D. Technical Advisory Group and Public Participation Process

D.1. Technical Advisory Group Minutes

D.1.1. Meeting #1 Minutes

Tuesday April 3, 2012, 10am to 12pm

Fort Bragg City Hall Conference Room

Attendees:

- Rex Jackman, Caltrans
- Cheryl Willis, Caltrans
- Jesse Robertson, Caltrans
- Janet Orth, MCOG
- Teresa Spade, City of Fort Bragg
- Louisa Morris, Mendocino Land Trust
- Abbey Stockwell, County of Mendocino
- Nora Daley-Peng, Alta (remote)
- Randy Anderson, Alta
- Rob Holmlund, GHD
- Merritt Perry, GHD
- Emily Sinkhorn, RCAA (remote)
- Dena Graham, VRPA Technologies (remote)
- Bob Merrill, Coastal Commission (remote)

Meeting Agenda

- Introductions and Project Overview(Cheryl)
    - Bike and pedestrian improvements on the state highway system
    - Looking where the CCT connects back in to the state highway system
- Project Scope and Schedule (Randy)
    - Current initiative for the Alta Team is to collect field data
    - Already obtained most literature
    - Well along in mapping, shapefiles of CCT (Louisa)
        - Rixanne has the Coastwalk version – this is more of a planning vision
        - Mendocino Land Trust has another version that is more based in reality
        - Emily will work with Rixanne and Louisa about getting this data
    - Bike/pedestrian counts pushed back to August to capture peak season usage
    - Most other tasks must complete by June 30 to make the decision about the candidate projects and get ready for funding proposal for 2014

        - Haul Road project will be a priority as the PCBR had to be put back onto Route 1 because southern part of Haul Road could not be improved by State Parks (goal to have preliminary PSR)
        - Additional 1 or 2 projects will be determined
    - Could be helpful to have State Parks on TAG and pull local knowledge in other ways
    - Would be great to talk with folks who bike the Mendocino coast all the time. Add Westport groupto the stakeholder list. (Louisa)
    - Public Outreach in May/June, another round in October
        - Goal for public meetings: get reactions from the public about data that has been collected and the potential project areas of interest; methodology, data, criteria, how projects will be developed.
        - The first round of workshops needs to be framed for meaningful input. Louisa is willing to work on the public outreach component. (Louisa)
        - Perhaps have another TAG meeting in May with key local stakeholders and then more the public meetings in the first week of June

- Project Scope and Schedule
  Cheryl – Alta does not have to have Task 6 complete by June 30. If study can give assurance that criteria enables Haul Road to be part of candidate projects (if the data makes sense), could just have approximate cost estimate for Haul Road. All cost estimates don't have to be in by June 30. If another project comes to the top, we could forward that for a PSR too by June 30. (This moves Task 6 out). Make sure there are not deal-killers for these candidate projects…need enough of a general project description, overall potential issue areas (ROW, cultural, environmental) and general cost estimate to start a Project Study Report. Cheryl would like to have such information for the entire study area – Caltrans staff can then develop the more specific PSR information.
- Draft Criteria for PCBR/CCT Projects and Priorities
    - 'Use is higher' criteria – separate out vehicle use from bike/pedestrian use
    - Look at places with higher residential densities
    - Commuter routes could be a criteria – need a bike lane on both sides of the highway for commuters. Commuter travel between Little River and outlying areas, Fort Bragg to Mendocino, Fort Bragg and Westport, Simpson Lane area to Fort Bragg.
    - Jack Peters and Russian Gulch bridges in particular
    - Westport trail fenced off and being constructed as a bike and pedestrian trail, unpaved will be open in June…what is the goal when the CCT and PCBR are co-located but not fully in the right-of-way?
    - Rob requested a list of places where people walk/commute from Louisa and Abbey
- Field Inventory with Tablet PCs and GPS receiver to collect data during drive.

  - Collecting new data every 0.25 mile (yellow dots on PowerPoint), have 30 seconds to rate 0.25 mile based on environmental, habitat, slope, etc. Looking for 4 ft shoulders – and noting what is in the way to make 4 ft shoulders. Then go to 8 ft shoulder assessment.
  - 300 segments on map (150 on each side of road)
  - Data is detailed in GIS for each 0.25 mile, but the published maps will only reflect a cumulative score of constraint factors.
  - Need to make assumptions when the CCT shares the right-of-way (Alta proposes to look out 20 ft from the fog line when the CCT is next to the highway and noting why there is not 20 ft accessible.) (Westport-Union Landing could be feasible here but many places not very feasible.)
  - Use Coastal Commission criteria for wetlands as much as able but this is high level data collection, will be conservative with sensitive habitats though.
  - Google Earth and Street View is great backup, Leggett to Westport is not in Street View though
  - Shoulder analysis product will show feasibility for 4ft and 8ft shoulders on both sides of the highway
- Typical Sections
  - Cost estimates will include permitting and design costs as well
  - Coastal Commission, Coastal Conservancy and Caltrans weighed in on typical sections from San Luis Obispo examples
    - Per Coastal Commission only 4' should be paved even if 8' shoulder
    - Per Coastal Commission fence/rail minimum 42" as needed per slope conditions
    - Per Caltrans stay out of 20' or 30' clear recovery zone (set back from edge of travel lane). Could meet standards w/o guardrail but Alta team recommends a barrier for safety.
    - Potential section for Mendocino County where CCT shared ROW would have an 8' shoulder (4' paved), cable barrier, and an approximate 10 foot space for the CCT – either unpaved/informal or paved Class I path depending on setting/preference. Minimum target width for this section is 20'
    - Steep slope options - grade separated, retaining wall, armored shoreline (not recommended by State Parks)
  - Emily set up call for Nora, Rob, Louisa, Tony Salomone Thursday or Friday to discuss overlap of Mendocino Land Trust CCT, Coastwalk CCT alignment data.
  - Bob Merrill- Mendocino Local Coastal Program (LCP) sections 3.8-6 and 3.6-20 discuss 4 ft shoulders, but design will be context driven. County will be looking for conformance with the LCP for any CDPs and this area is appealable to the Coastal Commission. Highway 1 in

rural areas should be a rural road (not a lot of pavement, no extra width). Where there must be barriers, design them to fit the character of the setting and minimize obstructions to the view. An LCP amendment would be very difficult to achieve, so likely project needs to follow shoulder width guidelines. Where you have a paved shoulder and you need a wider shoulder for safety, the project could have a wider area unpaved – there could be room in the policies for this. Make barriers/fences as transparent as possible, so drivers can see through the barrier to the coast. Minimize blockage of view and design the project so it does not detract from context of the area. Type 80 rail and K Rail is not favored by Coastal Commission. SD10 and cable barriers are more favorable.

- Public Outreach Strategy
  - Separate, targeted stakeholder meeting/discussions would be up to Caltrans/TAG to schedule
    - Caltrans to make the calls to build relationships with local stakeholders for sustainability of PCBR work
    - VRPA could give calls to key stakeholders
    - Target end of April or early May for stakeholder discussions
  - Stakeholder list
    - VRPA has made contact with the City of Fort Bragg and MCOG about their stakeholder lists. VRPA will email Jesse with the progress of the inventory.
    - TAG to make suggestions to expand the list.
  - First week of June for public meetings
    - Available or potential meeting locations… The intent is to hold meetings in four locations up and down the coast. There is not a great meeting place in Westport, perhaps the church would be available. Fort Bragg host a lot of public meetings, perhaps a workshop in Casper would broaden the attendance from the wider community. Aquatic Center in Fort Bragg, Caspar community center, Gualala community center, Point Arena library. Feedback from Abbey, Teresa and Louisa. Don't know how productive a meeting in Westport could be.
    - Abbey, Teresa, and Louisa can help with identifying meeting locations.
  - 2nd round of workshops – October
  - Nora share ftp project site with VRPA and perhaps Louisa, save data to the folder name from your firm
  - TAG will get back to VRPA on logos
  - PCBR website VRPA involvement – would be on an internal Caltrans webpage, Janet Orth could help with this
- TAG group make up and communications

  - Louisa is representing Mendocino Land Trust, Lisa Ames from SCC said Louisa could represent SCC interests
  - Caltrans will send out list of TAG group members for review, could include person (archaeologist) on Westport municipal advisory council on TAG, maybe State Parks, County Dept of Transportation (Abbey will check with Howard, may have representation with MCOG TAC)
  - TAG communications
    - Coordinate through Jesse
    - Include all Coastal Commission staff in emails (Melanie, Tamara, Tami, and Bob may participate; Bob as main point of contact)
    - Be clear what you need feedback on and by what time
  - Next TAG meeting is the first Friday of the month, May 4, 2012
- Meeting adjourned at 12:09

Attachments:

TAG Meeting #1 Agenda

TAG Meeting #1 PowerPoint Presentation PDF

D.1.2. Technical Advisory Group Meeting #2 Minutes

June 1, 2012 10am-noon

Attendees:

- Dena Graham, VRPA Technologies
- Janet Orth and Phil Dow – MCOG
- Loren Rex – State Parks
- Lee Otter, Tamara Gedick – Coastal Commission
- Lisa Ames – SCC
- Abbey Stockwell – Mendocino County
- Teresa Spade – City of Fort Bragg
- Ruth Valenzuela – Wesley Chresbro's office
- Randy Anderson, Nora Daley-Peng – Alta
- Cheryl Willis, Jesse Robertson– Caltrans
- Rob Holmlund – GHD
- Emily Sinkhorn – RCAA

Agenda

- Introductions
- Project Status Update (Cheryl) – Two candidate projects for 2014 STIP cycle – need Project Study Reports (PSRs) quickly, focus on projects within the Hwy 1 ROW. Will find out on PSR funding in July. Caltrans to seek to have TAC for PSR development.
- Candidate Projects Overview

- Haul Road Bypass
    - Looking at Haul Road Bypass because of deficient section on State Parks trail to west (unpaved)…also there is a poor connection getting back to Hwy 1 at Ten Mile River Bridge. What would be more cost effective? – repair deficient sections along Haul Road trail or improve State Hwy section?
    - (Loren) State Parks is removing Haul Road north of Ward Ave to Ten Mile Bridge and restoring to dune habitat. State Parks is actively looking for funds to improve Haul Road south from Ward Ave to Pudding Creek.
    - State Parks has developed $1-2 million cost estimate for bridge across Virgin Creek, repaving of Haul Road and improvement of equestrian and bicycle access
    - Caltrans interested in helping State Parks look for funding for southern portion of Haul Road.
    - Pudding Creek bridge is not bicycle safe
    - Look at connections to Highway 1 as part of this study
    - Both State Parks and highway 1 segment be included in same project? (Rob)
- Point Arena to Gualala – large project, CTC might be interested in looking at 2-3 big projects ~$10-20 million ($70 million capital costs on initial estimates by consultant)
    - MCOG project in Gualala area, community plan for streetscape in downtown to be completed this month – 60' minimum corridor with bikeways and walkways. Expect to have project component ready for 2014, 1 mile segment.
- Commission staff review projects for consistency with LCPs and that projects provide for coastal access with pedestrian access. Coastal Commission also reviews barrier/distance/vegetative separation for pedestrians from motor traffic. (Lee)
    - Coordinate with Tamara and Mendocino County planning for LCP consistency

- Existing Conditions and Improvement Typologies
    - The Alta Team focused on existing shoulder conditions and slope to match up with cross-section type (Nora)
        - Shoulder classifications: 8ft shoulder assume PCBR complete, but CCT isn't necessarily complete.
        - Slope classifications
        - Widening improvements
        - Drainage/Crossing Structures
        - Proposed cross-sections
            - 8ft paved path with cable barrier, 8ft shoulder paved

        - 8ft paved path with barrier, 8ft shoulder not completely paved
        - 4ft paved bath with barrier and retaining wall on uphill side with 4ft shoulder
    - Caltrans 8ft shoulder goal vs. Commission 4ft shoulder recommendation for rural areas
    - Barrier design – cable barrier not great for bikes (Teresa)
        - Between Ventura and Santa Barbara County line, goal to install HOV lanes. Barrier separated from 101, multiuse trail on seaward side and on other side bicyclist have 8ft paved shoulder. Two choices for bicyclists. (Lee) What is the usage like here locally?
            - Recommendation - 8ft shoulder but only pave first 4ft out from fog line
            - Look for other see-through barrier alternatives
                - Protocol for crash testing barriers – Tami Grove, Coastal Commission staff could be helpful
                - 'Road's Edge Committee'
            - San Luis Obispo – Caltrans has had to ask for permission to lessen width of shoulder per Coastal Commission direction
            - Consider vertical separation too if constraints aren't prohibitive
        - Where do we need a barrier? Do we need a barrier, if pedestrians are on roadway?
        - Make sure to also show the public cross-sections that only have just widened shoulder, without separated CCT improvements (Cheryl)

- Workshop Preparation
    - Maps should include coastal access points, vista viewpoints, State Parks, trip generators – this could help determine which cross-section would be appropriate (Phil)
    - Need to include discussion of criteria (Update workshop agenda item to be 'Methodology and Criteria' – make sure public knows how we are evaluating options) (Cheryl)
        - Include constraints discussion under Methodology and Criteria
        - Have a board of these Criteria at the workshop
        - Include expectations for funding
        - Want public input on where to focus efforts on corridor
        - Candidate projects – explain we have the opportunity to do these projects right now – but don't call out Candidate Projects separately

- Change workshop agenda to have 2 brief presentations with same content at beginning and middle of workshop – allow more time for informed work at breakout sessions
    - Have post-its for people to write on maps or pens to write directly on maps since post-its fall off
    - Team rep at stations to assist
    - Consider having big layout tables for people to gather around maps/boards
    - Have input tables separate from presentation area so people can keep reviewing maps during second presentation
    - Include Proposed Cross-Section boards for input?
    - Make sure facilitate flow through tables
    - Comment card table?
- Include next steps/timeline at end of presentations or as board
    - Project input contacts on board
    - VRPA is scoped for a Fact Sheet
    - Explain purpose of October workshops – input on prioritizing projects will be on the agenda
- How many people staff workshop?
    - VRPA – 2 people
    - Alta Team – 1 RCAA staff and technical assistance via phone
    - MCOG staff – 2 people likely
    - City/County representation?
- Workshop locations and dates (5:30-7:30pm)
    - Westport – church community center 7/18, yet to be confirmed
    - Point Arena – City Hall 7/19
    - Gualala – community center 7/25
    - Caspar – community center 7/26, yet to be confirmed

- Caltrans and Coastal Commission to schedule phone conference
    - Include Tami Grove and Bob Merrill on communications too

Attachments

- June 1, 2012 TAG Meeting Agenda
- June 1, 2012 TAG Meeting Web Conference Visuals/Handouts

D.1.3. Technical Advisory Group Meeting #3 Minutes

Friday October 5, 2012, 10am to 12pm

Fort Bragg City Hall Conference Room

Attendees:

- Rex Jackman, Caltrans
- Cheryl Willis, Caltrans
- Jesse Robertson, Caltrans
- Teresa Spade, City of Fort Bragg
- Louisa Morris, Mendocino Land Trust
- Nora Daley-Peng, Alta
- Janet Orth, MCOG
- Lisa Ames, SCC
- Andrea Mapes, State Parks
- Loren Rex, State Parks (remote)
- Bob Merrill, State Coastal Commission (remote)
- Ruth Valenzuela, Wesley Chesbro office (remote)
- Randy Anderson, Alta (remote)
- Emily Sinkhorn, RCAA (remote)

Agenda

- Introductions + Agenda review
- July Workshop Series Summary
    - Four public workshops were conducted
    - Workshops introduced the project, explained what it is all about and encouraged public input.
    - Presented to the public the ways to give feedback – input on draft criteria to help us identify potential improvements.
    - Safety concerns and high bicycle/pedestrian use were priority criteria.
    - Public identified key priorities for improvements along Highway 1 that are outlined in the progress report by post mile.
- Analysis Methodology
    - Massive amount of data
        - GHD collected GIS data in the field
            - Highway shoulders and physical and environmental factors
            - Collected on a ¼ mile general basis
            - Rated the presence or absence of certain conditions to improve for a bike route or the CCT
            - Presence of wider shoulders or CCT
        - Caltrans data

        - Info about bridges status, cultural resources, culverts, right-of-way in fee or prescriptive
    - CCT data from Mendocino Land Trust
- Data were analyzed with the criteria
- Two levels of improvement are described in the report (page 4 cross sections in progress report)
    - Where conditions are gentle try to create 8 foot shoulders (4 feet paved shoulders in consideration of Coastal Commission objectives and policies and other 4 feet would be unpaved).
    - Where CCT planned in conjunction with highway our objective would be an 8 ft wide space for the CCT in addition to the wide shoulder (4ft paved plus 4ft unpaved).
    - Assume barrier between CCT and highway shoulder.
    - Louisa – quite a bit of the county, cross section be included in the report that includes something for severe up and down slopes.
    - Randy – page 8, for steep slope areas we will have 4 ft. shoulders plus CCT.
- Bob –The Coastal Act Policy's intent is to maintain two-lane road and rural scenic character. Consistency with the LCP is important, but we do want bicyclists to be safe. Concerns are visual and also areas where it is going through wetlands or other sensitive habitats. Generally push for narrowing shoulders while also providing for safety.
- Caltrans - Structures need larger shoulders to accommodate a multi-purpose CCT.
- Bob - Potential improvements that propose shoulders higher than 4 ft. may need clarification in the LCP.Bob – In proposed cross sections, it is hard to see the distinction between 4 ft. paved shoulders adjacent to 4 ft. unpaved shoulders/paths. The hues of brown are very close making it look like 8 ft. of pavement. Update the cross sections to be more clear what is paved and not paved
- Why is the boardwalk proposed to be 8ft wide – seems very wide. If have separated bikes, boardwalk should never be that wide.
    - Randy – boardwalk should be 4ft wide on steep slope.
    - If possible, bikes might want to not be on the shoulder – an 8ft path would provide multipurpose, safe area
    - Louisa – our trails are 4 ft wide but they are exempt from Class 1 standards as we have built on private land. For Highway 1 need to keep Class 1 standards.
- What is clear recovery zone distance?

        - Bob – it is a case by case discussion. We really think the purpose of document (Mendocino PCBR-CCT EFS) is to be a guide, but not to be a set of recommendations. Update draft report with writing to clarify this distinction.
        - Randy – Alta will add wording to the front end of the report that states that this is a planning document; not a plan. This document is for planning purposes only. Everything being discussed is planning level and will not preclude future changes or discussions
    - North to South is the order for other plans…also when have cross-section diagrams match your direction.
    - Work with VRPA to acknowledge what the public had to say about the segments – as well as what you have documented as the priority segments.
        - Add public input to the evaluation criteria.
        - Nora – it could be difficult to assign a score to the public input. We will come back to this conversation. We will just make it clear public input was incorporated into the criteria and selection of projects.
    - Randy – overview of the criteria and how we scored – visual take, not numbers. What is more important is what is behind those scores. Four different levels – easy to scan to understand on segment scoring sheets.
        - Louisa – page 15 – do you want to include more data on off-highway pedestrian trails to the west.
        - Randy – we want to keep this page to one page but we do want all the info you can tell us.
- Overview of potential improvement segments
    - Six (seven with Haul Road) improvement segments laid out in the progress report.
        - For the draft report, we intend to show the detailed plan with recommendations for each segment.
        - Goal was equitable disbursement of improvements throughout the corridor.
    - Haul Road bypass (not included here but is the seventh improvement segment)
        - Caltrans has initiated a project study report for the Haul Road bypass. PSR covers a large swath.
        - State Parks looking to improve Haul Road from Ward Ave to Fort Bragg. State Parks and Caltrans are working together on this. If Parks do improvements, Caltrans can shift improvements on Highway 1 from this area. Another nearby area can become the project on Highway 1.
    - Gualala segment

        - Louisa – might want to expand the south segment up to Cooks Beach as a lot of Gualala residents use this area recreationally to closest public beach.
        - Bob – with regard to scoring for connectivity for the CCT. Might rank higher that if reach Sonoma County there is a 3 mile trail in Gualala state beach. There is a pedestrian trail along most of bluff in Gualala. Might enhance score in connectivity for CCT.
        - Rex – segment in town that shows the CCT, shows both along the coast and on the highway 1.
        - Redwood Coast Land Trust (RCLT) is working on a trail at Anchor Bay (Louisa marked up the map).
    - Greenwood State Beach
        - Just call it Greenwood State Beach, not "Elk" as well.
        - Take this segment up to Cuffey's Cove. There might be connective opportunities with this landowner.
    - Report will indicate all the bridges and their status as far as narrow, wide or currently in process to be widened.
    - Fort Bragg to Mendocino
        - Cheryl – District 1 has a different design of rumble strips. We have had good success with rumble stripes and the cyclist community in Humboldt because we put them on the fog line. District 1 doesn't put down unless at least 4ft paved shoulder.
            - Louisa – stated concern as a cyclist but she was okay with rumble strips if they were placed on the fog line in areas with appropriate shoulder width
        - This should be a full circle as a clear opportunity to close gaps.
        - There was a pedestrian killed along this segment…Fern Creek Road and Highway 1 in Caspar. Other was south of Caspar.
        - Jack Peters, Russian Gulch and Hare Creek bridges are most dangerous.
        - Jack Peters and Russian Gulch are being improved.
    - Seaside Beach to Westport Union Landing
        - Public said there is no access for pedestrians here.
        - Gap closure score should actually be much higher.
        - Kibesillah – MLT just built a trail here, opportunity to connect.
        - Don't know if recent bike counts will indicate high bike/pedestrian use.
        - Westport study did a survey of 500 cyclists…project team should look at this study.
    - Schooner Gulch

        - Nora will send out to TAG the draft scoring sheet for this segment
        - Highest environmental impacts.
        - Should have a higher gap closing score as this is closing the gap to Point Arena.
        - Bike/pedestrian need high.
        - There are a lot of pedestrian facilities in this area off-highway (Louisa put on the map).
        - Collision data – not reported bike/pedestrian collisions.
        - Seventeen cyclists counted over 96 hours – scored as a half circle for bike/pedestrian use.
        - Regional connection - scored as a half circle.
        - A lot of acquisitions are occurring north of Point Area right now – BLM and Trust for Public Land, also a lot of activity north and south around Point Arena now.
        - Gap closures high.
        - CCT intersect high.
        - Schooner Gulch south to Hearn Gulch great opportunity – only barriers are drainage issues, a lot of area owned by Caltrans.
    - Where there are willing landowners; that is great opportunity. This plan does not preclude these opportunities.
    - Consider Little River area as it is very narrow…MLT holds public access easements south of Little River so could be an opportunity
- Fall workshops
    - More succinct summary of last workshops, how we have advanced, draft potential improvements, how criteria and public input were utilized, have maps of improvement segments on tables.
    - Add order of magnitude costs or if this comes afterward.
    - Two hour workshops.
    - We will have a draft agenda of the fall workshops for the next TAG meeting.
- Next steps
    - Draft report by the fall workshops.
    - Official review of the report will be after the public meetings.

Next TAG meeting…November 2nd 10am

Meeting adjourned at 11:57am

D.2. Public Meeting Notes

D.2.1. Summer 2012 Public Meeting Executive Summary

Pacific Coast Bike Route (PCBR) California Coastal Trail (CCT) Engineered Feasibility Study (EFS)

Summer 2012 Public Meetings Synopsis Document

Executive Summary

A series of public meetings were held along the Mendocino Coast in July 2012 for the Pacific Coast Bike Route (PCBR) California Coastal Trail (CCT) Engineered Feasibility Study (EFS) project. The objectives of the meetings were to:

- Provide information about the PCBR CCT EFS
- Give the public an opportunity to speak with the Project Team
- Receive feedback on:
  - Identify gap locations
  - Existing Conditions
  - Criteria to evaluate proposed improvements

A total of four (4) public meetings occurred between July 18, 2012 and July 26, 2012 with total meeting attendance at eighty-four (84) attendees. A meeting was held in each of the following communities:

- Westport, California – Wednesday, July 18, 2012
- Point Arena, California – Thursday, July 19, 2012
- Gualala, California – Wednesday, July 25, 2012
- Caspar, California – Thursday, July 26, 2012

All meetings were held between the hours of 5:30 pm and 7:30 pm in order to give all members of the communities the opportunity to attend and provide feedback. A brief introductory project overview PowerPoint Presentation was given at each meeting about twenty minutes into the meeting. Meetings were formatted in an Open House style to allow for attendee interaction with members of the Project Team. To assist with attendee discussion, a series of study display boards and roll-out maps were also part of each meeting.

Display Boards included:

- Welcome
- Study Overview
- Location Map, including study segments and segment map legend
- Study Task Chart
- Study Methodology

- Draft Criteria for Evaluating Gaps and Priorities
- Typical Conditions/Conceptual Solutions
- Factors Affecting Feasibility
- Next Steps

The Draft Criteria for Evaluating Gaps and Priorities was an interactive exercise where participants were asked to place two (2) green dots on the board next to their two most important criteria and one (1) blue dot next to another criteria considered to be important. The combined results of this exercise for all meetings showed:

- Green Dots – Most Important to You
    1. Document Safety Concerns
    2. High Bicycle & Pedestrian Use
    3. No Alternative Route Exists for Bicycle and Pedestrian Travel
- Blue Dots – Also Important
    1. Provides a Regional Connection between Communities (tied with Documented Safety Concerns)

Oversized roll-out maps for each of the four (4) study segments along with colored Sharpie pens were provided for participants to identify gap locations, provide comments concerning existing conditions, identify needs and provide suggestions. Segments include:

- Segment 1: South Segment, Manchester State Park to Sonoma County
- Segment 2: South Central Segment, Mendocino to Manchester State Park
- Segment 3: North Central Segment, Westport to Mendocino
- Segment 4: North Segment, Leggett to Westport

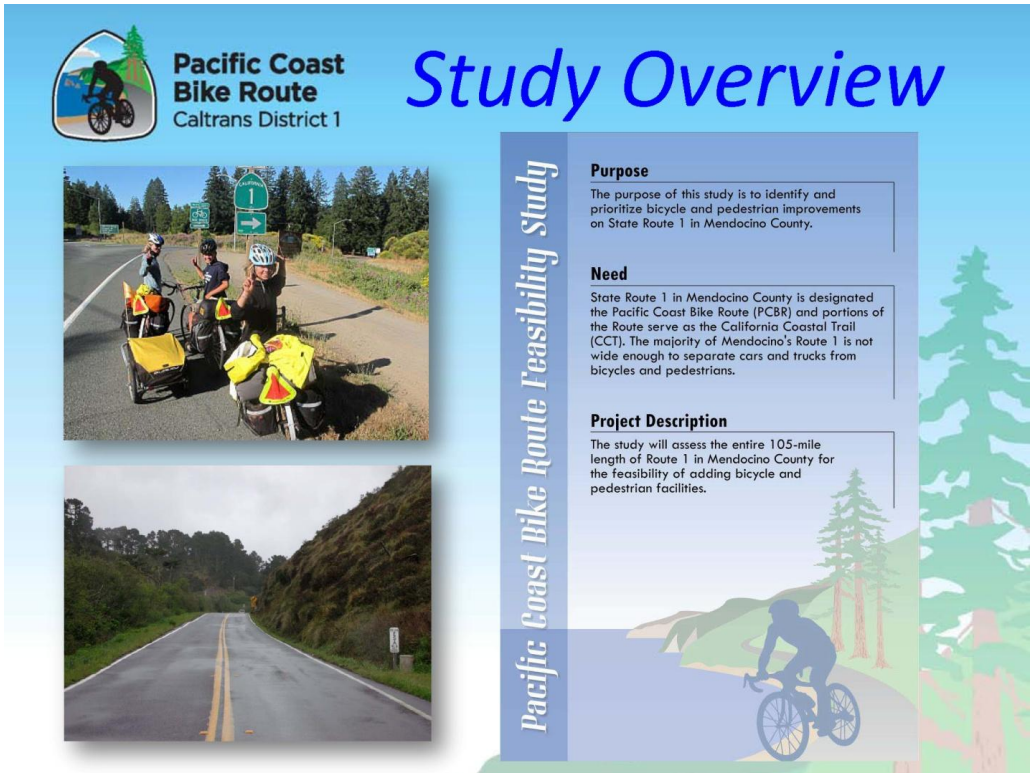
In addition to being able to provide written feedback on the roll-out maps, attendees could speak one-on-one with Project Team staff or leave comments via provided comment cards. Common themes among the received comments included:

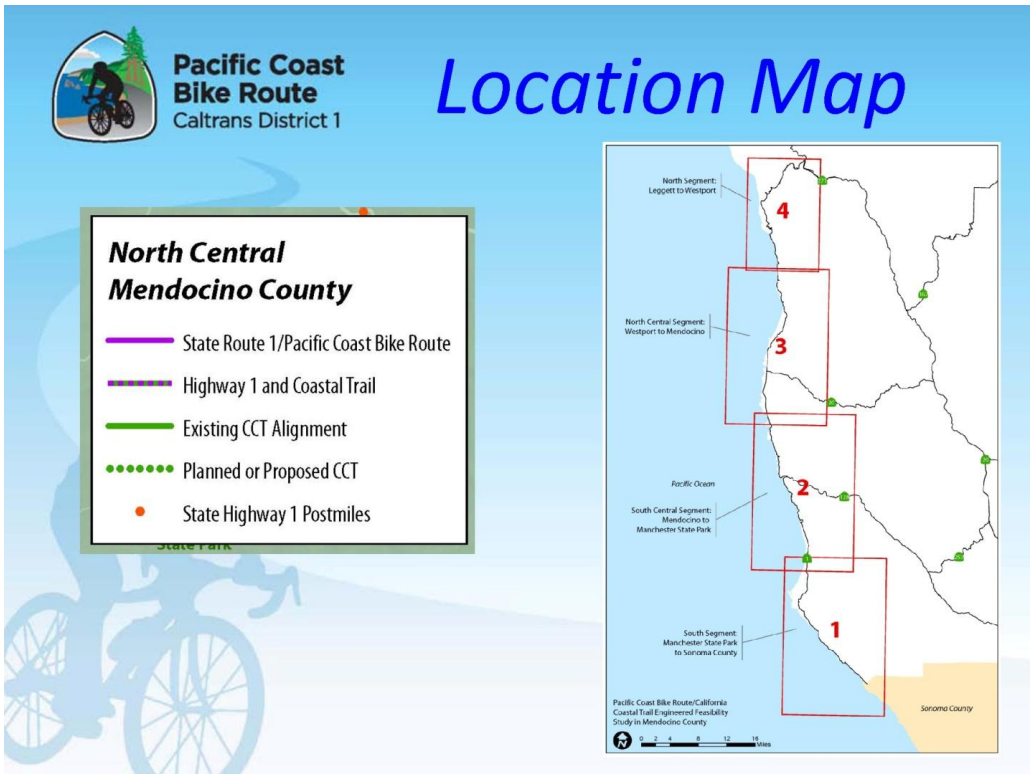
- Signage – more needed
- Wider Shoulder Widths
- Shoulder Conditions (pavement conditions, obstacles, maintenance)
- Wider Bridge Widths
- Driver Behavior/Education/Enforcement
- Vertical Curves
- Rumble Strips
- Southbound Improvements
- Uphill Improvements
- Continuing into Sonoma County

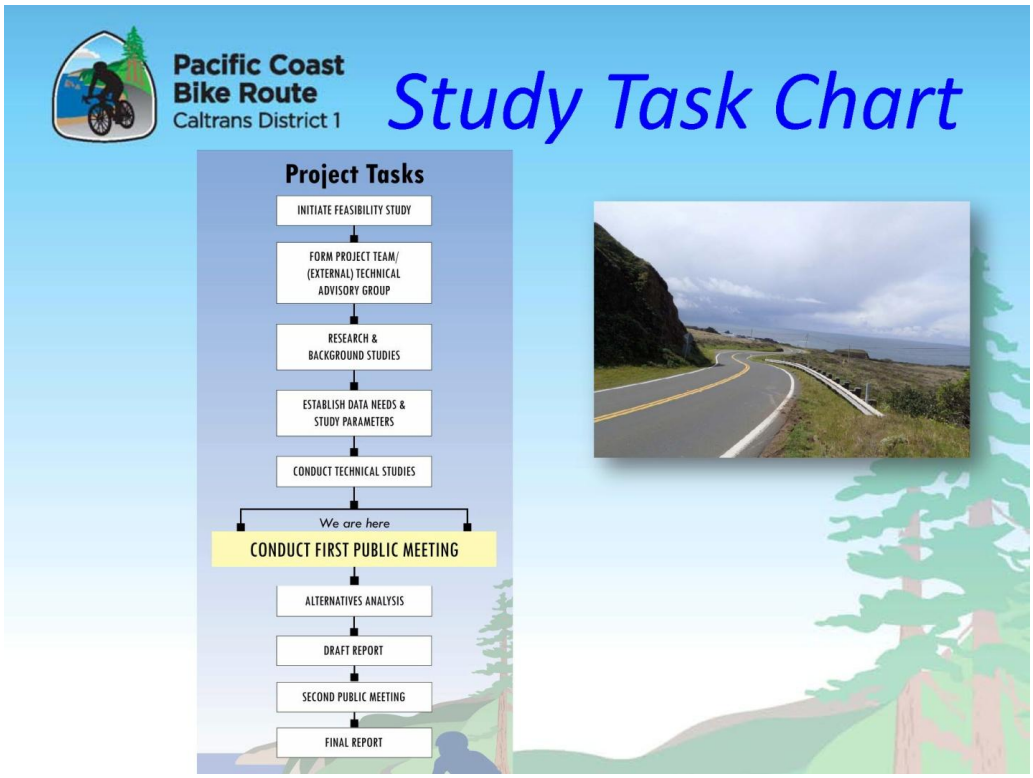
Meeting comments specific to each meeting can be found in the related meeting synopsis section.

D.2.2. Summer 2012 Public Meeting Presentation

Pacific Coast
Bike Route
Caltrans District 1
Introductions
The Study Team Here Tonight
Emily Sinkhorn - Redwood Community Action Agency/Alta Project Team
Dena Graham - VRPA Technologies, Inc.
Jesse Robertson - Caltrans
Rex Jackman / Cheryl Willis - Caltrans
Janet Orth - Mendocino Council of Governments
Community Representatives
CALIFORNIA
1


Pacific Coast
Bike Route
Caltrans District 1
Study Overview
Pacific Coast Bike Route Feasibility Study
Purpose
The purpose of this study is to identify and prioritize bicycle and pedestrian improvements on State Route 1 in Mendocino County.
Need
State Route 1 in Mendocino County is designated the Pacific Coast Bike Route (PCBR) and portions of the Route serve as the California Coastal Trail (CCT). The majority of Mendocino's Route 1 is not wide enough to separate cars and trucks from bicycles and pedestrians.
Project Description
The study will assess the entire 105-mile length of Route 1 in Mendocino County for the feasibility of adding bicycle and pedestrian facilities.


Pacific Coast
Bike Route
Caltrans District 1
Location Map
North Central
Mendocino County
State Route 1/Pacific Coast Bike Route
Highway 1 and Coastal Trail
Existing CCT Alignment
Planned or Proposed CCT
State Highway 1 Postmiles
North Segment: Leggett to Westport
4
North Central Segment: Westport to Mendocino
3
Pacific Ocean
2
South Central Segment: Mendocino to Manchester State Park
1
South Segment: Manchester State Park to Sonoma County
Sonoma County
Pacific Coast Bike Route/California Coastal Trail Engineered Feasibility Study in Mendocino County
0 2 4 8 12 16 Miles


Pacific Coast
Bike Route
Caltrans District 1
Study Task Chart
Project Tasks
INITIATE FEASIBILITY STUDY
FORM PROJECT TEAM/ (EXTERNAL) TECHNICAL ADVISORY GROUP
RESEARCH & BACKGROUND STUDIES
ESTABLISH DATA NEEDS & STUDY PARAMETERS
CONDUCT TECHNICAL STUDIES
We are here
CONDUCT FIRST PUBLIC MEETING
ALTERNATIVES ANALYSIS
DRAFT REPORT
SECOND PUBLIC MEETING
FINAL REPORT

Pacific Coast Bike Route
Caltrans District 1

Study Methodology

- **Methodology**

✓ A Planning-level Study
✓ Based on field Inventories
✓ Generalized Results
✓ Public & Stakeholder Input
✓ Consideration of Prior Studies/Projects

Pacific Coast Bike Route
Caltrans District 1

Draft Criteria

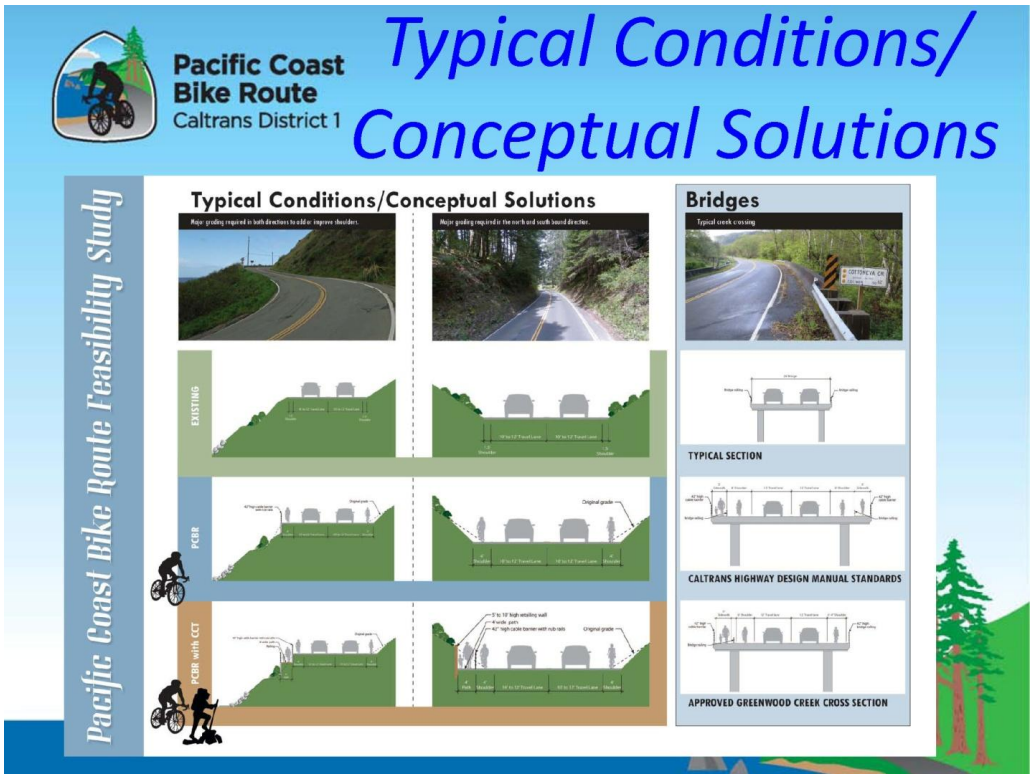
Draft Criteria for Evaluating Pacific Coast Bike Route (PCBR) and California Coastal Trail (CCT) Gaps and Priorities

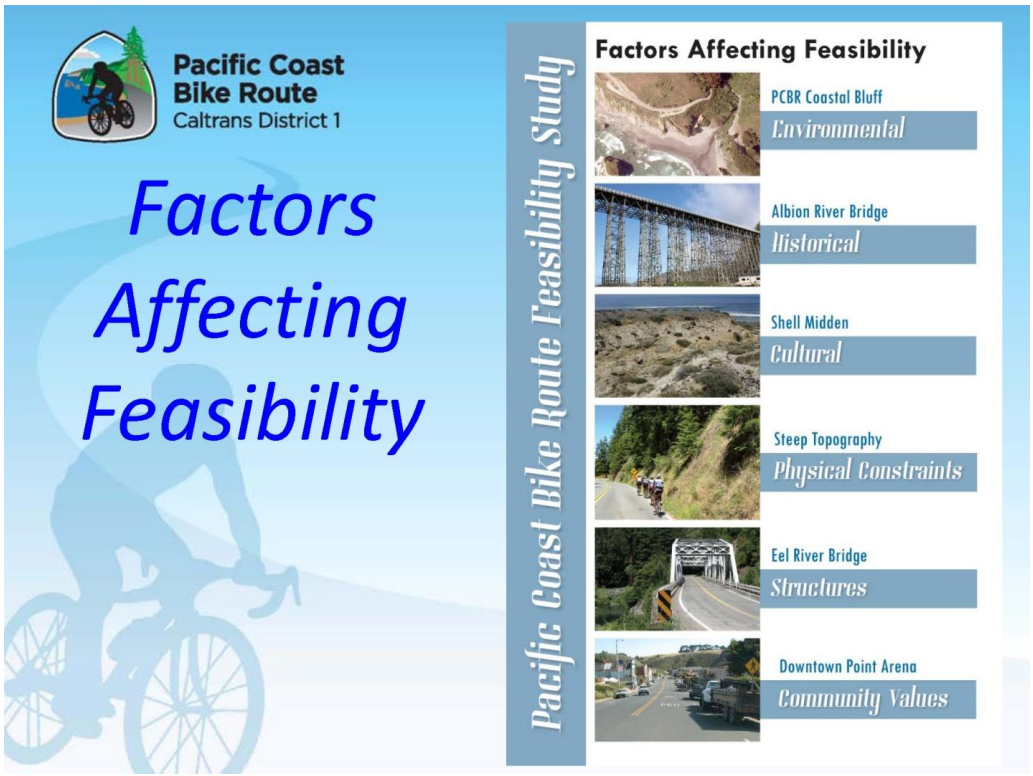
	Vote your preference here
✓ California Coastal Trail (CCT) alignment is planned within State Route 1 right-of-way	
✓ No alternative route exists for bicycle and pedestrian travel	
✓ Existing physical conditions & biological/cultural resources as opportunities or constraints	
✓ Documented safety concerns	
✓ High bicycle and pedestrian use	
✓ Provides a regional connection between communities	
✓ Commuter route	
✓ Located adjacent to State highway improvements currently planned or underway	

Please let us know which of these criteria are most important to you to evaluate PCBR and CCT gaps and priorities improvements.

Place a green dot ● next to the two criteria that are most important to you.

Place a blue dot ● next to the criteria that are also important to you.


Pacific Coast Bike Route
Caltrans District 1
Typical Conditions/ Conceptual Solutions
Pacific Coast Bike Route Feasibility Study
Typical Conditions/Conceptual Solutions
Bridges
EXISTING
PCBR
PCBR with CCT
TYPICAL SECTION
CALTRANS HIGHWAY DESIGN MANUAL STANDARDS
APPROVED GREENWOOD CREEK CROSS SECTION


Pacific Coast Bike Route
Caltrans District 1
Factors Affecting Feasibility
Pacific Coast Bike Route Feasibility Study
Factors Affecting Feasibility
PCBR Coastal Bluff
Environmental
Albion River Bridge
Historical
Shell Midden
Cultural
Steep Topography
Physical Constraints
Eel River Bridge
Structures
Downtown Point Arena
Community Values

Pacific Coast Bike Route
Caltrans District 1

Next Steps

- **Future Study Milestones:**
  - ✓ Draft Report: Mid-October 2012
  - ✓ 2nd Public Outreach Meeting: Nov./Dec. 2012
  - ✓ Final Report: January 2013

Pacific Coast Bike Route
Caltrans District 1

Comments

- **Thank you for joining us!**
  - ✓ We welcome your comments & suggestions
  - ✓ Please visit with Project Team staff & discuss your thoughts & ideas

D.2.3. Compilation of Public Workshop Voting

Criteria for Evaluating Pacific Coast Bike Route (PCBR) and California Coastal Trail (CCT) Gaps and Priorities

✓ Documented safety concerns	21 - #1 votes 8 - #2 votes
✓ High bicycle and pedestrian use	18 - #1 votes 6 - #2 votes
✓ Provides a regional connection between communities	11 - #1 votes 10 - #2 votes
✓ No alternative route exists for bicycle and pedestrian travel	12 - #1 votes 2 - #2 votes
✓ California Coastal Trail (CCT) alignment is planned within State Highway 1 right-of-way	7 - #1 votes 1 - #2 votes
✓ Commuter route	6 - #1 votes 4 - #2 votes
✓ Existing physical conditions & biological/cultural resources as opportunities or constraints	5 - #1 votes 4 - #2 votes
✓ Located adjacent to bicycle and pedestrian improvements currently planned or underway	5 - #2 votes

D.2.4. PCBR-CCT Workshop Comments

PCBR-CCT Workshop Comments, Geographically North to South

Bolded comments seemed to be the main priorities based on workshop voting criteria results.

General Area	Specific Location	Post Mile	Comment
North	Rockport and south	~PM82-86	Need shoulder on northbound uphill side from where road leaves ocean up to Rockport
	Hardy Creek	PM 83.85	Southbound curve, many cyclists and motorcyclists crash here as it is where you see the ocean for first time - need more width and warning but don't want guardrail
	Where Hwy 1 turns inland and leaves the ocean	~PM 82	Not enough clearance near guardrail
	Westport	**PM75**	**Westport (Hillcrest Road) to Westport Union Landing State Beach needs shoulder**
	South of Westport	PM75	Bad spot
	Chadbourne Gulch	~PM75	Extend riprap to prevent vehicles from accessing the beach
	Seaside Beach (dip and curve along Hwy 1)	**~PM74**	**Caltrans' Seaside Beach Project should include space for bicyclists/be widened**
	Bruhel Point	~PM73	Separate Class I facility should be provided south of Bruhel Point
	Kibesillah	PM 69	Very narrow, no shoulder
Central	Little Valley Road	PM65	Narrow curves here are very dangerous
	Haul Road bypass area	PM64-60	State Parks should mitigate for removal of Haul Road by constructing a Class I facility to the South of Ward Ave
	Haul Road bypass area	**PM64-60**	**Cleone to Fort Bragg is major commute route and needs bike lanes**
	Haul Road bypass area	PM64-63	Dangerous narrow curves south of Cleone at end of Dunes
	In between Mendocino and Fort Bragg	**PM60-50**	**Rumble strips needed as a safety measure in sections where there is a wide shoulder. Vehicles drift to the right here and even pass on the right**
	Russian Gulch	~PM51	Widen shoulder from Russian Gulch to Raven
	Van Damme State Park	PM47	Van Damme bridge narrow
South Central	**Little River to Navarro bridge**	**~PM48-40**	**Very narrow here, prefer shoulder on uphill side**
	Little River to PM40	PM40	More signs needed and need wider shoulder on uphill side
	North of Elk	PM35	Cavanaugh Grade northbound has zero shoulder near top

PCBR-CCT Workshop Comments, Geographically North to South (Cont.)

Bolded comments seemed to be the main priorities based on workshop voting criteria results.

General Area	Specific Location	Post Mile	Comment
South Central	**Greenwood State Beach**	**PM33**	**Need bike lane uphill from bridge**
	Point Area to Stornetta Lighthouse	PM20-15	Cycling route from Point Area and Highway 1 is narrow
	~PM19	PM19	Blind sight distance at Mountain View
	~PM17	PM17	short sight distance
	1/2 mile north of PM10	PM13-11	Scary section to 1/2 mile south of Hay Ranch
South	**Schooner Gulch**	**~PM12-11**	**Blind hill with many cars parking on shoulder leave little visibility or clearance for cyclists**
	Anchor Bay	~PM5	Signal Port Creek to PM5 very narrow
	Gualala	**PM2-0**	**Prioritize Gualala bridge and improvements from Gualala to Sonoma County as this is major route for residents to reach services and Gualala to the bridge also serves people accessing the river for recreation**
	Gualala	PM0	Gualala Bridge
	Gualala	**PM2-0**	**More commuters from Sunset area to Gualala River**
	General Comment	**NA**	**More signage needed to warn motorists of vertical curves and limited (including signage like 'Cyclists use full lane' sight-distance, particularly in the vicinity of bicycle and pedestrian crossings**
	General Comment	NA	Bicyclist-activated flashing beacon/warning signs should be considered where sight-distance and insufficient bicycle/pedestrian facilities exist
	General Comment	**NA**	**Turn-outs should be provided where a continuous shoulder does not exist/cannot exist**
	General Comment	NA	Put all public land/land trust land/easements on PCBR-CCT maps
	General Comment	NA	Rumble strips needed on all straight sections
	General Comment	NA	Need better signage to direct cyclists to local businesses
	General Comment	NA	Prioritize minimum improvements over greater distances
	General Comment	NA	Don't like grade separation for pedestrians

D.2.5. Casper Public Meeting Notes, Summer 2012

Pacific Coast Bike Route (PCBR)
California Coastal Trail (CCT)
Engineered Feasibility Study (EFS)

Public Meeting

Thursday, July 26, 2012
5:30 p.m. – 7:30 p.m.
Caspar Community Center
15051 Caspar Road
Caspar, CA 95420

Overview

On Thursday, July 26, 2012, a Public Meeting was held for the Pacific Coast Bike Route (PCBR) California Coastal Trail (CCT) Engineered Feasibility Study (EFS).

Open House Objectives:

- Provide information about the PCBR CCT EFS
- Give the public an opportunity to speak with the Project Team
- Receive feedback on:
  - Identification of gap locations
  - Existing conditions
  - Criteria to evaluate proposed improvements

Twenty-five (25) Participants included representatives from:

- Members of the General Public
- US Congress
- Fort Bragg City Council
- Mendocino County
- Noyo Harbor Commission
- Mendocino Coast Cyclists
- Fort Bragg Cyclists
- Sierra Club
- Area Business Owners

Because citizens were in attendance, the attendance log, which contains personal contact information, is not provided in this synopsis document but is on file with Jesse Robertson, Caltrans District 1. Email Jesse at jesse_robertson@dot.ca.gov to inquire about meeting attendance.

Welcome

Ms. Emily Sinkhorn, Redwood Community Action Agency/Alta Project Team, welcomed all in attendance and introduced the Project Team staff in attendance:

- Jesse Robertson, Caltrans District 1
- Cheryl Willis, Caltrans District 1
- Phil Dow, Mendocino Council of Governments
- Janet Orth, Mendocino Council of Governments
- Dena Graham, VRPA Technologies, Inc.
- Justin Simpson, VRPA Technologies, Inc.

PCBR CCT Study Presentation

Ms. Sinkhorn presented a detailed PowerPoint Presentation including:

- Study Overview – Purpose, Need and Project Description
- Location Map – Study Segments and Map Legend Description
- Study Task Chart
- Study Methodology
- Draft Criteria
- Typical Conditions/Conceptual Solutions
- Factors Affecting Feasibility

A copy of the PowerPoint Presentation can be found in the Appendix of this document.

PCBR CCT Segment Maps

Oversized roll-out maps for each of the four (4) study segments along with colored Sharpie pens were provided for participants to identify gap locations, provide comments concerning existing conditions, identify needs and provide suggestions.

South Map Segment 1:

Caspar Workshop Comments

- Needs bike lane south of town (Point Arena)
- Very narrow through here (arrow drawn from Signal Port to Post Mile (PM) 5)

South Central Map Segment 2:

Caspar Workshop Comments

- Exit into Mendocino is problematic for southbound cyclists; right-turning traffic: point of conflict
- More signs needed from Little River to PM 40
- Little River to Navarro bridge very tight
- Very narrow and dangerous (arrow pointing to 1/2 mile north and south of PM 45)
- Albion River Bridge: tight squeeze
- Cavanaugh Grade northbound has zero shoulder near top-- forces a sprint or bail into ditch if you get caught out.

- Bike lanes through town (Navarro and Pomo Lake)
- Narrow bridge and lanes (arrow pointing to two spots near Van Damme State Park)
- More sharrows on the roadway in wide bicycle cut outs; need wide turn outs for bicycles

North Central Map Segment 3:

Caspar Workshop Comments

- Need to make sure when repave to include paving whole shoulder
- Bike lanes through here (arrow drawn from just north of Camp Two Ten-Mile to just south of Inglenook)
- Replace Bridge at Lake Cleone
- Widen JugHandle Bridge
- Widen Caspar Bridge
- Area approaching Ft Bragg has little shoulder
- Caspar Bridge is hazardous, missing railings, windy, and narrow
- Wider bike lanes FB to Cleone
- No shoulder here (arrow drawn from just south of Airport north to Odom)
- Coastal Trail (line drawn connecting white lines left of Rte 1 to existing CA Coastal Trail alignment just south east of there)
- No access under bridge, down N Harbor Dr, or S Harbor Drive (comments drawn south of FB)
- Hare Creek Bridge widen
- More signs needed to prevent passing on the right (arrow drawn from Simpson area down to Russian Gulch State just north of Mendocino)
- First Caspar exit: right-turning motorist vs southbound cyclist hazard
- Widen bike lanes from Russian Gulch to Raven

North Map Segment 4:

Caspar Workshop Comments

- Need more shoulders (arrow drawn from Westport south to Hillcrest)
- Need bike lane here (arrow pointing to SR1 near Wages Creek)
- Guardrail without clearance-- not enough shoulder (arrow just north of Hillshore)

Electronic copies of maps with meeting comments can be found in the Appendix of this document.

Draft Criteria Voting

Draft Criteria for Evaluating Pacific Coast Bike Route (PCBR) and California Coastal Trail (CCT) Gaps and Priorities

	Vote your preference here
✓ California Coastal Trail (CCT) alignment is planned within State Route 1 right-of-way	
✓ No alternative route exists for bicycle and pedestrian travel	
✓ Existing physical conditions & biological/cultural resources as opportunities or constraints	
✓ Documented safety concerns	
✓ High bicycle and pedestrian use	
✓ Provides a regional connection between communities	
✓ Commuter route	
✓ Located adjacent to State highway improvements currently planned or underway	

Please let us know which of these criteria are most important to you to evaluate PCBR and CCT gaps and priorities improvements.

Place a green dot ● next to the two criteria that are most important to you.

Place a blue dot ● next to the criteria that are also important to you.

Green Dots – most important
Blue Dot - important

- CCT – One (1) Green, One (1) Blue
- No Alternative – Four (4) Green
- Existing Conditions – Two (2) Blue
- Safety – Six (6) Green
- High Bike/Ped – Three (3) Green, Three (3) Blue
- Regional Connection – Two (2) Green, Four (4) Blue
- Commuter – Three (3) Green
- Located Adjacent to Planned Improvements – One (1) Blue

Based on the results noted above, "Documented safety concerns" was the most important evaluation criteria followed by the "No alternative route exists for bicycle and pedestrian travel."

Attendee Discussion with Project Team Staff

- Will there be special circumstances for disabled communities
- Does the money exist for any of this work? Grant funds are being used for this Study, Caltrans applies for future planning funds, application for construction funds
- Are there hard copy plans? Planning/final design/shovel ready/info for PSR
- Been through this previously with Caltrans, now the staff is gone – what is the timeframe for these future activities?
- Is Caltrans raising road at Seaside Beach
- Use blinking light signage for cyclist to hit the button over bridges or tight curves, also on the uphill side of tight curves
- Priority uphill and southbound
- Fort Bragg south, repaving and restriping brought lanes from 11' to 12' and took away shoulder width and even didn't repave parts of shoulder that were paved
- Need enforcement and education too
- Hare Creek Bridge right next to town needs work
- Albion to Seaside Beach is bad
- Wider shoulder lanes
- Prefer separation between bikes and cares
- Even barrier separation would be better (even periodically)
- Bicyclist activated flashing beacon/warning signs should be considered where sight-distance and insufficient bicycle/pedestrian facilities exist

- Caltrans' Seaside Beach Project should include space for bicyclists/be widened (2 requests/votes)
- Turn-outs should be provided where a continuous shoulder does not exist/cannot be installed
- A request was made to install as much should as possible where improvements can be made quickly and inexpensively (1 vote for low-hanging fruit)
- Drivers need to be educated about how to share the road with bicyclists
- Bicycle signage on the route is posted too high, it makes drivers look up, not at the level of the cyclists
- More chevrons indicating bicycle route painted on the pavement would be helpful
- At the northerly Caspar turnoff, southbound cyclists often ride through on Route 1 while cars are turning off and crossing their path. Because of the long angle of this exit, there is a broad open segment of the highway that cyclists much cross. Striping on the pavement would help to alleviate this hazard

Comments Received Via Email

- Biggest issue with bicycle and automotive traffic is on the uphill portions of Hwy 1
- If the shoulder was 3' wide on the uphill portion, this would eliminate most interaction problems
- Note that pedestrians walk facing traffic while bicyclists ride with the traffic, this means pedestrians and bicycles will be on the same shoulder but in opposite directions, a 3' shoulder should accommodate these instances
- Downhill portions are not as significant since bicycles can, more or less, keep up with most traffic
- Improving only the uphill portions is half the cost
- Scary attitudes from motorists include statements such as bicyclists don't belong on Hwy 1
- More signs telling motorists that bikes have a legal right to ride on the road
- Anything you can do to improve riding on Hwy 1 will be good
- Support and believe there is a strong need for improved bike lanes and routes on the north coast from Sea Ranch to Point Arena or event to Fort Bragg
- Unsafe to ride Hwy 1 due to limited shoulders and traffic
- A dedicated bike route or, at a minimum, wider shoulders on the highway to accommodate bicycle travel would be ideal

Comment Card Notes

- I would like to see cycle activities signage warning traffic of cyclists on bridges and roadways. This would be in lue of or conjunction with cycle lanes
- Hare Creek Bridge is unsafe and a bottleneck, needs pedestrian-bicycle lane

- 3 feet of shoulder whenever possible.
  - Narrow auto lanes if necessary
  - Bridges need a walking and bike off the road
  - Driver education
- Improvements at Seaside Beach
- Wider shoulder lanes please

Because citizens were in attendance, the comment cards, which contain personal contact information, are not provided in this synopsis document but are on file with Jesse Robertson, Caltrans District 1. Email Jesse at jesse_robertson@dot.ca.gov to inquire about comment cards received at this workshop.

Future Study Milestones

- Draft Report – Mid-October 2012
- 2nd Round of Public Outreach Meetings – November/December 2012
- Final Report – January 2013

D.2.6. Gualala Public Meeting Notes, Summer 2012

Pacific Coast Bike Route (PCBR)
California Coastal Trail (CCT)
Engineered Feasibility Study (EFS)

Public Meeting

Wednesday, July 25, 2012
5:30 p.m. – 7:30 p.m.
Gualala Community Center
47950 Center Street
Gualala, CA 95445

Overview

On Wednesday, July 25, 2012, a Public Meeting was held for the Pacific Coast Bike Route (PCBR) California Coastal Trail (CCT) Engineered Feasibility Study (EFS).

Open House Objectives:

- Provide information about the PCBR CCT EFS
- Give the public an opportunity to speak with the Project Team
- Receive feedback on:
  - Identification of gap locations
  - Existing conditions
  - Criteria to evaluate proposed improvements

Thirty-four (34) Participants included representatives from:

- Members of the General Public
- The Sea Ranch Association
- Redwood Coast Land Conservancy
- Area Business Owners

Because citizens were in attendance, the attendance log, which contains personal contact information, is not provided in this synopsis document but is on file with Jesse Robertson, Caltrans District 1. Email Jesse at jesse_robertson@dot.ca.gov to inquire about meeting attendance.

Welcome

Ms. Emily Sinkhorn, Redwood Community Action Agency/Alta Project Team, welcomed all in attendance and introduced the Project Team staff in attendance:

- Jesse Robertson, Caltrans District 1
- Cheryl Willis, Caltrans District 1
- Phil Dow, Mendocino Council of Governments
- Janet Orth, Mendocino Council of Governments
- Dena Graham, VRPA Technologies, Inc.
- Justin Simpson, VRPA Technologies, Inc.

PCBR CCT Study Presentation

Ms. Sinkhorn presented a detailed PowerPoint Presentation including:

- Study Overview – Purpose, Need and Project Description
- Location Map – Study Segments and Map Legend Description
- Study Task Chart
- Study Methodology
- Draft Criteria
- Typical Conditions/Conceptual Solutions
- Factors Affecting Feasibility

A copy of the PowerPoint Presentation can be found in the Appendix of this document.

PCBR CCT Segment Maps

Oversized roll-out maps for each of the four (4) study segments along with colored Sharpie pens were provided for participants to identify gap locations, provide comments concerning existing conditions, identify needs and provide suggestions.

South Map Segment 1:

Gualala Workshop Comment

- No Noted Comments

South Central Map Segment 2:

Gualala Workshop Comment

- Very scary spot-- no shoulder south bound (near Heritage House)

North Central Map Segment 3:

Gualala Workshop Comment

- No Noted Comments

North Map Segment 4:

Gualala Workshop Comment

- No Noted Comments

Electronic copies of maps with meeting comments can be found in the Appendix of this document.

Draft Criteria Voting

Draft Criteria for Evaluating Pacific Coast Bike Route (PCBR) and California Coastal Trail (CCT) Gaps and Priorities

	Vote your preference here
✓ California Coastal Trail (CCT) alignment is planned within State Route 1 right-of-way	
✓ No alternative route exists for bicycle and pedestrian travel	
✓ Existing physical conditions & biological/cultural resources as opportunities or constraints	
✓ Documented safety concerns	
✓ High bicycle and pedestrian use	
✓ Provides a regional connection between communities	
✓ Commuter route	
✓ Located adjacent to State highway improvements currently planned or underway	

Please let us know which of these criteria are most important to you to evaluate PCBR and CCT gaps and priorities improvements.

Place a green dot ● next to the two criteria that are most important to you.

Place a blue dot ● next to the criteria that are also important to you.

Green Dots – most important
Blue Dot - important

- CCT – Four (4) Green
- No Alternative – Two (2) Green
- Existing Conditions – Four (4) Green, One (1) Blue
- Safety – Seven (7) Green, Four (4) Blue
- High Bike/Ped – Six (6) Green
- Regional Connection – Seven (7) Green, Three (3) Blue
- Commuter – One (1) Blue
- Located Adjacent to Planned Improvements – Four (4) Blue

Based on the results noted above, "documented safety concerns" and "Provides a regional connection between communities" were the most important evaluation criteria followed by "High bicycle and pedestrian use."

Attendee Discussion with Project Team Staff

- Will these planning efforts continue into Sonoma County?
- What has happened with previous bike lane plans by Caltrans?
- How will the Gualala Bridge be handled since the county line runs through the middle of it?
- Do these improvements only apply to southbound bike lanes?
- Do the maps show Caltrans Right of Way? No, just State Route 1
- Highway 1 Right of Way varies greatly, how much Right of Way does Caltrans have prescriptive rights to?
- Why aren't we using Caltrans Right of Way?
- Working with existing areas
- How are you working with the Coastal Trail and the Coastal Commission? Commission staff assisting TAG members – leaving rural rural etc., but the Commission is also tasked with completing the CCT
- Coastal views, removal of trees

- Prioritize where separation is needed
- Is this really a good bike route?
- It is advertised world wide as a tranquil coastal setting, yet bicyclist wrestle with RVs, logging trucks and cars along the way
- Do we really want to encourage additional bike activity?
- Caltrans – ALL USERS
- Millions of dollars, where does the money come from, plan for the county, piece by piece
- State level planning/funding – local planning/funding

- Avid cyclist states that it is safer to cycle in San Francisco than to cycle here on SR-1
  - Prioritize connecting communities (Anchor Bay to Gualala)
  - Keep pedestrians away from bikes
  - Keep bikes away from cars
  - Left hand doesn't talk with the right hand = Caltrans
- Is there a requirement to have walking trails 20ft from the fog line?
- Caltrans/project staff need to regularly ride this route, they have no idea what goes on out there
- Restroom access/Parks Department need to behave, decommissioning restrooms along the route
- Bikes need to follow the vehicle code
- Bikes need to be registered
- Pave fire road in Sea Ranch for a bike lane
- CHP more enforcement
- More bikes this year than ever
- Need bike lanes
- Too many young kids riding
- (Like in Oregon) With limited funds – focus on southbound shoulder first
- Sonoma will be doing this – bike lanes/shoulders on uphill side
- Class I over Gualala Bridge in Sonoma County bike lane
- Pedestrians on shoulders not compatible
- Tie beach access together with CCT in the south county
- Look at where Transient Occupancy Tax (TOT) areas are
- Separated areas are too urban, makes sense through town centers though
- Southbound needs one
- Go for minimum improvements over greater distances
- Need to emphasize public safety
- Where can you actually make it safe?

- Mention Study includes the bridge and show the trail to Gualala Regional Park on the map
- Gualala Bridge
- Gualala and Sea Ranch are very connected
- Gualala is the service center for Sea Ranch
- Sea Ranch – Anchor Bay
- From Robert – signage – "cyclist use full lane"
  - Use signs in constrained areas on Route 1
  - Cheaper than widening shoulders
- Cyclists need to ride single file
- Cyclists need more education
- Rumble strips where there is a shoulder
  - Even more narrow rumble strips
- Prioritize Gualala – not enough space to walk on West side

- John Bower – business owner
  - Gualala, it's ready to go
  - Groups of cyclists are hard to pass
  - Good turnouts help
  - Logging trucks
  - 1976 Federal Bicentennial was a bad idea
  - Will be more cyclists coming with any improvements
  - Buy ROW
- 4' shoulders need to be clear of Drainage inlets and rumble strips

- Barrier between bikes and pedestrians can't work because cyclist need to escape right sometimes
- Criteria for improvement – where do we have vehicle/bike conflicts
- Some facilities could help all users be safer
- Refuges for cyclists
- Aggressive signs (pavement marking types)
- Cyclists need to follow California Vehicle Codes (CVC)
- Striping goes a long way
- Need mph signs more on Route 1
- Criteria – connecting destinations is key
- Emphasize the study
- Objective for improving Route 1 for all users
- Need to consider commercial drivers and emergency vehicles
  - need to consider in environmental report
- Facilities like boardwalk with cable barrier on cliffs
- Don't like grade separation for pedestrians

  - Below road is distracting to drivers
  - Could do grade separations on the uphill side
- Cut and fill on downhill to even out shoulders
- Where slides are…when grade this is helpful
- Bicycle/pedestrian facilities that are developed for Mendocino County and the Gualala River Bridge should be planned and developed in coordination with bike and ped plans and facilities across the border in Sonoma County (District 4)

Comment Card Notes

- To be added if received
- To be added if received

Because citizens were in attendance, the comment cards, which contain personal contact information, are not provided in this synopsis document but are on file with Jesse Robertson, Caltrans District 1. Email Jesse at jesse_robertson@dot.ca.gov to inquire about comment cards received at this workshop.

Future Study Milestones

- Draft Report – Mid-October 2012
- 2nd Round of Public Outreach Meetings – November/December 2012
- Final Report – January 2013

D.2.7. Point Arena Public Meeting Notes, Summer 2012

1 | **CTPE Pacific Coast Bike Route (PCBR) California Coastal Trail (CCT) Engineered Feasibility Study (EFS)**
Meeting Summary – July 19, 2012

Pacific Coast Bike Route (PCBR)
California Coastal Trail (CCT)
Engineered Feasibility Study (EFS)

Public Meeting

Thursday, July 19, 2012
5:30 p.m. – 7:30 p.m.
Point Arena City Hall
451 School Street
Point Arena, CA 95468

Overview

On Thursday, July 19, 2012, a Public Meeting was held for the Pacific Coast Bike Route (PCBR) California Coastal Trail (CCT) Engineered Feasibility Study (EFS).

Open House Objectives:

- Provide information about the PCBR CCT EFS
- Give the public an opportunity to speak with the Project Team
- Receive feedback on:
  - Identification of gap locations
  - Existing conditions
  - Criteria to evaluate proposed improvements

Fourteen (14) Participants included representatives from:

- Members of the General Public
- Redwood Coast Land Conservancy
- City of Point Arena
- The Sea Ranch Association
- Mendocino Transit Authority
- Point Arena Merchants Association

Because citizens were in attendance, the attendance log, which contains personal contact information, is not provided in this synopsis document but is on file with Jesse Robertson, Caltrans District 1. Email Jesse at jesse_robertson@dot.ca.gov to inquire about meeting attendance.

Welcome

Ms. Emily Sinkhorn, Redwood Community Action Agency/Alta Project Team, welcomed all in attendance and introduced the Project Team staff in attendance:

- Jesse Robertson, Caltrans District 1
- Rex Jackman, Caltrans District 1
- Janet Orth, Mendocino Council of Governments
- Patti Black, Mendocino County
- Dena Graham, VRPA Technologies, Inc.
- Justin Simpson, VRPA Technologies, Inc.

PCBR CCT Study Presentation

Ms. Sinkhorn presented a detailed PowerPoint Presentation including:

- Study Overview – Purpose, Need and Project Description
- Location Map – Study Segments and Map Legend Description
- Study Task Chart
- Study Methodology
- Draft Criteria
- Typical Conditions/Conceptual Solutions
- Factors Affecting Feasibility

A copy of the PowerPoint Presentation can be found in the Appendix of this document.

PCBR CCT Segment Maps

Oversized roll-out maps for each of the four (4) study segments along with colored Sharpie pens were provided for participants to identify gap locations, provide comments concerning existing conditions, identify needs and provide suggestions.

South Map Segment 1:

Point Arena Workshop Comments

- I bike daily in Point Arena. No real problems for cyclists and pedestrian issues are being addressed by SR2S project and Caltrans ADA project. We have bizarrely-placed crosswalks now, which are being improved, moved, and redone by the projects above.
- Actually, we do have an as-yet unaddressed problem: Windy Hollow Rd, within the City, needs professionally done striping.
- And, the City needs to address the connection of Port Rd (designated City bikeway) with Iversen where westbound car drivers can't see you coming and tree debris can cause wipeouts.
- I bike to Lighthouse from Pt. Arena regularly, but there are many spots along Highway 1 that are not safe, particularly the curves at the north end of town.
- Bike lanes in general: "Wider is better"
- Put all land trust lands/public easements on maps.

- Auto drivers should BE strongly trained to "Share the Road!"
- Utility corridors, fire breaks?, could serve bikes/peds
- Downtown Gualala 'refined' Streetscape Plan has been completed. Conceptual Design Plan is undergoing CALTRANS review and could soon be ready for FUNDING. Perfect pilot project for improved pedestrian and cyclist safety especially on west side of Hwy 1.
- Bridge out at Windy Hollow
- Rancheria might replace ramp (Manchester Band of Pomo Indians of the Manchester-Point Arena Rancheria)
- Several dangerous intersections in PA with SR2S projects
- RCLC project at Getchell Cove (Cooks Beach Project) ongoing
- Gualala Bridge sees heavy walking traffic, between the Sea Ranch and Gualala
- Scary section (arrow drawn from approx 1/2 mi south of Hay Ranch to 1/2 north of PM 10)

South Central Map Segment 2:

Point Arena Workshop Comment

- Need bike lane uphill from bridge (at Greenwood State Beach)

North Central Map Segment 3:

Point Arena Workshop Comment

- No Noted Comments

North Map Segment 4:

Point Arena Workshop Comment

- No Noted Comments

Electronic copies of maps with meeting comments can be found in the Appendix of this document.

Draft Criteria Voting

Draft Criteria for Evaluating Pacific Coast Bike Route (PCBR) and California Coastal Trail (CCT) Gaps and Priorities

	Vote your preference here
✓ California Coastal Trail (CCT) alignment is planned within State Route 1 right-of-way	
✓ No alternative route exists for bicycle and pedestrian travel	
✓ Existing physical conditions & biological/cultural resources as opportunities or constraints	
✓ Documented safety concerns	
✓ High bicycle and pedestrian use	
✓ Provides a regional connection between communities	
✓ Commuter route	
✓ Located adjacent to State highway improvements currently planned or underway	

Please let us know which of these criteria are most important to you to evaluate PCBR and CCT gaps and priorities improvements.

Place a green dot ● next to the two criteria that are most important to you.

Place a blue dot ● next to the criteria that are also important to you.

Green Dots – most important
Blue Dot - important

- CCT – One (1) Green
- No Alternative – Two (2) Green, Two (2) Blue
- Existing Conditions – One (1) Blue
- Safety – Three (3) Green, Two (2) Blue
- High Bike/Ped – Five (5) Green
- Regional Connection – One (1) Green, One (1) Blue
- Commuter –
- Located Adjacent to Planned Improvements –

Based on the results noted above, "High bicycle and pedestrian use" was the most important evaluation criteria followed by the "Documented safety concerns."

Attendee Discussion with Project Team Staff

- Gualala Bridge is a priority
- Windy Hollow Road Bridge is out – CCT Wade River
- Vertical curves are scary
- Need CHP input – driver behavior
- Need more signage
- Priorities with no alternatives
  - Offshoots
  - Old Stage Road – dangerous
- Expected Highway Code – giving input
  - Drivers in a hurry
  - Drivers who haven't rode a bike on a State highway
- Vertical curves – Schooner Gulch
- Signage
- All users – enforcement/education

- Are there standards that define whether a shoulder can be called a bike lane – Class 2 5ft wide lane – vehicle recovery
- Bicyclists need to be educated as operators of a vehicle and users of the roadway
- Coordination with District 4 (Sonoma County) is needed
- More signs are needed to warn motorists of vertical curves and limited sight-distance, particularly in the vicinity of bicycle and pedestrian crossings
- Two or more individuals identified the Route 1 on-shoulder parking for Schooner Gulch as a potential conflict point for vehicles and peds/bikes.

Comment Card Notes

- Nice presentation and materials. Thanks for working on this issue. Let me know if I can help.
- Point Areans MCOG Alternate Safe Routes to School Project Grant Writer – I am very favorable towards the project, good presentations, excellent representation of agencies

Because citizens were in attendance, the comment cards, which contain personal contact information, are not provided in this synopsis document but are on file with Jesse Robertson, Caltrans District 1. Email Jesse at jesse_robertson@dot.ca.gov to inquire about comment cards received at this workshop.

Future Study Milestones

- Draft Report – Mid-October 2012
- 2nd Round of Public Outreach Meetings – November/December 2012
- Final Report – January 2013

D.2.8. Wesport Public Meeting Notes, Summer 2012

1 | **CTPE Pacific Coast Bike Route (PCBR) California Coastal Trail (CCT) Engineered Feasibility Study (EFS)**
Meeting Summary – July 18, 2012

Pacific Coast Bike Route (PCBR)
California Coastal Trail (CCT)
Engineered Feasibility Study (EFS)

Public Meeting

Wednesday, July 18, 2012
5:30 p.m. – 7:30 p.m.
Westport Community Church
24900 Abalone Street
Westport, CA 95488

Overview

On Wednesday, July 18, 2012, a Public Meeting was held for the Pacific Coast Bike Route (PCBR) California Coastal Trail (CCT) Engineered Feasibility Study (EFS).

Open House Objectives:

- Provide information about the PCBR CCT EFS
- Give the public an opportunity to speak with the Project Team
- Receive feedback on:
  - Identification of gap locations
  - Existing conditions
  - Criteria to evaluate proposed improvements

Eleven (11) participants included representatives from:

- Members of the General Public
- Westport Municipal Advisory
- Mendocino Coast Cyclist

Because citizens were in attendance, the attendance log, which contains personal contact information, is not provided in this synopsis document but is on file with Jesse Robertson, Caltrans District 1. Email Jesse at jesse_robertson@dot.ca.gov to inquire about meeting attendance.

Welcome

Ms. Emily Sinkhorn, Redwood Community Action Agency/Alta Project Team, welcomed all in attendance and introduced the Project Team staff in attendance:

- Jesse Robertson, Caltrans District 1

- Rex Jackman, Caltrans District 1
- Janet Orth, Mendocino Council of Governments
- Patti Black, Mendocino County
- Dena Graham, VRPA Technologies, Inc.
- Justin Simpson, VRPA Technologies, Inc.

PCBR CCT Study Presentation

Ms. Sinkhorn presented a detailed PowerPoint Presentation including:

- Study Overview – Purpose, Need and Project Description
- Location Map – Study Segments and Map Legend Description
- Study Task Chart
- Study Methodology
- Draft Criteria
- Typical Conditions/Conceptual Solutions
- Factors Affecting Feasibility

A copy of the PowerPoint Presentation can be found in the Appendix of this document.

PCBR CCT Segment Maps

Oversized roll-out maps for each of the four (4) study segments along with colored Sharpie pens were provided for participants to identify gap locations, provide comments concerning existing conditions, identify needs and provide suggestions.

South Map Segment 1:

Westport Workshop Comments

- No noted comments

South Central Map Segment 2:

Westport Workshop Comments

- Bridge hazards, here at Raven and about ½ mile south as well
- PCBR/CCT overlap?? (from Van Damme State Park to just south of Albion)

North Central Map Segment 3:

Westport Workshop Comments

- I start a commute just north of Camp Two Ten Mile, ride to Mendocino Village and back; Fort Bragg to Westport is the most dangerous segment
- Bicycle awareness signs at all narrow bridges
- Mountain biking area, Fort Bragg to Mendocino; access to/from campgrounds, vac. rentals

- Chadbourne Gulch area is a difficult ride with little shoulder, blind curves, confluence of slow and fast conditions
- Blind curve just south of Seaside Beach…not bad northbound, hangs you out to dry southbound
- 66 mile area acceleration zone for autos, fairly shoulderless, tricky area (comment made north of MacKerricher State Park)
- Cycling hazards from Cleone to Camp Ten Mile include roadside ditches and drainage, especially at this point in Cleone, around PM 65, and around Inglenook
- RUMBLE STRIP between County Road 409 and Baywood
    - Comment on comment above re: RUMBLE STRIP: there is a wide shoulder but scary driving and straight (driver behavior is bad!)
    - Another person commenting on RUMBLE STRIP comment: traffic tends to waiver over bike lane
- Mountain bike camping at Caspar Headlands State Beach
- Russian Gulch bridge railing is very low!
- Wide shoulder just north of Pudding Creek Bridge
- Mill Creek = priority area
- "Silver Gate" State Park/Hwy 1 interface: minimal/eroded shoulder condition on West side of Hwy
- There is good signage here (Ocean Digger in FB) to say don't pass on right
- Mountain biking in this area (Jackson Demonstration State Forest)
- I want to commute to work in town (from MacKerricher State Park to FB) but WAY too narrow, blind, dangerous, both North and South
- Rick Riley's house: commutes to FB daily via Old Haul Road, from Forest (north of FB) to Steward(West of FB)

North Map Segment 4:

Westport Workshop Comments

- Critical connection (arrow drawn between Westport-Union Landing State Beach and Hillcrest, just south of Westport)
- Currently DRIVE to cycle at this park (Westport-Union Landing State Beach); locals would use for cycling if improved

Electronic copies of maps with meeting comments can be found in the Appendix of this document.

Draft Criteria Voting

Draft Criteria for Evaluating Pacific Coast Bike Route (PCBR) and California Coastal Trail (CCT) Gaps and Priorities

	Vote your preference here
✓ California Coastal Trail (CCT) alignment is planned within State Route 1 right-of-way	
✓ No alternative route exists for bicycle and pedestrian travel	
✓ Existing physical conditions & biological/cultural resources as opportunities or constraints	
✓ Documented safety concerns	
✓ High bicycle and pedestrian use	
✓ Provides a regional connection between communities	
✓ Commuter route	
✓ Located adjacent to State highway improvements currently planned or underway	

Please let us know which of these criteria are most important to you to evaluate PCBR and CCT gaps and priorities improvements.

Place a green dot ● next to the two criteria that are most important to you.

Place a blue dot ● next to the criteria that are also important to you.

Green Dots – most important
Blue Dot - important

- CCT – One (1) Green
- No Alternative – Four (4) Green
- Existing Conditions – One (1) Green
- Safety – Five (5) Green, Two (2) Blue
- High Bike/Ped – Four (4) Green, Three (3) Blue
- Regional Connection – One (1) Green, Two (2) Blue
- Commuter – Three (3) Green, Three (3) Blue
- Located Adjacent to Planned Improvements –

Based on the results noted above, "Documented safety concerns" was the most important evaluation criteria followed by the "No alternative route exists for bicycle and pedestrian travel" and "High bicycle and pedestrian use."

Attendee Discussion with Project Team Staff

- Install rumble strips on straight sections
- Signs on bridges for sharing with bikes
- Priority access to Westport Union Landing from Westport to walk (Thad VanBuren)
- "Expect Bikes" Signage
- Better signage to direct touring cyclists to local businesses
- More Northbound cyclist than usual
- For touring cyclist – cliffs most scary
- At Hardy Creek (PM83.85), southbound, left hand turning cyclist crash off road
  - Don't want guardrail
  - This is where you see the ocean for the first time
- Wide shoulders could be a maintenance concern, cyclists would need to be able to use shoulders

- Little Valley Road turns are nearly as bad as South of Cleone at end of dunes
- Let's see both Haul Road South and Route 1 improved
- Touring cyclists don't use the Haul Road
- In winter, there is no logging traffic or RV's
- Don't remove the Haul Road
- Map scale is too big
- Separation for bikes at Bruhel Point
- Documented safety concerns – not just collisions, some things go unreported, use subjective concerns too
- Comments on typical conditions
  - PCBR with CCT like terraced lane for pedestrians
  - Curb and raised path better than railings
- Have members of the Project Team cycled the route?
- Have "Counts" been completed and is the data available for the public
- Haul Road Rehab
  - Short-range plan to have the PCBR on the Haul Road
  - Contingent on Parks resurfacing the Haul Road
  - North End decommissioned
- Rumble strips should be considered as a safety measure for alerting both cyclist and motorists of errant vehicles
- Suggestions for shared responsibility for maintenance/ownership with adjacent public or quasi-public land
- Suggestion to have State Parks mitigate for the removal of the GP Haul Road north of Ward Avenue by constructing a Class I facility to the South of Ward Avenue
- A separate [Class I] facility should be provided south of Bruhel point
- The rip-rap for the Archaeological site at Chadbourne Gulch should be extended to prohibit vehicular access to the beach
- A claim was made that there is a high-incidence of unreported bicycle collisions and that the documented safety concerns may not comprehensively capture hazardous locations

Comment Card Notes

- Consider separating bike lane from highway shoulder where public lands exist next to road. This is not shown as an alternative (eg Ward Ave to Haul Road)
- Letter received from Tom Kisliuk (See Appendix)

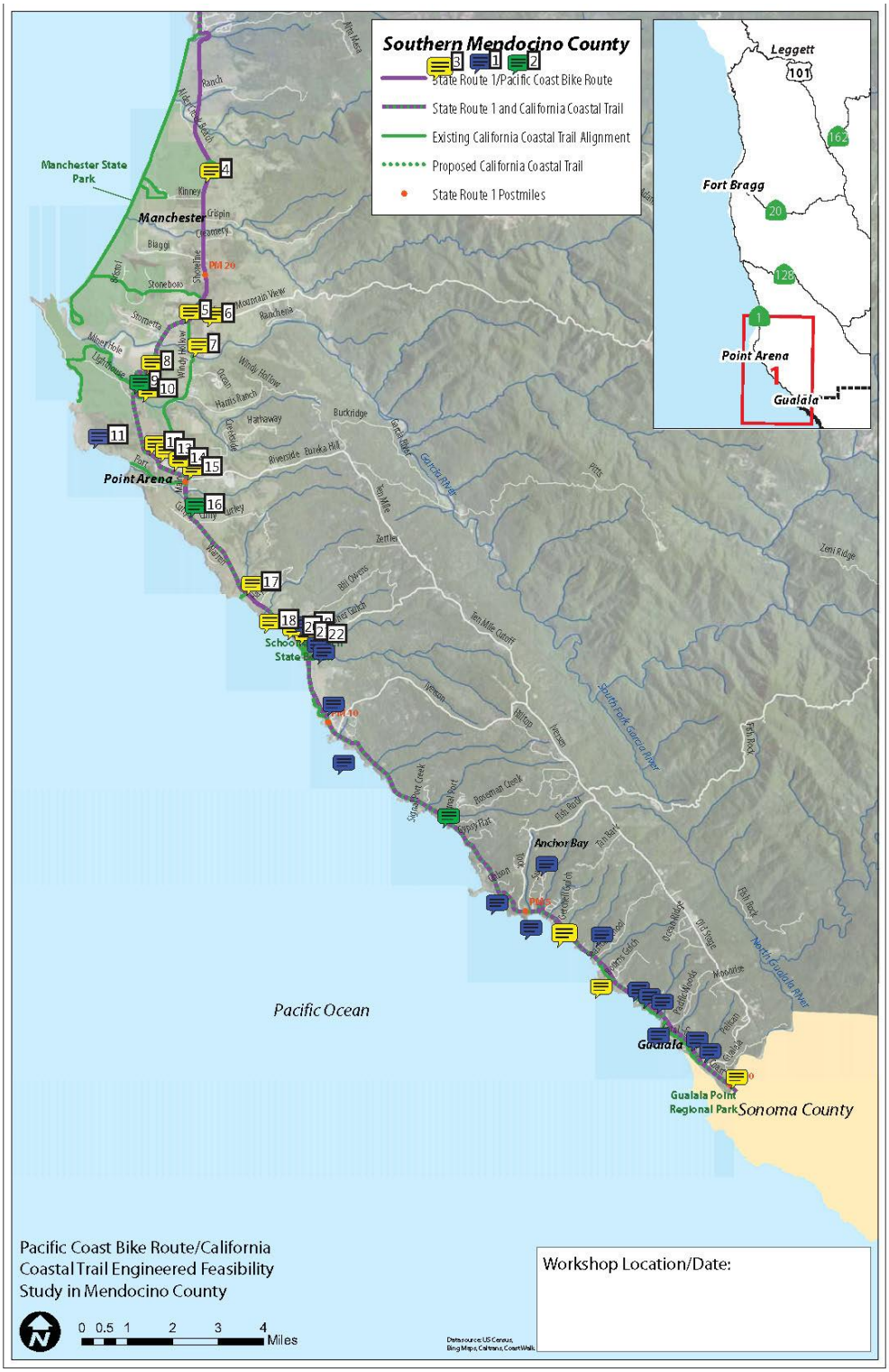
Because citizens were in attendance, the comment cards, which contain personal contact information, are not provided in this synopsis document but are on file with Jesse Robertson, Caltrans District 1. Email Jesse at jesse_robertson@dot.ca.gov to inquire about comment cards received at this workshop.

Future Study Milestones

- Draft Report – Mid-October 2012
- 2nd Round of Public Outreach Meetings – November/December 2012
- Final Report – January 2013

D.2.9. Summer 2012 Public Meeting Comments List with Map

Roll-out maps for each of study area's segments along with colored Sharpie pens and post-it notes were provided for participants to provide comments and feedback. The following is a compilation of the public comments provided on the summer workshop maps.



Summary of Comments on Pacific Coast Bike Route Summer 2012 Public Meeting.pdf

Page: 1

Number: 1 Author: nrs Subject: Sticky Note Date: 7/30/2012 7:33:38 PM -07'00'
Gualala wksp = Blue notes

Number: 2 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:28:48 AM -07'00'
Caspar wksp = green notes

Number: 3 Author: NRS Date: 7/31/2012 11:18:13 PM -07'00'
Point Arena wksp = yellow notes

Number: 4 Author: nrs Subject: Sticky Note Date: 7/30/2012 7:30:59 PM -07'00'
Dangerous at top of hill

Number: 5 Author: nrs Subject: Sticky Note Date: 7/30/2012 7:32:02 PM -07'00'
From M. View: blind when not moved

Number: 6 Author: nrs Subject: Sticky Note Date: 7/31/2012 10:25:56 AM -07'00'
Rancheria might replace ramp (Manchester Band of Pomo Indians of the Manchester-Point Arena Rancheria)

Number: 7 Author: nrs Subject: Sticky Note Date: 7/31/2012 10:26:25 AM -07'00'
Bridge out at windy Hollow

Number: 8 Author: nrs Subject: Sticky Note Date: 7/31/2012 9:04:44 AM -07'00'
Dangerous-- soft shoulder, cars go fast on narrow straightaway and cross lines and turn

Number: 9 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:25:38 AM -07'00'
Short line of sight

Number: 10 Author: nrs Subject: Sticky Note Date: 7/31/2012 10:28:52 AM -07'00'
need south bound uphill bike lane

Number: 11 Author: nrs Subject: Sticky Note Date: 7/31/2012 10:31:17 AM -07'00'
Cypress Abbey 3 parcels, TPL holding just went through, will make a connection with all public lands in Stornetta area

Number: 12 Author: nrs Subject: Sticky Note Date: 7/31/2012 10:26:36 AM -07'00'
Dangerous

Number: 13 Author: nrs Subject: Sticky Note Date: 7/31/2012 10:26:58 AM -07'00'
(SR2S) dangerous intersection too

Number: 14 Author: nrs Subject: Sticky Note Date: 7/31/2012 10:26:46 AM -07'00'
parallel route possible

Number: 15 Author: nrs Subject: Sticky Note Date: 7/30/2012 10:03:50 AM -07'00'
SR2S intersection

Number: 16 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:26:36 AM -07'00'
Needs bike lane south of town

Number: 17 Author: nrs Subject: Sticky Note Date: 7/30/2012 10:06:22 AM -07'00'
blind hill (purple segment called Hay Ranch)

Number: 18 Author: nrs Subject: Sticky Note Date: 7/31/2012 8:49:45 AM -07'00'
scary section (arrow drawn from approx 1/2 mi south of Hay Ranch to 1/2 north of PM 10)

Number: 19 Author: nrs Subject: Sticky Note Date: 7/31/2012 10:28:13 AM -07'00'
SB needs warning signage and/or traffic calming. No/poor line-of-sight coming down hill. Pedestrian crossing marking. Narrow bridge.

Number: 20 Author: nrs Subject: Sticky Note Date: 7/30/2012 10:09:43 AM -07'00'
speed reduction needed here for bicyclists and pedestrians

Number: 21 Author: nrs Subject: Sticky Note Date: 7/30/2012 10:11:52 AM -07'00'
very dangerous

Number: 22 Author: nrs Subject: Sticky Note Date: 7/30/2012 10:07:38 AM -07'00'
could be no left turn out of here

Comments from page 1 continued on next page

Number: 23 Author: nrs Subject: Sticky Note Date: 7/31/2012 10:28:11 AM -07'00'
hazardous pedestrian crossing

Number: 24 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:03:15 AM -07'00'
Need more shoulders inside "blind" curves-- sight line

Number: 25 Author: nrs Subject: Sticky Note Date: 7/30/2012 10:41:11 AM -07'00'
Hearn Gulch (RCLC- Redwood Coast Land Conservancy, based in Gualala, 501c3-- owns); creek down to beach; north of Hearn, RCLC wants to acquire 8 acres adjacent to Caltrans scenic overlook; ~PM 10.5? milepost; good place for CA Coastal Trail; "Great potential to tie Schooner Gulch to Hearn Gulch for CCT"

Number: 26 Author: nrs Subject: Sticky Note Date: 7/30/2012 10:42:53 AM -07'00'
southbound works well for cycling (arrow drawn pointing south from PM 10)

Number: 27 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:27:55 AM -07'00'
Very narrow through here (arrow drawn from Signal Port to PM 5)

Number: 28 Author: nrs Subject: Sticky Note Date: 7/30/2012 10:48:01 AM -07'00'
SLIDES! (arrows drawn from "Sunset" down to PM 5); uphill side filling in; shoulder loss, ocean side

Number: 29 Author: nrs Subject: Sticky Note Date: 7/30/2012 10:44:21 AM -07'00'
terrain changes-- canyon;Ohlson to Gretchen Gulch

Number: 30 Author: nrs Subject: Sticky Note Date: 7/30/2012 10:45:56 AM -07'00'
Transient Lodging Concentration (County Zoning); arrows drawn from Sunset to Seaside School

Number: 31 Author: NRS Date: 7/27/2012 1:04:11 PM -07'00'
RCLC project at Getchell Cove (Cooks Beach Project) ongoing

Number: 32 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:04:52 AM -07'00'
Cooks Beach access (arrow drawn by Seaside School)

Number: 33 Author: nrs Subject: Sticky Note Date: 7/30/2012 10:14:48 AM -07'00'
* Deep cut section steep shoulder no room

Number: 34 Author: nrs Subject: Sticky Note Date: 7/30/2012 10:53:01 AM -07'00'
Trail parking by Big Gulch Rd

Number: 35 Author: nrs Subject: Sticky Note Date: 7/30/2012 10:54:25 AM -07'00'
Alt route for Bike/Ped on Old Coast Hwy OR Old Railroad road bed; ref. Gauala Town Plan, part of County Gen. Plan and CA Coastal Plan

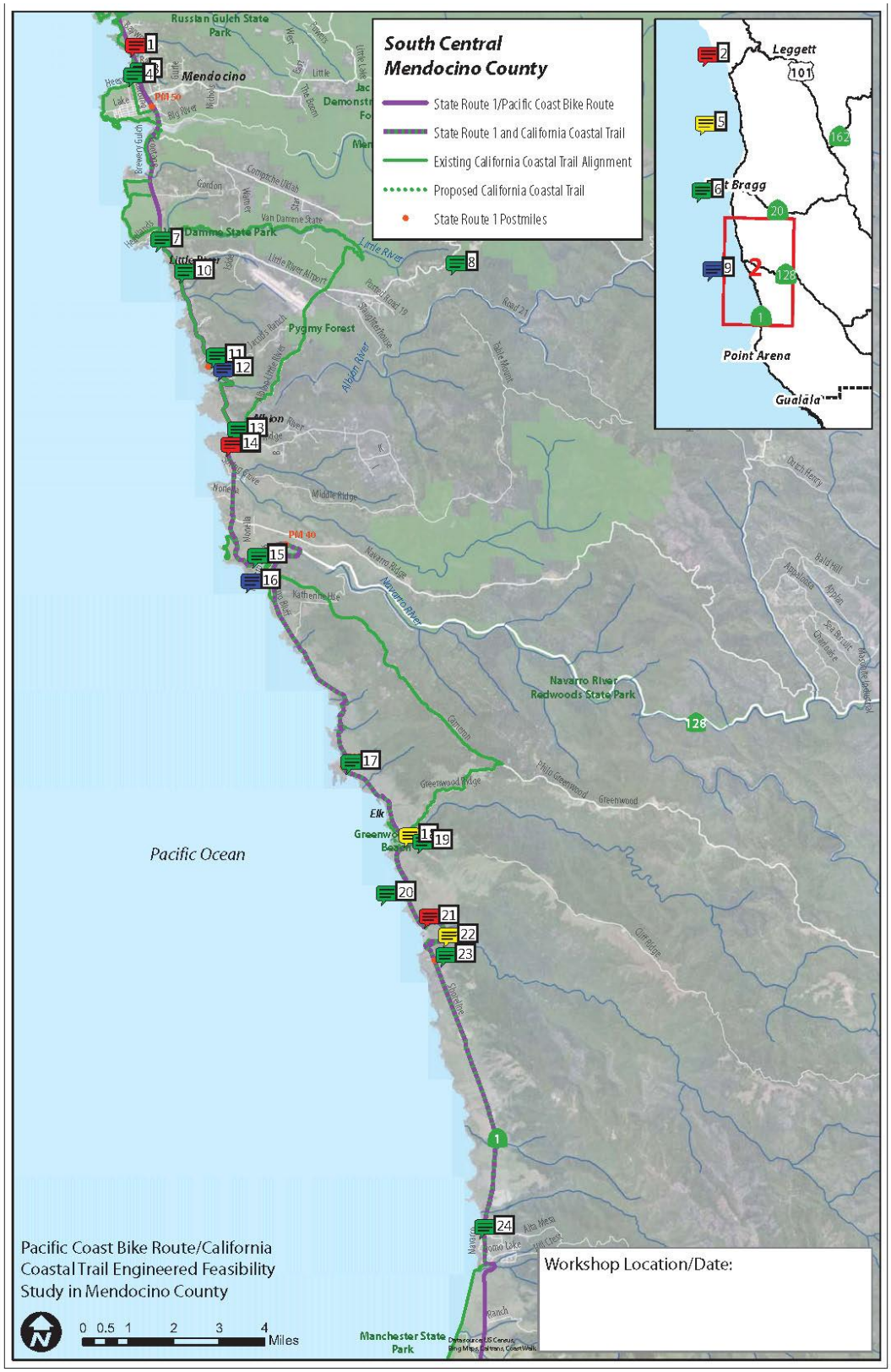
Number: 36 Author: nrs Subject: Sticky Note Date: 7/30/2012 10:55:30 AM -07'00'
Wants donation of Bluff easement for Trail-- Pretty!; Sep. from Hwy.

Number: 37 Author: nrs Subject: Sticky Note Date: 7/30/2012 10:51:54 AM -07'00'
More commuters (arrow drawn between Sunset area and Gualala)

Number: 38 Author: nrs Subject: Sticky Note Date: 7/31/2012 10:15:01 AM -07'00'
1948 roadcut is inadequate for cars and should be bypassed for bicyclists!

Number: 39 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:11:49 AM -07'00'
Gualala R. Bridge problematic entryway/exit to Mendo Co/Sonoma Co-- needs widening to accommodate all users, cyclists, and peds

Number: 40 Author: nrs Subject: Sticky Note Date: 7/30/2012 10:16:48 AM -07'00'
Gualala Bridge sees heavy walking traffic, between the Sea Ranch and Gualala


South Central
Mendocino County
State Route 1/Pacific Coast Bike Route
State Route 1 and California Coastal Trail
Existing California Coastal Trail Alignment
Proposed California Coastal Trail
State Route 1 Postmiles
Leggett
Bragg
Point Arena
Gualala
Russian Gulch State Park
Mendocino
Van Damme State Park
Pygmy Forest
Albion
Navarro River Redwoods State Park
Greenwood Beach
Manchester State Park
Pacific Ocean
Pacific Coast Bike Route/California Coastal Trail Engineered Feasibility Study in Mendocino County
0 0.5 1 2 3 4 Miles
Workshop Location/Date:

Page: 2

Number: 1 Author: nrs Subject: Sticky Note Date: 7/30/2012 2:43:56 PM -07'00'
Bridge hazards, here at Raven and about 1/2 mile south as well

Number: 2 Author: nrs Subject: Sticky Note Date: 7/30/2012 7:27:36 PM -07'00'
Westport wksp = Red notes

Number: 3 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:32:06 AM -07'00'
This bicycle exit is in conflict with traffic.

Number: 4 Author: nrs Subject: Sticky Note Date: 7/31/2012 10:33:19 AM -07'00'
Exit into Mendocino is problematic for southbound cyclists; right-turning traffic: point of conflict

Number: 5 Author: nrs Subject: Sticky Note Date: 7/30/2012 7:28:03 PM -07'00'
Point Arena wksp = Yellow notes

Number: 6 Author: nrs Subject: Sticky Note Date: 7/30/2012 7:28:27 PM -07'00'
Caspar wksp = Green notes

Number: 7 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:36:39 AM -07'00'
Narrow bridge and lanes

Number: 8 Author: nrs Subject: Sticky Note Date: 7/30/2012 6:56:17 PM -07'00'
More signs needed from Little River to PM 40

Number: 9 Author: nrs Subject: Sticky Note Date: 7/30/2012 7:28:57 PM -07'00'
Gualala wksp = Blue notes

Number: 10 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:38:32 AM -07'00'
Little River to Navarro bridge very tight

Number: 11 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:37:39 AM -07'00'
Very narrow and dangerous (arrow pointing to 1/2 mile north and south of PM 45)

Number: 12 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:18:33 AM -07'00'
Very scary spot-- no shoulder south bound (near Heritage House)

Number: 13 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:41:22 AM -07'00'
Albion River Bridge: tight squeeze

Number: 14 Author: nrs Subject: Sticky Note Date: 7/30/2012 2:45:18 PM -07'00'
PCBR/CCT overlap?? (from Van Damme State Park to just south of Albion)

Number: 15 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:42:26 AM -07'00'
Bike lanes and signage

Number: 16 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:16:17 AM -07'00'
Prefer shoulder on uphill side

Number: 17 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:43:32 AM -07'00'
Cavanaugh Grade northbound has zero shoulder near top-- forces a sprint or bail into ditch if you get caught out.

Number: 18 Author: nrs Subject: Sticky Note Date: 7/30/2012 4:13:46 PM -07'00'
bike lane uphill from bridge?

Number: 19 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:44:44 AM -07'00'
Steep onto the northbound descent: perhaps a warning for cyclists to mind their speed

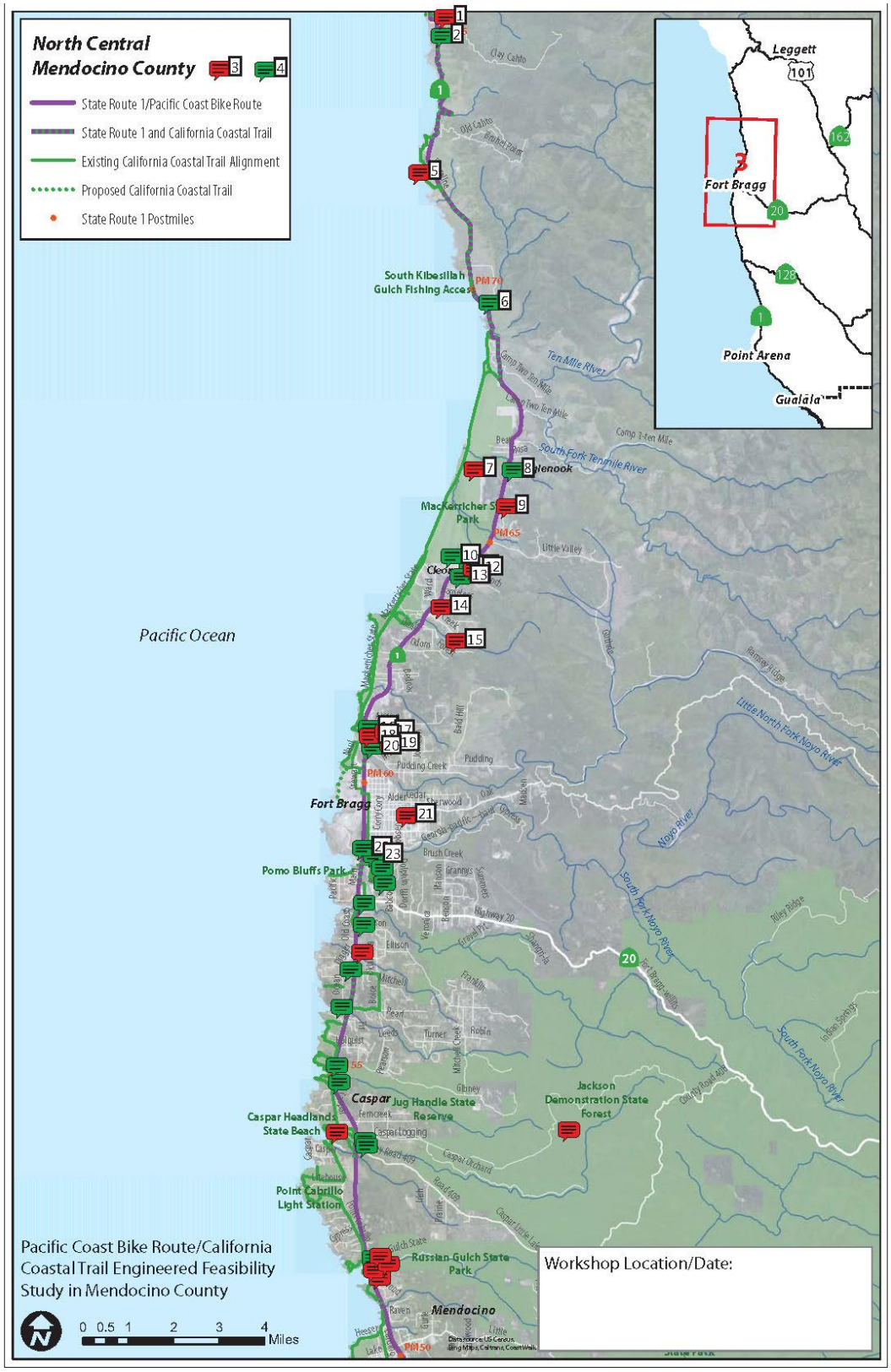
Number: 20 Author: nrs Subject: Sticky Note Date: 7/31/2012 10:42:10 AM -07'00'
More sharrows on the roadway in wide bicycle cut outs; need wide turn outs for bicycles

Number: 21 Author: nrs Subject: Sticky Note Date: 7/30/2012 2:45:49 PM -07'00'
Not fun turn!

Number: 22 Author: nrs Subject: Sticky Note Date: 7/30/2012 10:23:28 AM -07'00'
dangerous

Number: 23 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:46:19 AM -07'00'
Wider lands and signage, watch for bikes

Number: 24 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:47:47 AM -07'00'


North Central
Mendocino County
State Route 1/Pacific Coast Bike Route
State Route 1 and California Coastal Trail
Existing California Coastal Trail Alignment
Proposed California Coastal Trail
State Route 1 Postmiles
Pacific Ocean
South Kibesillah Gulch Fishing Access
PM 70
Ten Mile River
South Fork Tenmile River
Mendocino
MacKerricher State Park
PM 65
Little Valley
Cleone
Fort Bragg
PM 60
Pomo Bluffs Park
Caspar
Jug Handle State Reserve
Caspar Headlands State Beach
Point Cabrillo Light Station
Russian Gulch State Park
Jackson Demonstration State Forest
Little North Fork Noyo River
Noyo River
South Fork Noyo River
Leggett
Fort Bragg
Point Arena
Gualala
Pacific Coast Bike Route/California Coastal Trail Engineered Feasibility Study in Mendocino County
0 0.5 1 2 3 4 Miles
Workshop Location/Date:

Page: 3

Number: 1 Author: nrs Subject: Sticky Note Date: 7/30/2012 2:12:23 PM -07'00'
Chadbourne Gulch area is a difficult ride with little shoulder, blind curves, confluence of slow and fast conditions

Number: 2 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:51:19 AM -07'00'
bad spot

Number: 3 Author: nrs Subject: Sticky Note Date: 7/31/2012 11:13:20 AM -07'00'
Westport wksp = Red notes

Number: 4 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:51:38 AM -07'00'
Caspar wksp = green notes

Number: 5 Author: nrs Subject: Sticky Note Date: 7/30/2012 2:13:03 PM -07'00'
Blind curve just south of Seaside Beach...not bad northbound, hangs you out to dry southbound

Number: 6 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:52:01 AM -07'00'
Very narrow, no bike lane or shoulder

Number: 7 Author: nrs Subject: Sticky Note Date: 7/30/2012 2:22:48 PM -07'00'
66 mile area acceleration zone for autos, fairly shoulderless, tricky area

Number: 8 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:54:38 AM -07'00'
Bike lanes through here (arrow drawn from just north of Camp Two Ten-Mile to just south of Inglenook)

Number: 9 Author: nrs Subject: Sticky Note Date: 7/30/2012 2:19:19 PM -07'00'
I want to commute to work in town, but WAY too narrow, blind, dangerous both North and South

Number: 10 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:56:10 AM -07'00'
Replace Bridge at Lake Cleone

Number: 11 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:54:58 AM -07'00'
This stretch North of town is the worst

Number: 12 Author: nrs Subject: Sticky Note Date: 7/30/2012 2:20:48 PM -07'00'
Cycling hazards from Cleone to Camp Ten Mile include roadside ditches and drainage, especially at this point in Cleone, around PM 65, and around Inglenook

Number: 13 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:55:51 AM -07'00'
Wider bike lanes FB to Cleone

Number: 14 Author: nrs Subject: Sticky Note Date: 7/30/2012 3:01:23 PM -07'00'
Mill Creek = priority area

Number: 15 Author: nrs Subject: Sticky Note Date: 7/31/2012 10:42:02 AM -07'00'
Rick Riley's house: commutes to FB daily via Old Haul Road, from Forest (north of FB) to Steward(West of FB)

Number: 16 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:57:11 AM -07'00'
No shoulder here (arrow drawn from just south of Airport north to Odom)

Number: 17 Author: nrs Subject: Sticky Note Date: 7/30/2012 2:25:45 PM -07'00'
Wide shoulder just north of Pudding Creek Bridge

Number: 18 Author: nrs Subject: Sticky Note Date: 7/30/2012 2:25:21 PM -07'00'
"Silver Gate" State Park/Hwy 1 interface: minimal/eroded shoulder condition on West side of Hwy

Number: 19 Author: nrs Subject: Sticky Note Date: 7/30/2012 2:27:35 PM -07'00'
Cars pass on right here (where someone else indicated there's a wide shoulder)-- dangerous for cyclists

Number: 20 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:57:44 AM -07'00'
This area approaching Ft Bragg has little shoulder

Number: 21 Author: nrs Subject: Sticky Note Date: 7/30/2012 2:28:23 PM -07'00'
Bike park/ pump track

Number: 22 Author: nrs Subject: Sticky Note Date: 7/30/2012 12:06:13 PM -07'00'
Coastal Trail (line drawn connecting white lines left of Rte 1 to existing CA Coastal Trail alignment just south east of there)

Number: 23 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:58:41 AM -07'00'
No access under bridge

Comments from page 3 continued on next page

Number: 24 Author: nrs Subject: Sticky Note Date: 7/30/2012 11:59:27 AM -07'00'
No access down N Harbor Dr

Number: 25 Author: nrs Subject: Sticky Note Date: 7/30/2012 12:00:01 PM -07'00'
No access down South Harbor Dr

Number: 26 Author: nrs Subject: Sticky Note Date: 7/30/2012 12:01:26 PM -07'00'
Hare Creek Bridge widen

Number: 27 Author: nrs Subject: Sticky Note Date: 7/30/2012 12:10:14 PM -07'00'
More signs needed to prevent passing on the right (arrow drawn from Simpson area down to Russian Gulch State just north of Mendocino)

Number: 28 Author: nrs Subject: Sticky Note Date: 7/30/2012 2:33:15 PM -07'00'
There is good signage here to say don't pass on right

Number: 29 Author: nrs Subject: Sticky Note Date: 7/30/2012 12:02:29 PM -07'00'
Grassy berm....in row? (arrow drawn from this point to south end of Ocean Digger)

Number: 30 Author: nrs Subject: Sticky Note Date: 7/30/2012 12:03:24 PM -07'00'
Pine beach

Number: 31 Author: nrs Subject: Sticky Note Date: 7/30/2012 12:13:19 PM -07'00'
Widen JugHandle Bridge

Number: 32 Author: nrs Subject: Sticky Note Date: 7/30/2012 12:12:43 PM -07'00'
First Caspar exit: right-turning motorist vs southbound cyclist hazard

Number: 33 Author: nrs Subject: Sticky Note Date: 7/30/2012 2:33:43 PM -07'00'
Mountain biking in this area

Number: 34 Author: nrs Subject: Sticky Note Date: 7/30/2012 2:34:30 PM -07'00'
Mountain bike camping at Caspar Headlands State Beach

Number: 35 Author: nrs Subject: Sticky Note Date: 7/30/2012 12:13:48 PM -07'00'
Widen Caspar Bridge

Number: 36 Author: nrs Subject: Sticky Note Date: 7/30/2012 12:14:23 PM -07'00'
Caspar Bridge is hazardous, missing railings, windy, and narrow

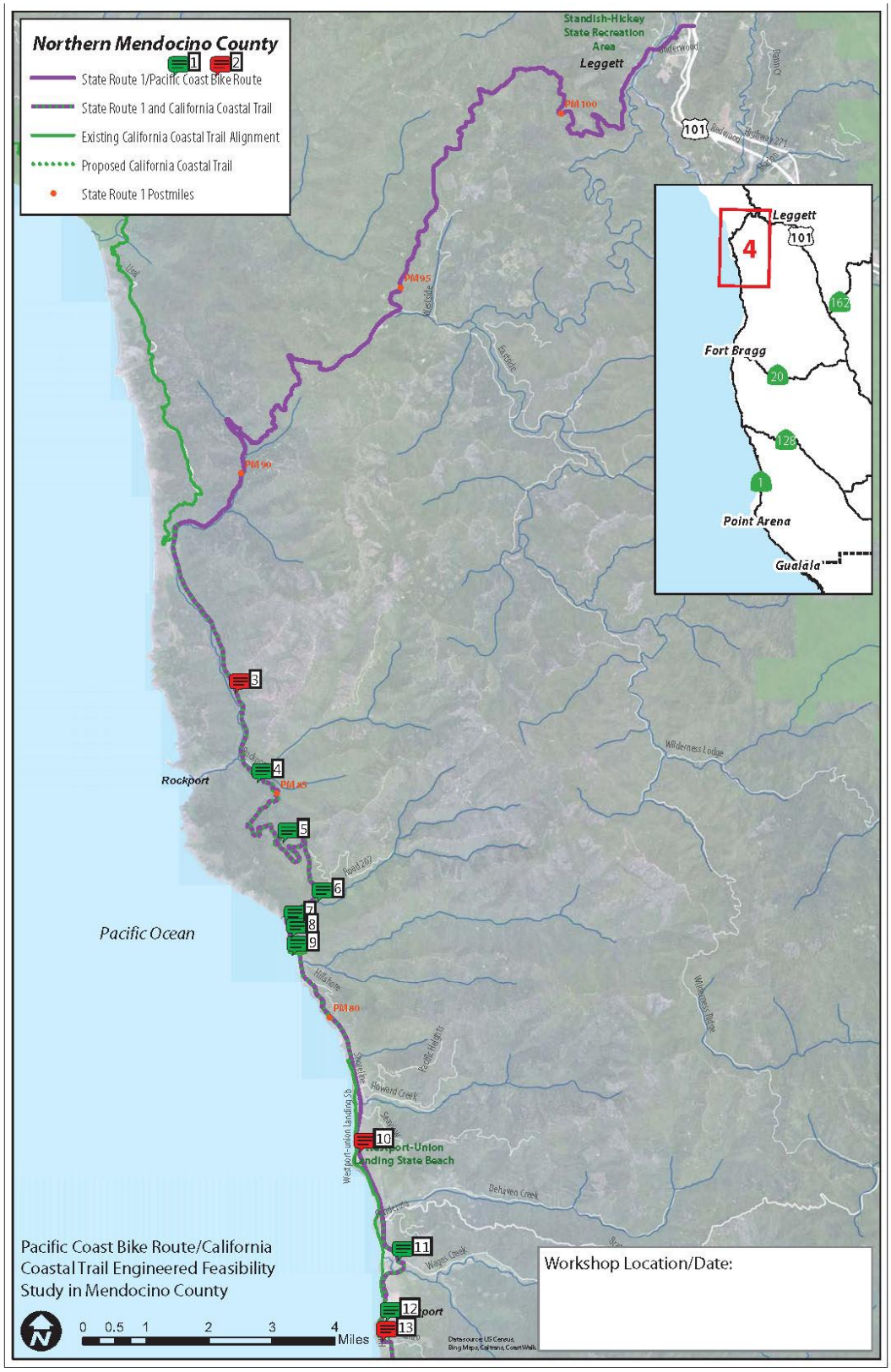
Number: 37 Author: nrs Subject: Sticky Note Date: 7/30/2012 2:40:24 PM -07'00'
Russian Gulch bridge railing is very low!

Number: 38 Author: nrs Subject: Sticky Note Date: 7/30/2012 12:14:47 PM -07'00'
Widen bike lanes from Russian Gulch to Raven

Number: 39 Author: nrs Subject: Sticky Note Date: 7/30/2012 2:38:25 PM -07'00'
Another person commenting on RUMBLE STRIP comment: traffic tends to waiver over bike lane

Number: 40 Author: nrs Subject: Sticky Note Date: 7/30/2012 2:39:53 PM -07'00'
Comment on comment above re: RUMBLE STRIP: there is a wide shoulder but scary driving and straight (driver behavior is bad!)

Number: 41 Author: nrs Subject: Sticky Note Date: 7/30/2012 2:38:36 PM -07'00'
RUMBLE STRIP between County Road 409 and Baywood


Northern Mendocino County
1
2
State Route 1/Pacific Coast Bike Route
State Route 1 and California Coastal Trail
Existing California Coastal Trail Alignment
Proposed California Coastal Trail
State Route 1 Postmiles
Standish-Hickey State Recreation Area
Leggett
PM 100
PM 95
PM 90
PM 85
PM 80
Rockport
Pacific Ocean
Fort Bragg
Point Arena
Gualala
Pacific Coast Bike Route/California Coastal Trail Engineered Feasibility Study in Mendocino County
0 0.5 1 2 3 4 Miles
Workshop Location/Date:

Page: 4

Number: 1 Author: nrs Subject: Sticky Note Date: 7/30/2012 1:59:52 PM -07'00'
Caspar wksp = Green notes

Number: 2 Author: nrs Subject: Sticky Note Date: 7/30/2012 1:59:46 PM -07'00'
Westport wksp = Red notes

Number: 3 Author: nrs Subject: Sticky Note Date: 7/30/2012 2:00:43 PM -07'00'
Unimproved but public access easement south from picnic area (approx 1/4 mile in either direction of this point on map)

Number: 4 Author: nrs Subject: Sticky Note Date: 7/30/2012 12:28:06 PM -07'00'
On West side here

Number: 5 Author: nrs Subject: Sticky Note Date: 7/30/2012 12:28:02 PM -07'00'
On East Side here

Number: 6 Author: nrs Subject: Sticky Note Date: 7/30/2012 12:28:44 PM -07'00'
On East side here

Number: 7 Author: nrs Subject: Sticky Note Date: 7/30/2012 12:27:09 PM -07'00'
From Rockport to here: needs shoulder on the uphill

Number: 8 Author: nrs Subject: Sticky Note Date: 7/30/2012 12:30:21 PM -07'00'
Okay here with new retaining wall

Number: 9 Author: nrs Subject: Sticky Note Date: 7/31/2012 10:46:04 AM -07'00'
Guardrail without clearance-- not enough shoulder

Number: 10 Author: nrs Subject: Sticky Note Date: 7/30/2012 2:02:27 PM -07'00'
Currently DRIVE to cycle at this park; locals would use for cycling if improved

Number: 11 Author: nrs Subject: Sticky Note Date: 7/30/2012 12:30:36 PM -07'00'
Need bike lane here

Number: 12 Author: nrs Subject: Sticky Note Date: 7/30/2012 12:31:38 PM -07'00'
Need more shoulders (arrow drawn from Westport south to Hillcrest)

Number: 13 Author: nrs Subject: Sticky Note Date: 7/30/2012 2:04:01 PM -07'00'
Critical connection (arrow drawn between Westport-Union Landing State Beach and Hillcrest, just south of Westport)

D.2.10. Fall 2012 Public Meeting Executive Summary

Pacific Coast Bike Route (PCBR) California Coastal Trail (CCT) Engineered Feasibility Study (EFS)

Fall 2012 Public Meetings Synopsis Document

Executive Summary

A series of public meetings were held along the Mendocino Coast in late November and early December 2012 for the Pacific Coast Bike Route (PCBR) California Coastal Trail (CCT) Engineered Feasibility Study (EFS) project. The objectives of the meetings were to:

- Provide information about the progress of PCBR CCT EFS
- Give the public an opportunity to speak with the Project Team
- Receive feedback on:
  - Display materials
  - Prioritized segments
  - Specific needs or objectives within each prioritized segment

A total of four (4) public meetings occurred between November 28, 2012 and December 6, 2012 with total meeting attendance at forty-three (43) attendees. A meeting was held in each of the following communities:

- Gualala, California – Wednesday, November 28, 2012
- Point Arena, California – Thursday, November 29, 2012 (Due to inclement weather, the venue was without power. No meeting was held. Project Team members were available at the venue between 5:00pm and 6:15 pm. Study brochures and contact information were left at City Hall for other interested parties.)
- Mendocino, California – Wednesday, December 5, 2012
- Westport, California – Thursday, December 6, 2012

All meetings were held between the hours of 5:30 pm and 7:30 pm in order to give all members of the communities the opportunity to attend and provide feedback. A brief introductory project overview PowerPoint Presentation was given at each meeting about twenty minutes into the meeting. Meetings were formatted in an Open House style to allow for attendee interaction with members of the Project

Team. To assist with attendee discussion, a series of study display boards and roll-out maps were also part of each meeting.

Fliers for the meetings were distributed to the business along the study corridor the week of November 5, 2012. The Mendocino County Public Broadcasting station KZYX broadcast meeting information the week of November 26, 2012. A meeting announcement was posted to the Ukiah Journal on Wednesday, November 28, 2012. The Westport Wave included meeting information in the November edition of the community newsletter.

Display Boards included:

- Welcome
- Study Schedule
- Evaluating and Summarizing Potential Improvements
- Scoring Criteria related to Evaluating and Summarizing Potential Improvements
- Caltrans Active Projects Map Identifying Improvement Locations
- Southern Mendocino County Segment Map showing potential improvement segments
- South Central Mendocino County Segment Map showing potential improvement segments
- North Central Mendocino County Segment Map showing potential improvement segments
- Northern Mendocino County Segment Map showing potential improvement segments

Oversized roll-out maps for each of the eleven (11) potential improvement segments along with colored Sharpie pens were provided for participants to provide comments and feedback. The Project Team was specifically looking for feedback on the following questions:

- Did we evaluate these priority improvement segments correctly?
- What are the key sections of these segments that are most important for bicycle and pedestrian facility improvement

Potential Improvement Segments include:

- Sonoma County Line to Gualala
- Gualala to Glennen Gulch
- Anchor Bay
- Hearn Gulch to Point Arena
- Point Arena to Garcia River
- Greenwood State Beach/Greenwood Bridge (bridge is being improved) to Elk
- Elk to Cuffey's Cove
- Navarro River to Little River

- Mendocino to Fort Bragg
- Abalobadiah Gulch to Chadbourne Gulch
- Westport to Westport Union Landing

Copies of the Draft Report were also provided for attendees to review.

Project team members provided feedback on the draft report including:

- Update Active Projects map in the Draft Report to show together both the Active Caltrans Projects and the PCBR priority improvement segments (Cheryl's comment)
- Update scoring criteria to be "same direction" across all criteria. Filled in circle is consistent to mean "high" or "low" across all criteria.
- Draft page 3-31 section 3.2.6. Abalobadiah to Chadbourne Gulch
  - Should read "north end of MacKerricher" not Manchester (Manchester is on this page twice
  - Same page…"Technical Advisory Group" not Transportation Advisory Group
- Draft page 3-35 section 3.2.7 Westport
  - Delete 2nd sentence as Seaside Beach is south of Westport and is not in this segment
- Acknowledgements Page
  - Redwood **Community** Action Agency, not **Coast**

Meeting comments specific to each meeting can be found in the related meeting synopsis section.

Email Comments Received

- Are there plans to make improvements to Highway 1 along this route or is what is currently in place going to be called the new CCT and PCBR?
- Are you crazy? I dodge slow-moving, ill-prepared, non-insured, non-caring bicyclists every weekend on Highway One in Sonoma County. There are no "bike lanes," there are many blind curves, and there is lots of traffic. It is, in my opinion, a selfish group of hobbyists out to foolishly endanger themselves and me and my family. I for one want no more of these fools on a road that isn't made to accommodate them. Let them pedal away on private roads or on roads where local government has been lobbied into spending tax money on "bike lanes" for a vocal, fanatical minority. My suggestion: rather than find ways to pour more of the selfish, ill-trained, unlicensed bike riders onto the California Highways, how about forcing them to get training on how to conduct themselves safely on the bike ways they already have? How about making their bikes have large license plates to the biggest jerks among them can be reported to

the authorities for their recklessness? I know this falls on deaf ears, but you need to know I am not the only citizen who is growing tired of the "bike activists" pushing their hobby onto the rest of us.

- I can't say that I'm much of a road biker; however, I do mountain bike. Some say what I do is way more dangerous than anything a road biker does. I beg to differ. At least the likelihood of dying while having fun on my bike is greatly reduced because I don't bike on our highways. That a beloved bicyclist was killed between Fort Bragg and Mendocino is nuts!!

  So, this is my feedback. Please make our roads safer for those weird road bike folks. They are my friends. I don't want them to die. It's just that simple.

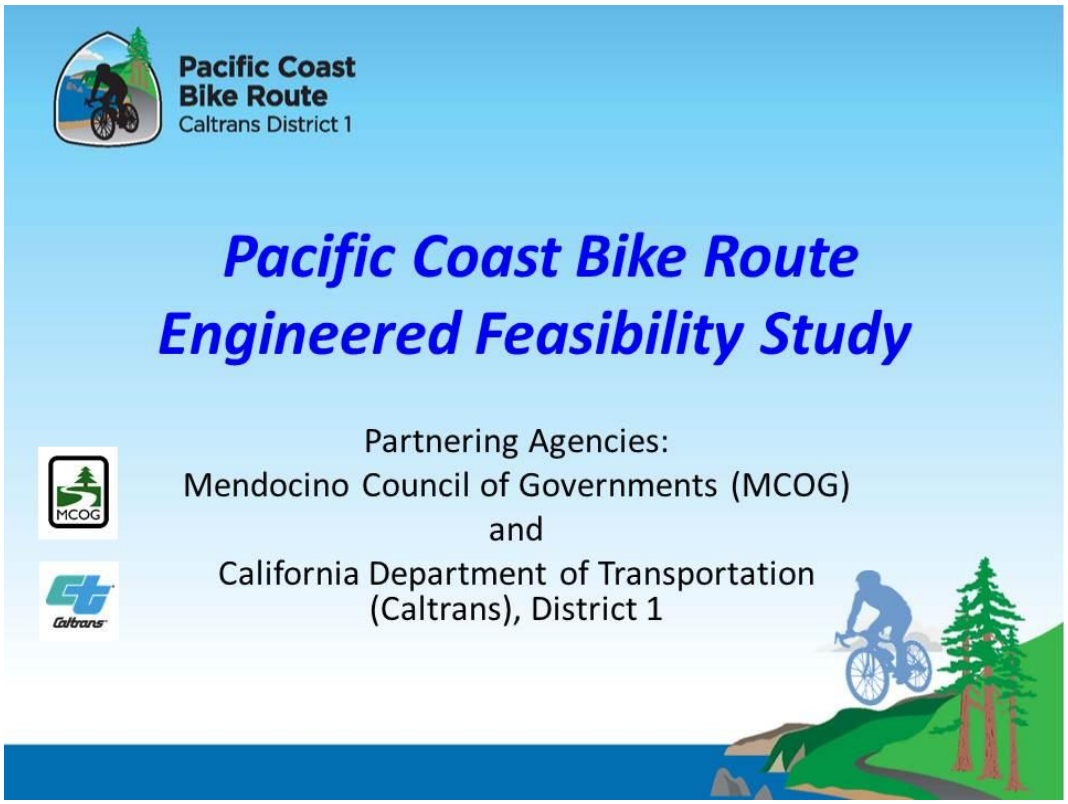
  The biggest issues (in my opinion) are the bridge crossings. And, of course, people using cell phones, lighting cigarettes, being under the influence, playing with their IPODS…those are dangerous, too. But, Jack Peters Creek is like running the gauntlet. You should try it some time. God help you if you and a large truck end up heading the same direction on that bridge.

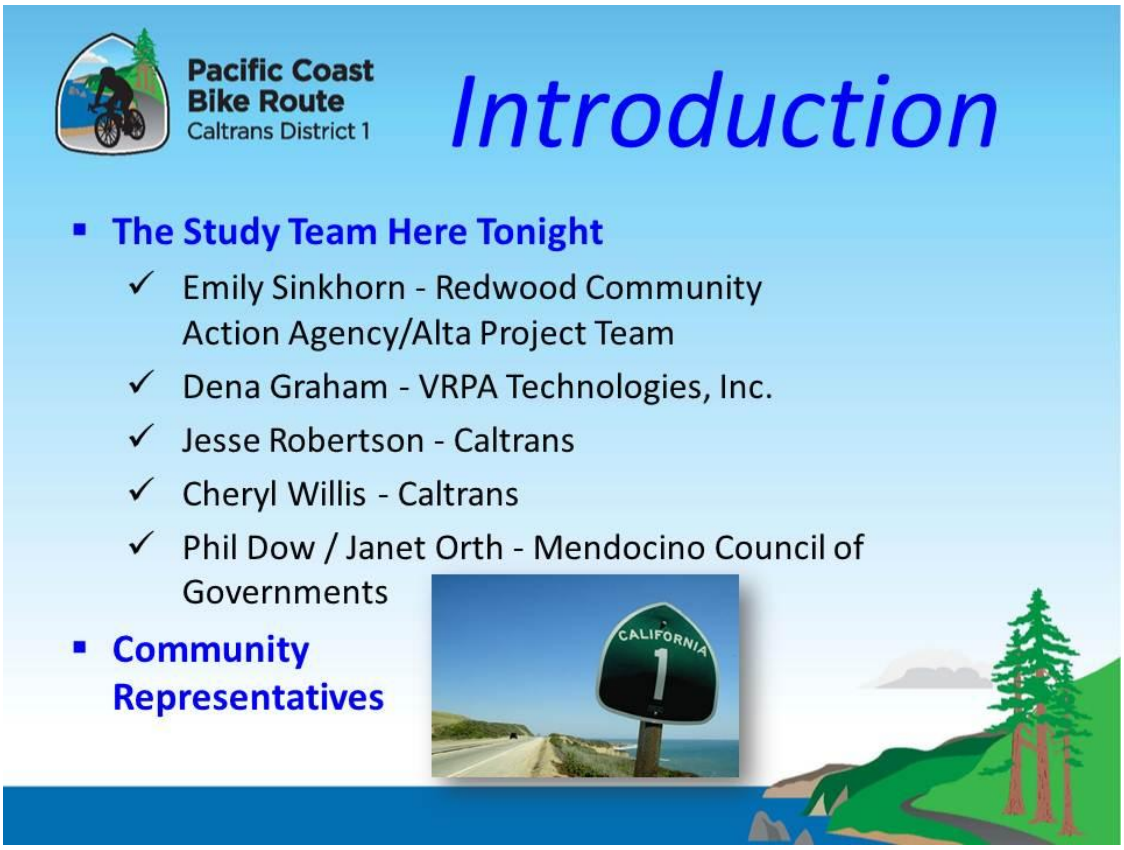
  Make our roads safer…even weird road bike people should live long enough to see their grandkids.

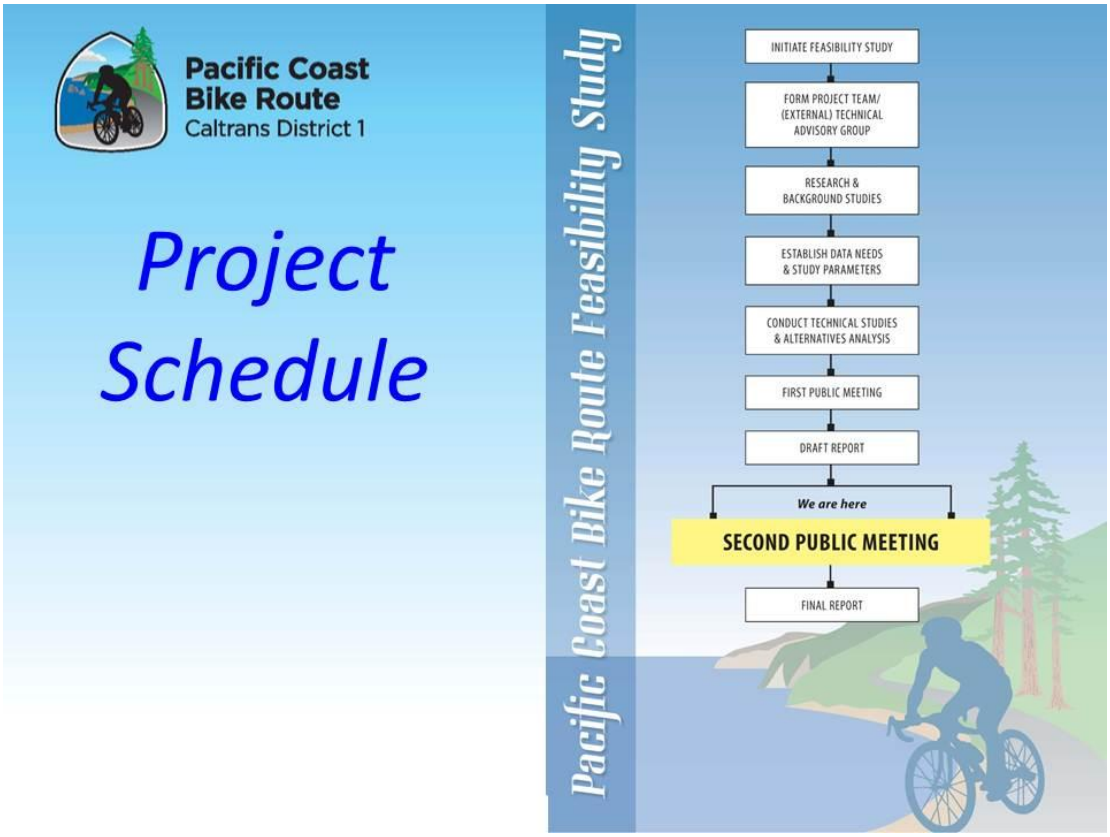
  Oh…and don't forget to dedicate some of what you are doing to people how have lost their lives…like Dough Rosoff…biking in Ukiah…got run over by a truck while waiting for his light to turn green. Still…not one "look right" sign for motorists.

  Maybe we need "LOOK RIGHT" murals…or big digital instruction signs. I'm not sure. I know, in the end, its ignorance that kills our cyclist…so, you must combat ignorance in your plan.

D.2.11. Fall 2012 Public Meeting Presentation




Pacific Coast
Bike Route
Caltrans District 1
Introduction
The Study Team Here Tonight
Emily Sinkhorn - Redwood Community Action Agency/Alta Project Team
Dena Graham - VRPA Technologies, Inc.
Jesse Robertson - Caltrans
Cheryl Willis - Caltrans
Phil Dow / Janet Orth - Mendocino Council of Governments
Community Representatives
CALIFORNIA
1

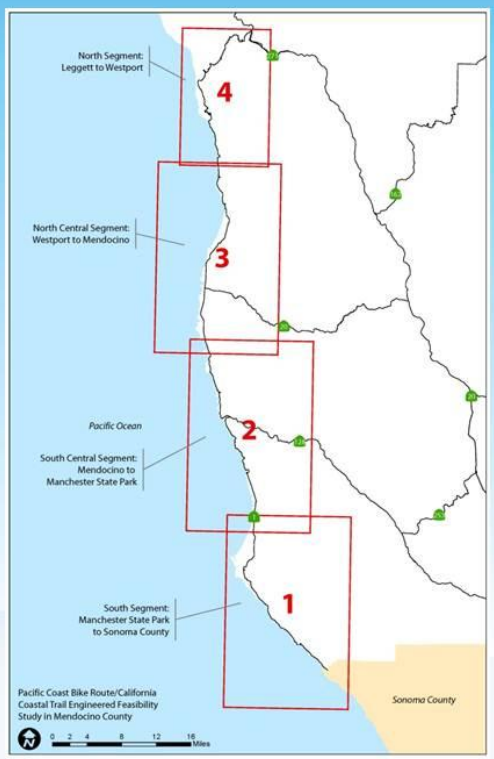

Pacific Coast
Bike Route
Caltrans District 1
Project Schedule
Pacific Coast Bike Route Feasibility Study
INITIATE FEASIBILITY STUDY
FORM PROJECT TEAM/ (EXTERNAL) TECHNICAL ADVISORY GROUP
RESEARCH & BACKGROUND STUDIES
ESTABLISH DATA NEEDS & STUDY PARAMETERS
CONDUCT TECHNICAL STUDIES & ALTERNATIVES ANALYSIS
FIRST PUBLIC MEETING
DRAFT REPORT
We are here
SECOND PUBLIC MEETING
FINAL REPORT

Pacific Coast Bike Route
Caltrans District 1

Location Map

Northern Mendocino County

- Tier 1 Potential Improvement Segments
- Tier 2 Potential Improvement Segments
- State Route 1/Pacific Coast Bike Route
- State Route 1 and California Coastal Trail
- Existing California Coastal Trail Alignment
- Proposed California Coastal Trail
- State Route 1 Postmiles



Pacific Coast Bike Route
Caltrans District 1

Scoring Criteria

- **Used to Identify Priority Improvement Segments:**

Criterion	Basis for Higher Score
Safety Concerns	Higher # of bike or pedestrian accidents
Bike and Pedestrian Facilities Conditions	higher traffic volumes; speed limits; hills; curves; public comment
High Bicycle and Pedestrian Use	High use counts by Caltrans; public comments
Provides a Regional Connection	Community and development areas, parks, preserves and destinations mapped or visible in GIS data/Google Earth; public comments
Gap Closure Opportunities	Lack of shoulders; narrow bridges; no feasible alternative route; relatively small segments without bike and pedestrian facilities located between nearby built facilities or connections to destinations (note that "improved" goal differs depending on terrain)
California Coastal Trail (CCT) Intersect	Depends on extent of planned CCT in segment without an alternative route
Biological and Cultural Resources	Low biological data score per ¼ mile and no present cultural resources
Constructability/Cost	Low average constraint score per ¼ mi; low construction cost per mile; adjacency to currently planned project

Pacific Coast Bike Route
Caltrans District 1

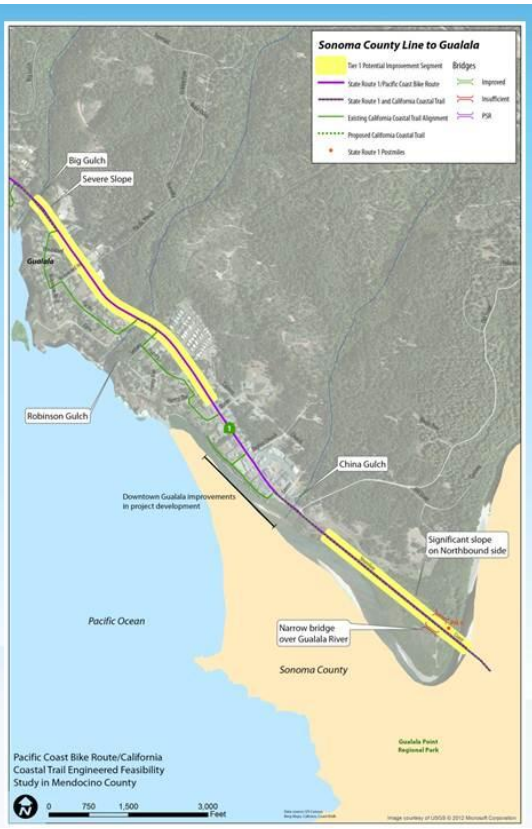
Segment Summary Table

Symbol	Associated Scoring Level
●	High - strong presence/score
◐	Moderate presence/score
○	Low - Limited presence/score
	Not present

Name	Existing Facilities	Safety	High Use	Regional Connec-tion	Gap Closure	CCT	Bio and Cultural Resources	Construct-ability	Cost Estimate
Sonoma County Line to Gualala	●		◐	●	◐	◐	◐	◐	$14,100,000
Anchor Bay	●	◐	●	○	●	●	○	○	$20,900.000
Hearn Gulch to Point Arena	●	○	◐	◐	●	●	○	◐	$22,800,000
Greenwood State Beach/ Greenwood Bridge and Elk	●	◐	◐	◐	◐	●	○	◐	$14,300,000
Mendocino to Fort Bragg	○	●	●	●	○	○	●	◐	$11,700,000
Abolobadiah Gulch to Chadbourne Gulch	●			◐	●	◐	◐	◐	$35,500,000
Westport to Westport Union Landing	●			○	◐	◐	◐	○	$23,100,000
Gualala to Glennen Gulch	◐	◐	◐	◐	◐	○	◐	◐	$8,100,000
Point Arena to Garcia River	●		◐	●	◐	○	◐	◐	$13,200,000
Elk to Cuffey's Cove	◐	○	○	○	◐	●	○	○	$2,200,000
Navarro River to Little River	◐	◐	◐	●	●	●	○	◐	$51,800,000

Pacific Coast Bike Route
Caltrans District 1

Potential Improvement Segments



Pacific Coast Bike Route
Caltrans District 1

Questions for Tonight's Workshop

Did we get the priority segments right?

Where can we focus the improvements within each segment to meet the greatest needs?

Pacific Coast Bike Route
Caltrans District 1

Next Steps

- Continue public workshops tomorrow in Point Arena and northern part of County next week
- December 12 comments due
- January 4 Final Report completed
- Final Report will be posted to Caltrans' website

Pacific Coast
Bike Route
Caltrans District 1
Comments
Thank you for joining us this evening!
We welcome your comments & suggestions
Please visit with Project Team staff & discuss your thoughts

D.2.12. Gualala Public Meeting Notes, Fall 2012

1 | CTPE Pacific Coast Bike Route (PCBR) California Coastal Trail (CCT) Engineered Feasibility Study (EFS) - *Meeting Summary – November 28, 2012*

Pacific Coast Bike Route (PCBR)
California Coastal Trail (CCT)
Engineered Feasibility Study (EFS)

Public Meeting

Wednesday, November 28, 2012
5:30 p.m. – 7:30 p.m.
Gualala Community Center
47950 Center Street
Gualala, CA 95445

Overview

On Wednesday, November 28, 2012, a Public Meeting was held for the Pacific Coast Bike Route (PCBR) California Coastal Trail (CCT) Engineered Feasibility Study (EFS).

Open House Objectives:

- Provide information about the progress of the PCBR CCT EFS
- Give the public an opportunity to speak with the Project Team
- Receive feedback on:
  - Display materials
  - Prioritized segments
  - Specific needs or objectives within each prioritized segment

Nineteen (19) Participants included representatives from:

- Members of the General Public
- The Sea Ranch Association
- Redwood Coast Land Conservancy
- Area Business Owners

Because citizens were in attendance, the attendance log, which contains personal contact information, is not provided in this synopsis document but is on file with Jesse Robertson, Caltrans District 1. Email Jesse at jesse_robertson@dot.ca.gov to inquire about meeting attendance.

Welcome

Ms. Emily Sinkhorn, Redwood Community Action Agency/Alta Project Team, welcomed all in attendance and introduced the Project Team staff in attendance:

- Jesse Robertson, Caltrans District 1
- Phil Dow, Mendocino Council of Governments
- Janet Orth, Mendocino Council of Governments
- Patti Black, County of Mendocino
- Louisa Morris, Mendocino Land Trust
- Dena Graham, VRPA Technologies, Inc.

PCBR CCT Study Presentation

Ms. Sinkhorn presented a brief clarifying PowerPoint Presentation including:

- Project Schedule
- Location Map – Study Segments and Map Legend Description
- Scoring Criteria Used to Identify Priority Improvement Segments
- Potential Project Segment Summary Table
- Potential Improvement Segments
- Questions for Tonight's Workshop
- Next Steps

A copy of the PowerPoint Presentation can be found on in Appendix D.

PCBR CCT Segment Maps

Roll-out maps for each of the eleven (11) potential improvement segments along with colored Sharpie pens and post-it notes were provided for participants to provide comments and feedback. A compilation of the public comments provided on the workshop maps is available in Appendix D. The Project Team was specifically looking for feedback on the following questions:

- Did we evaluate these priority improvement segments correctly?
- What are the key sections of these segments that are most important for bicycle and pedestrian facility improvement

Potential Improvement Segments – Map Comments

Sonoma County Line to Gualala

<u>Gualala Workshop Comment</u>

- This should be included in priority segment.
- How well connected are Mendocino County Caltrans District 1 and Sonoma County District 4 – in the future and now?

- Gualala Bridge location is further south than indicated on the map.
- Potential Caltrans parking area at south end of Gualala – to recover lost parking on Highway 1.
- "Refined" Gualala streetscape boundaries – latest efforts completed in 2012. PSR and funding ready! Should definitely be a tier 1 project.
- Multiple map naming edits: remove "Baptist Church", add Church Street, add Sedalia, note driveway instead of road off of Coral, remove mislabeled Honey Run, add Ocean Drive.

Gualala to Glennen Gulch

Gualala Workshop Comment

- Labeling of CR526.
- Correction of Dubloon to Bourn's Landing Road and addition of Glennen.
- Labeling of Cook' Beach.
- Check for legal access. Road barricaded with "no trespassing" signs.
- No (illegible) access. Could be boardwalk type crossing there Old state highway right of way. Possible continuation of CCT.

Anchor Bay

Gualala Workshop Comment

- Anchor Bay Village market, laundry, restaurants, bus stop, school bus.
- Most dangerous spot.
- St. Orr's Creek?
- St. Orr's Hotel.

Hearn Gulch to Point Arena

Gualala Workshop Comment

- Spheres of influence of Pt. Arena – Gualala (with drawing and arrow).
- Potential CCT off highway.
- This hill with little visibility is a priority – need warning for vertical hills/ blind curves.

Point Arena to Garcia River

Gualala Workshop Comment

- Proposed CCT (will eventually connect to Bureau of Land Management (BLM)/ Stornetta and be managed by BLM).

Greenwood State Beach/Greenwood Bridge (bridge is being improved) to Elk

Gualala Workshop Comment

- No Noted Comments.

Elk to Cuffey's Cove

Gualala Workshop Comment

- No Noted Comments.

Navarro River to Little River

Gualala Workshop Comment

- There are more CCT segments than are indicated on this map.
- On map callout saying "Commute Routes to Little River needed; Mendocino Land Trust (MLT) holds public access easement west of highway" commenter added an s to make it *easements*.

Mendocino to Fort Bragg

Gualala Workshop Comment

- Exclude from trail: this is private property at present. Could become public trail in the future.
- Show new Caspar uplands trail.

Abolobadiah Gulch to Chadbourne Gulch

Gualala Workshop Comment

- No Noted Comments.

Westport to Westport Union Landing

Gualala Workshop Comment

- What do red hash marks mean? Not in map key.
- This may also be private property. If so, don't put trail on map.
- This is private property - no public trail currently exists, it's a KOA campground.
- Pete's Beach (DPR).

Attendee Discussion with Project Team Staff

- Remove from the maps the ////// hashed CCT line north of Westport through Wages Creek
- Remove all these ////// hashed lines from the maps as this symbol is not in the legend
- Reduce scoring of Tier 2 Navarro River to Little River – because right now this project scores higher (adding up the half moons…) than the Tier 1 projects
- Include Ten Mile to Fort Bragg PSR segment and Gualala Downtown as priority improvement segments in the Draft Report or at least call these segments out as other top priorities

- Segment scoring input

  - Anchor Bay segment should have a half moon scoring for Regional Connection criterion as a lot of people leave this direction and head into Gualala
  - Gualala segment should have at least a circle outline for safety criterion
  - Safety is the primary concern of the Gualala to Sonoma County segment – this should be reflected in the scoring
- What is the breakdown of the $14 million cost estimate for the Gualala to Sonoma County segment?
- North of Hearn Gulch, Redwood Coast Land Conservancy (RCLC) is working on an acquisition which could tie with the PCBR project
- The RCLC did a survey of 400 touring cyclists for the Westport Community Plan
- Was feedback requested from touring cyclist from outside of the area? Their feedback is important due to experience.
- Are there similar work efforts in Sonoma County?
- Who provides the ongoing maintenance of shoulders and pavement extensions?

Comment Card Notes

- To be added if received
- Letter received from Robert Juengling, Chairman Redwood Coast Chamber of Commerce (included in Appendix D)

Because citizens were in attendance, the comment cards, which contain personal contact information, are not provided in this synopsis document but are on file with Jesse Robertson, Caltrans District 1. Email Jesse at jesse_robertson@dot.ca.gov to inquire about comment cards received at this workshop.

Future Study Milestones

- Comments on Draft Report due December 12, 2012
- Final Report Completed – January 4, 2012
- Final Report – will be posted to the Caltrans' website at www.dot.ca.gov/dist1/d1transplan/system_planning/pcbr-cct.htm.

D.2.13. Point Arena Meeting Notes, Fall 2012

Pacific Coast Bike Route (PCBR)
California Coastal Trail (CCT)
Engineered Feasibility Study (EFS)

Public Meeting

Thursday, November 29, 2012
5:30 p.m. – 7:30 p.m.
Point Arena City Hall
451 School Street
Point Arena, CA 95468

Overview

On Thursday, November 29, 2012, a Public Meeting was scheduled for the Pacific Coast Bike Route (PCBR) California Coastal Trail (CCT) Engineered Feasibility Study (EFS). Due to inclement weather, the Point Arena City Hall was without power during the time of the meeting. Project Team members remained at the venue between 5:00pm and 6:15 PM to talk with attendees. Study brochures and contact information were left at City Hall for other interested parties. No sign-in sheets were completed for the evening.

Project Team staff on-hand:

- Jesse Robertson, Caltrans District 1
- Cheryl Willis, Caltrans District 1
- Phil Dow, Mendocino Council of Governments
- Patti Black, County of Mendocino
- Louisa Morris, Mendocino Land Trust
- Emily Sinkhorn, Redwood Community Action Agency
- Dena Graham, VRPA Technologies, Inc.

Five (5) participants included representatives from:

- Members of the General Public
- City of Point Arena
- Redwood Coast Chamber of Commerce
- Local Businesses

Comment Card Notes

- To be added if received
- To be added if received

Because citizens were in attendance, the comment cards, which contain personal contact information, are not provided in this synopsis document, but are on file with Jesse Robertson, Caltrans District 1. Email Jesse at jesse_robertson@dot.ca.gov to inquire about comment cards received at this workshop.

Future Study Milestones

- Comments on Draft Report due December 12, 2012
- Final Report Completed – January 4, 2012
- Final Report – will be posted to the Caltrans' website at www.dot.ca.gov/dist1/d1transplan/system_planning/pcbr-cct.htm.

D.2.14. Mendocino Public Meeting Notes, Fall 2012

Pacific Coast Bike Route (PCBR)
California Coastal Trail (CCT)
Engineered Feasibility Study (EFS)

Public Meeting

Wednesday, December 5, 2012
5:30 p.m. – 7:30 p.m.
Mendocino K-8 School
44261 Little Lake Road
Mendocino, CA 95460

Overview

On Wednesday, December 5, 2012, a Public Meeting was held for the Pacific Coast Bike Route (PCBR) California Coastal Trail (CCT) Engineered Feasibility Study (EFS).

Open House Objectives:

- Provide information about the progress of the PCBR CCT EFS
- Give the public an opportunity to speak with the Project Team
- Receive feedback on:
  - Display materials
  - Prioritized segments
  - Specific needs or objectives within each prioritized segment

Fourteen (14) Participants included representatives from:

- Members of the General Public
- Mendocino Coast Cyclists
- Office of State Senator Noreen Evans
- Mendocino County Board of Supervisors
- Fort Bragg City Council

Because citizens were in attendance, the attendance log, which contains personal contact information, is not provided in this synopsis document but is on file with Jesse Robertson, Caltrans District 1. Email Jesse at jesse_robertson@dot.ca.gov to inquire about meeting attendance.

Welcome

Ms. Emily Sinkhorn, Redwood Community Action Agency/Alta Project Team, welcomed all in attendance and introduced the Project Team staff in attendance:

- Jesse Robertson, Caltrans District 1
- Rex Jackman, Caltrans District 1
- Janet Orth, Mendocino Council of Governments
- Patti Black, County of Mendocino
- Louisa Morris, Mendocino Land Trust
- Dena Graham, VRPA Technologies, Inc.

PCBR CCT Study Presentation

Ms. Sinkhorn presented a brief clarifying PowerPoint Presentation including:

- Project Schedule
- Location Map – Study Segments and Map Legend Description
- Scoring Criteria Used to Identify Priority Improvement Segments
- Potential Project Segment Summary Table
- Potential Improvement Segments
- Questions for Tonight's Workshop
- Next Steps

A copy of the PowerPoint Presentation can be found in Appendix D.

PCBR CCT Segment Maps

Roll-out maps for each of the eleven (11) potential improvement segments along with colored Sharpie pens and post-it notes were provided for participants to provide comments and feedback. A compilation of the public comments provided on the workshop maps is available in Appendix D. The Project Team was specifically looking for feedback on the following questions:

- Did we evaluate these priority improvement segments correctly?
- What are the key sections of these segments that are most important for bicycle and pedestrian facility improvement

Potential Improvement Segments – Map Comments

Sonoma County Line to Gualala

<u>Mendocino Workshop Comment</u>

- No Noted Comments.

Gualala to Glennen Gulch

Mendocino Workshop Comment

- No Noted Comments.

Anchor Bay

Mendocino Workshop Comment

- No Noted Comments.

Hearn Gulch to Point Arena

Mendocino Workshop Comment

- No Noted Comments.

Point Arena to Garcia River

Mendocino Workshop Comment

- No Noted Comments.

Greenwood State Beach/Greenwood Bridge (bridge is being improved) to Elk

Mendocino Workshop Comment

- No Noted Comments.

Elk to Cuffey's Cove

Mendocino Workshop Comment

- No Noted Comments.

Navarro River to Little River

Mendocino Workshop Comment

- No Noted Comments.

Mendocino to Fort Bragg

Mendocino Workshop Comment

- The Hare Creek Bridge is terrible for bicyclists. There is no shoulder, grates that can grab road bike tires, and a stepped-up sidewalk that's too narrow to walk your bike on. Also there is a big homeless encampment under this bridge.
- Need safety improvements or signage or education around the roundabouts south of Fort Bragg emphasizing "Do not pass in round-about."
- At Caspar/Fern Creek Road: Need safe crossing, signage and lighting at this intersection. Bikes need safe crossing here too for access to Jackson State Forest. There is a lot of pedestrian traffic crossing at this intersection. Need to slow down traffic on Route 1 through this area.

- Jack Peters Creek bridge is also really scary. Too narrow.
- When transitioning between different paved shoulder widths, especially in urbanized areas, please taper the shoulder widths and delineate a narrowing shoulder with a dashed line. Avoid abrupt transition to narrower shoulder – unsafe for cyclists because cyclists are forced to swerve towards traffic without a warning the shoulder is narrowing.
- There is a typo on the North Central Mendocino County map…should read "Haul Road" not "Naul Road."

Abolobadiah Gulch to Chadbourne Gulch

Mendocino Workshop Comment

- The Kibesillah Trail is of no use to bicyclists so improvements should be made for cyclists along Route 1 here (Abolobadiah Gulch to Chadbourne Gulch map).
- West of Chadbourne there is a sharp turn to the right that forces trucks to cross the double yellow line. This curve needs improvement; it is a blind turn without guard rails.

Westport to Westport Union Landing

Mendocino Workshop Comment

- No Noted Comments.

Attendee Discussion with Project Team Staff

- Need to show Fort Bragg to Ten Mile PSR segment more prominently
  - Caltrans should focus on improvements north of Ward Ave to Ten Mile
  - Need commuter cyclist input on this segment as the PSR moves forward
- PCBR should be moved back to the Haul Road once it is improved
- Be sure Caltrans and State Parks coordinate for cost efficiency of improvements on Route 1 versus on Haul Road
- Need a safe cut thru from Route 1 to Haul Road to connect these two corridors
- Caltrans should clear shoulders more frequently – especially the gravel on shoulders of bridges
- Speed should be reduced on Route 1 between Fort Bragg and Mendocino
- On maps "Naul Road" is a typo – should be Haul Road, the CCT connects over the Pudding Creek Trestle so the green solid line should go over Pudding Creek
- The County should make Pudding Creek Road safer for bikes
- Thanks for shoulder improvements from Cleone to Ten Mile. Slightly smoothed and expanded shoulders are a great help, every inch counts. Caltrans participation in full Haul Road restoration to use Ten Mile to Pudding Creek would be an excellent idea to maintain. Note the Coastal Trail is pedestrian oriented with little value to bicycles. Include way stops with water would greatly help distance riders
- Fort Bragg Ten Mile – no map detail of Pudding Creek to Ten Mile as Caltrans is currently working on project plans for this segment
- There was a high community interest in last night's State Parks Haul Road meeting. How to deal with tricky issues at MacKerricher, Pudding Creek to Ward?
- The Mendocino County Board of Supervisors will be requesting that the southern portion of the Haul Road be designated a Class I Bike Route

- North of Pudding Creek – there is a one (1) mile section that State Parks is holding with Caltrans for a Class I bike route
- Ward Avenue North – Acquisition of properties for access to the Haul Road. There is a lot of public interest here. Need/want Caltrans support
- Caltrans supports Class I Route away from Roadway. Also supports Haul Road and State Parks work here
- Haul Road is more for the recreational user, not the commuter cyclists
- Let's get Highway 1 back up to par
- The public needs to be kept informed what is happening with the Haul Road project. Per Rex Jackman, there will be a Public Information Team formed during development of the project study report
- Need to reduce the speed limit between Fort Bragg and Mendocino and also on the bridges
- The shoulder clean-up between Fort Bragg and Ten Mile has significantly improved the ride in this section
- Darron Hill suggested adding reflective delineators where pavement areas abruptly end. During construction Caltrans' existing practice is to install full shoulder width throughout the project length to maximize shoulder length and to provide a convenient connection point for constructing shoulders on adjacent segments.

Comment Card Notes

- Add turnouts for bikes on uphill curves to improve safety
- Cut back vegetation and sweep paved shoulders
- If bridges can't be widened signs are needed to get motorist looking for bikes in the lane! Sweep off (not legible). Signs need to be placed often on narrow/winding areas as well

Because citizens were in attendance, the comment cards, which contain personal contact information, are not provided in this synopsis document but are on file with Jesse Robertson, Caltrans District 1. Email Jesse at jesse_robertson@dot.ca.gov to inquire about comment cards received at this workshop.

Future Study Milestones

- Comments on Draft Report due December 12, 2012
- Final Report Completed – January 4, 2012
- Final Report – will be posted to the Caltrans' website at www.dot.ca.gov/dist1/d1transplan/system_planning/pcbr-cct.htm

D.2.15. Westport Public Meeting Notes, Fall 2012

Pacific Coast Bike Route (PCBR)
California Coastal Trail (CCT)
Engineered Feasibility Study (EFS)

Public Meeting

Thursday, December 6, 2012
5:30 p.m. – 7:30 p.m.
Westport Community Church
24900 Abalone Street
Westport, CA 95488

Overview

On Wednesday, December 6, 2012, a Public Meeting was held for the Pacific Coast Bike Route (PCBR) California Coastal Trail (CCT) Engineered Feasibility Study (EFS).

Open House Objectives:

- Provide information about the progress of the PCBR CCT EFS
- Give the public an opportunity to speak with the Project Team
- Receive feedback on:
  - Display materials.
  - Prioritized segments.
  - Specific needs or objectives within each prioritized segment.

Ten (10) Participants included representatives from:

- Members of the General Public
- Westport Municipal Advisory
- County Supervisor Elect – Dan Gjerde

Because citizens were in attendance, the attendance log, which contains personal contact information, is not provided in this synopsis document but is on file with Jesse Robertson, Caltrans District 1. Email Jesse at jesse_robertson@dot.ca.gov to inquire about meeting attendance.

Welcome

Ms. Emily Sinkhorn, Redwood Community Action Agency/Alta Project Team, welcomed all in attendance and introduced the Project Team staff in attendance:

- Jesse Robertson, Caltrans District 1
- Cheryl Willis, Caltrans District 1
- Phil Dow, Mendocino Council of Governments
- Janet Orth, Mendocino Council of Governments
- Patti Black, County of Mendocino
- Louisa Morris, Mendocino Land Trust
- Dena Graham, VRPA Technologies, Inc.

PCBR CCT Study Presentation

Ms. Sinkhorn presented a brief clarifying PowerPoint Presentation including:

- Project Schedule
- Location Map – Study Segments and Map Legend Description
- Scoring Criteria Used to Identify Priority Improvement Segments
- Potential Project Segment Summary Table
- Potential Improvement Segments
- Questions for Tonight's Workshop
- Next Steps

A copy of the PowerPoint Presentation can be found in Appendix D.

PCBR CCT Segment Maps

Roll-out maps for each of the eleven (11) potential improvement segments along with colored Sharpie pens and post-it notes were provided for participants to provide comments and feedback. A compilation of the public comments provided on the workshop maps is available in Appendix D. The Project Team was specifically looking for feedback on the following questions:

- Did we evaluate these priority improvement segments correctly?
- What are the key sections of these segments that are most important for bicycle and pedestrian facility improvement

Potential Improvement Segments – Map Comments

Sonoma County Line to Gualala

Westport Workshop Comment

- No Noted Comments.

Gualala to Glennen Gulch

Westport Workshop Comment

- No Noted Comments.

Anchor Bay

Westport Workshop Comment

- On map next to "One bicyclist collision, 2005-2010" – commenter wrote "Why this comment when other collisions not noted elsewhere?"

Hearn Gulch to Point Arena

Westport Workshop Comment

- No Noted Comments.

Point Arena to Garcia River

Westport Workshop Comment

- No Noted Comments.

Greenwood State Beach/Greenwood Bridge (bridge is being improved) to Elk

Westport Workshop Comment

- No Noted Comments.

Elk to Cuffey's Cove

Westport Workshop Comment

- No Noted Comments.

Navarro River to Little River

Westport Workshop Comment

- On map callout saying "Commute Routes to Little River needed; MLT holds public access easement west of highway" commenter added an s to make it *easements*.

Mendocino to Fort Bragg

Westport Workshop Comment

- Shoulder treatment for bicycles – colored pavement?
- Opportunity site for pedestrian bridge over Caspar Creek.
- On map callout saying Caspar Creek crossing: insufficient pedestrian/ bike facilities – commenter wrote "OK" for pedestrian facilities.

Abolobadiah Gulch to Chadbourne Gulch

Westport Workshop Comment

- Narrow with hiding spot for limiting sight distance.
- The two gulches are choke point for local commuters.
- This road (the white one) doesn't exist.
- Where is coastal access? Frank Besillah.

- Proposed park (spelling/ legibility?)
- Question - is this accessible to bikes? EEM$? – yes.
- Chadbourne Gulch - choke point for local commuters.

Westport to Westport Union Landing

Westport Workshop Comment

- This segment has economic impacts for local businesses connecting Westport to lodging and tourist attractions. Howard Creek Inn, Westport Union Landing State beach, DeHaven, Valley Farm Bed and Breakfast, Westport UOA (sp?), Westport Water, Westport Inn, hiking, kayaking, abalone diving, surfing, fishing.
- Most important section getting across Wages Creek. Someone else wrote: I second this as the most important segment! North of Ten Mile River.

Northern Mendocino County Segment Map

Westport Workshop Comment

- Typo: Haul Road is misspelled "Naul Road"
- West of Chadbourne, the sharp turn to the right forces trucks to cross the double yellow line; Curve needs improvement, blind turn (guard rails there).
- As a truck driver, the narrow curve areas are the worst –especially with RVs (Hardy Creek to Rockport)
- Cycling etiquette: pulling off road when lots of traffic behind
- Uphill Rockport Grade; Uphill from Eel River

Attendee Discussion with Project Team Staff

- Scoring criteria need to be well-documented. There is high bike use from Westport to Westport Union Landing – this should be reflected in the scoring. Much of the population in the Westport area lives north of Westport
- Include bike count data report in the Draft Report (For information regarding bike counts, see Appendix B – Study Data Analysis and Methodology)

Comment Card Notes

- Bikes riders with bike trailers are 10x more of a safety issue then just a bike. They need half of the lane they are in. Please don't allow them on Highway 1. Also we in cars/trucks have to pull off the road if we have 5 or more vehicles behind us. Please enforce a law the same to the bike riders
- Letter received from Chuck Eyerly, Secretary Westport Municipal Advisory Council (included in Appendix D)
- Letter received from Thad Van Bueren (included in Appendix D)

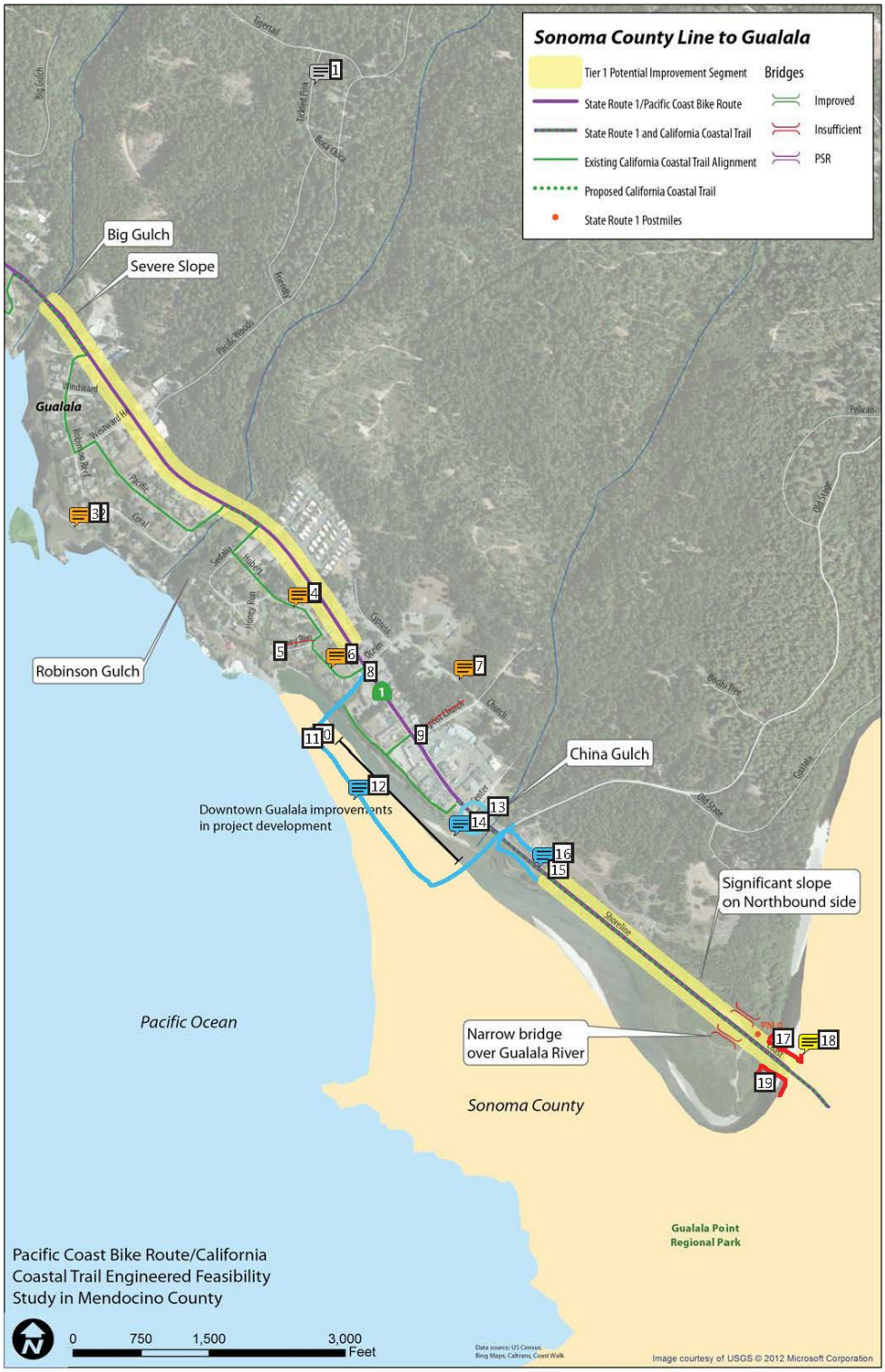
Because citizens were in attendance, the comment cards, which contain personal contact information, are not provided in this synopsis document but are on file with Jesse Robertson, Caltrans District 1. Email Jesse at jesse_robertson@dot.ca.gov to inquire about comment cards received at this workshop.

Future Study Milestones

- Comments on Draft Report due December 12, 2012
- Final Report Completed – January 4, 2012
- Final Report – will be posted to the Caltrans' website at www.dot.ca.gov/dist1/d1transplan/system_planning/pcbr-cct.htm.

D.2.16. Fall 2012 Public Meeting Comments List with Map

Roll-out maps for each of study area's segments along with colored Sharpie pens and post-it notes were provided for participants to provide comments and feedback. The following is a compilation of the public comments provided on the fall workshop maps.



Summary of Comments on PCBR Fall 2012 Public Meeting.pdf

Page: 1

Number: 1 Author: nrs Subject: Note Date: 12/10/2012 1:32:47 PM
Comment box color legend:
Orange = comments re: map/ graphics/ corrections.
Blue = Proposed improvements and infrastructure.
Yellow = comments re: geographic/ natural landscape/ infrastructure features.

Number: 2 Author: nrs Subject: Pencil Date: 12/10/2012 1:25:46 PM

Number: 3 Author: nrs Subject: Note Date: 12/10/2012 1:25:26 PM
This is a driveway, Coral ends at bend.

Number: 4 Author: nrs Subject: Note Date: 12/10/2012 1:25:31 PM
This is "Sedalia"

Number: 5 Author: nrs Subject: Pencil Date: 12/10/2012 1:24:32 PM

Number: 6 Author: nrs Subject: Note Date: 12/10/2012 1:25:36 PM
Ocean Drive

Number: 7 Author: nrs Subject: Note Date: 12/10/2012 1:25:19 PM
Church Street

Number: 8 Author: nrs Subject: Pencil Date: 12/10/2012 1:30:34 PM

Number: 9 Author: nrs Subject: Pencil Date: 12/10/2012 1:24:35 PM

Number: 10 Author: nrs Subject: Pencil Date: 12/10/2012 1:29:07 PM

Number: 11 Author: nrs Subject: Pencil Date: 12/10/2012 1:29:03 PM

Number: 12 Author: nrs Subject: Note Date: 12/10/2012 1:29:59 PM
"Refined" Gualala streetscape boundaries - latest efforts completed in 2012. PSR and funding ready! Should definitely be a tier 1 project.

Number: 13 Author: nrs Subject: Oval Date: 12/10/2012 1:28:35 PM

Number: 14 Author: nrs Subject: Note Date: 12/10/2012 1:28:19 PM
Potential CalTrans parking area at south end of Gualala - to recover lost on highway 1 parking

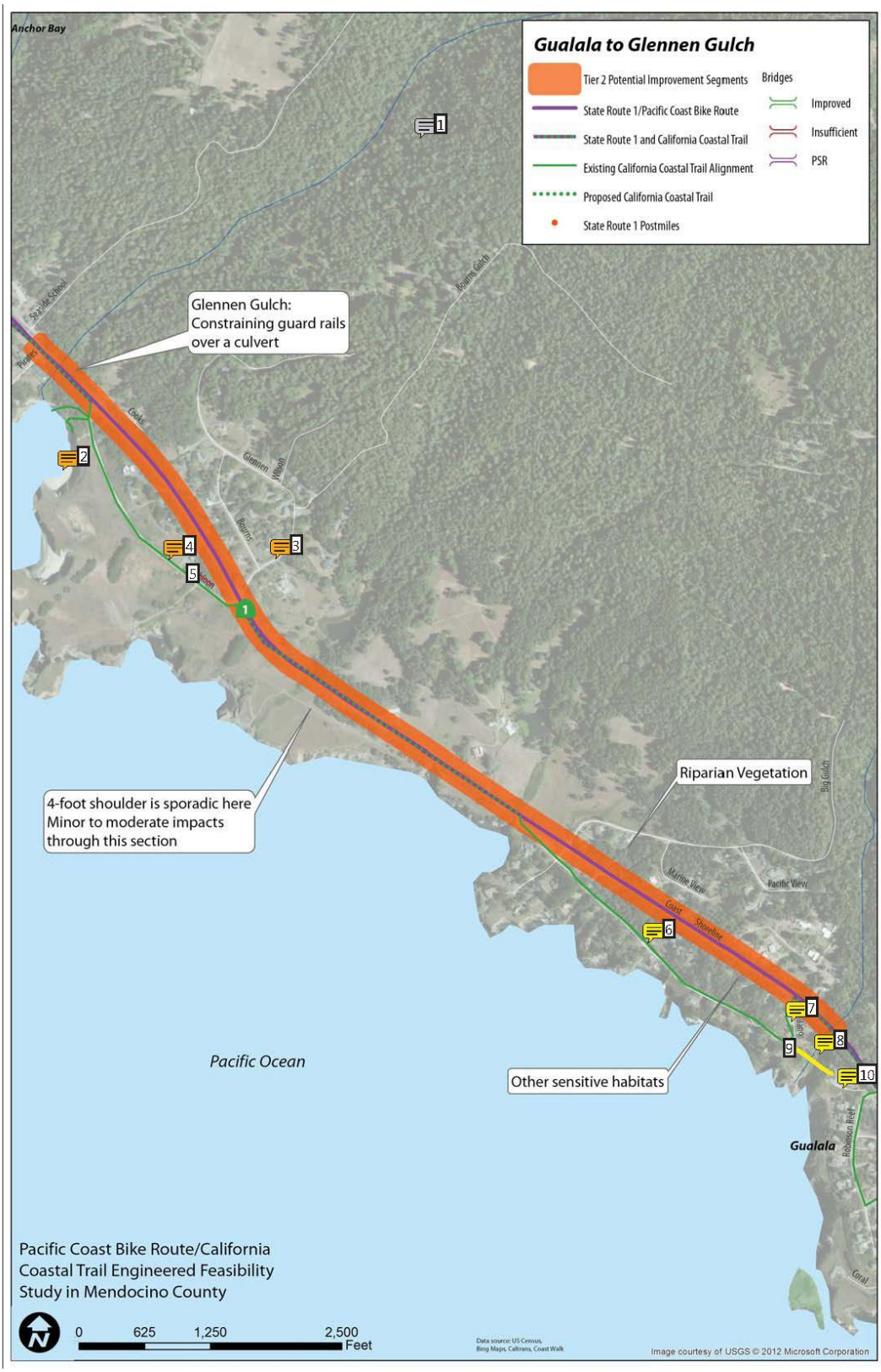
Number: 15 Author: nrs Subject: Pencil Date: 12/10/2012 1:28:06 PM

Number: 16 Author: nrs Subject: Note Date: 12/10/2012 1:28:11 PM
This should be included in priority segment.

Number: 17 Author: nrs Subject: Pencil Date: 12/10/2012 1:31:36 PM

Number: 18 Author: nrs Subject: Note Date: 12/10/2012 1:32:03 PM
Gualala bridge location

Number: 19 Author: nrs Subject: Pencil Date: 12/10/2012 1:31:14 PM


Gualala to Glennen Gulch
Tier 2 Potential Improvement Segments
State Route 1/Pacific Coast Bike Route
State Route 1 and California Coastal Trail
Existing California Coastal Trail Alignment
Proposed California Coastal Trail
State Route 1 Postmiles
Bridges
Improved
Insufficient
PSR
Anchor Bay
Glennen Gulch: Constraining guard rails over a culvert
4-foot shoulder is sporadic here Minor to moderate impacts through this section
Riparian Vegetation
Other sensitive habitats
Pacific Ocean
Gualala
Pacific Coast Bike Route/California Coastal Trail Engineered Feasibility Study in Mendocino County
0 625 1,250 2,500 Feet
Image courtesy of USGS © 2012 Microsoft Corporation

Page: 2

Number: 1 Author: nrs Subject: Note Date: 12/10/2012 1:47:49 PM

Comment box color legend:
Orange = comments re: map/ graphics/ corrections.
Yellow = comments re: geographic/ natural landscape/ infrastructure features.

Number: 2 Author: nrs Subject: Note Date: 12/10/2012 1:49:14 PM

Cook's Beach

Number: 3 Author: nrs Subject: Note Date: 12/10/2012 1:48:55 PM

Glennen

Number: 4 Author: nrs Subject: Note Date: 12/10/2012 1:48:29 PM

CR526 - Boum's Landing Road (not Dubloon)

Number: 5 Author: nrs Subject: Pencil Date: 12/10/2012 1:48:35 PM

Number: 6 Author: nrs Subject: Note Date: 12/10/2012 1:49:38 PM

Old state highway

Number: 7 Author: nrs Subject: Note Date: 12/10/2012 1:47:07 PM

Check for legal access. Road barricaded with "no trespassing" signs.

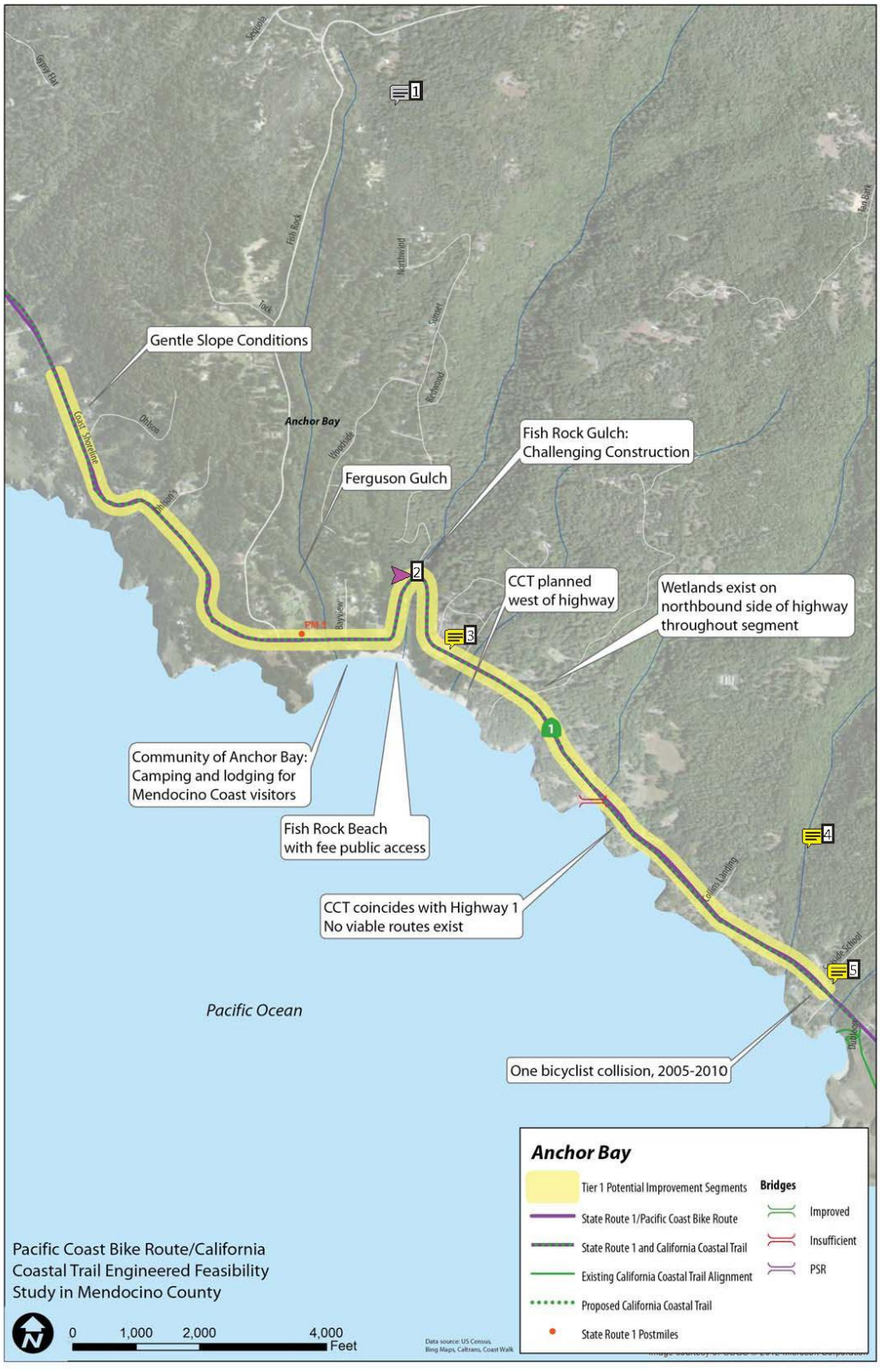
Number: 8 Author: nrs Subject: Note Date: 12/10/2012 1:45:20 PM

Old state highway right of way. Possible continuation of CCT.

Number: 9 Author: nrs Subject: Pencil Date: 12/10/2012 1:45:48 PM

Number: 10 Author: nrs Subject: Note Date: 12/10/2012 1:46:15 PM

{also} Old state highway


Gentle Slope Conditions
Anchor Bay
Fish Rock Gulch:
Challenging Construction
Ferguson Gulch
CCT planned
west of highway
Wetlands exist on
northbound side of highway
throughout segment
Community of Anchor Bay:
Camping and lodging for
Mendocino Coast visitors
Fish Rock Beach
with fee public access
CCT coincides with Highway 1
No viable routes exist
Pacific Ocean
One bicyclist collision, 2005-2010
Anchor Bay
Tier 1 Potential Improvement Segments
State Route 1/Pacific Coast Bike Route
State Route 1 and California Coastal Trail
Existing California Coastal Trail Alignment
Proposed California Coastal Trail
State Route 1 Postmiles
Bridges
Improved
Insufficient
PSR
Pacific Coast Bike Route/California
Coastal Trail Engineered Feasibility
Study in Mendocino County
0
1,000
2,000
4,000
Feet

Page: 3

Number: 1 Author: nrs Subject: Note Date: 12/10/2012 1:54:43 PM

Comment box color legend:
Yellow = comments re: geographic/ natural landscape/ infrastructure features.
Hot pink = other (to highlight)

Number: 2 Author: nrs Subject: Note Date: 12/10/2012 1:54:26 PM

Most dangerous spot

Number: 3 Author: nrs Subject: Note Date: 12/10/2012 1:53:24 PM

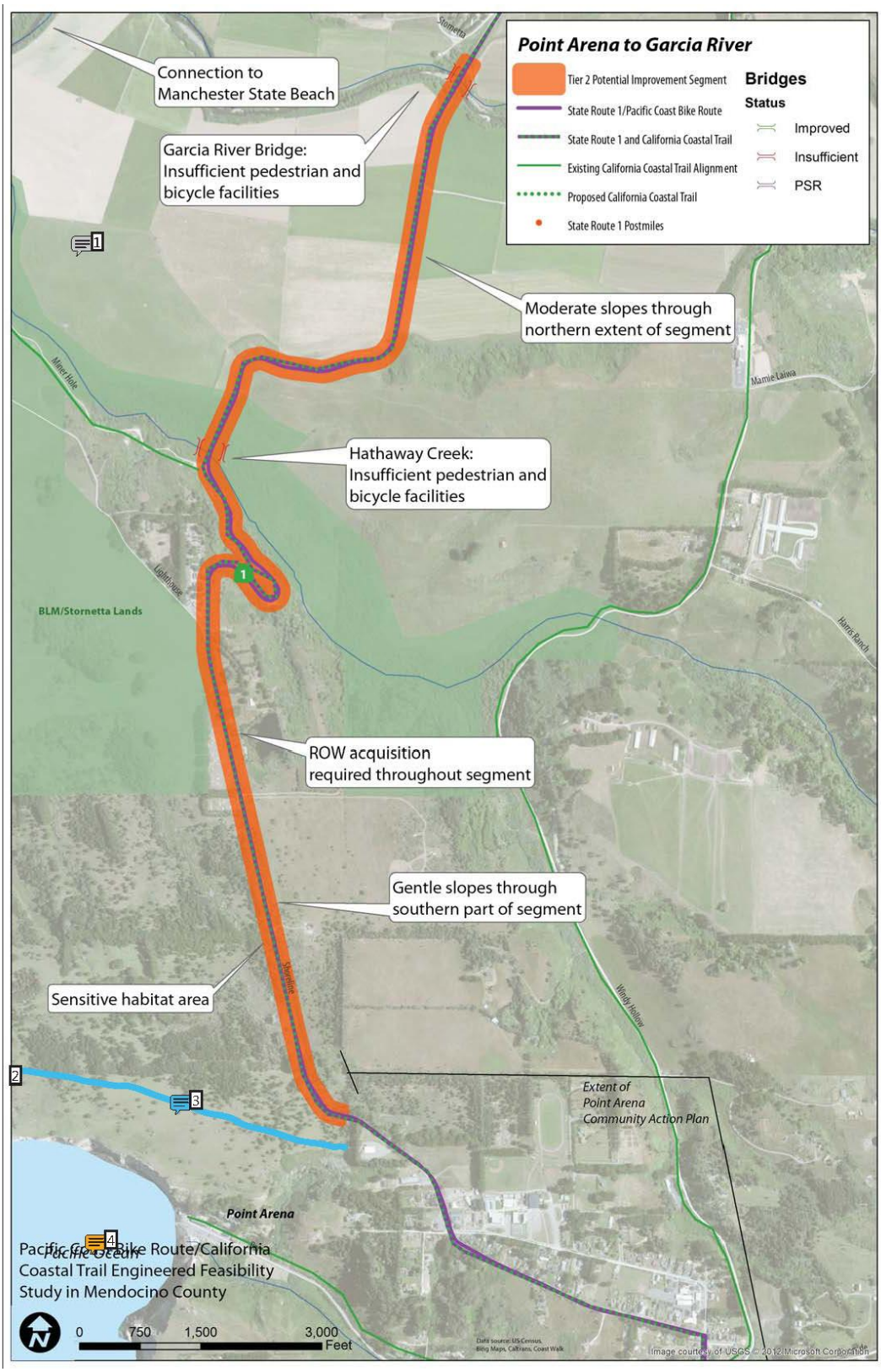
Anchor Bay village market, laundry, restaurants, bus stop, school bus.

Number: 4 Author: nrs Subject: Note Date: 12/10/2012 1:52:50 PM

St. Orr's Creek?

Number: 5 Author: nrs Subject: Note Date: 12/10/2012 1:52:25 PM

St. Orr's Hotel


Point Arena to Garcia River
Tier 2 Potential Improvement Segment
State Route 1/Pacific Coast Bike Route
State Route 1 and California Coastal Trail
Existing California Coastal Trail Alignment
Proposed California Coastal Trail
State Route 1 Postmiles
Bridges
Status
Improved
Insufficient
PSR
Connection to Manchester State Beach
Garcia River Bridge: Insufficient pedestrian and bicycle facilities
Moderate slopes through northern extent of segment
Hathaway Creek: Insufficient pedestrian and bicycle facilities
ROW acquisition required throughout segment
Gentle slopes through southern part of segment
Sensitive habitat area
Extent of Point Arena Community Action Plan
BLM/Stornetta Lands
Point Arena
Pacific Ocean
Pacific Coast Bike Route/California Coastal Trail Engineered Feasibility Study in Mendocino County
0 750 1,500 3,000 Feet

Page: 4

Number: 1 Author: nrs Subject: Note Date: 12/10/2012 12:19:37 PM

Comment box color legend:
Orange: printing/ design error
Blue: Future infrastructure or improvement suggested

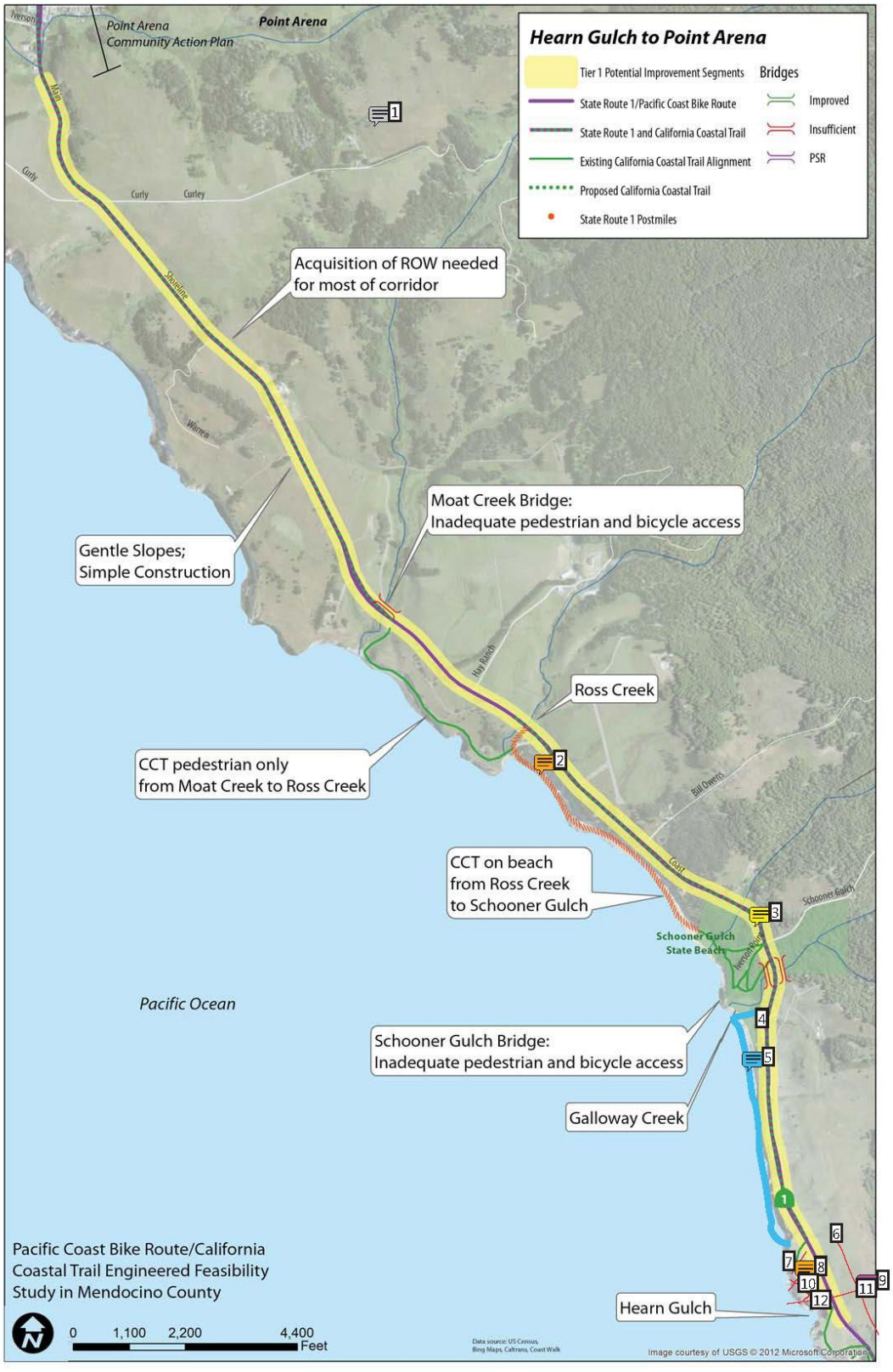
Number: 2 Author: nrs Subject: Pencil Date: 12/10/2012 12:16:38 PM

Number: 3 Author: nrs Subject: Note Date: 12/10/2012 12:18:13 PM

Proposed CCT (will eventually connect to BLM/ Stornetta and be managed by BLM)

Number: 4 Author: nrs Subject: Note Date: 12/10/2012 12:15:49 PM

Fix map text!


Hearn Gulch to Point Arena
Tier 1 Potential Improvement Segments
State Route 1/Pacific Coast Bike Route
State Route 1 and California Coastal Trail
Existing California Coastal Trail Alignment
Proposed California Coastal Trail
State Route 1 Postmiles
Bridges
Improved
Insufficient
PSR
Point Arena
Point Arena Community Action Plan
Acquisition of ROW needed for most of corridor
Moat Creek Bridge: Inadequate pedestrian and bicycle access
Gentle Slopes; Simple Construction
Ross Creek
CCT pedestrian only from Moat Creek to Ross Creek
CCT on beach from Ross Creek to Schooner Gulch
Schooner Gulch State Beach
Pacific Ocean
Schooner Gulch Bridge: Inadequate pedestrian and bicycle access
Galloway Creek
Hearn Gulch
Pacific Coast Bike Route/California Coastal Trail Engineered Feasibility Study in Mendocino County
0 1,100 2,200 4,400 Feet
Image courtesy of USGS © 2012 Microsoft Corporation

Page: 5

Number: 1 Author: nrs Subject: Note Date: 12/10/2012 12:34:05 PM

Comment box color legend:
Orange = comments re: map/ graphics/ corrections.
Blue = Proposed improvements and infrastructure.
Hot pink = other
Yellow = comments re: geographic/ natural landscape/ infrastructure features.

Number: 2 Author: nrs Subject: Note Date: 12/10/2012 12:30:47 PM

What is red hashed marks?

Number: 3 Author: nrs Subject: Note Date: 12/10/2012 12:31:48 PM

This hill with little visibility is a priority - need warning for vertical hills/ blind curves

Number: 4 Author: nrs Subject: Pencil Date: 12/10/2012 12:28:24 PM

Number: 5 Author: nrs Subject: Note Date: 12/10/2012 12:29:35 PM

Potential CCT off highway

Number: 6 Author: nrs Subject: Pencil Date: 12/10/2012 12:27:22 PM

Number: 7 Author: nrs Subject: Pencil Date: 12/10/2012 12:29:52 PM

Number: 8 Author: nrs Subject: Note Date: 12/10/2012 12:34:00 PM

Not existing but proposed

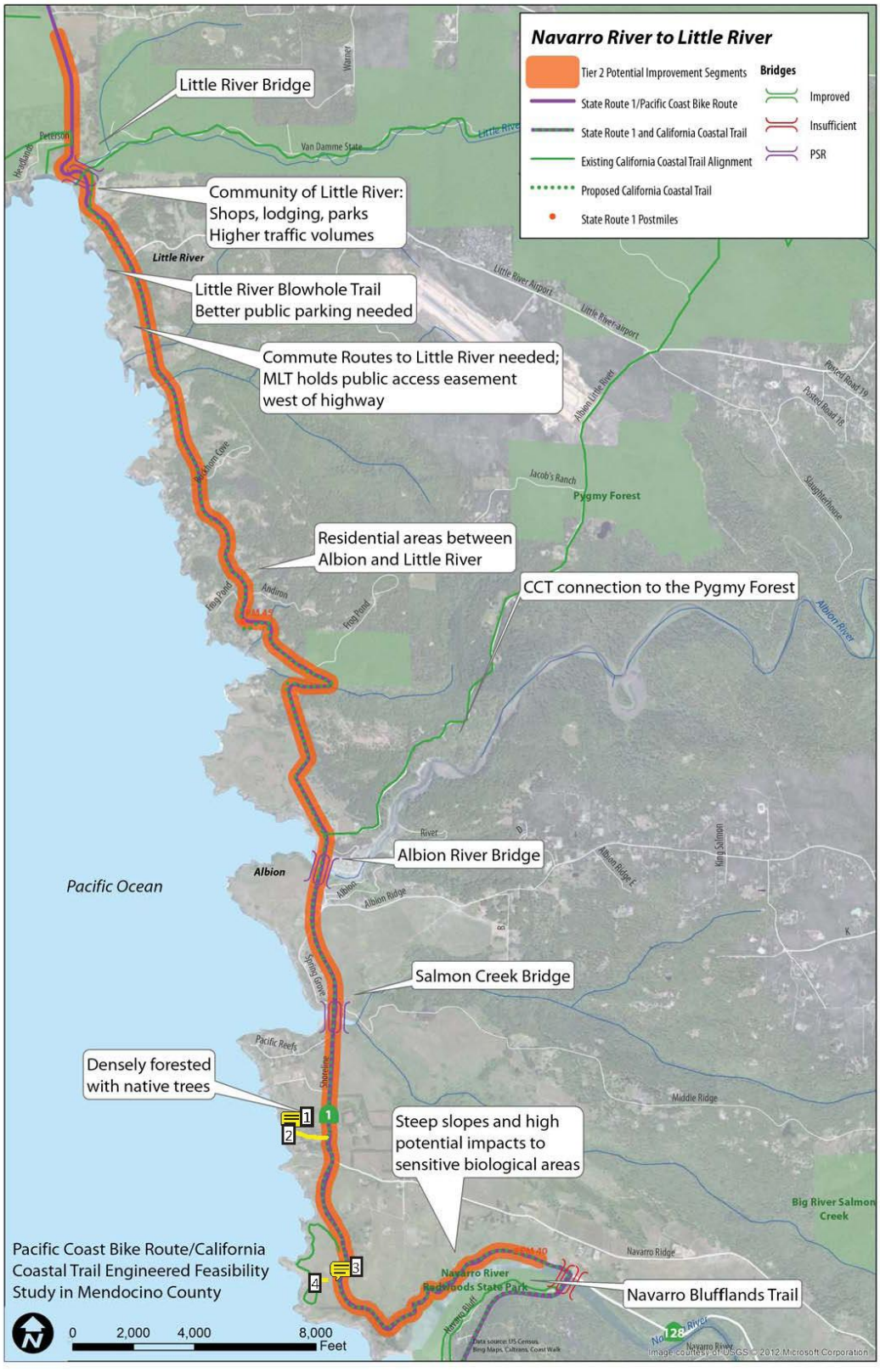
Number: 9 Author: nrs Subject: Note Date: 12/10/2012 12:29:02 PM

Spheres of influence - Pt. Arena - Gualala

Number: 10 Author: nrs Subject: Pencil Date: 12/10/2012 12:29:56 PM

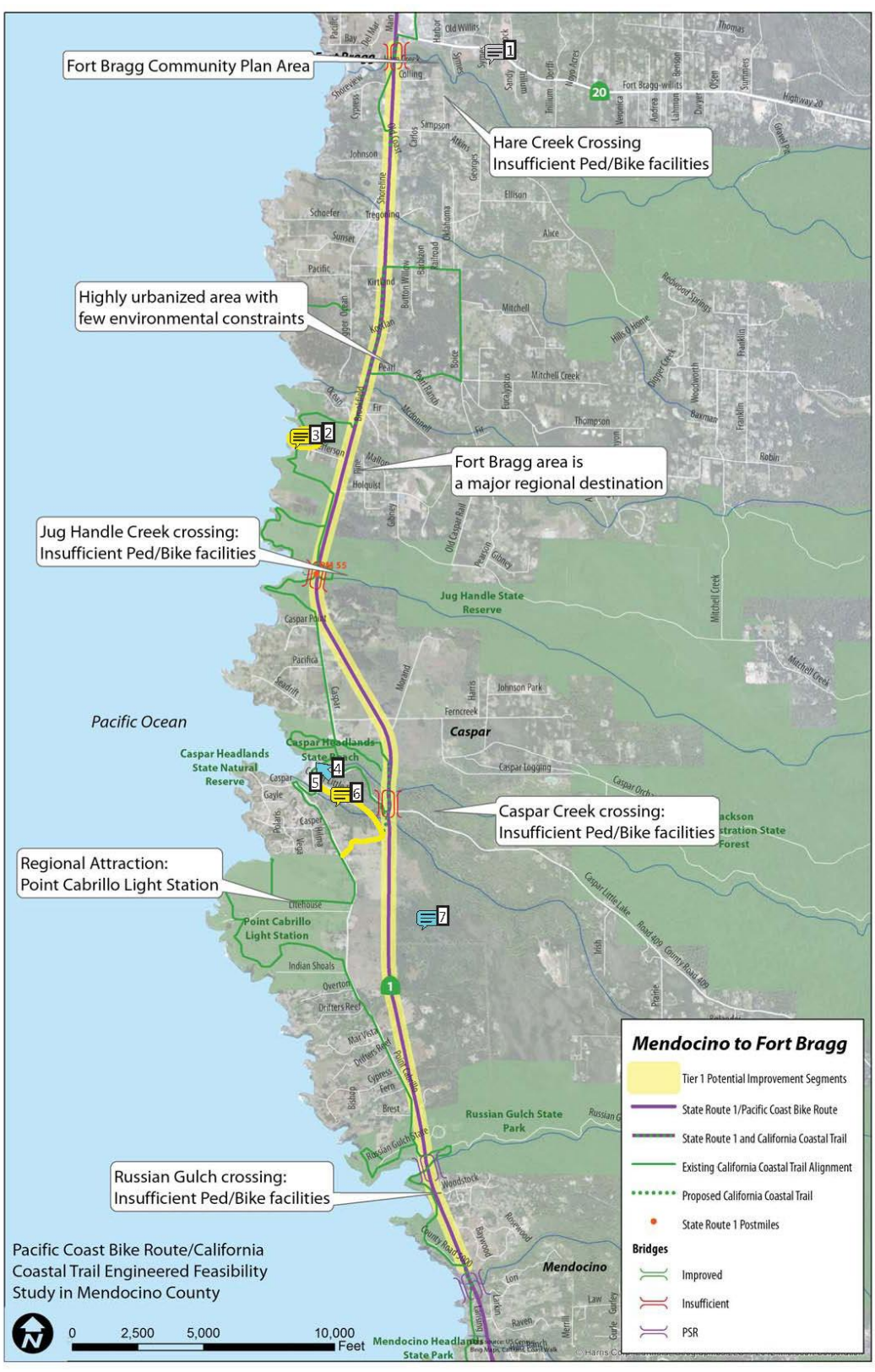
Number: 11 Author: nrs Subject: Pencil Date: 12/10/2012 12:27:27 PM

Number: 12 Author: nrs Subject: Pencil Date: 12/10/2012 12:30:00 PM


Navarro River to Little River
Tier 2 Potential Improvement Segments
State Route 1/Pacific Coast Bike Route
State Route 1 and California Coastal Trail
Existing California Coastal Trail Alignment
Proposed California Coastal Trail
State Route 1 Postmiles
Bridges
Improved
Insufficient
PSR
Little River Bridge
Community of Little River: Shops, lodging, parks Higher traffic volumes
Little River Blowhole Trail Better public parking needed
Commute Routes to Little River needed; MLT holds public access easement west of highway
Residential areas between Albion and Little River
CCT connection to the Pygmy Forest
Albion River Bridge
Salmon Creek Bridge
Densely forested with native trees
Steep slopes and high potential impacts to sensitive biological areas
Navarro Blufflands Trail
Pacific Ocean
Pacific Coast Bike Route/California Coastal Trail Engineered Feasibility Study in Mendocino County
0 2,000 4,000 8,000 Feet

Page: 6

Number: 1	Author: nrs	Subject: Note	Date: 12/10/2012 12:11:50 PM
Another CCT segment			
Number: 2	Author: nrs	Subject: Pencil	Date: 12/10/2012 12:11:12 PM
Number: 3	Author: nrs	Subject: Note	Date: 12/10/2012 12:11:44 PM
Another trail			
Number: 4	Author: nrs	Subject: Pencil	Date: 12/10/2012 12:11:36 PM


Fort Bragg Community Plan Area
Hare Creek Crossing
Insufficient Ped/Bike facilities
Highly urbanized area with
few environmental constraints
Fort Bragg area is
a major regional destination
Jug Handle Creek crossing:
Insufficient Ped/Bike facilities
Pacific Ocean
Caspar Headlands
State Natural
Reserve
Caspar Creek crossing:
Insufficient Ped/Bike facilities
Regional Attraction:
Point Cabrillo Light Station
Russian Gulch crossing:
Insufficient Ped/Bike facilities
Pacific Coast Bike Route/California
Coastal Trail Engineered Feasibility
Study in Mendocino County
0 2,500 5,000 10,000
Feet
Mendocino to Fort Bragg
Tier 1 Potential Improvement Segments
State Route 1/Pacific Coast Bike Route
State Route 1 and California Coastal Trail
Existing California Coastal Trail Alignment
Proposed California Coastal Trail
State Route 1 Postmiles
Bridges
Improved
Insufficient
PSR

Page: 7

Number: 1 Author: nrs Subject: Note Date: 1/7/2013 8:44:41 AM

Comment box color legend:
Yellow = comments re: geographic/ natural landscape/ infrastructure features.
Blue = Proposed infrastructure/ improvements.

Number: 2 Author: nrs Subject: Oval Date: 12/10/2012 12:46:42 PM

Number: 3 Author: nrs Subject: Note Date: 12/10/2012 12:47:31 PM

Exclude from trail: this is private property at present. Could become public trail in the future.

Number: 4 Author: NRS Subject: Note Date: 1/7/2013 8:44:30 AM

Opportunity site for pedestrian bridge over Caspar Creek

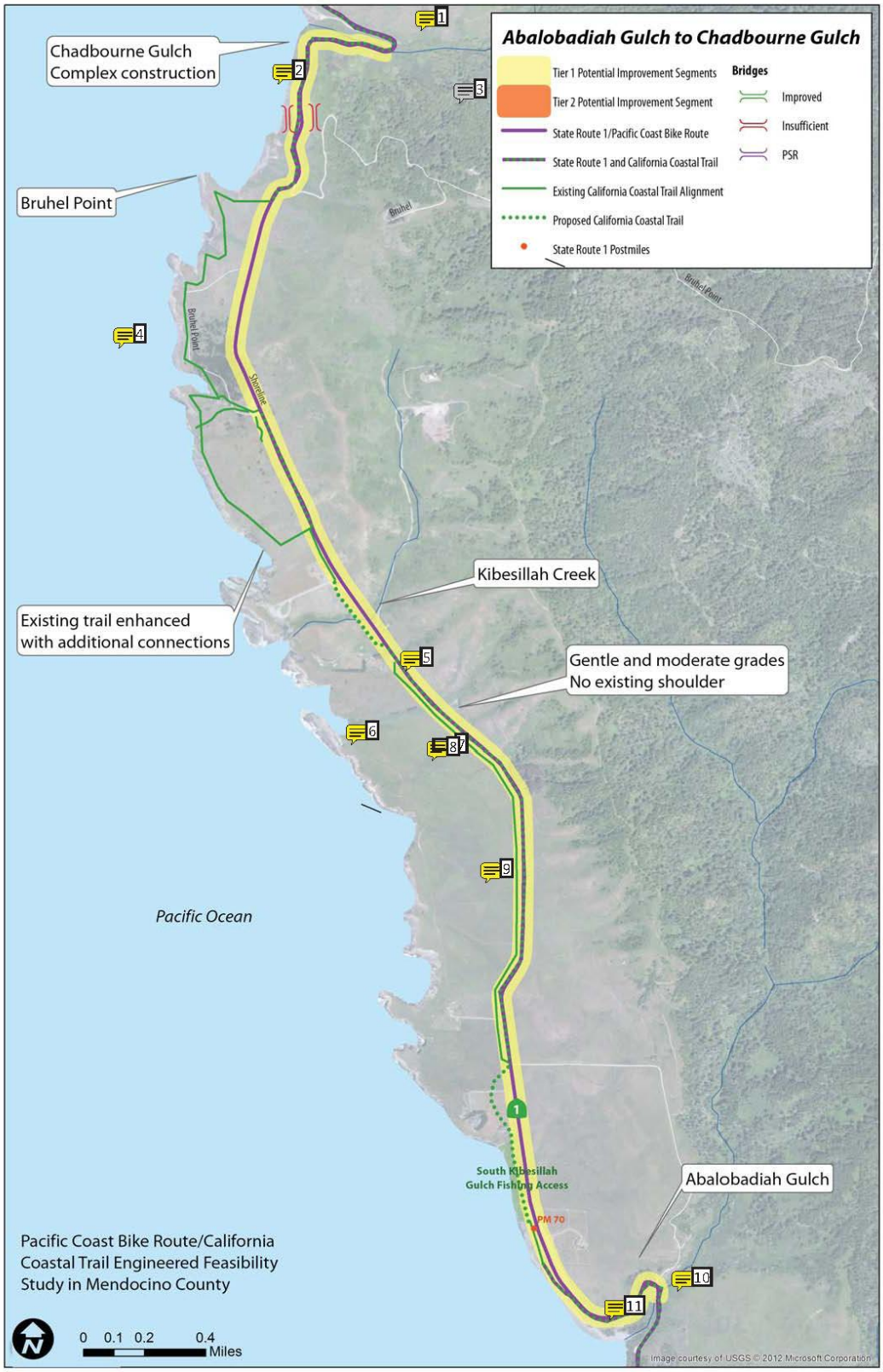
Number: 5 Author: nrs Subject: Pencil Date: 12/10/2012 12:49:19 PM

Number: 6 Author: nrs Subject: Note Date: 12/10/2012 12:49:59 PM

Show new Caspar uplands trail.

Number: 7 Author: NRS Subject: Note Date: 1/7/2013 8:43:37 AM

Shoulder treatment for bicycles - colored pavement?


Abalobadiah Gulch to Chadbourne Gulch
Tier 1 Potential Improvement Segments
Tier 2 Potential Improvement Segment
State Route 1/Pacific Coast Bike Route
State Route 1 and California Coastal Trail
Existing California Coastal Trail Alignment
Proposed California Coastal Trail
State Route 1 Postmiles
Bridges
Improved
Insufficient
PSR
Chadbourne Gulch Complex construction
Bruhel Point
Kibesillah Creek
Existing trail enhanced with additional connections
Gentle and moderate grades No existing shoulder
Pacific Ocean
South Kibesillah Gulch Fishing Access
PM 70
Abalobadiah Gulch
Pacific Coast Bike Route/California Coastal Trail Engineered Feasibility Study in Mendocino County
0 0.1 0.2 0.4 Miles
Image courtesy of USGS © 2012 Microsoft Corporation

Page: 8

Number: 1 Author: NRS Subject: Note Date: 12/12/2012 4:39:15 PM
West of Chadbourne there is a sharp turn to the right that forces trucks to cross the double yellow line. This curve needs improvement, it is a blind turn without guard rails.

Number: 2 Author: nrs Subject: Note Date: 12/10/2012 11:57:46 AM
Chadbourne Gulch - choke point for local commuters.

Number: 3 Author: nrs Subject: Note Date: 12/10/2012 11:59:03 AM
Comment box color legend:
Yellow = comments re: geographic/ infrastructure/ natural landscape features.

Number: 4 Author: nrs Subject: Note Date: 12/10/2012 11:31:59 AM
This road (the white one) doesn't exist.

Number: 5 Author: nrs Subject: Note Date: 12/10/2012 11:58:14 AM
Question - is this accessible to bikes? EEM$? - yes

Number: 6 Author: nrs Subject: Note Date: 12/10/2012 11:54:41 AM
Where is coastal access? Frank Besillah

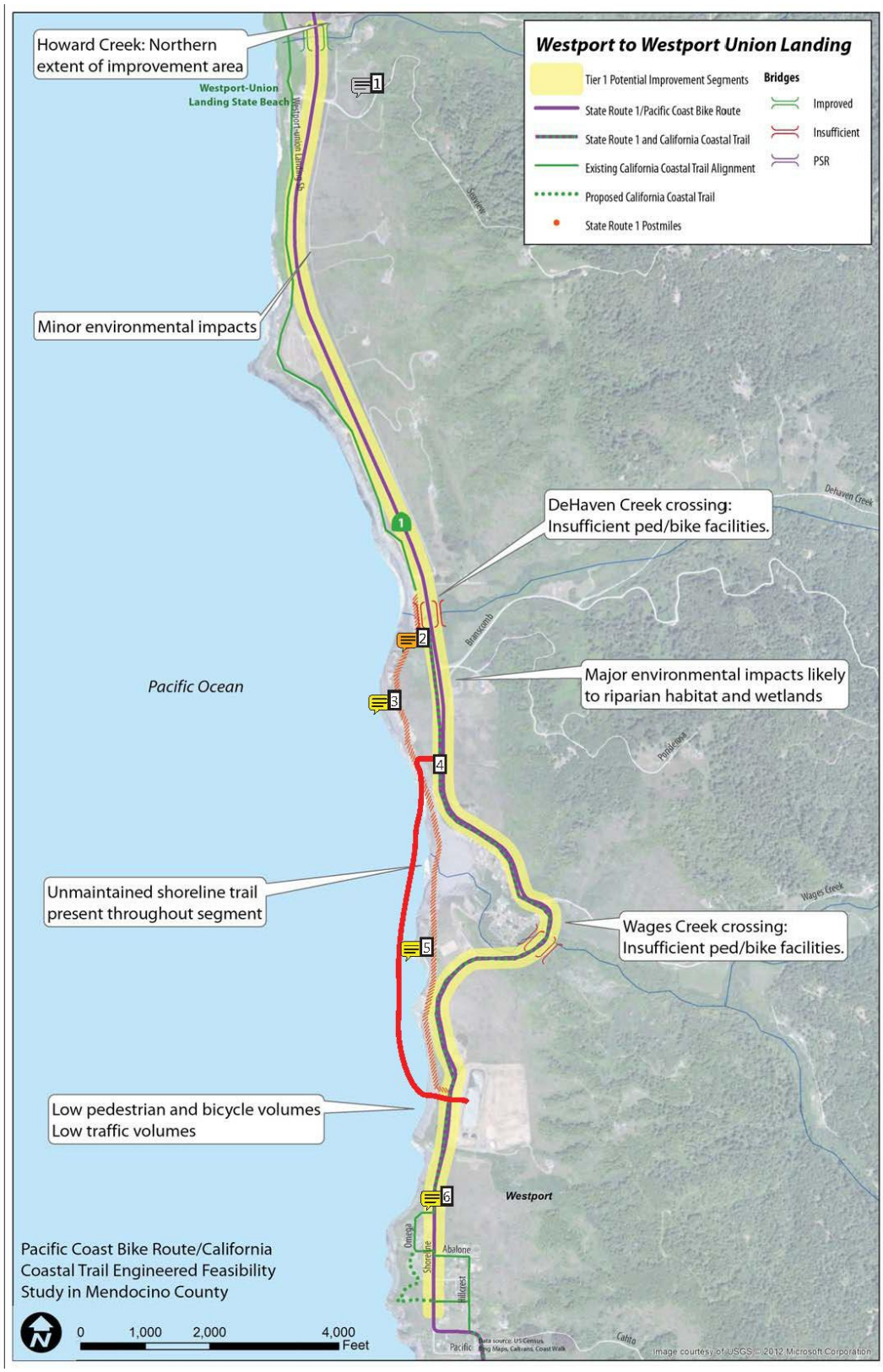
Number: 7 Author: nrs Subject: Rectangle Date: 12/10/2012 11:56:25 AM

Number: 8 Author: nrs Subject: Note Date: 12/10/2012 11:56:26 AM
Proposed park (spelling/ legibility?)

Number: 9 Author: nrs Subject: Note Date: 12/10/2012 11:50:33 AM
Narrow with hiding spot for limiting sight distance.

Number: 10 Author: nrs Subject: Note Date: 12/10/2012 11:51:02 AM
Choke point for local commuters.

Number: 11 Author: nrs Subject: Note Date: 12/10/2012 11:51:19 AM
Very important SB curves.


Westport to Westport Union Landing
Tier 1 Potential Improvement Segments
State Route 1/Pacific Coast Bike Route
State Route 1 and California Coastal Trail
Existing California Coastal Trail Alignment
Proposed California Coastal Trail
State Route 1 Postmiles
Bridges
Improved
Insufficient
PSR
Howard Creek: Northern extent of improvement area
Westport-Union Landing State Beach
Minor environmental impacts
DeHaven Creek crossing: Insufficient ped/bike facilities.
Major environmental impacts likely to riparian habitat and wetlands
Pacific Ocean
Unmaintained shoreline trail present throughout segment
Wages Creek crossing: Insufficient ped/bike facilities.
Low pedestrian and bicycle volumes
Low traffic volumes
Westport
Pacific Coast Bike Route/California Coastal Trail Engineered Feasibility Study in Mendocino County
0 1,000 2,000 4,000 Feet

Page: 9

Number: 1 Author: nrs Subject: Note Date: 12/10/2012 12:51:29 PM

Comment box color legend:
Yellow = comments re: geographic/ natural landscape/ infrastructure features.
Orange = map corrections.

Number: 2 Author: nrs Subject: Note Date: 12/10/2012 12:52:09 PM

What do red hash marks mean? Not in map key.

Number: 3 Author: nrs Subject: Note Date: 12/10/2012 12:54:07 PM

This may also be private property. If so, don't put trail on map.

Number: 4 Author: nrs Subject: Pencil Date: 1/7/2013 8:46:45 AM

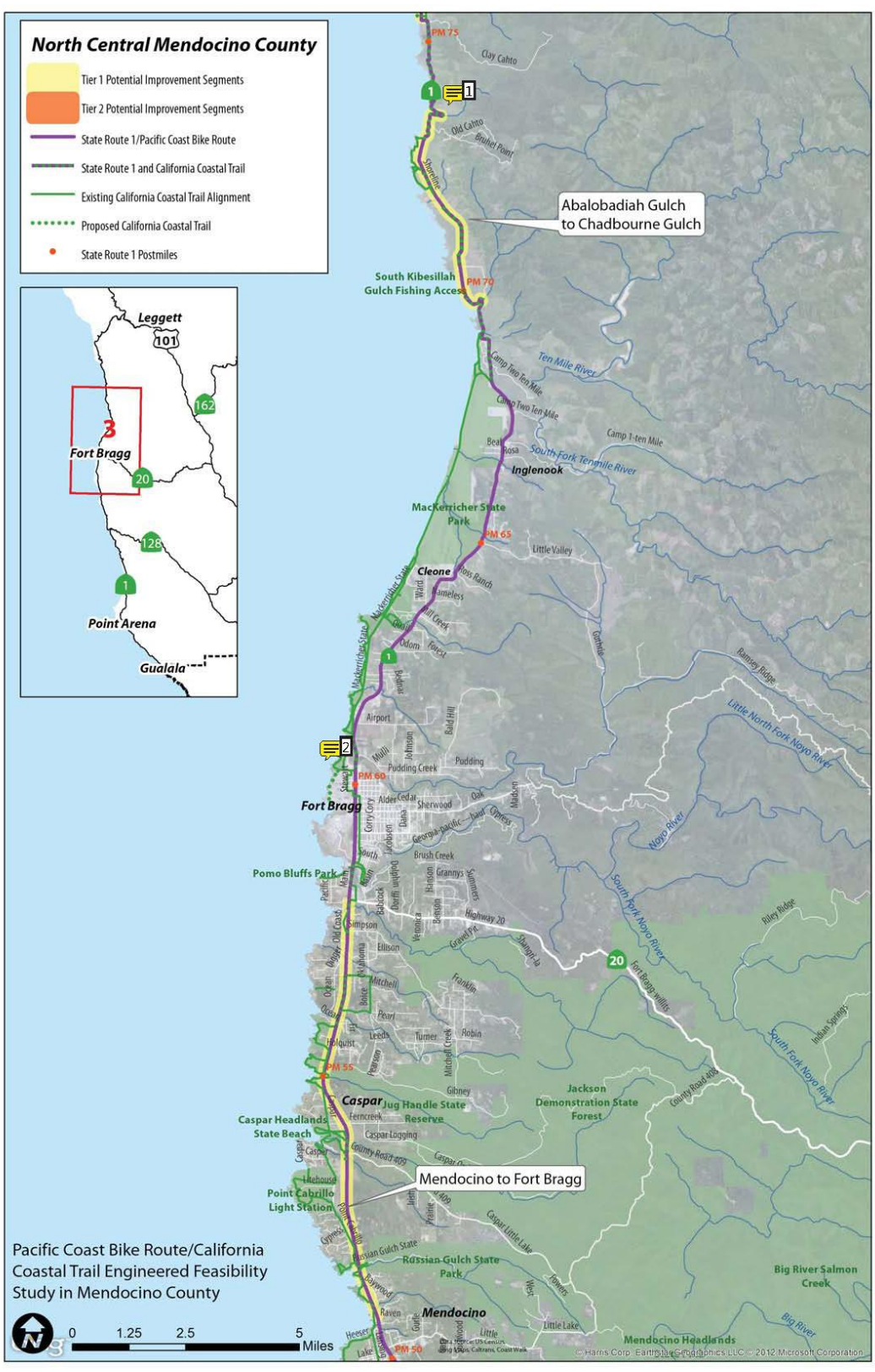
Most important segment, getting through Wages Creek

Number: 5 Author: nrs Subject: Note Date: 12/10/2012 12:53:39 PM

This is private property - no public trail currently exists, it's a KOA campground.

Number: 6 Author: nrs Subject: Note Date: 12/10/2012 12:55:47 PM

Pete's Beach (DPR)


North Central Mendocino County
Tier 1 Potential Improvement Segments
Tier 2 Potential Improvement Segments
State Route 1/Pacific Coast Bike Route
State Route 1 and California Coastal Trail
Existing California Coastal Trail Alignment
Proposed California Coastal Trail
State Route 1 Postmiles
Leggett
101
162
3
Fort Bragg
20
128
1
Point Arena
Gualala
Abalobadiah Gulch
to Chadbourne Gulch
South Kibesillah
Gulch Fishing Access
PM 75
PM 70
PM 65
PM 60
PM 55
PM 50
Ten Mile River
Camp Two Ten Mile
Camp 1-ten Mile
South Fork Tenmile River
Inglenook
MacKerricher State
Park
Little Valley
Cleone
Fort Bragg
Pomo Bluffs Park
Airport
Pudding Creek
Little North Fork Noyo River
Noyo River
South Fork Noyo River
Highway 20
Caspar
Jug Handle State
Reserve
Caspar Headlands
State Beach
Jackson
Demonstration State
Forest
Mendocino to Fort Bragg
Point Cabrillo
Light Station
Russian Gulch State
Park
Big River Salmon
Creek
Mendocino
Mendocino Headlands
Big River
Pacific Coast Bike Route/California
Coastal Trail Engineered Feasibility
Study in Mendocino County
0
1.25
2.5
5
Miles

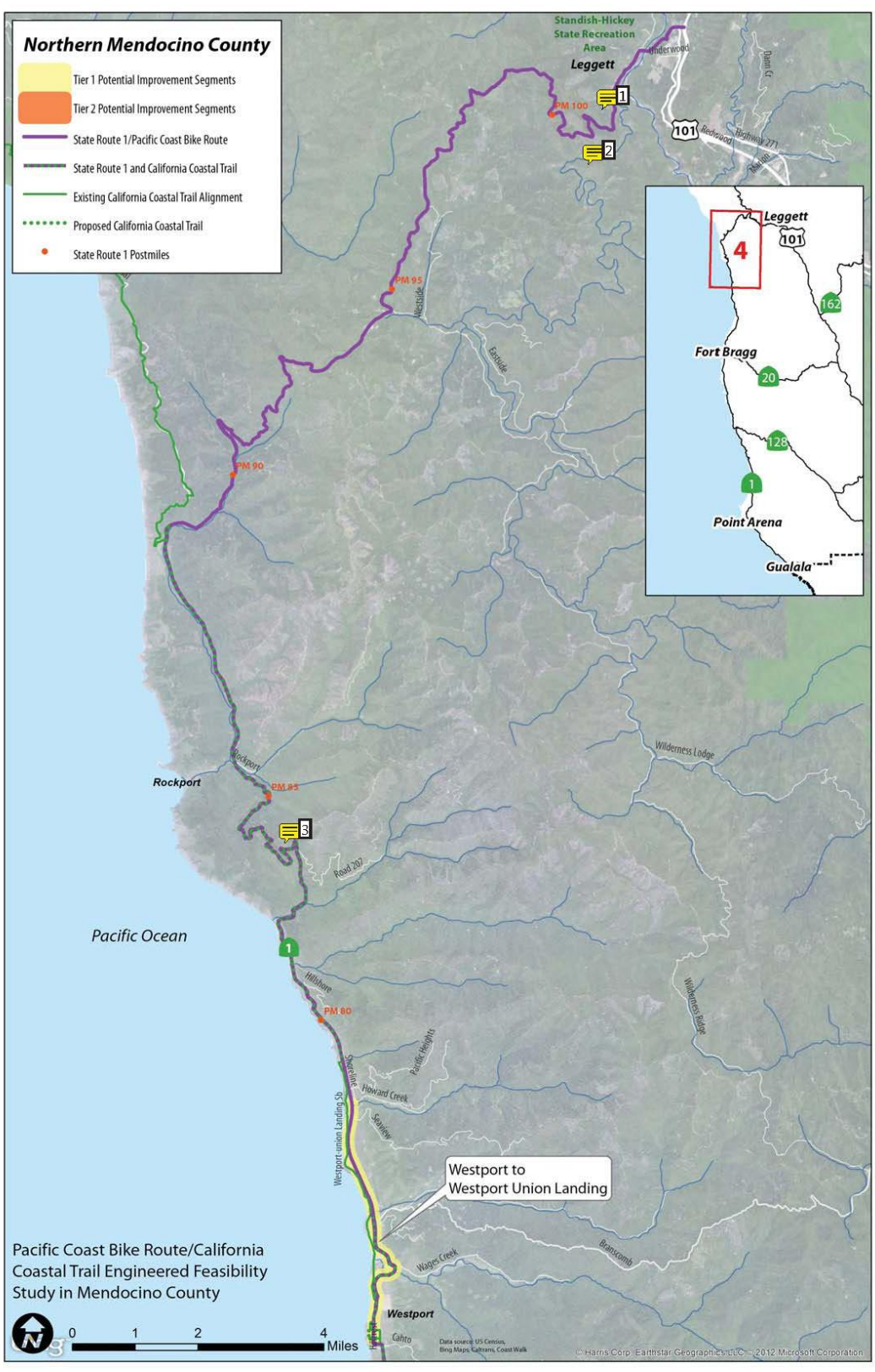
Page: 10

Number: 1 Author: NRS Subject: Note Date: 12/12/2012 5:06:29 PM

West of Chadbourne Gulch there is a sharp turn to the right that forces trucks to cross the double yellow line. This curve needs improvement, it is a blind turn without guard rails.

Number: 2 Author: NRS Subject: Note Date: 12/12/2012 5:05:16 PM

There is a typo on the North Central Mendocino County map...should read "Haul Road" not "Naul Road"


Northern Mendocino County
Tier 1 Potential Improvement Segments
Tier 2 Potential Improvement Segments
State Route 1/Pacific Coast Bike Route
State Route 1 and California Coastal Trail
Existing California Coastal Trail Alignment
Proposed California Coastal Trail
State Route 1 Postmiles
Standish-Hickey State Recreation Area
Leggett
PM 100
PM 95
PM 90
PM 85
PM 80
Westside
Eastside
Rockport
Wilderness Lodge
Road 207
Pacific Ocean
Hillshore
Pacific Heights
Howard Creek
Seaview
Westport-union Landing Sp
Wilderness Ridge
Westport to Westport Union Landing
Brainscomb
Wages Creek
Westport
Cahto
Leggett
Fort Bragg
Point Arena
Gualala
Pacific Coast Bike Route/California Coastal Trail Engineered Feasibility Study in Mendocino County
0 1 2 4 Miles

Page: 11

Number: 1 Author: NRS Subject: Note Date: 12/12/2012 4:52:54 PM

Cycling etiquette, cyclists need to pull off road when lots of traffic behind

Number: 2 Author: NRS Subject: Note Date: 12/12/2012 5:03:00 PM

Improve uphills up Rockport Grade and uphill from Eel River

Number: 3 Author: NRS Subject: Note Date: 12/12/2012 4:53:04 PM

As a truck driver, the narrow curve areas are the worst - especially with RVs (Hardy Creek to Rockport)

D.3. Letters

7/18/2012 Wages Creek

Dear Cal Trans Coast Bike Trail Expert,

My name is Tom Kisliuk. I do like to ride my bike.
I live near Highway One and frequently encounter bike riders on the highway en route to work or home.

The following is my Public Input.

I understand State Parks is proposing removing 2.7 miles of paved Road in McKerriker State Park. This off road highway was used for 100 years to transport logs at first by rail and then by truck.
It is an extensive improvement with much of the road surface readily usable by bikes and pedestrians. I would like you to oppose the removal of this road as it is inimical to your (and my) objectives of having a Coast Bike Trail and Pedestrian Access.

As a Taxpayer I hate the idea of spending $750,000 to remove Coastal Access while your agency is charged with wisely spending Taxpayer funds to provide Coastal Bike Routes and Pedestrian Access.

I like to ride my bike off the highway as I feel it is much safer for myself and my companions...either my daughter and/or girlfriend.
I feel the Highway is dangerous and the Old Haul Road does not have any Car or Truck Traffic and is much safer and more enjoyable. We usually ride on the more contiguous section from Ward Avenue to Fort Bragg.

On other sections of Highway One I would like to strongly encourage you to widen the road on whichever side of the Highway is more feasible and allow for bike riding in that area in either direction. (Rather than strictly with traffic.)

I understand in many cases only one side of the road could be readily widened and I feel that will be the safest area for the riders to be on…the widened strip of road.

Rather than having many signs I think you could simply paint a bike symbol on the widened strip and I think the riders will catch on.

Thank you for considering my input.

Tom Kisliuk

Tom Kisliuk
Landowner and Taxpayer in Mendocino County
PO Box 426
Westport CA
95488

Hi Jesse,

Thanks for providing these materials for review. I appreciate the tremendous amount of work that has gone into this effort. It is very exciting to see the results. I do have some comments:

Format-wise it makes little sense to me to organize the maps and data rank south to north. I understand that PM 0 starts at the county line, to try and look at the maps and proposed segments in whole while scrolling just doesn't work, for me I would rather like to look at the maps north to south - perhaps that is just a personal preference.

In areas that are more constrained, was just adding a bike/ped. lane to one side of the Hwy analyzed as a possibility? In areas that have a higher grade level than the existing road, could the bike/ped. path be raised to limit the cut/alteration of the earth?

Could a map be created which shows where the segments are that are easy to build - severely constrained? Or should it be assumed that the areas that are not being considered as potential improvement segments are all significantly constrained?

I would rather see numbers used to rank or score the segments rather than dots.

A summary would be helpful - e.g: we looked at 105 miles, 50 miles highly constrained, 20 miles are proposed to be improved.

That is all for now,

Abbey

Abbey Stockwell
Planner
County of Mendocino
Planning & Building Services
120 W. Fir Street
Fort Bragg, CA 95437
707-964-5379
http://www.co.mendocino.ca.us/planning/

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 1, P. O. BOX 3700
EUREKA, CA 95502-3700
PHONE (707) 445-6446
FAX (707) 445-6314
TTY 711

RECEIVED SEP 1 0 2012

Flex your power!
Be energy efficient!

September 6, 2012

Mr. Dan Gjerde, Chair
Mendocino Council of Governments
367 N. State Street, Suite 206
Ukiah, CA 95483

Dear Chair Gjerde:

Thank you for your letter suggesting that Caltrans and State Parks and Recreation work together to designate a segment of the Pacific Coast Bike Route (PCBR) onto the MacKerricher State Park Haul Road from Ward Avenue south to Elm Street in Fort Bragg. The PCBR is used by thousands of touring cyclists from all over the world each year since it was established by California law in 1976, and the usage has been growing over the years.

As you are aware, Caltrans District 1 is currently studying non-motorized improvement opportunities along the Mendocino State Route 1 coast. On the August 20, Cheryl Willis, Rex Jackman and Jesse Robertson of my staff participated in a field review of the area, followed by a meeting with several representatives of local, regional and State agencies and officials, including Department of State Parks &Recreation. We were able to get a first-hand look at the entire length of the Haul Road proposed for redesignation as the PCBR in your letter.

Caltrans designates the routing for the PCBR based on a number of factors, safety and on-going maintenance being paramount. From the field review, it became clear that the Haul Road, in its present condition, is not yet suitable for redesignation. The primary deficiencies are the unpaved section just south of the gate, and the general condition of the surface, as well as several failing culverts. However, we also recognize the Haul Road as a uniquely valuable transportation asset to the area, and as such, have designated the Haul Road into Fort Bragg a "scenic alternate" to the PCBR.

We are very pleased with the interest and support expressed by all the participants at the meeting, particularly with State Parks, in developing an improvement strategy that will allow for a reconsideration of the PCBR designation. As we indicated in the meeting, as soon as improvements can be made, the Caltrans will reconsider the PCBR designation of this segment, and other segments in the future.

We look forward to continuing to work closely with the team and finding solutions and address the needs of the traveling public.

Sincerely,

CHARLES C. FIELDER
District Director

"Caltrans improves mobility across California"

MENDOCINO
COUNCIL OF GOVERNMENTS
367 North State Street~Suite 206~Ukiah~California~95482

PHILLIP J. DOW, EXECUTIVE DIRECTOR

Telephone 707-463-1859
Fax 707-463-2212
www.mendocinocog.org

August 20, 2012

Charles Fielder
Director of District 1
California Department of Transportation
P. O. Box 3700
Eureka, CA 95502-3700

Loren Rex
Superintendent of Mendocino District
California Department of Parks & Recreation
12301 N. Highway One – Box 1
Mendocino, CA 95460

Re: Designation of the State Parks Haul Road from
Ward Avenue at Cleone south to Elm Street in Fort Bragg
as a segment of the Pacific Coast Bike Route
in Mendocino County

Dear Director Fielder & Superintendent Rex:

We are asking the Department of Transportation (Caltrans) and the Department of Parks and Recreation (DPR) to work together to align the Pacific Coast Bike Route onto the part of MacKerricher State Park Haul Road that does not reside in a preserve, that is, the segment from Ward Avenue south to Elm Street in Fort Bragg.

Designating this trail section as the Pacific Coast Bike Route would ensure pedestrians and cyclists will have long-term enjoyment of 3.7 miles of high-quality Class I trail, if DPR agrees to work with other agencies to plan for the trail's repair and preservation. A high-quality Class I trail could be created there.

In 1976, California law established a Pacific Coast Bike Route along the length of California, part of a larger route that runs from British Columbia to Mexico. Each year, thousands of cyclists ride this route, passing through the Mendocino Coast.

Recognizing the Pacific Coast Bike Route's popularity with cyclists, MCOG and Caltrans are currently evaluating options to improve safety along the 105 miles that reside on State Route 1 in Mendocino County. One option to improve safety, suggested in these and other venues, is to relocate the Pacific Coast Bike Route onto Class I trails where possible. We agree.

Mr. Charles Fielder
Mr. Loren Rex
Page 2
August 20, 2012

If the Haul Road is designated as the Pacific Coast Bike Route, we see multiple opportunities to fund repairs and enhancements to this valued public asset, all phases from planning grants to construction dollars. We believe the County of Mendocino, the City of Fort Bragg, MCOG, and Caltrans all would be willing partners with DPR in planning and identifying funding opportunities to repair and enhance the Haul Road, so that the public can use and enjoy this route for many decades to come.

We feel this request is timely since DPR has received a $395,000 grant to address hydrological changes at Lake Cleone, including traffic flow impacts, trail impacts, and issues of environmental concern. As this grant is scoped, we would like to see this project integrated with plans for the Pacific Coast Bike Route, and the need to provide ADA-compliant access to the north and south segments of the Haul Road at Lake Cleone.

As to the section of the Haul Road north of Ward Avenue, in the preserve, we encourage DPR to work with Caltrans to consider alternate trail alignments other than State Route 1.

Finally, we will appreciate your timely consideration of this important designation. Please do not hesitate to contact Executive Director Phil Dow for additional information regarding MCOG's interest and role in safety improvements for the cycling public, at (707) 463-1859.

Thank you for your consideration. We look forward to working with you and other agency partners to save and enhance this valued public asset.

Sincerely,

Dan Gjerde, Chair

jmo
cc: Jesse Robertson, Regional & Community Planning, Caltrans District 1
Fort Bragg City Council
Supervisor Kendall Smith and Mendocino County Board of Supervisors
State Assembly Member Wes Chesbro
State Senator Noreen Evans
Congress Member Mike Thompson

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 1, P. O. BOX 3700
EUREKA, CA 95502-3700
PHONE (707) 445-6446
FAX (707) 445-6314
TTY 711

RECEIVED SEP 1 0 2012

Flex your power!
Be energy efficient!

September 6, 2012

Mr. John McCowen, Chair
Mendocino County Board of Supervisors
501 Low Gap Road, Room 1010
Ukiah, CA 95482

Dear Chair McCowen:

Thank you for your letter suggesting that Caltrans and State Parks and Recreation work together to designate a segment of the Pacific Coast Bike Route (PCBR) onto the MacKerricher State Park Haul Road from Ward Avenue south to Elm Street in Fort Bragg. The PCBR is used by thousands of touring cyclists from all over the world each year since it was established by California law in 1976, and the usage has been growing over the years.

As you are aware, Caltrans District 1 is currently studying non-motorized improvement opportunities along the Mendocino State Route 1 coast. On the August 20, Cheryl Willis, Rex Jackman and Jesse Robertson of my staff participated in a field review of the area, followed by a meeting with several representatives of local, regional and State agencies and officials, including Department of State Parks &Recreation. We were able to get a first-hand look at the entire length of the Haul Road proposed for redesignation as the PCBR in your letter.

Caltrans designates the routing for the PCBR based on a number of factors, safety and on-going maintenance being paramount. From the field review, it became clear that the Haul Road, in its present condition, is not yet suitable for redesignation. The primary deficiencies are the unpaved section just south of the gate, and the general condition of the surface, as well as several failing culverts. However, we also recognize the Haul Road as a uniquely valuable transportation asset to the area, and as such, have designated the Haul Road into Fort Bragg a "scenic alternate" to the PCBR.

We are very pleased with the interest and support expressed by all the participants at the meeting, particularly with State Parks, in developing an improvement strategy that will allow for a reconsideration of the PCBR designation. As we indicated in the meeting, as soon as improvements can be made, the Caltrans will reconsider the PCBR designation of this segment, and other segments in the future.

We look forward to continuing to work closely with the team and finding solutions and address the needs of the traveling public.

Sincerely,

CHARLES C. FIELDER
District Director

"Caltrans improves mobility across California"

RECEIVED SEP 0 4 2012

CARMEL J. ANGELO
Chief Executive Officer
Clerk of the Board

COUNTY OF MENDOCINO
BOARD OF SUPERVISORS

CONTACT INFORMATION
501 Low Gap Road • Room 1010
Ukiah, California 95482
TELEPHONE: (707) 463-4221
FAX: (707) 463-7237
Email: bos@co.mendocino.ca.us
Web: www.co.mendocino.ca.us/bos

August 28, 2012

Charles Fielder
Director of District 1
California Department of Transportation
P. O. Box 3700
Eureka, CA 95502-3700

Loren Rex
Superintendent of Mendocino District
California Department of Parks & Recreation
12301 N. Highway One – Box 1
Mendocino, CA 95460

Re: Designation of the State Parks Haul Road from Ward Avenue at Cleone south to Elm Street in Fort Bragg as a segment of the Pacific Coast Bike Route in Mendocino County

Dear Director Fielder & Superintendent Rex:

The Mendocino County Board of Supervisors is requesting the Department of Transportation (Caltrans) and the Department of Parks and Recreation (DPR) work together to align the Pacific Coast Bike Route with the part of MacKerricher State Park Haul Road that does not reside in a preserve, that is, the segment from approximately Ward Avenue south to Elm Street in Fort Bragg.

If DPR agrees to work with other agencies to plan for the trail's repair and preservation, the potential designation of this trail section as the Pacific Coast Bike Route would ensure pedestrians and cyclists long-term enjoyment of 3.7 miles of high-quality Class I trail.

In 1976, California law established a Pacific Coast Bike Route along the length of California, part of a larger route that runs from British Columbia to Mexico. Each year, thousands of cyclists ride this route, passing through Mendocino County., for over 100 miles. Additionally, a growing number of local cyclists of all ages use this route, both as commuters, avid cyclists, and as occasional recreationalists.

Recognizing the Pacific Coast Bike Route's popularity with cyclists, the Mendocino Council of Governments (MCOG) and Caltrans are currently evaluating options to improve safety along the 105 miles that reside on State Route 1 in Mendocino County. One option to improve safety, suggested in these and other venues, is to relocate the Pacific Coast Bike Route onto Class I trails where possible. We agree.

If the Haul Road is designated as the Pacific Coast Bike Route, we see multiple opportunities to fund repairs and enhancements to this valued public asset; in all phases from planning grants to construction dollars. We believe the County of Mendocino, the City of Fort Bragg, MCOG, and Caltrans would all be willing partners with DPR in planning and identifying funding opportunities to repair and enhance the Haul Road so the public can use and enjoy this route for many decades to come.

THE BOARD OF SUPERVISORS

CARRE BROWN	JOHN MCCOWEN	JOHN PINCHES	KENDALL SMITH	DAN HAMBURG
First District	Second District	Third District	Fourth District	Fifth District

We feel this request is timely since DPR has received a $395,000 grant to address hydrological changes at Lake Cleone, including traffic flow impacts, trail impacts, and issues of environmental concern. As this grant is scoped, we would like to see this project integrated with plans for the Pacific Coast Bike Route, and the need to provide ADA-compliant access to the north and south segments of the Haul Road at Lake Cleone.

Additionally, regarding the section north of Ward Avenue, in the DPR preserve area, further review is needed regarding the designation of the Pacific Coast Bike Route. We encourage DPR to work with Caltrans to consider alternate trail alignments other than State Route 1., the goal being a Class I trail wherever feasible.

We thank you in advance for your consideration.

Sincerely,

John McCowen

John McCowen, Chair
Mendocino County Board of Supervisors

cc: Jesse Robertson, Regional & Community Planning, Caltrans District 1
Fort Bragg City Council
Mendocino Council of Governments
State Assembly Member Wes Chesbro
State Senator Noreen Evans
Congress Member Mike Thompson

September 17, 2012

Jesse Robertson
Caltrans District 1P.O. Box 3700
Eureka, CA 95502-3770

and

Janet Orth
Mendocino Council of Governments
367 N. State Street, Suite 206
Ukiah, CA 95482

Re: Pacific Coast Bike Route Engineering Feasibility Study for Mendocino County

Dear Jesse and Janet:

As I commented in the public meeting for this planning effort held in Westport July 18th, the Pacific Coast Bike Route options presented to the public lacked any Class I alternatives. I was not the only one to express a desire to include separated Class I alternatives wherever they are feasible along Route 1. Doing so is entirely consistent with FHWA and Caltrans guidance, which assign numerical primacy to that kind of alternative. Class I paths are not only safer, they are more scenic. They are also more likely to encourage recreational uses that contribute to livable communities. A prior study I authored last year for Caltrans and MCOG with a community based transportation grant included suggestions for separated paths in the 21-mile segment between Ten Mile and Usal Road.

The fact the MacKerricher State Park stretches along the entire coast from Ten Mile River to Fort Bragg presents an unprecedented opportunity for a legacy Class I trail suitable for federal and state transportation funding as a non-motorized transportation route. MCOG and the Mendocino County Board of Supervisors have both sent letters to Caltrans and State Parks encouraging consideration of a Class I bike route along that segment. A meeting was then held in late August among State Assemblyman Wes Chesbro, MCOG, Caltrans, State Parks, Supervisor Kendall Smith, MCOG Chair Dan Gjerde, and others to consider that topic.

I am aware that some reservations exist regarding a bike route through the portion of the park north of Ward Avenue. However, a Class I bike route along that segment should not be casually dismissed. State Parks analyzed the possibility of closing a gap in the haul road north of Ward Avenue with an expensive boardwalk using ISTEA funds. However, that proposed solution hardly exhausted the reasonable alternatives that can and should be considered. I therefore urge conscientious analysis of other Class I trail concepts between the Ten Mile Bridge and the west end of Ward Avenue for inclusion in the PCBR study that is currently in progress.

The inclusion of a thorough alternatives analysis is not really a discretionary matter. As a retired Caltrans Senior Environmental Planner with 18 years experience, it is my opinion that it will in fact be virtually impossible to plan and construct a bike route from Ten Mile River to Fort Bragg that does not include a robust alternatives analysis. Even a highway shoulder bike lane will

inevitably include some take from the Dune Preserve (triggering 4f consideration), extensive wetland issues (triggering an Army Corps 404 Permit), possible endangered species habitat issues, significant ROW acquisition costs, and safety concerns resulting from so many driveway and road intersections. Thus, reasonable alternatives merit attention from the very outset. The most obvious possibilities along that segment include: 1) reconnecting the haul road; 2) following the highway shoulder with possible modest meanders into the park where it adjoins Route 1; or 3) building a new alignment through the park. I would like to briefly review those options as an interested member of the local community.

The haul road is presently designated in the park's 1995 General Plan for biking and hiking, with maintenance specified in various directives and implementation measures. There is widespread recognition of the funding constraints that have prevented State Parks from keeping it connected. You are aware State Parks has proposed removing 2.7 miles of that northern haul road. However, it is very unlikely the County or Coastal Commission will allow that to occur unless a better alternative for a bike/hike trail through the park is proposed as mitigation. The Coastal Commission went so far as to comment on the proposed Dune Restoration Project while it's fate is still under the jurisdiction of Mendocino County as an permit application (CDP 12-2012). A copy of those comments are attached.

The community also expressed strong concern about the destruction of coastal access at a meeting held by State Parks in early August. Many letters from the public and interested agencies were submitted to oppose that loss of coastal access and I can supply a compiled pdf with those concerns if desired. With that said, reconnecting the haul road between Ten Mile and Ward Avenue may not be the best option for a PCBR alignment from the perspective of a public investment. The simple reason is that it will have dubious longevity due to sea level rise and there are many environmental issues associated with stabilizing that extant structure.

The challenges with a highway shoulder option have already been introduced. It suffices to reiterate here that this route will be fairly costly (ROW acquisition; environmental mitigation; etc.), less safe, less scenic, and the associated environmental issues and possible objections from many private landowners along the route create the prospect for a very protracted development scenario. In its favor, this option offers a relatively direct route that will satisfy transportation connectivity requirements and will also be the easiest for Caltrans to maintain.

The third option is a route through the park that follows an alignment inland from the haul road. I've attached for your consideration and that of other interested parties copied on this letter a preliminary concept for a route that I believe minimizes environmental impacts, provides a reasonably direct bike transportation route, and may be less costly, safer, and more scenic than the other coastal bike/hike trail options. This concept involves routing the Class I path along the east edge of the vegetation in the first inland swale in the Dune Preserve. The rationale for that alignment is to avoid most plants, cross the two streams at narrow spots to minimize wetlands impacts, and avoid most (or perhaps all) archaeological sites, which is my specific area of expertise. This route specifically avoids endangered plants plotted in the IS/MND for the proposed Dune Restoration Project, as well as archaeological sites recorded as of June 2012. It is also routed farther away from the strand than the haul road in order to separate people from the critical habitat available for the endangered snowy plover.

I feel this inland alternative through the dunes is not only feasible, but possibly the best and least costly alternative. The reasons are: 1) it will be the most stable location for a trail within the dunes from an engineering standpoint (less sand movement in the swale because it is protected from wind scouring and sand is sequestered by the neighboring vegetation); 2) it will address longevity issues due to sea level rise because it is set back from the shore; 3) it will minimize environmental impacts through avoidance (careful choice of alignment); 4) it can be designed and built at lower cost than other alternatives if consideration is given to inexpensive permeable open-cell tread materials; and 5) it will be more scenic and safe than a highway shoulder route.

Rather than a hard paved surface or boardwalk, the engineering challenge for this trail option could be met using some thinking that goes outside of the box. There are many proven products such as fine mesh open-grid interlocking hexagonal cell plastic mats that could essentially float on the dune surface and sequester sand within the tread while they remain permeable to rainfall. That type of design is already in widespread use along many trails, and may cost as little as $125k per mile according to local Engineer David Paoli who suggested this concept. Other designs can and should be considered. Two stream crossings on modest structures would be required. Signage could be used to good advantage to encourage people to stay on the trail and to interpret the sensitive environment. Like any bike route, maintenance would be required. The spring would be the best time to perform it, following winter storms.

I believe the local community would strongly support of this kind of solution. It would also meet the objectives of the park's 1995 General Plan to balance coastal access with the preservation of the natural environment, as well as Coastal Act mandates to maximize coastal access. It could be accomplished in a manner that is sensitive to the environment and encourages public appreciation, respect, and stewardship of the land. An engaged community could keep an eye on problems and may be willing to assist with maintenance and guided walks or biking tours. It could meet FHWA and Caltrans objectives for bikeways, while contributing to livable community goals and context-sensitive solutions that are an increasing emphasis for projects funded with transportation dollars. A trail of this caliber would also foster ecotourism, bolstering the local economy that is still heavily impacted by the latest recession.

This could be a win-win scenario for all involved, and I strongly urge you to give it serious consideration. Through interagency cooperation and community engagement, the concept could be fine tuned to ensure it meets the needs of all stakeholders. It is no secret that projects with widespread support often move more rapidly from planning to construction. Thank you for considering my views and please contact me if I can clarify any matters discussed here.

Sincerely,

Thad M. Van Bueren
P.O. Box 326, Westport CA 95488
(707) 964-7272
thadvanbueren@directv.net

Attachments: 1) Coastal Commission comments on Dune Rehabilitation Project, 8-31-2012
2) Map of Possible Class I Bike/Hike Route through northern MacKerricher State Park

cc: Rex Jackman, Caltrans District 1
Cheryl Willis, Caltrans District 1
Loren Rex, Superintendent, Department of Parks & Recreation
Renee Pasquinelli, Department of Parks & Recreation
Bob Merrill, North Coast Director, California Coastal Commission
Tamara Gedik, California Coastal Commission
Linda Locklin, California Coastal Commission
Kendall Smith, Mendocino County 4th District Supervisor
Dan Gjerde, MCOG Chairman
Phil Dow, Executive Director, MCOG
Steve Dunnicliff, Director, Mendocino County Planning & Building Services
Abbey Stockwell, Mendocino County Planning & Building Services
Westport Municipal Advisory Council
Marie Jones, Community Development Director, City of Fort Bragg

Attachment Number 1

STATE OF CALIFORNIA – NATURAL RESOURCES AGENCY EDMUND G. BROWN, JR., *GOVERNOR*

CALIFORNIA COASTAL COMMISSION
NORTH COAST DISTRICT OFFICE
710 E STREET • SUITE 200
EUREKA, CA 95501-1865
VOICE (707) 445-7833
FACSIMILE (707) 445-7877

August 31, 2012

Renee Pasquinelli
CA State Parks, Mendocino District
12301 North Highway 1- Box 1
Mendocino, CA 95460

SUBJECT: Review of the MacKerricher State Park Dune Rehabilitation Project proposal to restore ecosystem processes in the Inglenook Fen-Ten Mile Dunes Natural Preserve (Preserve) by: (1) removing up to 2.7 miles (4.3 km) of asphalt road and portions of the underlying rock base in foredune habitat; (2) removing two culverts and restoring the stream channels at Inglenook and Fen Creeks; (3) treating approximately 60 acres (24.3 hectares) of European beachgrass and other nonnative weeds; and (4) implementation of mitigation measures for impacts to wetland and rare plant ESHAs resulting from restoration activities.

Dear Renee:

Thank you for the opportunity to review the recirculated Initial Study and Mitigated Negative Declaration (IS/ MND) proposal you submitted for the above-described project, and for your flexibility in accepting our comments today. We additionally appreciate the opportunity you provided us last year on March 14, 2011 to walk the project area with you from Ten Mile River overlook south to Ward Avenue, at which time we also discussed with you our feedback and project concerns.

Prior to submitting comments, our staff reviewed related background documents prepared by your agency, including the 1977 document "Inglenook Fen: A Study and Plan" and the MacKerricher State Park General Plan that was approved by the State Parks and Recreation Commission in June 1995. While the MND also references a June 2005 General Plan document (page 35), we are unaware of a more recent General Plan document and believe this may be a typographical error. Additionally, we have not reviewed the 2007 document prepared by CA State Parks (CSP) entitled "Natural Resource Management Plan Inglenook Fen- Ten Mile Dunes Natural Preserve MacKerricher State Park Mendocino District," because following conversation with you and receipt of the document, we understand it remains in draft form and has not been formally reviewed or adopted at this time.

As we have discussed with you previously, our primary concerns with the project as proposed relate to direct, unmitigated impacts to public access. We additionally offer comments regarding the mitigation measures proposed for direct impacts to rare plant and wetland ESHA. The following comments are presented for your consideration:

ACCESS ISSUES

The Haul Road is a public access feature situated amongst open dune lands located east of the ocean and west of Highway One in MacKerricher State Park, and draws many visitors throughout the year. Because the project site is located between the first public road and the sea, new development at the site is subject to the Mendocino County LCP (certified in 1992) and the coastal access and recreation policies of the Coastal Act.

The Mendocino County certified LCP identifies several policies specific to the Haul Road within MacKerricher State Park. Land Use Plan (LUP) Policy 4.2-19 directs the Department of Parks and Recreation in part to "prepare a General Plan for MacKerricher State Park that provides access to Ten Mile River and Inglenook Fen at designated locations and subject to conditions necessary for preservation of the natural environment of the park." While CSP has prepared a General Plan document for MacKerricher State Beach (June 1995), the document has never been submitted to Mendocino County for adoption as an amendment to the Recreation Element of the Coastal Plan (LCP), and thus has not been subject to review or certification by the Coastal Commission. Therefore, the General Plan document may provide guidance however the Mendocino County certified LCP and the public access policies of the Coastal Act serve as the standard of review for any development subject to coastal development permit requirements.

Mendocino County LUP Policy 4.2.21 states the following:

> The Georgia-Pacific Corporation haul road, under a special management agreement with the California Department of Parks and Recreation, presently provides weekend and holiday vehicular access to the long stretch of public beaches which extend from Fort Bragg north to Ten Mile River. <u>This private roadway</u>, which travels through the entire length of the MacKerricher State Park, <u>should be acquired by DPR and incorporated into its management plan for the park</u>, if at any time during the life of the local Coastal Plan the property owner decides to sell, trade or surrender this property. (<u>Emphasis</u> added)

The Coastal Act places high priority on the protection and maximization of recreation, and access to and along the coast is a key mandate of the Coastal Act. California Coastal Act, Section 30001.5 states in part as follows:

> The legislature further finds and declares that the basic goals of the state for the coastal zone are to: . . .
>
> (c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.

Coastal Act Sections 30210, 30211, and 30212 require the provision of maximum public access opportunities, with limited exceptions. Section 30210 states that maximum access and recreational opportunities shall be provided consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse. Section 30211 states that development shall not interfere with the

public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation. Section 30212 states that public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, adequate access exists nearby, or agriculture would be adversely affected.

The CSP declaration of purpose for MacKerricher State Park is stated as follows:

> The purpose of MacKerricher State Park is to make available to the people for their inspiration, enlightenment, and enjoyment, in an essentially natural condition, the outstanding scenic features and natural values, including the coastline embracing offshore environs; the stretches of sandy and rocky beach; the headland bluffs; the Ten Mile Dunes; the marine terraces; the wetland habitats including Lake Cleone and the unique Inglenook Fen; the geology and plant and animal life; the significant archaeological and historical resources; and the scientific values therein. (Emphasis added)

The purpose of the MacKerricher State Park in this way shares a common vision with the Mendocino County certified LCP and the public access policies of Coastal Act. The June 1995 General Plan, which is referred to for general guidance, further endorses this shared vision on page 213 where it states "The environmentally-preferred alternative would have been the natural and cultural resource protection priority alternative (2). However, that alternative did not fully meet the goal of providing for the public use identified in project's statement of purpose. Therefore, the project proposed in the general plan is a combination of the natural and cultural resource protection priority and public use priority alternatives."

However, the current proposal to remove the northern portion of the Haul Road is inconsistent with these policies. Anecdotal information suggests the Haul Road is widely used by the public, and stream crossings at Inglenook and Fen Creeks presently afford the public a safe alternate access to and along the coast during the winter time when high storm events make shoreline access more dangerous for recreationists. The paved portions provide access to bicyclists and people with strollers. The current proposal to remove the road base and surface of the Haul Road in those areas described in the MND, and the removal of culverts at Inglenook and Fen Creeks interferes with the current intensity of use of the project area by recreationists, and will effectively reduce public access to this area once completed. While the MND indicates on pages 116 and 117 that the proposed project would not increase or expand recreational facilities, the MND does not document how the project will affect public access as it relates to the removal of the haul road and stream crossings that currently afford the public winter access. The MND does not provide mitigation measures to replace this public access feature with alternate public access that is commensurate with the paved access and stream crossing features proposed for removal.

While we recognize the delicate balance of protecting sensitive coastal resources, the proposed project must also balance the requirements to protect and maintain existing (or

provide equivalent) public access, consistent with both the Mendocino County certified LCP policies that include but are not limited to LUP Section 3.6 and LUP Policies 4.2-19 through 4.2-21, and the public access policies of the Coastal Act, including Sections 30210, 30211, and 30212.

BIOLOGICAL RESOURCES

The MND indicates that the east side of a culvert at Fen Creek is overgrown with willow, and includes a proposal to remove a rusted culvert from Fen Creek and restore natural stream flow at Fen Creek and Inglenook Creek through the removal of culverts. The June 1977 Inglenook Fen Study indicates that "Inglenook Fen...was formed by the blockage of Fen Creek by coastal sand dunes. The fen is undergoing primary or geologic succession towards a fen-carr." In addition to addressing the impacts to public access resulting from removal of the stream crossing as described above, please clarify how exposing Fen Creek to stream flow as proposed will maintain the integrity of the established fen/fen-carr system.

We appreciate the efforts to improve habitat for sensitive biological resources and the efforts to address mitigation for impacts to sensitive resources that may occur during proposed restoration activities. The mitigation proposal includes in part a proposal to remove weeds for a 5-year period. The time-certain maintenance period does not address site-specific variables that could affect the success of weed management at the site. While the mitigation plan does discuss adaptive management as a component of the project objectives, the mitigation plan does not clearly document whether supplemental years of weed removal (or rare plant/ wetland ESHA establishment, for that matter) will occur if success is not achieved within the specified time. Mitigation and monitoring should therefore specify how mitigation will continue until the success criteria have been satisfied, rather than the termination of mitigation measures upon a particular date.

Thank you for the opportunity to provide comments on this document. Should you have any questions, please call me at (707) 445-7833.

Sincerely,

SIGNATURE ON FILE

TAMARA L. GEDIK
Coastal Program Analyst

cc: Linda Locklin, Statewide Coastal Access Program Manager
Abbey Stockwell, Mendocino County Planning and Building Services, Fort Bragg

Attachment
Number 2

Chuck Eyerly	Sally Grigg	Bill Knapp	Thad Van Bueren	Judith Vidaver	Robert Scott
Secretary	Director	Treasurer	Chair	Vice-Chair	Alternate

Westport Municipal Advisory Council
P. O. Box 307, Westport, CA 95488
www.westportmac.org

October 5, 2012

Jesse Robertson
Caltrans District 1
P.O. Box 3700
Eureka, CA 95502-3770

and

Janet Orth
Mendocino Council of Governments
367 N. State Street, Suite 206
Ukiah, CA 95482

Re: Pacific Coast Bike Route Engineering Feasibility Study for Route 1 in Mendocino County

Dear Jesse and Janet:

The WMAC reviewed letters written by MCOG on August 20th and The Mendocino County Board of Supervisors on August 28th encouraging Caltrans and the California Department of Parks and Recreation to consider a possible Class I trail through MacKerricher State Park between the Ten Mile River and Fort Bragg. We support their suggestion that Class I trail route options should be evaluated as an alternative to a bike and hike route along the highway shoulder. We also agree that segment is a high priority along the PCBR in Mendocino County.

We recognize that developing a trail through the Dune Preserve at the north end of MacKerricher State Park will pose challenges. However, the possibility should not be dismissed without a detailed alternatives analysis that considers innovative trail tread options and careful selection of an alignment that minimizes environmental impacts. A balanced comparison of Class I and Class II (road shoulder) trail options may reveal that the costs, safety, and environmental consequences of a separated bike and hike route through MacKerricher State Park is in fact preferable for a PCBR alignment along that section of the Mendocino coast.

In a prior community-based transportation planning study last year, the public supported the concept of Class I trails wherever publicly owned coastal parcels or access easements exist west of State Route 1 between the Ten Mile River and Rockport. The reason mentioned in the plan entitled *Westport Area Integrated Multi-Use Coastal Trail Plan* (2011) is that Class I trails are safer, more scenic, and have many other advantages that promote livable communities. We note that no Class I design alternatives were included in the options presented to the public during several workshops held for the current PCBR study in July.

The Westport Municipal Advisory Council therefore urges careful consideration of Class I PCBR alternatives wherever they are feasible along the Mendocino coast in the draft plan you are preparing for release sometime later this fall. North of the Ten Mile River, locations for such alignments include Westport Union Landing State Beach, the Caltrans property south of Chadbourne Gulch, and the Kibesillah Trail easement opened by the Mendocino Land Trust in 2012.

Thank you for considering the views or our community. Please contact Chairman Thad Van Bueren at (707) 964-7272 or thadvanbueren@directv.net with any questions.

Sincerely,

Chuck Eyerly, Secretary

cc: Abbey Stockwell, Mendocino County Planning & Building Services Department
Kendall Smith, Fourth District Supervisor
Dan Gjerde, Fourth District Supervisor Elect
Liz Burko, DPR District Superintendent
Loren Rex, DPR Sector Superintendent
Bob Merrill, California Coastal Commission
State Senator Noreen Evans
State Legislator Wesley Chesbro
Congressman Mike Thompson

Dear Jesse,

I can't say that I'm much of a road biker; however, I do mountain bike. Some say what I do is way more dangerous than anything a road biker does. I beg to differ. At least the likelihood of dying while having fun on my bike is greatly reduced because I don't bike on our highways. That a beloved bicyclist was killed between fort bragg and mendocino is nuts!

So, this is my feedback. Please, make our roads safer for those weird road bike folks. They are my friends. I don't want them to die. It's just that simple.

The biggest issue (in my opinion) are the bridge crossings. And, of course, people using cell phones, lighting cigarettes, being under the influence, playing with their IPODs…those are dangerous, too. But, Jack Peters creek is like running the gauntlet. You should try it some time. God help you if you and a large truck end up heading the same direction on that bridge.

Make our roads safer…even weird road bike people should live long enough to see their grandkids…

Oh…and don't forget to dedicate some of what you're doing to people who have lost their lives…like Doug Rosoff…biking in Ukiah…got run over by a truck while waiting for his light to turn green. Still…not one 'look right' sign for motorists.

Maybe we need "LOOK RIGHT" murals….or big digital instruction signs. I'm not sure. I know, in the end, it's ignorance that kills our cyclist….so, you must combat ignorance in your plan.

That's probably enough feedback for this email.

Thanks again for watching out for us.

Lisa Larimer Burtis
Mendocino, California

REDWOOD COAST
CHAMBER OF COMMERCE

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FORT ROSS • SALT POINT • STEWARTS POINT • ANNAPOLIS • SEARANCH • GUALALA • ANCHOR BAY • POINT ARENA • MANCHESTER • IRISH BEACH

December 12, 2012

Jesse Robertson, Associate Transportation Planner
Caltrans District 1 - Regional & Community Planning
P.O. Box 3700
Eureka, CA 95502-3700

Phillip J. Dow, Executive Director
Mendocino Council of Governments
367 North State Street , Suite 206
Ukiah, CA 95482

Dear Jesse , Dear Phil,

The Board of Directors of the Redwood Coast Chamber of Commerce (RCCoC) was just recently introduced, to the Pacific Coast Bike Route and California Coastal Trail Engineered Feasibility Study prepared for Caltrans and MCOG.

Upon review of the Draft Study at our Dec. 4th, 2012 meeting , it became quite apparent to the Directors, of the importance of such a document. The effects of projects such as the Downtown Gualala - Caltrans Active Project, and Point Arena's Community Action Plan will be very positive. Additional proposed, improvement segment projects described in the Caltrans Draft Study, could have an enormous impact on tourism and local business interests, within our Chamber's jurisdictional area.

Over the years there has been a noticeable increase of tourists stopping by our Visitor Center located in the downtown core of Gualala. RCCoC has a membership base which extends south to Fort Ross in Sonoma County, and north to Elk in Mendocino County.

One of our Directors, an Inn Owner, spoke of the numerous bicyclists frequenting her Inn, and how one group even came just to ride Mendocino County from Gualala to Boonville, and than back to Gualala.

As an information hub for tourists and locals alike, the Visitor Center in Gualala covers a large geographical area between Mendocino/Ft. Bragg's and Bodega Bay's Visitor Center's. The Gualala RCCoC/Visitor Center feels a special need to serve the many pedestrians, hikers and cyclists that frequent the greater, often referred to, "Mendonoma" region.

We appreciate the attention given to our specific Bi-County area. In particular, the recognition of an essential regional connection, that the Gualala River Bridge represents. An inextricable link exists with Sonoma County and our status as the southern "Gateway" to Mendocino County.

Specific needs for improvements to facilities in the congested Gualala downtown and continued efforts to make the community more livable, and walker & cyclist friendly, are absolutely vital and welcomed. This has also become apparent through the Visitor's Center role on this part of the coast.

As a result of the Caltrans/MCOG public outreach meetings and workshops, the Visitor Center & RCCoC envisions an even greater role in its future. We can be helpful through educating the public, surveys, visitor counts, and so on, as well as in interactions with our neighbor to the south, The Sea Ranch. Our non-profit organization would like to express its satisfaction with the production of this PCBR/CCT Draft Study. Feel free to contact or call upon the RCCoC while you proceed with your endeavors to improve the Hwy.1 design corridor, as we are in full support of your efforts. Thank You on behalf of the Redwood Coast Chamber of Commerce.

Sincerely,

Robert Juengling Chairman

Chuck Eyerly	Sally Grigg	Bill Knapp	Thad Van Bueren	Judith Vidaver	Robert Scott
Secretary	Director	Treasurer	Chair	Vice-Chair	Alternate

Westport Municipal Advisory Council
P. O. Box 307, Westport, CA 95488
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December 5, 2012

Jesse Robertson
Caltrans District 1
P.O. Box 3700
Eureka, CA 95502-3770

Re: Pacific Coast Bike Route Engineering Feasibility Study for Route 1 in Mendocino County

Dear Jesse:

The WMAC received public input December 4, 2012 regarding the draft Pacific Coast Bike Route Engineering Feasibility Study (November 16, 2012). Based on that input, the WMAC strongly supports the proposed Tier 1 improvement segments north of the Ten Mile River. They are Project 6 located between post miles 69.5 and 73.25 (Abalobadiah Gulch to Chadbourne Gulch) and Project 7 between post miles 75.5 and 78.5 (Westport to Westport Union Landing).

If the final study will rank the seven proposed Tier 1 projects in a priority order for future project development, care should be taken to control subjective measurement criteria. Some evaluation measures are supported with data (e.g., existing facilities, accidents, and constructability/costs), while others remain subjective. For example, no data were collected to establish bicycle use levels along different sections of the coast (Section 2.6.3), nor was any survey made to measure potential demand for local commuting. We believe the statement in Table 3-1 that Project 7 is in a "lower usage area" is not supported, and that there is in fact demand. Past survey data reveal most bicyclists travel long distance. Even the Fort Bragg to Mendocino segment, which is already improved and thus not directly comparable, appears to have few local commuters.

We can suggest from past community input documented in the *Westport Area Integrated Multi-Use Coastal Trail Plan* (2011:77) that proposed Project 7 should be ranked higher than Project 6. Most of the population around Westport lives north of town. Project 7 will facilitate local bicycle commuting to the village, trips that are presently hampered by the inadequate facility. More potential demand exists there than in the Project 6 segment.

Respectfully yours,

Chuck Eyerly, Secretary

cc: Janet Orth, MCOG, 367 N. State Street, Suite 206, Ukiah, CA 95482
4th District Supervisor Kendall Smith
4th District Supervisor-Elect Dan Gjerde

December 10, 2012

Jesse Robertson
Caltrans District 1
P.O. Box 3700
Eureka, CA 95502-3770

Re: Pacific Coast Bike Route Engineering Feasibility Study for Route 1 in Mendocino County

Dear Jesse:

I attended the December 6, 2012 public meeting held in Westport for this project and reviewed the draft Pacific Coast Bike Route Engineering Feasibility Study made available on the Caltrans web site. I strongly support the proposed Tier 1 improvement segments north of the Ten Mile River and offer the following suggestions for finalizing that document.

The predicted costs of the seven Tier 1 projects listed in Table 3-1 suggest some may be too expensive to fund as individual undertakings. Breaking the more costly projects into shorter segments would be worth considering. I support giving the highest regional priority to the segment from Westport Union Landing to Westport, as suggested in the *Westport Area Integrated Multi-Use Coastal Trail Plan* (2011:77). The reason is that it will facilitate bicycle commuting for the local population, which is located predominantly north of the village.

Tackling the easiest and least costly segments may seem attractive, but the real barriers to local non-motorized commuting are the choke points present in the steep and winding gulches at Wages Creek, Chadborne Gulch, and Abalobadiah Gulch. I would therefore like to suggest that those segments receive the highest priority as segments that deserve attention as near-term undertakings. They present the greatest safety challenges and barriers to local commuting use.

I am concerned that the criteria in Section 2.6 mix objective with subjective criteria. The problem is exacerbated by a scoring system that is rather confusing. The positive or negative implications of the dark or light circles depends on the criteria. It is unfortunate that no data were collected to inform the measurement of use levels and regional connectivity since they play such an important role in establishing the purpose and need for projects. Past survey data reveal most bicyclists travel long distance. It is misleading to suggest regional differences in commuting use when no data have been collected. It is also problematic comparing use on improved segments like Fort Bragg to Mendocino to those where severe impediments hinder use. I believe the statement in Table 3-1 that Project 7 is in a "lower usage area" is questionable.

Thanks you for taking my comments into consideration. If you have any questions, feel free to call me at (707) 964-7272 or email me at thad@mcn.org.

Sincerely,

Thad M. Van Bueren

Thad M. Van Bueren
P.O. Box 326
Westport CA 95488

STATE OF CALIFORNIA – NATURAL RESOURCES AGENCY EDMUND G. BROWN, JR., *GOVERNOR*

CALIFORNIA COASTAL COMMISSION
NORTH COAST DISTRICT OFFICE
710 E STREET • SUITE 200
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January 16, 2013

Memorandum

To:
Cheryl S. Willis, Deputy District Director, Planning and Local Assistance
Jesse Robertson, Associate Transportation Planner, Regional & Community Planning
Caltrans District 1
P.O. Box 3700
Eureka, CA 95502-3700

From:
Bob Merrill, District Manager, North Coast District
Lee Otter, Transportation & Public Access Liaison
California Coastal Commission (staff)

Mendocino County Coast, State Highway Route 1 corridor: Pacific Coast Bike Route/California Coastal Trail Engineered Feasibility Study Final Report, January 2013

Coastal Commission staff comments on final report. We greatly appreciate the opportunity to review the administrative and final drafts of the Engineered Feasibility Study (EFS) for the Pacific Coast Bike Route/California Coastal Trail (PCBR/CCT) along the Mendocino County Coast. Our overall impression is that this effort represents a fine example of collaborative, interagency planning—along with an effective public participation process. We applaud the initiative and leadership of District 1 in bringing this undertaking to fruition.

The EFS will provide a robust planning tool for the State Highway Route 1 corridor. We believe that the implementing agencies will find it of great value. In addition, the EFS will allow the respective regulatory agencies—including our own—to understand proposed transportation improvement projects in the context of the entire Mendocino Coast.

Relationship to coastal permit jurisdictions & disclaimer. While this is a planning level study document that is not anticipated to come before the California Coastal Commission for formal

review, it is likely to generate a number of specific projects (and even potentially Local Coastal Program amendments) that *will* need such review—either directly, or potentially, upon appeal. Therefore, with respect to any particular development project that may be forthcoming in the future, the following comments must be regarded as preliminary, pending future review by those agencies having coastal development review responsibilities. These agencies include Mendocino County, the incorporated coastal zone cities, and--in original jurisdiction areas or upon appeal—the Coastal Commission itself.

Therefore, we state the following disclaimer: All readers of the EFS should understand that Coastal Commission staff's participation in the collaborative planning process is for the purpose of producing a well-coordinated corridor plan—and does not represent advance Commission approval of any particular policy or project that is eventually brought forth to implement the plan. Each such future project will be subject to its own particular review process, both in terms of CEQA and each of the jurisdictions that hear coastal development permit applications. The outcomes will vary according to the application of the regulatory standards of review to the circumstances of each particular site.

This disclaimer emphasizes the need and value of the EFS, and follow-on planning efforts. In particular, it will serve to avoid a piecemeal approach to public access and transportation improvements along the Mendocino Coast. Our hope is that this example can be applied along other portions of Routes 1 and 101 in the California coastal zone.

Specific comments on the Final Report draft of January, 2013:
Acknowledgement Page

Under Technical Advisory Group subheading, correct spelling to read "Tami Grove."

Section 2.1 Guidance for Design Concepts, page 2-1

> Reference to Role of Mendocino Land Trust. The last paragraph on page 2-2 indicates the Mendocino Land Trust is "principally responsible for" CCT implementation in the County. We recommend substituting "a major contributor to" for "principally responsible for." The Land Trust continues to do tremendous work in opening accessways that are a part of the CCT, however, the Trust does not have a legal mandate requiring the trust to be "principally responsible" for CCT implementation.
>
> Elements of a complete Coastal Trail segment. The EFS, we believe, should provide an explicit identification of the characteristics that make for a complete, effective, functional Coastal Trail segment. These elements include trailhead parking, safe separation from motor traffic, and continuity to a rational destination point. The Coastal Commission staff recommends that consideration be given to inserting an additional section in Chapter 2 of the EFS document, to underscore this design concept.

Kibesillah example. Where terrain allows and there is a good working partnership of the stakeholders, a coastal trail segment can be established along Route 1 with only minimal capital investment. A case in point is the Kibesillah segment of the CCT. It may be useful to cite this example, possibly in this section of the EFS Report or as part of a follow-on study. A more complete description follows:

The recently-dedicated portion of this hiking trail is located on an easement along the inland edge of a privately-owned parcel, parallel to the State Highway Route 1 ROW. It effectively illustrates how the CCT can be implemented within or immediately adjacent to the State-owned highway ROW, while maintaining safe separation from automobile traffic. The implementation partnership included the Mendocino Land Trust and the State Coastal Conservancy, in coordination with Mendocino County and Coastal Commission staffs.

Separation in this case is achieved through both horizontal and vertical displacement relative to automotive traffic, as well as retention of existing screening vegetation where feasible. Simply put, the general strategy was to design it as a natural-surface footpath, aligned along the toe of the highway fill prism. Visual impacts along this highly scenic coastline were minimized by avoiding the need for new safety barriers at the edge of the roadway shoulder, reliance on mowed rather than paved surfaces within the trail easement, and installation of see-through range fencing.

Future improvements to the trail will include (1) an approximately 1,000-ft-long extension of the trail to the north where the CCT segment will connect with a future vertical access trail extending seaward to a blufftop overlook area and (2) the installation of a five-car off-highway parking area along the new section of CCT. Public access easements for these future improvements were secured though conditions of approval of a coastal development permit granted by the Commission for development on the property.

The Mendocino Land Trust has accepted these easements and plans to develop the trail, overlook, and parking area improvements in the future. The features of the existing Kibesillah Trail decribed above and the availability of off-highway parking and/or roadside pullouts suitable for trailhead parking and the inclusion of a logical visitor destination point, such as an overlook or beach access path are key characteristics that make for a complete, effective, and functional Coastal Trail segment.

Page 2-3 (Section 2.2 Caltrans Active Projects)

The description of the Salmon Creek Bridge project indicates the project is currently under construction. This statement should be corrected as the project is still in the planning and design process.

3

Page 2-12 (Section 2.4 Basic Improvement Concepts)

A continuing concern is that the Highway Design Manual's standards calling for 8 ft. paved shoulders could come into conflict with Coastal Act policies intended to maintain the rural portions of Route 1 as a scenic byway. Specifically, these policies require that the scenic, 2-lane character of State Highway Route 1 be protected in rural areas. Other Coastal Act policies require that public access opportunities to and along the coast be provided, and encourage facilities for non-automotive transportation modes.

In the Mendocino County LCP, these policy goals are met in part by specifying a 4 ft. paved shoulder. This allows bicyclists to get out of the motor traffic lane and will reduce accident risk for motor vehicles, while keeping pavement widths to a minimum. Where feasible to implement, this will greatly enhance the PCBR, in terms of safety as well as the quality of the recreational experience.

However, Caltrans points out that an 8 ft. shoulder has the additional advantages of providing a wider clear recovery zone along the traveled roadway, and enough room for disabled vehicles to get entirely off the road. Thus, we appreciated finding a clear explanation of a *modified* shoulder treatment that would provide a total shoulder width of 8 ft.--the first four feet being paved, with the outboard four feet being a graded but unpaved surface. By minimizing total paved width, this template helps protect the scenic character of the Route 1 roadway, while also meeting the safety goals of a wider shoulder. Of course, this treatment would be appropriate only where there is room, and would not result in damage to other sensitive coastal resources.

Pages 2-14 through 2-20 (Figure 2-6)

Figure 2-6. Typical Conditions and Improvement Cross-Sections. This is a series of diagrams that provide typical cross-sections to illustrate the relative positions and widths of the desired configuration of the paved roadway, paved shoulders, additional unpaved shoulder width, and where indicated, the CCT. Each illustration identifies a 10-12 ft. width for each of the (automotive) travel lanes, and a 4 ft. paved shoulder in each direction, consistent with the policies of the Mendocino County Local Coastal Program (LCP). Overall, we feel that this is one of the most helpful features of the EFS Report.

Clarification of "standard" bridge cross-section recommended. One of the bridge diagrams in Figure 2-6, on page 2-20, is titled "Caltrans Highway Design Manual Standards." As a footnote, or in the text, we recommend that the reader be advised along these lines: "The dimensions shown in this diagram are conceptual only, representing the unmodified application of Highway Design Manual standards. The design of actual highway and trail improvement projects will require adaptation to the local context, and will need to demonstrate conformance with the applicable Local Coastal Program requirements. In some cases, this may necessitate design exceptions. Example: the

approved Greenwood Creek Bridge, dimensioned as shown in the cross section that follows."

Clarification of CCT alignment priorities recommended. The cross sections showing the CCT all assume it as a 4 to 8 ft.-wide paved or unpaved path immediately adjacent to the highway shoulder itself. We recommend that the EFS clarify that such a configuration will only be sought where there is no feasible alternative for a CCT alignment that parallels—but is separated from—the traveled roadway. The introductory text would be a good place to clarify the hierarchy of preferred CCT alignment alternatives, as elaborated below.

Suggested text: "The following alignment priorities apply to the overall placement of the PCBR and CCT, relative to one another and the traveled roadway. These priorities reflect not only public safety, but also the design principles of continuity and connectivity. And, mindful of the Legislative intent for this to be a *Coastal* Trail, high value should be placed on alignment in proximity to the shoreline, the bluff edge, or where high quality scenic vistas are afforded.

1. In order to optimize the recreational quality of both the PCBR and CCT, as well as the safety of cyclists, pedestrians and motorists, we believe the EFS should identify the first design priority as being an alignment that generally *avoids* or minimizes exposure to motor traffic. This is often feasible where the highway borders a State Park System unit or other public lands—or where existing or future State Highway segments are abandoned in favor of newer alignments, and become available for nonmotorized public access use. In this preferred scenario, the PCBR bikeway and the CCT hiking trail may be on separate alignments where there is sufficient space, or may be co-aligned as part of a firm-surfaced multi-modal path.

2. The second priority would be those situations where a completely off-highway PCBR/CCT alignment is *not* feasible. This will be the case where there is no available public ownership or trail easement away from the highway. Ongoing shoreline erosion or other physical barriers may also preclude implementation seaward of the highway. Along much of the rural Mendocino County coast, this means that the PCBR will take the form of paved shoulders on SR1. However, the alignment of the CCT footpath should wherever possible still put distance—both horizontal and vertical—between the motorist and the pedestrian.

3. Thirdly, where such alignment separation is *not* possible, it would be appropriate to plan for barrier separation. Barrier-separated paths have already been incorporated in the design of new bridges, including those at Noyo River in Ft.Bragg, Ten Mile

River, and Greenwood Creek in Elk. The approved Greenwood Creek Bridge cross-section is illustrated by the EFS document, and may well provide a template for future bridge replacements on SR1.

Elsewhere along the rural Mendocino County coast, absent an off-highway trail easement, public lands, or sufficient space within the State Highway ROW, the CCT will unavoidably have to be on an unpaved surface on the outboard side of a guard rail. EFS Figure 2-6 provides an appropriate range of configurations for locating the CCT adjacent to the PCBR and highway. However, this alignment is the least desirable alternative for providing CCT continuity."

Supplemental cross-section suggested. The EFS Report's Figure 2-6 shows only the latter CCT situation, which may lead the reader to incorrectly assume that the preferred CCT alignment would be adjacent to the PCBR and the highway itself. We recommend that the existing figure be supplemented with cross-section(s) showing the *preferred* CCT alignment as being *separated* from the highway. For this, we envision a cross-section drawing showing a 4 ft. unpaved foot path away from the paved roadway surfaces but still within the ROW—say, at the toe of the fill prism, just inside the ROW fence.

CCT follow-up study needed. In accord with the foregoing priorities for CCT alignment, our recommendation is that the EFS call for a follow-up system-level study to map and distinguish those segments where:
a) it is feasible to locate both the PCBR and CCT *outside* of the highway ROW, and the primary remaining purposes of the paved shoulder will be for motorist safety and to serve local nonmotorized users (example: Ft.Bragg Mill Site redevelopment area);
b) the State Highway ROW will be needed for the PCBR as a Class I bikeway or multi-modal path, but on an alignment separated from the paved roadway shoulder;
c) the paved shoulder of the highway will function as the PCBR bikeway (Class II/III), but the CCT pedestrian strand will be outside the State-owned ROW (example: Russian Gulch State Park area);
d) same as the preceding, except the CCT will need to be *within* the State Highway ROW, separated from the paved roadway and PCBR surfaces; and,
e) if none of the foregoing are feasible, those locations where the PCBR will have to be on the highway shoulder and the CCT will have to be adjacent.

Chapter 3 Recommendations, commencing on page 3-1
We suggest that the introductory paragraphs to this chapter be augmented to recommend additional, small-scale detailed studies. Such studies would build on the work of the EFS, and would become actionable planning tools for particular areas of opportunity or

constraint. This discussion could also logically follow Chapter 3's map section. We offer the text in the next two paragraphs below as content.

Next steps: focused studies for the highest-priority sub-segments. Each of the Potential Improvement Segments identified in the EFS can actually be broken down into a number of smaller, more discrete, more readily fundable potential project sites. Once identified, such sites can then be matured to the PSR stage, and/or referred to a partner agency for further evaluation.

In any case, as a next step locally-focused follow-up studies are essential—especially for the sub-segments where the need for CCT gap closure is most evident. Accordingly, the following three sub-segments should be accorded priority consideration for such focused study:

1. Elk area, southward from the museum, across the new Greenwood Cr. Bridge to the large bluff-edge pullout (informal parking area at tangent point of abandoned highway segment);
2. Ft.Bragg area, from the new Ten Mile River Bridge on the north, southwards through the City to Russian Gulch State Park, the village of Mendocino, and Van Damme State Park;
3. Kibesillah area, from the existing Highway One Vista Point/Bruhel Point Bluff access, southwards along the recently-opened 1.2 mile Jackson-Grube trail segment parallel to the highway, and on to the public parking area/trailhead at the South Kibesillah Gulch View Area. Terminology note: this developed blufftop scenic "View Area," as listed in the current Coastal Access Guide, does not provide shoreline access, and may not be the same as the "Fishing Access" shown on the EFS mapping. Clarification needed.

Section 3.1. Segment Overview Maps and Summaries
Coastal Commission staff recommends that a cautionary note be added here. Suggested text: "The potential trail alignments shown in these diagrams are conceptual only. Identification and evaluation of site-specific impacts, previously unrecognized constraints, unexpected opportunities, availability of alternate off-highway routing, shoreline erosion, necessary highway realignments, and other local context factors will affect the actual alignment of any particular project or trail segment."

Figure 3-3 North Central Mendocino County Segment Overview Map, on page 3-5
Near top of map, north of the "South Kibesillah Gulch Fishing Access" label, suggest show "existing CCT" symbol for recently-opened trail segment (starting at the South Kibesillah Gulch View Area—see terminology note above). As implemented pursuant to

the Jackson-Grube coastal development permit, this new 1.2 mile trail segment is aligned parallel to, and slightly offset from Route 1.

Table 3-1 Potential Improvement Segments, on pages 3-7 and 3-8
In the "Description" column, a couple of misplaced/duplicate descriptions need to be corrected (i.e., segments 4 & 7 with the "blind hill," also segments 6 & 8 regarding Elk). For segment 10, we would recommend incorporating the "Kibesillah Area" terminology in the location name.

Figure 3-7 Anchor Bay Potential Improvement Segments, page 3-19
Map note for area north of Collins Landing Road: clarify to indicate that CCT *is* feasible, but will need to closely parallel highway. Suggest "CCT coincides with Highway 1. No viable alternative routes exist" [added word underlined].

Section 3.2.1 Sonoma County Line to Gualala, page 3-9
In the "considerations" column for the Regional Connection criterion, supplement the statement to note how the segment would also connect Gualala Point Regional Park and a developed three-mile long segment of the CCT at the north end of Sonoma County to Gualala.

Figure 3-9 Point Arena to Garcia River Potential Improvement Segments, page 3-27
Suggest add map note: "Explore potential for off-highway CCT alignment on BLM Stornetta lands."

Section 3.2.6 Elk and Greenwood State Beach, page 3-29
The mentioned shoreline hiking route is blocked south of Greenwood Creek. Therefore, in "Description" for the Coastal Trail, suggest re-word to State: "New bridge at Greenwood Creek will provide excellent CCT. However, need to close gaps at both ends of the new structure for continuous CCT between the museum in Elk and the large pullout south of Greenwood Creek."

In the "considerations" column for the CCT, suggest add: "Abandoned highway segment at south boundary of State Beach lands offers potential for outstanding public viewpoint, as well as potential off-highway CCT alignment. Potential partnership project with State Parks."

Figure 3-10 Elk and Greenwood State Beach Potential Improvement Segments, page 3-31
Recommend add map note: "Explore potential for off-highway CCT alignment utilizing abandoned road bed at southern boundary of Greenwood State Beach." Also, correction suggested for confusing map symbol that appears to show the CCT as crossing the

highway at the north abutment of the new Greenwood Cr. Bridge. Optimal alignment at this location is entirely along seaward shoulder of highway, connecting the new barrier-protected pathway on the bridge to the State Beach trailhead in Elk.

Section 3.2.8 Navarro River to Little River, page 3-37
In the "considerations" column for the CCT, suggest add: "However, lands within Van Damme State Park, the Mendocino Land Trust public access easements and ownership, as well as a Coastal Conservancy holding on the west side of the highway (Navarro Point area) suggest possible alternatives—including access to outstanding public viewpoints, as well as potential off-highway CCT alignment(s). Potential partnership project(s) with State Parks and the Coastal Conservancy."

Section 3.2.10. Abolobadiah Gulch to Chadbourne Gulch, page 3-45
To enhance geographical clarity, suggest incorporate or reference the "Kibesillah Creek area" terminology for this narrative.

Figure 3-14 Abalobadiah Gulch to Chadbourne Gulch Potential Improvement Segments, page 3-47
Recommend add map note: "Extend recently-completed 1.2 mile Kibesillah (Jackson-Grube) CCT segment, to connect between the existing South Kibesillah Gulch View Area and the existing Highway One Vista Point/Bruhel Point Bluff access to the north."

Figure 3-15. Westport to Westport Union Landing Potential Improvement Segments, page 3-51
The EFS Report map note, south of DeHaven Creek, states bluntly: "Major environmental impacts likely to riparian habitat and wetlands." Recommend amplify map note to include: "Explore alignment and mitigation alternatives." This will let the reader know that the presence of environmentally sensitive habitat areas will require carefully-focused work to reduce impacts to a less-than-significant level—but, will not be a "show-stopper" for CCT continuity.

Appendix A. On page A-2, Table A-1: Summary of Design Guidelines and Regulations, under Subheadings "California Coastal Commission (CCC)" and "Calif Coastal Act of 1976," a more complete characterization of Coastal Act provisions would be helpful. We recommend adding the following bullets:

- "State Legislature mandates public access to and along the coast as a priority.
- "In Chapter 3, establishes general public access and coastal protection policies for the State. These include policies that require the retention of rural, scenic segments of State Highway Route 1 as a 2-lane road, and encourage non-automotive transportation alternatives.

- "Regulates coastal land use by requiring CDPs for all coastal zone development, including public works projects. Requirements are applicable to all State and local agencies.
- "Provides for delegation of CDP authority to local governments when LCP is certified.
- "Establishes appeal process for developments approved pursuant to locally-issued CDPs.

On page A-3, Table A-1: Summary of Design Guidelines and Regulations, under Subheadings "California Coastal Conservancy" and "Completing the California Coastal Trail Plan (2003)," a more complete characterization of this guidance document is needed. We recommend adding at least the following bullets:

- "Implements Legislative direction for the CCT, from SB 908.
- Provides overall principles for CCT alignment and design.
- Maps, at a broad scale, the primary gaps in CCT continuity.

The expanded "California Coastal Commission (CCC)" discussion in Section A.4.2, page A-17 to page A-18, appears thorough and accurate.