significant efforts. Additionally, either a clear trail management entity has not been identified or plans and compliance efforts are not initiated. Implementation needs for trails in Tier 2 are diverse and may be addressed by individual jurisdictions or as a collaborative effort.

Tier 3: Trail alignments in Tier 3 do not have an identified lead trail management entity and have not undergone a thorough planning process. Many have significant environmental or private property constraints that need to be addressed before implementation can be feasible. Additionally, a clear corridor may not yet be identified for these alignments. Many of these trail segments have been identified in our planning process as future preferred alternatives, recognizing their usefulness for a contiguous Humboldt CCT while also acknowledging their fledgling status as a trail route.

The following tables are organized by implementation category, as listed above. Tables 5 through 7 present the results of the prioritization analysis for beach routes, bridges and trails. The prioritization analysis illustrates which segments have the most elements in place to facilitate more efficient implementation. While this ranking provides a valuable framework for sequencing coordinated efforts among multiple stakeholders, strategic implementation opportunities should not be overlooked as they arise, even when associated with those segments identified as further from implementation in this Implementation Strategy.

Table 5: Beach Routes

Segment	Jurisdictions	weight	Corridor Condition & Quality 1	Planning Consistency 1	Connectivity 3	User Demand 1	Management Capacity 3	Resource Constraints/Impact 1	Cost/Long term maintenance 1	Sea Level Rise 1	Score
N2.04	Redwood National Park	On the beach from the Redwood National Park Visitor Center to the south end of Freshwater Lagoon	3	2	2	2	3	2	3	2	**29**
N3.03	State Parks	From the Stone Lagoon access road, along beach west of Stone Lagoon. Continue around west side of lagoon to existing trail from the environmental camp to Dry Lagoon beach.	2	2	2	2	3	2	3	2	**28**
N3.04	State Parks	On beach from Dry Lagoon access to south end of Big Lagoon	3	1	3	2	3	2	2	2	**30**
N3.05	State Parks	On beach from south end of Big Lagoon to Agate Beach to trails at the south end of Agate Beach and Rim Trail in Patrick's Point State Park	3	2	3	2	3	3	3	2	**33**
S3.03	County of Humboldt, State Lands Commission	On beach from "Zanone D" coastal access point south of Cape Mendocino to "Zanone A" coastal access point at McNutt Gulch	3	1	2	1	2	3	1	2	**23**
S4.01	State Lands Commission (up to mean high tide line), Bureau of Land Management	On beach from McNutt Gulch to the mouth of the Mattole River	3	1	2	2	2	3	1	2	**24**

Table 6: Highway and Trail Bridges

Segment	Jurisdictions	weight	Corridor Condition & Quality 1	Planning Consistency 1	Connectivity 3	User Demand 1	Management Capacity 3	Resource Constraints/Impact 1	Cost/Long term maintenance 1	Sea Level Rise 1	Score
C1.03	State Parks or Caltrans	Little River crossing or seasonal temporary crossing	1	2	3	2	1	1	1	2	**21**
C1.08	County of Humboldt, McKinleyville Community Services District	Hammond Bridge	3	3	3	3	3	2	2	3	**34**
C3.06	Caltrans	Samoa Bridge	2	2	3	2	3	3	3	2	**32**

Table 7: Trail Implementation Tiers

Segment	Jurisdictions		Corridor Condition & Quality	Planning Consistency	Connectivity	User Demand	Management Capacity	Resource Constraints/Impact	Cost/Long term maintenance	Sea Level Rise	Score
		weight	1	1	3	1	3	1	1	1	
Tier 1 (Identified trail manager, existing corridor owned by one clear entity, high user demand)											
N4.02	State Parks	Hiking trail through Trinidad State Beach that connects to beach and Trinidad Harbor	3	3	2	3	3	3	3	2	**32**
N4.03	City of Trinidad	Trinidad Harbor south to the signed Galindo Street Trail; Van Wycke Street onto Edwards Street then to the Axel Lindgren Trail near Memorial Lighthouse and down to Old Home Beach	2	3	3	3	3	2	2	2	**32**
N4.06	City of Trinidad	From Old Home Beach at the base of the Axel Lindgren Trail to Parker Creek Trail and the Groth Lane connector to Scenic Drive	3	3	2	3	3	3	2	3	**32**
C1.05	State Parks	Dune trail in Little River State Beach, from access point near Crannell Drive interchange to State Parks' dune trail.	2	3	3	3	3	2	2	2	**32**
C6.01	City of Eureka	Palco Marsh from Del Norte Street to the north end of Bayshore Mall	3	3	3	3	3	3	2	2	**34**
C6.02	City of Eureka	North end of Bayshore Mall to Truesdale Street	3	2	3	3	3	2	2	2	**32**
C6.03	City of Eureka	Truesdale to Hilfiker Lane	3	2	3	3	3	2	2	2	**32**
C6.04	Audubon Society	Parcel 4 loop behind Bayshore Mall	3	2	3	3	3	2	2	2	**32**
C6.05	City of Eureka	Hilfiker Lane to Elk River Wildlife Area and Park and Ride at Pound Rd	3	3	3	3	3	3	2	2	**34**
Tier 2 (Corridor in need of modification, trail manager not clearly defined, or funding and plans not in place)											
N2.01	County of Humboldt	Multipurpose trail on north Redwood Creek levee to the US 101 bridge	3	2	2	2	2	2	1	1	**23**
N2.03	County of Humboldt	South levee to Redwood National Park Visitor Center	3	2	3	2	2	2	1	1	**26**
N3.03	State Parks	From the Stone Lagoon access road, along beach west of Stone Lagoon. Continue around west side of lagoon to existing trail from the environmental camp to Dry Lagoon beach.	3	2	2	2	3	2	2	2	**28**
C1.04	State Parks	From US 101 weigh station access along State Parks' proposed trail near the south end of the Little River Bridge through Little River State Beach dunes to near access point at Crannell Drive interchange.	2	2	2	3	3	2	2	2	**28**
C3.04	Caltrans	Proposed multipurpose trail through Manila along the west side of SR 255 right-of-way from Young Lane to the southern extent of Peninsula Drive.	2	2	3	3	2	2	2	2	**28**
C4.01	City of Arcata	On rail corridor from 17th Street and Alliance Road to South G Street near the Arcata Water Treatment Plant.	2	3	2	3	3	2	3	1	**29**
C4.02	City of Arcata	Rail-trail from South G in Arcata to Bracut	2	3	2	3	3	2	3	1	**29**
C5.01	County of Humboldt, City of Eureka	Rail-Trail from Bracut to Y Street to T Street	2	2	3	3	2	2	1	1	**26**
C5.06	City of Eureka	Proposed boardwalk from J Street to G Street	1	2	3	3	3	2	2	1	**29**
C5.09	City of Eureka	Multipurpose trail in rail ROW along Waterfront Drive from C Street to Del Norte Street	2	2	3	2	3	3	2	2	**31**
C7.01	City of Eureka, County of Humboldt	Multipurpose trail in rail ROW from Pound Rd to Tompkins Hill Rd	2	2	3	3	1	2	1	2	**24**
Tier 3 (Trail management entity not identified, alignment has not undergone thorough planning process, challenging environmental or property ownership constraints)											
N1.04	Redwood National Park, Caltrans	From the existing Skunk Cabbage Trail, onto proposed Redwood National Park Trail "X" to intersection with US 101. Cross 101 and continue on trail/old haul road to Bald Hills Road and connect to the west with US 101	2	1	2	2	1	2	1	3	**20**
N2.02	Caltrans, County of Humboldt	Proposed multipurpose trail on the east side of US 101 from Bald Hills Road along Prairie Creek to the north Redwood Creek levee	2	1	2	2	1	2	1	3	**20**
N3.02	State Parks	Hiking trail along midslope contour of Gyon Bluffs above US 101 from south end of Freshwater Lagoon to Stone Lagoon access road	2	1	3	2	1	2	1	3	**23**
C1.02	Green Diamond Resource Company, Humboldt North Coast Land Trust, County of Humboldt	End of Scenic Drive along bluff and down to Little River	1	2	3	3	1	1	1	1	**21**
C3.03	County of Humboldt, NCRA	Multipurpose trail on rail corridor from Jackson Ranch Road over Mad River Slough Bridge to Young Lane	2	1	3	3	1	1	2	2	**23**
S1.02	County of Humboldt, NCRA	Multipurpose trail on rail corridor from the northern end of Tompkins Hill Road to Eel River Drive in Loleta	1	1	2	2	1	2	1	3	**19**
S1.06	County of Humboldt, NCRA	Multipurpose trail on rail corridor from Loleta to Fernbridge	2	1	2	2	1	2	1	3	**20**

Table 8: Shared Roadways

Segment	Jurisdictions	
N4.01	County of Humboldt	Patrick's Point Drive near Park entrance to Stagecoach Rd. Continue on west Stagecoach to Trinidad State Beach Elks Head/College Cove parking lot at Trinidad State Beach
N4.07	County of Humboldt	Scenic Drive from Groth Lane south to US 101
C1.06	County of Humboldt	On Clam Beach Drive beginning at Little River State Beach parking area to the connection with the Hammond Trail.
C2.02	County of Humboldt	Mad River Road south from the Hammond Bridge to the intersection of Upper Bay Road and Lanphere Road
C2.06	County of Humboldt	Lanphere Road to Seidel Rd, ending at Foster Ave
C2.08	County of Humboldt	Foster Ave to Jackson Ranch Road
C2.09	County of Humboldt	Foster Ave from intersection with Seidel to Q street to 17th Street
C3.02	Caltrans	State Route 255 from Jackson Ranch Rd over Mad River Slough Bridge to Young Ln
C3.05	Caltrans	On State Route 255 from South Peninsula Drive to the Samoa bridge approach.
C5.03	City of Eureka	T street to Front Street to Waterfront trail
C7.03	County of Humboldt	Tompkins Hill Rd from the northern US 101 interchange to Hookton Rd/101 southern interchange
S1.01	County of Humboldt	Eel River Drive from US 101 to Cannibal Island Rd
S1.07	County of Humboldt	Eel River Drive from Cannibal Island Road to Fernbridge
S2.06	Caltrans, City of Ferndale	State Route 211/Main Street from the west side of Fernbridge to Mattole Road
S3.01	County of Humboldt	Mattole Road from Ferndale to "Zanone D" coastal access point south of Cape Mendocino
S5.08	County of Humboldt	Beach Rd at Black Sands Beach to Shelter Cove Rd within the community of Shelter Cove; onto Chemise Mountain Rd to the Hidden Valley Lost Coast Trail trailhead

Table 9: Bicycle Alternatives

Segment	Jurisdictions	
NB4.01	County of Humboldt	Starting at College Cove/Elk Head parking area off Stagecoach Road. Stagecoach Rd to left on Main St and right on to Scenic Drive to Groth Lane.
CB1.01	State Parks	Clam Beach Drive from US 101 Crannell Exit to the Little River State Beach parking area
CB5.01	City of Eureka	Waterfront Drive to L Street. Proceed South on L to Second Street. Travel on Second from L to H Street. Take H Street north to 1st Street; 1st Street to Waterfront Drive at the foot of C Street
SB3.01	County of Humboldt	Mattole Road from "Zanone D" coastal access point south of Cape Mendocino to "Zanone A" coastal access point at McNutt Gulch (where Mattole Road turns inland to Petrolia)
SB4.01	County of Humboldt	Mattole Road through McNutt Gulch to Petrolia and onto Lighthouse Road to end at the mouth of the Mattole River

5.3 CCT Implementation Actions by Jurisdiction

Local governments, agencies, and community groups will be integral in fostering successful CCT implementation across Humboldt County. The following addresses the implementation actions each entity should assume to further progress on specific recommended CCT segments and promote collaboration in Humboldt CCT development. Local organizations and municipalities without jurisdiction over recommended Humboldt CCT segments are highlighted to identify the important supportive role these organizations can have in regional trail development. Reference *Appendix A: Project Partners* for more information about specific jurisdictions and agencies.

Federal Agencies	
Redwood National Park	
N1.04	**From the existing Skunk Cabbage Trail, onto proposed Redwood National Park Trail "X" to intersection with US 101. Cross 101 and continue on trail/old haul road to Bald Hills Road and connect to the west with US 101**
	Complete trail linking Skunk Cabbage Trail to Elk Meadow as identified as Proposed Trail X in the Redwood National Park Trail and Backcountry Management Plan Coordinate with Caltrans to plan pedestrian crossing of US 101 between Elk Meadow and Lost Man Creek Work with potential developer of Orick mill site to connect Park trail system with potential private development Investigate other connections south from Skunk Cabbage trail, through Orick, to Redwood National Park Kuchel Visitors Center
N2.03	**South levee to Redwood National Park Visitor Center**
	Plan for trail connection to town of Orick in future update of Redwood National Park Trail and Backcountry Management Plan Investigate the feasibility of a trail connection from the south Redwood Creek levee to the Kuchel Visitor Center Coordinate with the County to update levee use agreement to acknowledge CCT alignment on the Redwood Creek levees Pursue levee trail head development as outlined in levee use agreement with County, Orick Chamber of Commerce, and Orick School
N3.02	**Hiking trail along midslope contour of Gyon Bluffs above US 101 from south end of Freshwater Lagoon to Stone Lagoon access road**
	Coordinate with Caltrans, Yurok tribe, and State Parks regarding trail routing and potential cultural resource areas Work with State Parks to finalize a trail route that minimizes environmental and cultural resource impacts Coordinate with Caltrans regarding right-of-way encroachment and potential fencing Identify potential funding sources for trail implementation, highlighting the importance of this segment to provide connectivity along the coastline between existing CCT segments in Redwood National Park and Humboldt Lagoons State Park

Bureau of Land Management	
S4.01	**On beach from McNutt Gulch to the mouth of the Mattole River. (BLM property only at the southern end of this segment.)**
	Coordinate with the County, SCC, and the local community to improve directional signage to the mouth of Mattole and other BLM access points
	Maintain existing CCT route along Lost Coast Trail and King Range trails
US Fish and Wildlife Service	
C7.01	**Multipurpose trail in rail ROW from Pound Road to Tompkins Hill Road**
	Collaborate on future trail development along rail corridor along South Bay, especially considering adjacency of rail corridor to White Slough unit of Humboldt Bay National Wildlife Refuge (HBNWR)
	Provide expertise on wetland habitats during environmental assessments of rail prism
	Support lead agencies in CCT development
	Plan for trail connections between primary CCT route and coastal access trails within HBNWR when feasible
	Pursue westward continuation of Hookton Slough levee trail
State Agencies	
Caltrans	
N1.04	**From the existing Skunk Cabbage Trail, onto proposed Redwood National Park Trail "X" to intersection with US 101. Cross 101 and continue on trail/old haul road to Bald Hills Road and connect to the west with US 101**
	Coordinate with Redwood National Park on designs for a potential crossing of US 101 south of Davison Road
N2.02	**Proposed multipurpose trail on the east side of US 101 from Bald Hills Road along Prairie Creek to the north Redwood Creek levee**
	For future trail development, research US 101 right-of-way width along Prairie Creek between Bald Hills Road and northern Redwood Creek levee
	Work with future trail development efforts on alignment options and encroachment permit for a trail within this corridor
	Coordinate with the County on access control between levee and Caltrans right-of-way
N3.02	**Hiking trail along midslope contour of Gyon Bluffs above US 101 from south end of Freshwater Lagoon to Stone Lagoon access road**
	Coordinate with Redwood National Park, Yurok tribe, and State Parks regarding trail routing
	Provide encroachment guidance to Redwood National Park and State Parks for routing trail along US 101 right-of-way easement and through property owned by Caltrans and leased to Redwood National Park
C1.03	**Little River Crossing**
	Future bridge replacement designs should include at least eight feet shoulders and a separated bike/ped path on the bridge, as is being considered for the Mendocino Four Bridges project
	Coordinate with State Parks regarding potential trail encroachment into right-of-way near Little River bridge

Caltrans (continued)	
C3.02	**State Route 255 from Jackson Ranch Road over Mad River Slough bridge to Young Lane**
	Study potential for a separated non-motorized Class I facility for this segment
	Include bike lanes and widened shoulders, preferably five feet, in State Route 255 Feasibility Study
	Install bicycle/pedestrian warning signage at both ends of the Mad River Slough bridge
	Pursue funding to implement recommendations of State Route 255 Feasibility Study
C3.04	**Proposed multipurpose trail through Manila along the west side of State Route 255 right-of-way from Young Lane to South Peninsula Drive.**
	Champion multipurpose trail segment through Manila in future project planning
	Develop trail management agreement with County for potential multipurpose trail through Manila
	Pursue safe access to and from multipurpose trail, especially well-designed crossings to reach trail from south of State Route 255
	Pursue funding to implement recommendations of State Route 255 Feasibility Study
C3.05	**State Route 255 from South Peninsula Drive to the Samoa Bridge approach**
	Review feasibility of extending multipurpose trail along this section
	Widen roadway shoulders to maximum allowable width, preferably five feet or wider
	Install bicycle/pedestrian warning signage
C3.06	**Samoa Bridge**
	Allow pedestrian access on the Samoa bridges
	Future bridge replacement designs should include at least eight feet shoulders and a separated bike/ped path on the bridge, as is being considered for the Mendocino Four Bridges project
	Continue research into a cantilevered or separated bicycle/pedestrian path which would provide adequate space and safety for non-motorized travel
Gap	**Fernbridge**
	Future bridge replacement designs should include at least eight feet shoulders and a separated bike/ped path on the bridge, as is being considered for the Mendocino Four Bridges project
	Complete permitting for flashing beacon to improve bicycle crossing of Fernbridge
S2.06	**State Route 211 from west side of Fernbridge to Ferndale city limits**
	Install bicycle/pedestrian warning signage
	Study potential for a multipurpose trail within the wide State Route 211 right-of-way in future planning
All	**Other points**
	Pursue non-motorized transportation modes in planning for all structures and roadway improvements
	Proactively assist local jurisdictions with encroachment permits

State Parks	
N3.02	**Hiking trail along midslope contour of Gyon Bluffs above US 101 from south end of Freshwater Lagoon to Stone Lagoon access road**
	Coordinate with Redwood National Park, Caltrans, and Yurok tribe regarding trail routing and potential cultural resource areas
	Finalize trail alignment that minimizes environmental and cultural resource impacts
	Coordinate with Caltrans regarding right-of-way encroachment and potential fencing
	Identify potential funding sources for trail implementation, highlighting the importance of this segment to provide connectivity along the coastline between existing CCT segments in Redwood National Park and Humboldt Lagoons State Park
N3.03	**From the Stone Lagoon access road, along beach west of Stone Lagoon. Continue around west side of lagoon to existing trail from the environmental camp to Dry Lagoon beach**
	Work with Yurok tribe to identify potential trail alignment that would direct users away from culturally sensitive areas
	Identify trail route to minimize erosion along the coastal bluff
	Install warning signage regarding lagoon breaching and treacherous wave conditions during winter months
	Improve directional signage at Stone Lagoon parking lot
	Coordinate with Coastwalk to sign completed trail and beach segments
N3.04	**On beach from Dry Lagoon access to south end of Big Lagoon**
	Improve trail head and signage to better direct visitors and provide cultural and biological interpretative opportunities
	Improve awareness of and directions to Dry Lagoon environmental camp
	Pursue funding from ADA department for trail head improvements
	Develop trailer parking facilities to improve equestrian access along the beach
N3.05	**On beach from south end of Big Lagoon to Agate Beach to trails at the south end of Agate Beach and Rim Trail in Patrick's Point State Park**
	Coordinate with Coastwalk to sign completed trail and beach segments
N4.02	**Hiking trail through Trinidad State Beach that connects to beach and Trinidad Harbor**
	Coordinate with City of Trinidad on linkage between Trinidad State Beach trails and City trail system
	Consider trail head improvements at Elk Head/College Cove parking lot
	Work with Coastwalk to approve potential CCT signage locations through Trinidad State Beach
	Install warning signs about potential tide surf along Trinidad Beach
C1.05	**From US 101 weigh station access along proposed trail through Little River State Beach near the south end of the Little River Bridge, through dunes to access point at US 101/ Crannell Drive interchange**
	Coordinate with Caltrans regarding access control near the south end of the Little River Bridge
	Pursue opportunities to develop a separated pedestrian crossing of Little River
	Coordinate with Caltrans regarding potential future encroachment into right-of-way for connection to Little River Bridge
	Pursue funding opportunities to complete this Coastal Trail segment

"It is important to maintain the levees, to establish trails, and to increase transportation improvements in order for Orick **to thrive** in the long-term."

State Parks (continued)	
C1.06	**Dune trail in Little River State Beach, from access point near Crannell Drive interchange to State Parks' dune trail.**
	Pursue additional funding sources to complete trails outlined in Little River State Beach Restoration and Enhancement Plan Complete compliance for trail development as part of Little River State Beach Restoration and Enhancement Plan Provide trail access for multiple user groups
C2.01	**End of Scenic Drive along bluff and down to Little River**
	Engage in potential discussions of private property acquisition along this segment Pursue trail alignment planning north from the Little River on State Parks property Coordinate with future trail development efforts in Little River area
Regional Entities	
County of Humboldt	
N2.01	**Multipurpose trail on north Redwood Creek levee to the US 101 bridge**
N2.03	**South levee to Redwood National Park Visitor Center**
	Pursue property acquisition or easement to develop improved levee access points and trail head Coordinate with Army Corps of Engineers to fully understand compliance needs for structural improvements to levee access points Work with Orick community to ensure trail development meets the needs of local residents and potential tourism expansion Characterize structural integrity of the levees to fully understand needs for levee improvement that could impact trail development Clarify potential flood zone development restrictions in Orick
N2.02	**Proposed multipurpose trail on the east side of US 101 from Bald Hills Road along Prairie Creek to the north Redwood Creek levee**
	Encourage development and rezoning of Orick mill site to include trail connections to community of Orick to the south and Redwood National Park to the north Coordinate with Caltrans and Redwood National Park to tie potential trail development along this segment to the Redwood Creek levees
C1.09	**Hammond Bridge**
	Characterize structural and environmental integrity of the bridge to understand timeframe for replacement Prioritize development of bridge replacement designs Ensure public understands need for eventual replacement of this important link between the Hammond Trail and Humboldt Bay communities
C2.01	**End of Scenic Drive along bluff and down to Little River**
	Engage in potential discussions of private property acquisition along this segment Pursue trail alignment planning north from the Little River on State Parks property Coordinate with future trail development efforts in Little River area

County of Humboldt (continued)	
C3.04	**Proposed multipurpose trail through Manila along the west side of State Route 255 right-of-way from Young Lane to South Peninsula Drive**
	Support Caltran's recommendations in the State Route 255 Feasibility Study for a multipurpose trail through Manila
	Serve as trail manager for Manila multipurpose trail if Feasibility Study recommendations are implemented by Caltrans
C3.03	**Rail ROW from Jackson Ranch Road over Mad River Slough Bridge to Young Lane**
C5.01	**Rail-Trail from Bracut to Y Street to T Street**
C7.01	**Rail corridor from Pound Rd to Tompkins Hill Rd**
S1.02	**Multipurpose trail on rail corridor from the northern end of Tompkins Hill Road to Eel River Drive in Loleta**
S1.06	**Multipurpose trail on rail corridor from Loleta to Fernbridge**
	Work with HCAOG to determine appropriate trail management entity
	Pursue railbanking discussions with NCRA, government officials and community leaders
	Build political and public support for rail-trail along Arcata-Eureka corridor
	Engage adjacent private landowners to garner cooperation and collaborate on designs for trail crossings
	Ensure policies in local plans are supportive of trail development
	Update Local Coastal Plans to support CCT development and reflect recommended CCT alignments
	Garner public support for trail and bike/ped facility improvements
	Pursue grant funding for community transportation planning
	Consider use of existing rights-of-way for potential trail development
	Support regional trail system development and railbanking in the Circulation Element of the County General Plan
	Develop criteria to determine which roadways throughout the County are appropriate for designation as shared roadway segments of the CCT
	Collaborate on directional signage improvements at Big Lagoon County Park and at coastal access points along Mattole Road to direct and inform CCT users
S3.03	**On beach from Zanone "D" coastal access point south of Cape Mendocino to Zanone "A" coastal access point at McNutt Gulch**
	Coordinate with SCC and local community to improve signage at coastal access points
Humboldt County Association of Governments	
	Coordinate regional trail system development among member jurisdictions
	Support lead agencies in CCT development
	Garner public support for trail and bike/ped facility improvements
	Pursue grant funding for community transportation planning
	Seek and prioritize funding for active transportation projects and trail development
	Continue to lead railbanking efforts for the Annie and Mary rail corridor
	Bring support for regional trail development to regional planning projects like the Blueprint Planning Program

"I would like to congratulate RCAA for the attractiveness and **thoroughness** of the Humboldt County Coastal Trail Implementation Strategy October 2010 Draft. It's an impressive document."

Nancy Ihara
Manila Resident

Humboldt Bay Harbor, Recreation, and Conservation District	
	Support lead agencies in CCT development
	Pursue trail connections from Harbor District facilities to the Coastal Traill
	Coordinate water trail developments with the CCT and coastal access routes
	Collaborate on regional trail system and railbanking discussions concerning the Humboldt Bay region
	Work with trail development projects around Humboldt Bay on interpretation opportunities
City of Trinidad	
N4.03	**Trinidad Harbor south to the signed Galindo Street Trail; Van Wycke Street onto Edwards Street then to the Axel Lindgren Trail, near Memorial Lighthouse and down to Old Home Beach**
N4.06	**From Old Home Beach at the base of the Axel Lindgren Trail to Parker Creek Trail and the Groth Lane connector to Scenic Drive**
	Develop directional signage or kiosk for City of Trinidad trail system
	Coordinate with Coastwalk to sign completed trail segments
	Reinforce ladder steps on lower Axel Lindgren trail
	Coordinate with State Parks on linkage between City trail system and trails in Trinidad State Beach
	Ensure policies in local plans are supportive of trail development
	Consult the Tsurai Ancestral Society regarding cultural resources in the Trinidad area
	Update Local Coastal Plan to support CCT development and reflect recommended CCT alignments
City of Arcata	
C4.01	**On rail corridor from 17th Street and Alliance Road to South G Street near the Arcata Water Treatment Plant**
C4.02	**Rail-trail from South G in Arcata to Bracut**
	Continue to pursue rail banking discussion with NCRA, government officials and community leaders
	Continue to build political and public support for rail-trail along Arcata-Eureka corridor
	Stay in close communication with SCC as potential funder for implementation
	Identify additional funding sources for trail construction
	Select final rail-trail designs based on economic feasibility and structural limitations of the rail prism
	Ensure policies in local plans are supportive of trail development
	Garner public support for trail and bike/ped facility improvements
	Pursue grant funding for community transportation planning
	Consider use of existing rights-of-way for potential trail development
	Collaborate on regional trail system and railbanking discussions
	Update Local Coastal Plan to support CCT development and reflect recommended CCT alignments

City of Eureka	
C5.01	**Rail-Trail from Bracut to Y Street to T Street**
	Pursue rail banking discussions with NCRA, government officials and community leaders
	Build political and public support for rail-trail along Arcata-Eureka corridor
	Take lead role in pursuing completion of this segment
	Identify additional funding sources for trail construction
C5.03	**T Street to Front Street to Waterfront trail**
	Install bicycle/pedestrian signage along roadway
	Work with Coastwalk and SCC to install CCT signage on Front and T Streets
C5.06	**Proposed boardwalk from J Street to G Street**
	Create clear directional signing onto 1st street to route bicyclists off existing boardwalk
	Encourage future business development of property to include boardwalk trail
	Pursue property or easement acquisition and clean up site
C5.09	**Multipurpose trail in rail ROW along Waterfront Drive from C Street to Del Norte Street**
	Study potential for removal of on-street parking along eastern extent of this segment to enable multipurpose path within the Waterfront Drive right-of-way
	Build public and business support for Waterfront Drive trail
	Conduct title search along NCRA corridor to fully understand conditions of right-of-way
	Incorporate trail development requirement for any potential purchase of City parcels south of Wharfinger Building
	Research potential wetland mitigation options
	Research phase I studies previously conducted along Waterfront Drive to understand potential toxics issues
	Coordinate with NCRA, Marina Center developers and local environmental groups on use of NCRA right-of-way corridor for trail development
C6.01	**Palco Marsh from Del Norte Street to the north end of Bayshore Mall**
	Work with SCC to pursue funding for implementation
	Coordinate with Coastwalk to sign this segment
	Widen and resurface trail for multiple user groups
	Install trail head signage and amenities
	Research mitigation options for potential wetland impacts from trail widening
C6.02	**North end of Bayshore Mall to Truesdale**
	Coordinate rail-with-trail design considerations with NCRA
	Site clean up and removal of abandoned buildings

Waterfront Drive: **"Great ideas, great area to walk**. Please emphasize the view of the bay, when possible. I really like the idea of art as well as attractive and practical bike racks in well placed areas (safe, well lit, populated spots). Thanks for all of the good work!"

City of Eureka (continued)	
C6.03	**Truesdale to Hilfiker Lane**
	Widen and resurface trail for multiple user groups
	Install trail head signage and amenities
	Secure additional funding for implementation
	Pursue private parcel acquisition or easement for short segment of this alignment
	Complete compliance for this planned, designed, and funded segment
C6.05	**Hilfiker Lane to Elk River Wildlife Area and Park and Ride at Pound Rd**
	Complete compliance for this planned, designed, and funded segment
	Work with SCC and RCAA to implement trail and trail head construction
	Coordinate with Coastwalk to sign this segment
	Ensure policies in local plans are supportive of CCT development
	Garner public support for trail and bike/ped facility improvements
	Pursue grant funding for community transportation planning
	Consider use of existing rights-of-way for potential trail development
	Continue to pursue vision of a fully-connected Waterfront Trail
	Update Local Coastal Plan to support CCT development and reflect recommended CCT alignments
City of Ferndale	
	Support lead agencies in CCT development
	Pursue trail development as prerequisite policy for new development within city limits
	Garner public support for trail and bike/ped facility improvements in and around Ferndale
	Pursue non-motorized trail connections within Ferndale
	Plan for multipurpose path along Centerville Road
	Include planning for Complete Streets in roadway improvements and new road construction
	Ensure policies in local plans are supportive of trail development
City of Fortuna	
	Support lead agencies in CCT development
	Pursue trail development as prerequisite policy for new development within city limits
	Garner public support for trail and bike/ped facility improvements in and around Fortuna
	Pursue non-motorized trail connections between open spaces and downtown Fortuna
	Collaborate on potential regional trail connections, especially the rail corridor and local connections to the Coastal Trail
	Include planning for Complete Streets in roadway improvements and new road construction
	Ensure policies in local plans are supportive of trail development

Tribes	
Trinidad Rancheria	
	Support lead agencies in CCT development
	Garner public support for trail and bike/ped facility improvements around Trinidad and Westhaven
	Pursue non-motorized trail connections between Rancheria and downtown Trinidad and the coast
	Include planning for Complete Streets in roadway improvements and new road construction
Wiyot Tribe	
	Support lead agencies in CCT development
	Coordinate with trail development agencies to ensure protection of cultural resources
	Pursue non-motorized trail connections between Table Bluff Reservation and Humboldt Bay and the coast
	Include planning for Complete Streets in roadway improvements and new road construction
Yurok Tribe	
	Support lead agencies in CCT development
	Coordinate with trail development agencies to ensure protection of cultural resources
	Work with State Parks to determine Gyon Bluffs trail alignment that protects cultural resources
	Provide guidance to State Parks regarding potential cultural resource impacts along northern Stone Lagoon peninsula
	Pursue interpretative opportunities with trail development through ancestral lands
Local Entities	
Audubon Society	
C6.04	**Parcel 4 loop**
	Coordinate with SCC and other potential funders
	Seek matching funds
	Work with City of Eureka to link Parcel 4 with other Waterfront Trail segments
	Partner with other community groups to clean up site
	Develop trail and trail head designs
	Follow Elk River Trail development to understand permitting process
	Engage community support and volunteer help
	Discuss trail management agreement with City of Eureka

Community Services Districts, Land Trusts and other community organizations	
	Support lead agencies in CCT development
	Garner public support for trail and bike/ped facility improvements
	Pursue grant funding for community transportation planning
	Advocate for active transportation options and funding for trail development
	Seek opportunities for land or easement acquisition
	Consider use of existing rights-of-way for potential trail development
	Engage volunteers to assist with trail maintenance
	Collaborate on potential regional trail connections, especially the rail corridor and local connections to the Coastal Trail
Regulatory Agencies	
	Support lead agencies in CCT development
	Seek to streamline permitting process to ensure efficient trail implementation

Appreciation

The project team deeply appreciates the time, energy and enthusiasm that many agencies, organizations, and members of the public have put into this effort. In general, these representatives and citizens recognize this connected regional trail system as an opportunity that will serve their community and individual missions in numerous ways. The team received many enthusiastic comments about the benefits of the collaborative process during and after the workshops with local government and land management agencies and organizations. We are also deeply appreciative of the state vision and support for this effort, as well as for the ability to do 'planning' work a little differently, with a focus on overcoming barriers to implementation and finding opportunities for our communities to work together to achieve this vision.