

# Redwood Pathways

## Potential Project Description Form

*This form can be used for project concepts as well as developed project ideas. . A project team member will review the form and research necessary supplemental information. Fill in the boxes to the best of your knowledge. It is okay to note things you are unsure of (such as “there may be wetland issues” or “it may be privately owned”) or pose questions that you believe should be answered (such as “you should contact this person” or “will a bridge be needed at this place” . It is also okay to leave boxes blank if you have no idea.*

<b>Working (local) name for project</b> If it doesn't have one already, call it something descriptive	<b>8a. Redway/Garberville Bike Route 4.5 miles</b>
<b>Describe general concept</b> Example: Turn the 2 mile long abandoned road that connects to the Avenue near Trailville into a horse-hiking trail  Include the type of path and user group that will be served: paved shoulder for cyclists, narrow path for hikers, etc.	<b>A trail which links the two communities. It should be close to the road, or at least paralleling Redway Drive, bike lanes in towns and where possible.</b>  <b>Paved for wheel chairs and bikes and walkers</b>  <b>Place bike racks in the Town Square in Garberville and in Redway</b>
<b>Detailed Location</b> (adjacent roads, mile marker, natural features, length, etc.)	<b>Take Redway/Dean Creek exit from Highway 101. Follow Redwood Drive to Redway, continue through town, towards Garberville, cross the bridge, and continue on to Garberville.</b>  <b>New bridge should have bike lane.</b>
<b>Describe Existing Condition</b> Example: It is a 2 mile long abandoned roadway that crosses a creek and is perfect for horses or it is an existing trail that goes cross country and has several drainage problems.	<b>It is a road now, most of the road has wide shoulders. The Bear Gulch bridge is too narrow and is dangerous for bicyclists and walkers.</b> <b>Crosswalks do not have signs near Community Cornerstone in Redway.</b>  <b>Redwood Drive is narrow on north side of Redway and south side by bluffs between Garberville and Redway. There are no bike lanes or bike racks in Redway. Redwood Drive in Redway is also very wide with perpendicular parking.</b> <b>Garberville traffic is chaotic with extremely wide main street, perpendicular parking and no turn lanes. People often park in the middle of the street.</b> <b>Garberville doesn't have bike lanes or bike racks</b>
<b>Describe existing connection to 254,101, or 271</b> (Does the path provide access for both North/South travelers?)	<b>It would connect to the 101 in the south in Garberville and in the north at the Redway Exit.</b> <b>Connects coast to 101 via Briceland Road.</b>
<b>Potential Users Served</b> (Types and Numbers)	<b>Tourists and local travelers. Cyclists and walkers.</b> <b>Residents would also utilize bike lanes for local travel.</b>
<b>Who owns it?</b>  <b>Who manages it?</b>	<b>Humboldt County</b>
<b>What change is recommended?</b> (What is needed to turn the existing condition into the pathway described?)	<b>Add pathway or bike lanes to existing road. Add bike lanes to new Bear Gulch bridge.</b> <b>Place signs for travelers to know that this is an option to be off of the 101.</b> <b>Add signs to designate bike route. Add crosswalk signs.</b> <b>Make shoulder improvements as possible between towns.</b> <b>Add bike racks in towns.</b>

Describe public support (list organizations)	<b>Bike Shop, EPIC, Dazey's Supply, ISF, Southern Humboldt Community Park</b> <b>There is huge local support.</b>
Describe sensitive plant/wildlife habitat or historical/ cultural issues	<b>A road already exists so it would have few issues.</b> <b>Adding shoulder could require CEQA</b>
Describe physical constraints (river crossing, gully crossing, tree, steep bank, slide area, narrow road, etc.)	<b>The bank on one side of the road would limit room for a bike lane.</b> <b>The bridge is too narrow now, but when the new one is built, it should have a bike lane in the design.</b>
Other constraints (political, financial, etc.)	<b>A bike culture does not exist in Redway/Garberville.</b> <b>A lack of support from County for southern Humboldt communities.</b> <b>Lack of organized support in these communities.</b> <b>Perception that there is nothing to do.</b>
List needed structures or other potential maintenance issues (Example: bridges, retaining walls, passes below an active landslide area, etc.)	<b>Bridge will need bike lanes.</b>
Links to existing amenities (other trails/restrooms/river access/visitor center etc.)	<b>It would link the two communities, which have hotels, stores, coffee shops, restaurants, and river access.</b> <b>It would also link to the coast route to Shelter Cove.</b>
List benefits to <u>visitors</u>	<b>Travelers would enjoy walking or bicycling between the communities. They would also pass through these two communities, which they would not experience if they stayed on the 101.</b> <b>Visitors who stay in hotels in either community who run will have a safe place.</b>
List benefits to <u>local economy</u>	<b>By offering tourists a safer route that passes through the two communities, they will become aware of how nice Redway and Garberville are and stay in the area longer, and spend more money in the area. Local bike shop will benefit from increase in cycle related possibilities.</b>
Other local community benefits	<b>Will bring more non-motorized travelers to the area. Local folks can walk, and bike more safely.</b> <b>Fewer cars will alleviate parking issues.</b> <b>Very important usable improvement to community, particularly in town.</b>
Potential Funding and Cost-Shares	<b>County</b> <b>EEM-Caltrans Tea 21</b> <b>Bed Tax, Air Quality</b>
Name and phone of person who recommends project (in case there are problems reading the writing or questions about the concept)	<b>Jared Rossman</b>

## **AGENCY INPUT**

**DPR 03-29-02** Steve Horvitz and Bill Wisehart  
**Hum. County 3-21-02**  
Alan Campbell, Chris Whitworth

DPR gave very little input to this project although it passes through the Holbrook Grove immediately north of Redway.

Humboldt County Public Works Chris Whitworth does not want to make bike lanes where there is "no destination" although there is room in many places for official bike lanes. New Bear Gulch bridge will have 6' shoulders. He is willing to widen paving where possible to have room for cyclists. They plan to pave from Redway north by 2005. We may be able to discuss this with him to talk about the importance of bike lanes in towns. .



## NEXT STEPS

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The Redwood Pathways project team was able to meet with some agency representatives and review projects, however, further in depth communications are necessary to see this project implemented. Initial meetings should concentrate of securing support for the proposed improvement. Once the staff supports the idea, later partnership efforts can focus on working *with* staff to secure the needed resources (design, permitting, construction and maintenance funds) to implement the project.

Determine who owns and maintains the roadway (the County in this case). For unincorporated communities, this is generally the County of Humboldt Public Works. The exception to this rule is when the route is assigned and number (Route 1, 101, 254, etc.) This designation usually means that the roadway is a state owned and maintained one, and the contact agency would be Caltrans, District 1.

Contact the appropriate agency. Let them know of the public need for bicycle and pedestrian improvements. Be specific. Let them know if *some* shoulder improvement is better than none! For instance, is a dirt shoulder there is now none better than waiting ten years for a bike lane? Or will a 2' paved shoulder let you push a stroller where you currently have to struggle through ditches? Let them know. Give them:

- The **destinations on either end** of your proposed bikeway or pedestrian project. These can be businesses, schools, parks, etc.
- Also, refer to the Post Mile Number for either end and major problem areas or issues (like a culvert that is eroding the shoulder.)
- Tell them how often you use the road shoulder for getting from one area to another, the problems that you encounter, and why you want the change.
- Thank them for listening. Follow up with a telephone call.

Other ways that community members and organizations can facilitate implementation of the project are by:

1. Organizing local community groups, such as the Avenue Trails Committee, and school groups, such as science teachers, athletic coaches and teams, parent groups, and students. Once organized in support of the project, **hold letter and petition drives** to demonstrate to the **breadth and depth of community support for the idea.**

Southern Humboldt county communities have relatively small populations. It is necessary for these populations to show a **united** and **consistent** force in order to establish change and get agencies to commit

resources to improvements.

2. In addition, community groups can work with the agency to organize trail maintenance and clean up events. This type of ongoing collaboration between the community and agencies will **demonstrate** to staff the **commitment** of the community and, over the long-term, **establish a relationship** of trust.
3. Contact other groups that have implemented these types of projects and get **first hand information** on how their successful relationships were developed.
4. When the agency proceeds with implementation, they will need certain documents and studies. Providing them with as much of this information as is possible can demonstrate interest **and** directly speed the process. For instance, school classes could:
  - research and identify endangered plants and animals found in the proposed project corridor;
  - conduct research into the history and potential archeological sites within the corridor;
  - preliminary investigations into the environmental impacts of the proposed project;
  - create interpretive materials for later use in brochures or on signs;
  - younger students can create art expressing what such a n improvement would mean to them (this has been shown to be very effective elsewhere)
  - political science classes can study the effectiveness of involving politicians in such a venture— by letter writing as well as organizing events inviting politicians to visit the area and see the communities and potential pathway route personally
  - There are indefinite other ways... creative and supportive (as long as the efforts are not adversarial. This is really important to build trust between the community and agency.)
5. Hold fund raising drives for seed money to begin the implementation.
6. Identify potential grants and work with the agency to secure grant funds.
7. Meet regularly with the agency, to update them on community efforts, and discuss the project—keeping it fresh in their minds. Discuss the desire of the community for the path, for the ability to have good pedestrian facilities, places for bicycles and to walk dogs. *Ask how the community can assist!* (Then be sure to *follow through* and *do some* of their suggestions.)
8. Document the history of the pathway corridor. Get assistance from local historians such as Judith Bell. Walk whole path. Document the significance of special features along the path such as a redwood retaining wall, historic rock fence, or ancient redwood.
9. Conduct a preliminary assessment of existing pieces of the pathway. Gather length, width, size of potholes of features needing repair; assess potential for vehicle parking improvements; and take lots of pictures.
10. Set up a web site that promotes the idea, its benefits, community goals, and asks for support (letters, financial, etc.)
11. Host guided walks to drum up support w/ locals (where it is currently safe and public access is allowed.)
12. Write regular articles for local papers! Get the issue on the radio! (Copy and send them to the County, State Parks, and Caltrans.)
13. Collect written information of similar projects elsewhere, their costs, impacts on tourism and the economy, and construction methods that may be suitable locally.

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<b>Working (local) name for project</b> If it doesn't have one already, call it something descriptive	<b>8b. Garberville Streetscape Improvements</b> <b>Redway Streetscape Improvements</b>  (Note: one of the towns may be more willing and able than the other, hence 2 titles)
<b>Describe general concept</b> Example: Turn the 2 mile long abandoned road that connects to the Avenue near Trailville into a horse-hiking trail  Include the type of path and user group that will be served: paved shoulder for cyclists, narrow path for hikers, etc.	<b>Center median-type strip with vegetation, benches, lighting, irrigation, and commensurate sidewalks along each side of the road in either town. Commercial frontage would be priority location. Resident and visitor pedestrian friendliness, parking, and traffic flow improvements, and commercial friendly improvements would be core developmental criteria. Commercial and citizen interest and concerns would steer the development process.</b>
<b>Detailed Location</b> (adjacent roads, mile marker, natural features, length, etc.)	<b>Commercial Garberville and Redway</b>
<b>Describe Existing Condition</b> Example: It is a 2 mile long abandoned roadway that crosses a creek and is perfect for horses or it is an existing trail that goes cross country and has several drainage problems.	<b>Both towns: Ultra-wide boulevard-type setting with no character.</b> <b>Garberville: Diagonal parking with back-out traffic flow disruption. Shortage of cross-walks. No bike lanes. Shortage of off-street parking. Law-of-the-jungle traffic chaos. Pedestrians 2nd rate citizens to automobiles: crossing the street is hazardous.</b> <b>Redway: Mixed parallel and diagonal parking. Low to moderate commercial activity to the east, high commercial activity to the west. Jungle-law traffic flow. little or no street vegetation. No cross-walks. Mateel Center: parking on west side, Center on east side = trouble at night. Pedestrians 2nd rate citizens.</b>
<b>Describe existing connection to 254,101, or 271</b> (Does the path provide access for both North/South travelers?)	<b>Garberville: High speed Route 101 northbound access into town. Immediate northbound access just north of commercial district. Immediate southbound access via overpass south of town.</b> <b>Redway: long highway feeder road lead ins to and from town each direction</b>
<b>Potential Users Served</b> (Types and Numbers)	<b>Residents and travelers</b>
<b>Who owns it?</b> <b>Who manages it?</b>	<b>County</b>
<b>What change is recommended?</b> (What is needed to turn the existing condition into the pathway described?)	<b>Research and/or designate off-street parking opportunities in each town.</b> <b>Change diagonal parking into parallel parking and add bike lanes to Redwood Drive.</b> <b>Construct curvilinear median islands with central meandering walkway, lateral access spurs corresponding with cross-walks, native tree's (limbed high), shrubs (low growing), etc., and opportunities for planters (flowers and ornamentals), benches (all wood items out of native hardwoods), local recreation opportunity interpretive kiosk and map, a fountain,victorian lighting, fog machines, and top hats for all.</b> <b>Add crosswalks and signs</b>

Describe public support (list organizations)	Unknown
Describe sensitive plant/wildlife habitat or historical/ cultural issues	<b>Wildlife: none</b> <b>Cultural: unknown</b>
Describe physical constraints (river crossing, gully crossing, tree, steep bank, slide area, narrow road, etc.)	<b>Unknown: potential utility issues. Definite traffic disruption issues (good winter project perhaps).</b> <b>Redway recently paved: potential objection because of perceived disruption of capital improvement efforts.</b>
Other constraints (political, financial, etc.)	<b>Some commercial interests may be initially opposed due to perceived decrease in parking (by 20-30%), unless off-street parking I.D'd and/or developed. However, a friendlier and more aesthetic township likely results in an increase in visitor hours in town which will likely result in increased revenue.</b>
List needed structures or other potential maintenance issues (Example: bridges, retaining walls, passes below an active landslide area, etc.)	<b>Elevated island features, water lines, electrical</b>
Links to existing amenities (other trails/restrooms/river access/visitor center etc.)	<b>Not sure</b>
List benefits to <u>visitors</u>	<b>Travelers would enjoy walking or bicycling within and between the communities.</b> <b>Visitors who stay in hotels in either community who run will have a safe place.</b>
List benefits to <u>local economy</u>	<b>More travelers with longer stays and more services and goods purchased. Perhaps more important, headway in making the towns a destination in their own right for locals: somewhere you want to be... not escape.</b>
Other local community benefits	<b>Traffic calming and streamlining, people calming, beautification, gentrification (where it belongs), a cornerstone for “whats the next cool project?” in the lexicon of community consciousness and recreation. Create some community spirit in these places where zombies walk the streets and the “agriculturalists” hide in their country estates.</b>
Potential Funding and Cost-Shares	<b>County, towns, Headwaters money, community donations,</b>
Name and phone of person who recommends project (in case there are problems reading the writing or questions about the concept)	<b>Chris Turner</b> <b>269-2068</b>

## AGENCY INPUT

None, this was a late submittal.





(Garberville's wide  
but chaotic  
Main Street.)



## **NEXT STEPS**

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*Development of this project should be considered a long-term enterprise.*

One way to empower these improvements is to organize the business owners along the main streets in town and get their support. Frequently, their concerns will be how parking will be affected. So, collect written information of similar projects elsewhere, the benefits and impacts on business, tourism, and the economy. See if you can identify layouts and construction methods that may be suitable locally.

Determine who owns and maintains the roadway (the County in this case). For unincorporated communities, this is generally the County of Humboldt Public Works. The exception to this rule is when the route is assigned and number (Route 1, 101, 254, etc.) This designation usually means that the roadway is a state owned and maintained one, and the contact agency would be Caltrans, District 1.

Initial meetings with agency representatives should concentrate of securing support for the proposed improvement. Once the staff supports the idea, later partnership efforts can focus on working *with* staff to secure the needed resources (design, permitting, construction and maintenance funds) to implement the project.

Contact the appropriate agency. Let them know of the public need for bicycle and pedestrian improvements. Be specific. Let them know if *some* shoulder improvement is better than none! Give them:

- The **destinations on either end** of your proposed bikeway or pedestrian project. These can be businesses, schools, parks, etc.
- Also, refer to the Post Mile Number for either end and major problem areas or issues (like a culvert that is eroding the shoulder.)
- Tell them how often you use the area, the problems that you encounter, and why you want the change.
- Thank them for listening. Follow up with a telephone call.

Other ways that community members and organizations can facilitate implementation of the project are by:

1. Organizing local community groups, such as the Avenue Trails Committee, businesses, and school groups, such as science teachers, athletic coaches and teams, parent groups, and students. Once organized in support of the project, **hold letter and petition drives** to demonstrate to the **breadth and depth of community support for the idea**.
2. Southern Humboldt county communities have relatively small populations. It is necessary for these populations to show a **united** and **consistent** force in order to establish change and get agencies to commit resources to improvements.

3. In addition, get business owners to pledge a “share” if the County carries out their part. For instance, a business owner could install a bike rack if the County create lanes, or plant flowers if the project provides planting areas... This type of ongoing collaboration between the community and agencies will *demonstrate* to staff the **commitment** of the community and, over the long-term, **establish a relationship** of trust.
4. Contact other groups that have implemented these types of projects and get **first hand information** on how their successful relationships were developed. Team up with larger or already established organizations like Main Street, Rotary, etc.
5. When the agency proceeds with implementation, they will need certain documents and studies. Letters of support are helpful. Also consider:
6. conduct research into the town history;
7. younger students can create art expressing what such a n improvement would mean to them (this has been shown to be very effective elsewhere)
8. political science classes can study the effectiveness of involving politicians in such a venture— by letter writing as well as organizing events inviting politicians to visit the area and see the communities and potential pathway route personally
9. There are indefinite other ways... creative and supportive (as long as the efforts are not adversarial. This is really important to build trust between the community and agency.)
10. Hold fund raising drives for seed money to begin the implementation. Identify potential grants and work with the agency to secure grant funds.
11. Meet regularly with the agency, to update them on community efforts, and discuss the project—keeping it fresh in their minds. *Ask how the community can assist!* (Then be sure to *follow through* and *do some* of their suggestions.)
12. Gather length, width, size of potholes of features needing repair; assess potential for vehicle parking improvements; and take lots of pictures.
13. Write regular articles for local papers! Get the issue on the radio! (Copy and send them to the County, State Parks, and Caltrans.)

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<p><b>Working (local) name for project</b> If it doesn't have one already, call it something descriptive</p>	<p><b>9. Redway-Garberville Hike and Horse Route</b></p>
<p><b>Describe general concept</b> Example: Turn the 2 mile long abandoned road that connects to the Avenue near Trailville into a horse-hiking trail  Include the type of path and user group that will be served: paved shoulder for cyclists, narrow path for hikers, etc.</p>	<p><b>Create a pathway off road between the communities of Redway and Garberville for horses and hikers using existing county roads or pathways.</b> <b>Proposed trail would cross to west side of Eel somewhere in Redway, follow in/near Eel River flood plain and return to Redwood Drive near Bear Gulch bridge.</b></p>
<p><b>Detailed Location</b> (adjacent roads, mile marker, natural features, length, etc.)</p>	<p><b>Bear Canyon Road</b></p>
<p><b>Describe Existing Condition</b> Example: It is a 2 mile long abandoned roadway that crosses a creek and is perfect for horses or it is an existing trail that goes cross country and has several drainage problems.</p>	<p><b>There may be an existing brushed over logging/ranch road on West side of Eel and crosses the river.</b> <b>Bridges exist in Briceland and Bear Gulch.</b></p>
<p><b>Describe existing connection to 254,101, or 271</b> (Does the path provide access for both North/South travelers?)</p>	<p><b>This route connects to Redway Drive which would be an alternate route for the 101.</b></p>
<p><b>Potential Users Served</b> (Types and Numbers)</p>	<p><b>Local and visiting hikers as well as equestrians.</b></p>
<p><b>Who owns it?</b> <b>Who manages it?</b></p>	<p><b>Private industrial and many small land owners, none of who are currently identified.</b></p>
<p><b>What change is recommended?</b> (What is needed to turn the existing condition into the pathway described?)</p>	<p><b>Create trail for hikers and equestrians and place signs to direct them to trail.</b></p>
<p><b>Describe public support</b> (list organizations)</p>	<p><b>unknown</b></p>

Describe sensitive plant/wildlife habitat or historical/ cultural issues	<b>Mostly open or revegetated lands. There is a potential for significant impacts.</b>
Describe physical constraints (river crossing, gully crossing, tree, steep bank, slide area, narrow road, etc.)	<b>Much of the project exists in the floodplain, there will be seasonal and narrow canyons with no land even in summer, and steep elevations over lands.</b>
Other constraints (political, financial, etc.)	<b>There is no likely management entity and there are many private parcels which the project will likely cross.</b>
List needed structures or other potential maintenance issues (Example: bridges, retaining walls, passes below an active landslide area, etc.)	<b>The project will require a seasonal bridge near Redway and a trail will also need to be constructed.</b>
Links to existing amenities (other trails/restrooms/river access/visitor center etc.)	<b>Links to Redway and Garberville with hotels, stores, etc.. River access would be incorporated into the design.</b>
List benefits to <u>visitors</u>	<b>Hikers and equestrians would enjoy river access and a place to walk away from the heavy traffic on Redway Drive</b>
List benefits to <u>local economy</u>	<b>The economy would benefit by having visitor stay in the area to enjoy walking and hiking.</b>
Other local community benefits	<b>Equestrians would have more access from the communities and local residents could use the pathway to walk between the two.</b>
Potential Funding and Cost-Shares	<b>Humboldt County can help with parcel ownership information and aerial photos.</b>
Name and phone of person who recommends project (in case there are problems reading the writing or questions about the concept)	<b>Sungnome Madrone</b>

## **AGENCY INPUT**

**County 3-21-02**  
Alan Campbell,  
Chris Whitworth

Humboldt County Public Works said the owner down at the river is not interested in having people around, and that he has had problems in the past with people camping on his property. He mines gravel and they felt he would not be open to crossing the river at his property to make a trail.

## **NEXT STEPS**

This is a highly conceptual plan requiring landowner support and a management agency willing to install, maintain, remove and store a seasonal bridge. Implementation of this proposal should be pursued only when the above constraint are resolved.

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<p><b>Working (local) name for project</b> If it doesn't have one already, call it something descriptive</p>	<p><b>10. Briceland Road Bike Lane Spur</b></p>
<p><b>Describe general concept</b> Example: Turn the 2 mile long abandoned road that connects to the Avenue near Trailville into a horse-hiking trail  Include the type of path and user group that will be served: paved shoulder for cyclists, narrow path for hikers, etc.</p>	<p><b>Briceland Road goes from Redwood Drive at the Iguana Restaurant in Redway West to Shelter Cove. It is very narrow and it is dangerous for pedestrians and cyclists.</b></p> <p><b>This Spring, approximately 2 miles of the road will be paved. One side of the road could be widened to accommodate non-motorized travelers.</b></p> <p><b>It is very wide until the big curve in the road after the commercial district ends. After that curve it is too narrow for two bike lanes, (31' at intersection of Alder Lane and Briceland Road) but could fit one in some places.</b></p>
<p><b>Detailed Location</b> (adjacent roads, mile marker, natural features, length, etc.)</p>	<p><b>From the Iguana in Redway, approximately 2 miles to the West, on Briceland Drive over the South Fork of the Eel River. Road continues on through Whittemore Grove to Shelter Cove.</b></p>
<p><b>Describe Existing Condition</b> Example: It is a 2 mile long abandoned roadway that crosses a creek and is perfect for horses or it is an existing trail that goes cross country and has several drainage problems.</p>	<p><b>There is an intermittent sidewalk for the first 1/2-mile then there is no sidewalk. There is room for walkway. Few people cycle because it is unsafe to continue west beyond the curve.</b></p> <p><b>This Spring the road will be repaved.</b></p>
<p><b>Describe existing connection to 254,101, or 271</b> (Does the path provide access for both North/South travelers?)</p>	<p><b>It is a spur off of Redwood Drive. Redwood Drive parallels the 101.</b></p>
<p><b>Potential Users Served</b> (Types and Numbers)</p>	<p><b>Pedestrians and other non-motorized travelers would use it. Other users include people who visit the Redway Beach downstream from the bridge over the Eel.</b></p> <p><b>Tourists cycling to the King Range.</b></p>
<p><b>Who owns it?</b> <b>Who manages it?</b></p>	<p><b>County</b></p>
<p><b>What change is recommended?</b> (What is needed to turn the existing condition into the pathway described?)</p>	<p><b>When road is repaved, advocate for the planning of a wider paving to include room for a pedestrian walkway on one side of the road.</b></p> <p><b>Talk to Harlis Mckinley at Humboldt Co. Public Works.</b></p>
<p><b>Describe public support</b> (list organizations)</p>	<p><b>Public support in Redway.</b></p>

Describe sensitive plant/wildlife habitat or historical/ cultural issues	<b>There would be no impact because there is already a wide road.</b>
Describe physical constraints (river crossing, gully crossing, tree, steep bank, slide area, narrow road, etc.)	<b>Steep bank on outside edge of curve, which makes it narrow. The inside of the curve has a bank. Traveling west towards the river, through neighborhoods, the road is also very narrow, but in places could be widened to fit a walking/biking lane.</b>
Other constraints (political, financial, etc.)	
List needed structures or other potential maintenance issues (Example: bridges, retaining walls, passes below an active landslide area, etc.)	<b>A retaining wall on the outside of the 10 mph big curve would allow more room.</b>
Links to existing amenities (other trails/rest rooms/river access/visitor center etc.)	<b>King Range and Sinkyone can be accessed by this road. Whittemore Grove is accessed by this road and a trail network that includes a trail to Camp Ravencliff. A trail goes right through old growth Redwoods at Whittemore Grove and could, in the future, connect to Holbrook State Park.</b>
List benefits to <u>visitors</u>	<b>More non-motorized travelers to the King Range. Visitors will enjoy the beauty of the area more if they can walk or cycle safely.</b>
List benefits to <u>local economy</u>	<b>Visitors will get out of their cars and talk to each other to make plans to go to a restaurant together. Visitors will be likely to stay in the area longer if they have more local activities that they can walk to.</b>
Other local community benefits	<b>It provides more community interaction, interface and involvement when people get out of their cars.</b>
Potential Funding and Cost-Shares	<b>County</b>
Name and phone of person who recommends project (in case there are problems reading the writing or questions about the concept)	<b>Lynn Ryan PO Box 1473 Redway, CA 923-1910</b>

## **AGENCY INPUT**

### **Agency Input**

Alan Campbell and Chris Whitworth 3/21/02

Chris Whitworth offered generally positive input on most of the projects in the Redway-Gville-Benbow area. He mentioned that the county tries to widen the road where it is not wide enough to put in “bike lanes”. He generally does not put in bike lanes where there is “no destination”. This will be evident in the new bridge between Garberville and Redway, and the new paving of Briceland Road.

He mentioned that they are looking into putting a drainage pipe in an existing ditch on the inside edge of the curve in Briceland Road, to possibly be used later as walking lane, because outside of curve is too dangerous for pedestrians.

## **NEXT STEPS**

Initial contacts with the County Public Works indicate that some improvements are already scheduled for this site. Therefore, in the spirit of establishing a relationship with the County, it might be prudent to give them a chance to implement planned improvement before pursuing additional upgrades.

# Redwood Pathways

## Potential Project Description Form

*This form can be used for project concepts as well as developed project ideas. . A project team member will review the form and research necessary supplemental information. Fill in the boxes to the best of your knowledge. It is okay to note things you are unsure of (such as “there may be wetland issues” or “it may be privately owned”) or pose questions that you believe should be answered (such as “you should contact this person” or “will a bridge be needed at this place” . It is also okay to leave boxes blank if you have no idea.*

<p><b>Working (local) name for project</b> If it doesn't have one already, call it something descriptive</p>	<p><b>11. Garberville-Benbow River Trail</b></p>
<p><b>Describe general concept</b> Example: Turn the 2 mile long abandoned road that connects to the Avenue near Trailville into a horse-hiking trail  Include the type of path and user group that will be served: paved shoulder for cyclists, narrow path for hikers, etc.</p>	<p><b>Build a trail from Garberville to Benbow. Use Sprowel Creek Road from Garberville, widen road down hill to Tooby Memorial Park to make room for a bike lane. Another possible route is via Bear Canyon Bridge down to the river and cross via the bridge by Tooby Memorial Park to join Kimtu Road and continue to the end of the road. Build trail alongside road to Kimtu Road, or widen for bike lane. Improve existing mountain bike trail to connect with service road for Benbow State Rec. Area.</b></p>
<p><b>Detailed Location</b> (adjacent roads, mile marker, natural features, length, etc.)</p>	<p><b>Sprowel Creek Road west from Garberville to Kimtu Road south to the trail head near Kimtu Meadows subdivision. From trail head continue south until trail meets the paved Benbow State Rec. Area service road. Continue on paved road to reach Benbow Dam and Rec area.</b></p>
<p><b>Describe Existing Condition</b> Example: It is a 2 mile long abandoned roadway that crosses a creek and is perfect for horses or it is an existing trail that goes cross country and has several drainage problems.</p>	<p><b>There are already existing county roads. They would need to be widened for suitable bike lanes. Trails would need to be built, however one exists behind Kimtu meadows. Sprowel Creek Road is narrow as it leaves Garberville, but bench type flats lie below on the river side of the road where a possible trail could be constructed.</b></p>
<p><b>Describe existing connection to 254,101, or 271</b> (Does the path provide access for both North/South travelers?)</p>	<p><b>Connects to 101 at the north end and at the south end, both ends have on/off ramps.</b></p>
<p><b>Potential Users Served</b> (Types and Numbers)</p>	<p><b>Cyclists, both touring and local residents. Equestrians, walkers and wheel chairs (on the flat areas by the river.)</b></p>
<p><b>Who owns it?</b></p>	<p><b>County, private residents, and Southern Humboldt Community Park donors.</b></p>
<p><b>Who manages it?</b></p>	<p><b>County, SHCP Board, Private</b></p>
<p><b>What change is recommended?</b> (What is needed to turn the existing condition into the pathway described?)</p>	<p><b>Widen Sprowel Creek Road or construct parallel trail from Garberville to Tooby Park. Create space for sufficient parking at trail head. Find private parcel ownership information for section between the end of Kimtu road to the Benbow Service road. Widen Kimtu road, add fog lines on road, trail construction, add signs to direct travelers.</b></p>
<p><b>Describe public support</b> (list organizations)</p>	<p><b>Local residents, Benbow Inn, Audobon Society, Good Sam Club TV Park SHCP Board</b></p>

Describe sensitive plant/wildlife habitat or historical/ cultural issues	<b>Riparian zone</b> <b>Benbow Bridge is historical.</b> <b>Kimtu Road is likely in flood plain.</b>
Describe physical constraints (river crossing, gully crossing, tree, steep bank, slide area, narrow road, etc.)	<b>Sprowl Creek Road hill coming out of Garberville is very steep and banks are close to road. Will have to cut away on one side. Steep drop on opposite bank. May need retaining wall.</b> <b>Road is approx. 25' wide coming down hill out of Garberville.</b>
Other constraints (political, financial, etc.)	<b>Private land ownership could be a constraint.</b> <b>Proposed park is not yet fully paid for and plans for use are still forming.</b> <b>Land along Community Park is in flood plain, proposed trail along county road would be as well.</b>
List needed structures or other potential maintenance issues (Example: bridges, retaining walls, passes below an active landslide area, etc.)	<b>Retaining walls will likely be needed for hill down from Garberville via Sprowl Creek Road.</b>
Links to existing amenities (other trails/restrooms/river access/visitor center etc.)	<b>Both communities have restrooms. Garberville offers markets, restaurants, a movie theater, hotels, gas, and coffee shops.</b> <b>Benbow offers recreation, camping, golf course, the Benbow Inn and an airport.</b> <b>Both communities host arts and music events.</b>
List benefits to visitors	<b>Visitors to both communities would benefit from having a trail between them. Campers could access entertainment and shopping while visitors to Garberville could easily access Benbow and its recreation and arts opportunities. Visitors to both could access the proposed community park.</b>
List benefits to local economy	<b>Both economies would benefit by having people stay in the area longer. Both communities would have more economic opportunities from non-motorized travelers.</b>
Other local community benefits	<b>Local residents would have non-motorized recreation opportunities. They would have an alternative to the highway. Families from either community could enjoy the other on foot or bicycle.</b> <b>Residents would enjoy having the State Park more integrated into the community.</b>
Potential Funding and Cost-Shares	<b>DPR Caltrans.</b> <b>Southern Humboldt Community Park Board Donors.</b> <b>Humboldt County, service organizations, youth organizations</b>
Name and phone of person who recommends project (in case there are problems reading the writing or questions about the concept)	<b>Nora Wynne</b> <b>269-2062</b>  <b>Eric Carter-Benbow/Richardson Grove Ranger</b> <b>247-3318</b>

## AGENCY INPUT

### Agency Input

Alan Campbell and Chris Whitworth 3/21/02

Alan Campbell was generally interested in the project and supportive of the concept. Specifically he was interested in the Garberville-Benbow River Trail. He offered the alternative idea to going down the Bear Canyon bridge to avoid Sprowl Creek Road. He also offered aerial photos from his department, through Anne Eichard? Chris Whitworth offered generally positive input on most of the projects in the Redway-Garberville-Benbow area including the Sylvandale River project.

### DPR 03-29-02

Steve Horvitz and Bill Wischart

HRSP Superintendent Steve Horvitz and Bill Wischart were fairly open to this idea, they related to us that there are private landowners that share the service road and that the gate on the Benbow side does not belong to the Park. They were familiar with the road and said that it already gets use. The park boundary wraps around along the river north from Benbow. They said they could provide us with maps. Ranger Eric Carter had told us previously (Garberville workshop) that the Park was already looking into this route, in terms of a trail. Neither Horvitz nor Wischart would confirm this.

*Below, the Sprowel Creek Drive hill.*



*Below, Kimtu Drive with the SHCP to the right.*



*Left, Kimtu Drive nearing the subdivision with the Eel River on the right.*



*Right, the service road access crossing private property.*



*Left, erosion along a remnant road within the State Park.*



*Below, a meadow about mid-way through the Benbow State Rec. Area.*



*Right, the trail's end in Benbow, via a private road. The road ends just prior to the bridge, right, near the day use area, above.*



## NEXT STEPS

Please see Chapter 7 Garberville ~ Benbow River Trail.

# Redwood Pathways

## Potential Project Description Form

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<p><b>Working (local) name for project</b> If it doesn't have one already, call it something descriptive</p>	<p><b>12. Benbow-Twin Trees Bike Route</b></p>
<p><b>Describe general concept</b> Example: Turn the 2 mile long abandoned road that connects to the Avenue near Trailville into a horse-hiking trail  Include the type of path and user group that will be served: paved shoulder for cyclists, narrow path for hikers, etc.</p>	<p><b>Connect Benbow Lake State Recreation Area to Richardson Grove via Benbow Drive. Benbow Drive continues south to connect again to 101. It could serve as a bike route alternative to the 101.</b> <b>It carries a low volume of traffic and is approximately 3.5 miles in length.</b>  <b>It is paved except for a small section of slide(~100 meters) that is closed for winter slides on the northern end of the route.</b></p>
<p><b>Detailed Location</b> (adjacent roads, mile marker, natural features, length, etc.)</p>	<p><b>From Benbow Lake go under 101 overpass, continue on past the river campground, continue south to meet the 101 again immediately north of Richardson Grove</b></p>
<p><b>Describe Existing Condition</b> Example: It is a 2 mile long abandoned roadway that crosses a creek and is perfect for horses or it is an existing trail that goes cross country and has several drainage problems.</p>	<p><b>It is old Highway 101 now called Benbow Drive. It crosses a historic scenic bridge that crosses the Eel River.</b>  <b>It is a paved county road that has one piece, approximately 200 meters in length that is washed out during the winter. It is almost always wide enough for a cyclist to travel through even when it is closed.</b>  <b>County closes the road each winter to let slides settle.</b></p>
<p><b>Describe existing connection to 254,101, or 271</b> (Does the path provide access for both North/South travelers?)</p>	<p><b>It connects at both the north and southbound 101.</b>  <b>The existing southern connection would require southbound cyclists to cross the 101, although it is a marked intersection with a turn lane..</b></p>
<p><b>Potential Users Served</b> (Types and Numbers)</p>	<p><b>Campers</b> <b>Visitors of the Benbow Recreation Area</b> <b>Cyclists</b> <b>Residents</b></p>
<p><b>Who owns it?</b> <b>Who manages it?</b></p>	<p><b>County</b> <b>Caltrans (at 101)</b></p>
<p><b>What change is recommended?</b> (What is needed to turn the existing condition into the pathway described?)</p>	<p><b>Post signs to educate cyclists of alternative bike route.</b> <b>Repair winter slide area.</b> <b>Create safer crossing of the 101 for southbound users.</b></p>
<p><b>Describe public support</b> (list organizations)</p>	<p><b>It is heavily used by local cyclists and residents. They would support the designation of a bike route to educate motorists of the presence of cyclists.</b></p>

Describe sensitive plant/wildlife habitat or historical/cultural issues	<b>There would be no impact on any sensitive issues because the road already exists.</b> <b>Repairing the road might help salmon habitat.</b>
Describe physical constraints (river crossing, gully crossing, tree, steep bank, slide area, narrow road, etc.)	<b>The slide is a physical constraint.</b>
Other constraints (political, financial, etc.)	<b>County may not be able/willing to repair slide area.</b>
List needed structures or other potential maintenance issues (Example: bridges, retaining walls, an active landslide area, etc.)	<b>Road will need seasonal maintenance.</b>
Links to existing amenities (other trails/rest rooms/river access/visitor center etc.)	<b>Benbow area has rest rooms, hotels, RV Park, golf course, and Benbow State Rec. Area. Richardson Grove is a State Park with campsites, river access, and a visitor center.</b>
List benefits to <u>visitors</u>	<b>Visitors will enjoy a scenic river route with low volume of car traffic and be able to have an alternative to the 101 for 3.5 miles.</b>
List benefits to <u>local economy</u>	<b>Local economy would benefit from non-motorized visitors staying in the area longer by having alternative routes to the 101. They would be able to enjoy two State parks on their bicycles.</b>
Other local community benefits	<b>Signs would help slow traffic and cause a safer route for local travel. Locals already use the route to travel locally.</b>
Potential Funding and Cost-Shares	<b>DPR County Caltrans</b>
Name and phone of person who recommends project	<b>Nora Wynne-269-2062</b>

## AGENCY INPUT

**Hum. County 3-21-02**  
Alan Campbell, Chris  
Whitworth

County indicated that the slide will remain a constant barrier because they are hesitant to repair it due to liability issues.



## NEXT STEPS

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This existing low volume roadway would make a relatively safe and aesthetically pleasing alternative to Highway 101 for touring cyclists with little or no road and shoulder improvements. If the County would be willing to place directional signs at either end of the road letting visitors, pedestrians, and cyclists know that the road 1) is not a dead end, and 2) is currently open or closed, the roadway could immediately begin to function as an alternative route. In all but the most severe winters, the roadway is generally passable to determined pedestrians and cyclists.

In addition, Caltrans is currently considering alternative routes for the Pacific Coast Bike Route (PCBR.) Placing signs at the Benbow/ SR 101 on and off ramps and where Redwood Drive rejoins SR 101 at its southern end, would enable cyclists to choose this route as a scenic alternative to the PCBR.

The County owns and maintains the roadway, however, to get signs places on SR 101 directing users to the roadway will require the support and involvement of Caltrans as well. The Redwood Pathways project team was able to meet with County Public Works representatives and review this project, however, further in depth communications are necessary. Once the staff supports the idea, it would be relatively easy implement the project by installing a few signs.

Let the County and Caltrans know of the public need for bicycle and pedestrian improvements. Be specific. Let them know that *some* shoulder improvement is better than none! And tell them of your support for designating Redwood Drive a scenic alternative route for the PCBR! Include in your letter:

- The **destinations on either end** (in this case, Benbow State Park facilities to the north and Richardson State Park to the south.)
- Also, refer to the Post Mile Number for either end and major problem areas.
- Tell them how often you use the road, the problems that you encounter, and why you want the proposed change.
- Thank them for listening. Follow up with a telephone call.

Other ways that community members and organizations can facilitate implementation of the project are by:

1. Organizing local community groups, such as the Avenue Trails Committee, and school groups, such as science teachers, athletic coaches and teams, parent groups, and students. Once organized in support of the project, **hold letter and petition drives** to demonstrate to the **breadth and depth of community support for the idea**.
2. political science classes can study the effectiveness of involving politicians in such a venture— by letter writing as well as organizing events inviting politicians to visit the area and see the communities and potential pathway route personally
3. Meet regularly with the agency, to update them on community efforts, and discuss the project—keeping it fresh in their minds. Discuss the desire of the community for the path, for the ability to have good pedestrian facilities, places for bicycles and to walk dogs. *Ask how the community can assist!* (Then be sure to *follow through* and *do some* of their suggestions.)
4. Set up a web site that promotes the idea, its benefits, community goals, and asks for support (letters, financial, etc.)
5. Write regular articles for local papers! Get the issue on the radio! (Copy and send them to the County, State Parks, and Caltrans.)
6. Collect written information of similar projects elsewhere, their costs, impacts on tourism and the economy, and construction methods that may be suitable locally.

# Redwood Pathways

## Potential Project Description Form

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<b>Working (local) name for project</b> If it doesn't have one already, call it something descriptive	<b>13a. Hartsook Inn Seasonal Bridge</b>
<b>Describe general concept</b> Example: Turn the 2 mile long abandoned road that connects to the Avenue near Trailville into a horse-hiking trail  Include the type of path and user group that will be served: paved shoulder for cyclists, narrow path for hikers, etc.	<b>Put in seasonal bridge across river at the southern end of Richardson Grove for cyclists to bypass the 101 in this segment of road.</b> <b>Add signs to alert cyclists of alternate scenic route.</b>
<b>Detailed Location</b> (adjacent roads, mile marker, natural features, length, etc.)	<b>Southern end of Richardson Grove on 101 at Hartsook Inn</b>
<b>Describe Existing Condition</b> Example: It is a 2 mile long abandoned roadway that crosses a creek and is perfect for horses or it is an existing trail that goes cross country and has several drainage problems.	<b>Currently touring cyclists have to navigate heavy traffic on narrow, windy section of 101. Shoulders are very narrow.</b>  <b>There is one seasonal bridge at the north end of the park. If another was added, cyclists would be able to avoid the section of the 101 that dissects the park.</b>
<b>Describe existing connection to 254,101, or 271</b> (Does the path provide access for both North/South travelers?)	<b>It would allow two connections to the 101.</b>  <b>Northbound travelers would have to cross southbound traffic at the north end of the Park as they are leaving the campground area.</b>
<b>Potential Users Served</b> (Types and Numbers)	<b>Touring cyclists would benefit from this bypass.</b> <b>Local residents would possibly use Park if they had safer non-motorized access.</b>
<b>Who owns it?</b> <b>Who manages it?</b>	<b>DPR</b>  <b>Save the Redwoods League</b>
<b>What change is recommended?</b> (What is needed to turn the existing condition into the pathway described?)	<b>Put in seasonal bridge and connections.</b> <b>Post signs to inform cyclists of alternative to the 101.</b>
<b>Describe public support</b> (list organizations)	<b>unknown</b>

Describe sensitive plant/wildlife habitat or historical/ cultural issues	<b>Approaches to bridges could impact riparian zone.</b>
Describe physical constraints (river crossing, gully crossing, tree, steep bank, slide area, narrow road, etc.)	<b>Crossing the river.</b>
Other constraints (political, financial, etc.)	<b>DPR budget may not allow for a seasonal bridge.</b>
List needed structures or other potential maintenance issues (Example: bridges, retaining walls, passes below an active landslide area, etc.)	<b>Seasonal bridge</b>
Links to existing amenities (other trails/restrooms/river access/visitor center etc.)	<b>Would route cyclists through the Park that they might not otherwise enter.</b>
List benefits to <u>visitors</u>	<b>Cyclists would enjoy a safer alternative to the 101 and enjoy the river access. Cyclists who might not have stopped in the Park might enjoy the trees, the river and the interpretive features.</b>
List benefits to <u>local economy</u>	<b>Cyclists will be detoured through the Park and might stay after seeing how beautiful it is. More international cyclists will visit if there are safer routes for them.</b>
Other local community benefits	<b>Local residents could enjoy the river and get off of the 101 as well.</b>
Potential Funding and Cost-Shares	<b>DPR Save the Redwoods League</b>
Name and phone of person who recommends project (in case there are problems reading the writing or questions about the concept)	<b>Sungnome Madrone 269-2065</b>

## **AGENCY INPUT**

**DPR  
03-29-02**

3-29-02 Steve Horvitz, HRSP Super made not so subtle hints about the possibilities of making this a reality, after the 15th of April. He was hinting of the Save the Redwoods League being more open to the idea after that time. This project would be logical with the proposed Richardson Grove bike bypass route that would take cyclists into the park off of the narrow section of road that dissects the Park.

**Save the Redwoods  
League**

SRL is currently assessing the possible opportunities for the Hartsook Facility and are hesitant to make long-term plans. Letting them know what they can do to meet community needs may affect their plans.

## **NEXT STEPS**

Currently the Hartsook Inn and surrounding area is owned by the Save the Redwoods League (SRL.) SRL is currently assessing the possible opportunities for the Hartsook Facility and have not yet make long-term plans for the facility. Letting them know what they can do to meet community needs may affect their plans.

Also, let Caltrans and the State Park staff know that, by adding a second seasonal bridge, they can provide a safer, more pleasant alternative to Highway 101 for bicyclists and pedestrians, and may add a scenic alternative to the PCBR.

The Redwood Pathways project team was able to meet with some agency representatives and review projects, however, further in depth communications are necessary to see this project implemented. Initial meetings should concentrate of securing support for the proposed improvement. Once the staff supports the idea, later partnership efforts can focus on working *with* staff to secure the needed resources (design, permitting, construction and maintenance funds) to implement the project.

Contact the appropriate agencies. Let them know of the public need for bicycle and pedestrian improvements. Be specific. Let them know if *some* shoulder improvement is better than none! For instance, is a dirt shoulder there is now none better than waiting ten years for a bike lane? Or will a 2' paved shoulder let you push a stroller where you currently have to struggle through ditches? Let them know. Give them:

- The **destinations on either end** of your proposed bikeway or pedestrian project. These can be businesses, schools, parks, etc.
- Also, refer to the Post Mile Number for either end and major problem areas or issues (like a culvert that is eroding the shoulder.)
- Tell them how often you use the road shoulder for getting from one area to another, the problems that you encounter, and why you want the change.
- Thank them for listening. Follow up with a telephone call.

Other ways that community members and organizations can facilitate implementation of the project are by:

1. Organizing local community groups, such as the Avenue Trails Committee, and school groups, such as science teachers, athletic coaches and teams, parent groups, and students. Once organized in support of the project, **hold letter and petition drives** to demonstrate to the **breadth and depth of community support for the idea**.
2. Southern Humboldt county communities have relatively small populations. It is necessary for these populations to show a **united** and **consistent** force in order to establish change and get agencies to commit resources to improvements.
3. political science classes can study the effectiveness of involving politicians in such a venture— by letter writing as well as organizing events inviting politicians to visit the area and see the communities and potential pathway route personally
4. Identify potential grants and work with the agency to secure grant funds.
5. Meet regularly with or write the agencies, to update them on community efforts, and discuss the project— keeping it fresh in their minds. Discuss the desire of the community for the path, for the ability to have good pedestrian facilities, places for bicycles and to walk dogs. *Ask how the community can assist!* (Then be sure to *follow through* and *do some* of their suggestions.)
6. Document the history of the pathway corridor. Get assistance from local historians such as Judith Bell. Walk whole path. Document the significance of special features along the path such as a redwood retaining wall, historic rock fence, or ancient redwood.
7. Host guided walks to drum up support w/ locals (where it is currently safe and public access is allowed.)
8. Write regular articles for local papers! Get the issue on the radio! (Copy and send them to the County, State Parks, and Caltrans.)


Date 03-02-02 Project proposed by (name and phone)Eric Carter/Nora Wynne

# Redwood Pathways

## Potential Project Description Form

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<p><b>Working (local) name for project</b> If it doesn't have one already, call it something descriptive</p>	<b>13b. Richardson Grove Bike Bypass</b>
<p><b>Describe general concept</b> Example: Turn the 2 mile long abandoned road that connects to the Avenue near Trailville into a horse-hiking trail  Include the type of path and user group that will be served: paved shoulder for cyclists, narrow path for hikers, etc.</p>	<b>Add signs and designate a route that would bring cyclists through the Richardson Grove as an alternative to the 101 in this section of the 101.</b>
<p><b>Detailed Location</b> (adjacent roads, mile marker, natural features, length, etc.)</p>	<b>Cyclists would leave the 101 at the northern end of the Park and reconnect with the 101 at the southern end near the Hartsook Inn.</b>
<p><b>Describe Existing Condition</b> Example: It is a 2 mile long abandoned roadway that crosses a creek and is perfect for horses or it is an existing trail that goes cross country and has several drainage problems.</p>	<b>The 101 is very windy in this part of the route and cyclists are at danger by sharing the road with motorists where there are narrow shoulders and curves offer little visibility. Richardson Grove has existing roads and trails that could possibly used for cyclists to travel on.</b>
<p><b>Describe existing connection to 254,101, or 271</b> (Does the path provide access for both North/South travelers?)</p>	<b>It would connect to the 101 at the north and south end but will require crossing traffic on one end.</b>
<p><b>Potential Users Served</b> (Types and Numbers)</p>	<b>Traveling cyclists would benefit from this alternative to the 101.</b>
<p><b>Who owns it?</b> <b>Who manages it?</b></p>	<b>DPR Caltrans Save the Redwoods League</b>
<p><b>What change is recommended?</b> (What is needed to turn the existing condition into the pathway described?)</p>	<b>Allow cyclists to use the Park's roads to travel through the Park. Add signs to educate cyclists of the alternate route.</b>
<p><b>Describe public support</b> (list organizations)</p>	<b>Many residents have expressed concern about this area. It would have public support.</b>

Describe sensitive plant/wildlife habitat or historical/ cultural issues	<b>Unknown</b>	
Describe physical constraints (river crossing, gully crossing, tree, steep bank, slide area, narrow road, etc.)	<b>Unknown</b>	
Other constraints (political, financial, etc.)	<b>Cyclists are not allowed on Park trails.</b>	
List needed structures or other potential maintenance issues (Example: bridges, retaining walls, passes below an active landslide area, etc.)	<b>Possible seasonal bridge.</b>	
Links to existing amenities (other trails/restrooms/river access/visitor center etc.)	<b>Would bring cyclists into the Park and to river access.</b>	
List benefits to <u>visitors</u>	<b>Visitors would enjoy the Park's beautiful trees and river access. They would enjoy the interpretive signs and picnic areas. Cyclists would also enjoy having a safer alternative to the 101.</b>	
List benefits to <u>local economy</u>	<b>If cyclists were routed off of the 101, they would be passing through the Park where they might not have gone before. They would be more likely to stay in the area or tell friends and return and spend more time/money in the area.</b>	
Other local community benefits	<b>Community residents would also enjoy an alternative route to the 101.</b>	
Potential Funding and Cost-Shares	<b>DPR Save the Redwoods League</b>	
Name and phone of person who recommends project (in case there are problems reading the writing or questions about the concept)	<b>Eric Carter-State Parks Ranger 247-3318 Nora Wynne 269-2062</b>	

## **AGENCY INPUT**

### **Agency Input DPR 03-29-02**

This project would make the most sense if it were coupled with the seasonal bridge proposed at the Hartsook Inn. Ranger Eric Carter has the more solid idea of where this trail will be most possible. He is very open to lending a hand in any way he can. Steve Horvitz, HRSP made not so subtle hints about the possibilities of making this a reality, after the 15th of April. He was hinting of the Save the Redwoods League being more open to the idea after that time.

## **NEXT STEPS**

It was actually one of the State Park Rangers that helped develop this idea of a connection with the roadways and trails within Richardson Grove State Park to bypass the narrow section of Highway 101. Continued communications with Richardson Grove Rangers, investigation of the site, and further communications with the Park Superintendent to prioritize this project are reasonable next steps.

# Redwood Pathways

## Potential Project Description Form

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<p><b>Working (local) name for project</b> If it doesn't have one already, call it something descriptive</p>	<p><b>14a. Piercy Bike Lanes 3.7 miles</b></p>
<p><b>Describe general concept</b> Example: Turn the 2 mile long abandoned road that connects to the Avenue near Trailville into a horse-hiking trail  Include the type of path and user group that will be served: paved shoulder for cyclists, narrow path for hikers, etc.</p>	<p><b>Construct bike lanes and river access along Highway 271 between Cooks Valley and Piercy. Add signs to alert through cyclists that there is an alternative to the 101.</b></p>
<p><b>Detailed Location</b> (adjacent roads, mile marker, natural features, length, etc.)</p>	<p><b>Highway 271 between Cooks Valley at the northern end to Piercy at the southern end. 3.5 miles with Highway 101 exits at both ends.</b></p>
<p><b>Describe Existing Condition</b> Example: It is a 2 mile long abandoned roadway that crosses a creek and is perfect for horses or it is an existing trail that goes cross country and has several drainage problems.</p>	<p><b>It is a 3.7 mile frontage road with low use- approximately 40 residents plus few tourists. Road is in good condition, with view of the Eel River and several river access points. Widely used by residents and tourists</b> <b>At 2.3 miles there is potential access to a planned Piercy Trust Trail that will lead to the Sinkyone (10 mile hike.)</b> <b>At 1.2 miles there is a campground and at 1.0 miles there is a swimming hole.</b></p>
<p><b>Describe existing connection to 254,101, or 271</b> (Does the path provide access for both North/South travelers?)</p>	<p><b>Highway 271 with connections to 101 at both ends.</b>  <b>Northbound travelers will have to cross southbound traffic to connect to the 101 at the north end.</b></p>
<p><b>Potential Users Served</b> (Types and Numbers)</p>	<p><b>Local and tourist pedestrians and cyclists.</b></p>
<p><b>Who owns it?</b> <b>Who manages it?</b></p>	<p><b>Caltrans</b> <b>Private landowners own river access.</b></p>
<p><b>What change is recommended?</b> (What is needed to turn the existing condition into the pathway described?)</p>	<p><b>Pave shoulders along whole route for bike lanes.</b> <b>Add signs for river access and get permission for river access.</b> <b>Add signs to the 101 to direct cyclists to the 271.</b></p>
<p><b>Describe public support</b> (list organizations)</p>	<p><b>unknown</b></p>

Describe sensitive plant/wildlife habitat or historical/ cultural issues	<b>Paving shoulders require CEQA. River access and camping are in riparian zone.</b>
Describe physical constraints (river crossing, gully crossing, tree, steep bank, slide area, narrow road, etc.)	<b>Guard rail from 1.3-1.5 miles could limit paved shoulder possibility.</b>
Other constraints (political, financial, etc.)	<b>Some portions of road are too narrow for shoulder. 2 of the swimming holes could become restricted by landowners.</b>
List needed structures or other potential maintenance issues (Example: bridges, retaining walls, passes below an active landslide area, etc.)	<b>River access improvements could need periodic maintenance.</b>
Links to existing amenities (other trails/restrooms/river access/visitor center etc.)	<b>One river access immediately next to road. Private campground at Cooks Valley (.2 miles). Krishnalaya Retreat Center</b>
List benefits to <u>visitors</u>	<b>Clearly marked river access and defined bike route. It offers an alternative to the 101 which is both scenic and quieter.</b>
List benefits to <u>local economy</u>	<b>Campground and retreat center would probably receive more visitors. This could become a destination for international cyclists (as part of the larger pathway) which would also invite more small business that would cater to that industry.</b>
Other local community benefits	<b>Community would benefit from bike lanes, bike route and improved river access.</b>
Potential Funding and Cost-Shares	<b>Non-motorized transportation funding sources. Air quality Caltrans</b>
Name and phone of person who recommends project (in case there are problems reading the writing or questions about the concept)	<b>Anne Seaquist 247-3003</b>

## AGENCY INPUT

**Agency Input**  
**Caltrans 04-02-02**  
 Guy Luther, Jesse  
 Robertson, Joel Canzoneri

Guy Luther indicated that they are open to re-designating the Pacific Coast Bike Route if it has an all-weather surface etc., so this may be a good section to do that.  
 He also said that they had tried to give the 271 to the county but they didn't want to take it.



## NEXT STEPS

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In addition, Caltrans is currently considering alternative routes for the Pacific Coast Bike Route (PCBR.) Placing signs at the Benbow/ SR 101 on and off ramps and where Redwood Drive rejoins SR 101 at its southern end, would enable cyclists to choose this route as a scenic alternative to the PCBR.

The Redwood Pathways project team was able to meet with some agency representatives and review projects, however, further in depth communications are necessary to see this project implemented. Initial meetings should concentrate of securing support for the proposed improvement. Once the staff supports the idea, later partnership efforts can focus on working *with* staff to secure the needed resources (design, permitting, construction and maintenance funds) to implement the project.

Determine who owns and maintains the roadway (Caltrans in this case). For unincorporated communities, this is generally the County of Humboldt Public Works. The exception to this rule is when the route is assigned and number (Route 1, 101, 254, etc.) This designation usually means that the roadway is a state owned and maintained one, and the contact agency would be Caltrans, District 1.

Contact the appropriate agency. Let them know of the public need for bicycle and pedestrian improvements. Be specific. Let them know if *some* shoulder improvement is better than none! For instance, is a dirt shoulder there is now none better than waiting ten years for a bike lane? Or will a 2' paved shoulder let you push a stroller where you currently have to struggle through ditches? Let them know. Give them:

- The **destinations on either end** of your proposed bikeway or pedestrian project. These can be businesses, schools, parks, etc.
- Also, refer to the Post Mile Number for either end and major problem areas or issues (like a culvert that is eroding the shoulder.)
- Tell them how often you use the road shoulder for getting from one area to another, the problems that you encounter, and why you want the change.
- Thank them for listening. Follow up with a telephone call.

Other ways that community members and organizations can facilitate implementation of the project are by:

1. Organizing local community groups, such as the Avenue Trails Committee or the Redwood Interpretive Society. Once organized in support of the project, **hold letter and petition drives** to demonstrate to the **breadth and depth of community support for the idea.**
2. Southern Humboldt county communities have relatively small populations. It is necessary for these populations to show a **united** and **consistent** force in order to establish change and get agencies to commit resources to improvements.
3. Meet regularly with the agency, to update them on community efforts, and discuss the project—keeping it fresh in their minds. Discuss the desire of the community for the path, for the ability to have good pedestrian facilities, places for bicycles and to walk dogs. *Ask how the community can assist!* (Then be sure to *follow through* and *do some* of their suggestions.)
4. Document the history of the pathway corridor. Get assistance from local historians such as Judith Bell. Walk whole path. Document the significance of special features along the path such as a redwood retaining wall, historic rock fence, or ancient redwood.
5. Conduct a preliminary assessment of existing pieces of the pathway. Gather length, width, size of potholes of features needing repair; assess potential for vehicle parking improvements; and take lots of pictures.
6. Write regular articles for local papers! Get the issue on the radio! (Copy and send them to the County, State Parks, and Caltrans.)

# Redwood Pathways

## Potential Project Description Form

*This form can be used for project concepts as well as developed project ideas. . A project team member will review the form and research necessary supplemental information. Fill in the boxes to the best of your knowledge. It is okay to note things you are unsure of (such as "there may be wetland issues" or "it may be privately owned") or pose questions that you believe should be answered (such as "you should contact this person" or "will a bridge be needed at this place" . It is also okay to leave boxes blank if you have no idea.*

<b>Working (local) name for project</b> If it doesn't have one already, call it something descriptive	<b>14b. Piercy Bike Route ~7.7 miles</b>
<b>Describe general concept</b> Example: Turn the 2 mile long abandoned road that connects to the Avenue near Trailville into a horse-hiking trail  Include the type of path and user group that will be served: paved shoulder for cyclists, narrow path for hikers, etc.	<b>Construct bike route and river access along Highway 271 between Cooks Valley and the Historic Snake Pit tourist attraction where the 271 dead ends into a chain link fence.</b> <b>Add signs to alert through cyclists that there is an alternative to the 101.</b> <b>Gain access for southbound travelers to enter 101 at the Snake Pit and northbound travelers at the Bear Pen underpass.</b>
<b>Detailed Location</b> (adjacent roads, mile marker, natural features, length, etc.)	<b>Highway 271 between Cooks Valley at the northern end to the Snake Pit at the southern end.</b> <b>Approximately 7.7 miles in length.</b>
<b>Describe Existing Condition</b> Example: It is a 2 mile long abandoned roadway that crosses a creek and is perfect for horses or it is an existing trail that goes cross country and has several drainage problems.	<b>It is a 7.7 mile frontage road with low use- approximately 100 residents plus few tourists. Road is in good condition, with view of the Eel River and several river access points.</b>
<b>Describe existing connection to 254,101, or 271</b> (Does the path provide access for both North/South travelers?)	<b>Highway 271 with three connections to Highway 101.</b>  <b>Access will need to be granted to 101 at Snake Pit and Bear Pen.</b>
<b>Potential Users Served</b> (Types and Numbers)	<b>Local and tourist cyclists.</b>
<b>Who owns it?</b>	<b>Caltrans and private landowners</b>
<b>Who manages it?</b>	
<b>What change is recommended?</b> (What is needed to turn the existing condition into the pathway described?)	<b>Add signs for river access and get permission for river access.</b> <b>Add signs to the 101 to direct cyclists.</b> <b>Gain access for southbound travelers to enter 101 at the Snake Pit and northbound travelers at the Bear Pen underpass.</b>
<b>Describe public support</b> (list organizations)	<b>Touring cyclists already use this route, so it is logical that they would support this project.</b>

Describe sensitive plant/wildlife habitat or historical/cultural issues	<b>No foreseen disturbance to sensitive areas.</b>
Describe physical constraints (river crossing, gully crossing, tree, steep bank, slide area, narrow road, etc.)	
Other constraints (political, financial, etc.)	<b>Some portions of road are too narrow for shoulder. 2 of the swimming holes could become restricted by private landowners.</b>
List needed structures or other potential maintenance issues (Example: bridges, retaining walls, passes below an active landslide area, etc.)	<b>Highway 101 access points will need to be constructed.</b>
Links to existing amenities (other trails/restrooms/river access/visitor center etc.)	<b>River access immediately next to road. Private campground at Cooks Valley. Krishnalaya Retreat Center Swimming holes and old growth in Reynolds Wayside State Park.</b>
List benefits to <u>visitors</u>	<b>Clearly marked river access and defined bike route. It offers an alternative to the 101 which is both scenic and quieter.</b>
List benefits to <u>local economy</u>	<b>Campground and retreat center would probably receive more visitors. This could become a destination for international cyclists, as it connects the Redwoods to the Highway 1 connection, which would also invite more small business that would cater to that industry.</b>
Other local community benefits	<b>Community would benefit from designated bike route.</b>
Potential Funding and Cost-Shares	<b>Non-motorized transportation funding sources. Air quality funds Caltrans</b>
Name and phone of person who recommends project (in case there are problems reading the writing or questions about the concept)	<b>Nora Wynne 269-2062</b>

## AGENCY INPUT

### Agency Input Caltrans 04-02-02

Guy Luther, Jesse Robertson, Joel Canzoneri

Guy Luther indicated that they are open to rerouting the Pacific Coast Bike Route if it has an all-weather surface etc., so this may be a good section of it.

He also said that they had tried to give the 271 to the county but they didn't want to take it.



## NEXT STEPS

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In addition, Caltrans is currently considering alternative routes for the Pacific Coast Bike Route (PCBR.) Placing signs at the Benbow/ SR 101 on and off ramps and where Redwood Drive rejoins SR 101 at its southern end, would enable cyclists to choose this route as a scenic alternative to the PCBR.

The Redwood Pathways project team was able to meet with some agency representatives and review projects, however, further in depth communications are necessary to see this project implemented. Initial meetings should concentrate of securing support for the proposed improvement. Once the staff supports the idea, later partnership efforts can focus on working *with* staff to secure the needed resources (design, permitting, construction and maintenance funds) to implement the project.

Determine who owns and maintains the roadway (Caltrans in this case). For unincorporated communities, this is generally the County of Humboldt Public Works. The exception to this rule is when the route is assigned and number (Route 1, 101, 254, etc.) This designation usually means that the roadway is a state owned and maintained one, and the contact agency would be Caltrans, District 1.

Contact the appropriate agency. Let them know of the public need for bicycle and pedestrian improvements. Be specific. Let them know if *some* shoulder improvement is better than none! For instance, is a dirt shoulder there is now none better than waiting ten years for a bike lane? Or will a 2' paved shoulder let you push a stroller where you currently have to struggle through ditches? Let them know. Give them:

- The **destinations on either end** of your proposed bikeway or pedestrian project. These can be businesses, schools, parks, etc.
- Also, refer to the Post Mile Number for either end and major problem areas or issues (like a culvert that is eroding the shoulder.)
- Tell them how often you use the road shoulder for getting from one area to another, the problems that you encounter, and why you want the change.
- Thank them for listening. Follow up with a telephone call.

Other ways that community members and organizations can facilitate implementation of the project are by:

1. Organizing local community groups, such as the Avenue Trails Committee or the Redwood Interpretive Society. Once organized in support of the project, **hold letter and petition drives** to demonstrate to the **breadth and depth of community support for the idea.**
2. Southern Humboldt county communities have relatively small populations. It is necessary for these populations to show a **united** and **consistent** force in order to establish change and get agencies to commit resources to improvements.
3. Meet regularly with the agency, to update them on community efforts, and discuss the project—keeping it fresh in their minds. Discuss the desire of the community for the path, for the ability to have good pedestrian facilities, places for bicycles and to walk dogs. *Ask how the community can assist!* (Then be sure to *follow through* and *do some* of their suggestions.)
4. Document the history of the pathway corridor. Get assistance from local historians such as Judith Bell. Walk whole path. Document the significance of special features along the path such as a redwood retaining wall, historic rock fence, or ancient redwood.
5. Conduct a preliminary assessment of existing pieces of the pathway. Gather length, width, size of potholes of features needing repair; assess potential for vehicle parking improvements; and take lots of pictures.
6. Write regular articles for local papers! Get the issue on the radio! (Copy and send them to the County, State Parks, and Caltrans.)

# Redwood Pathways

## Potential Project Description Form

*This form can be used for project concepts as well as developed project ideas. . A project team member will review the form and research necessary supplemental information. Fill in the boxes to the best of your knowledge. It is okay to note things you are unsure of (such as “there may be wetland issues” or “it may be privately owned”) or pose questions that you believe should be answered (such as “you should contact this person” or “will a bridge be needed at this place” . It is also okay to leave boxes blank if you have no idea.*

<b>Working (local) name for project</b> If it doesn't have one already, call it something descriptive	<b>15. Piercy to Reynolds Wayside Bike Lanes 2.4 miles</b>
<b>Describe general concept</b> Example: Turn the 2 mile long abandoned road that connects to the Avenue near Trailville into a horse-hiking trail  Include the type of path and user group that will be served: paved shoulder for cyclists, narrow path for hikers, etc.	<b>Pave shoulders for bike lanes and add signs to direct bikes to “Bike Route” and signs to warn drivers “Watch for Bikes”.</b>
<b>Detailed Location</b> (adjacent roads, mile marker, natural features, length, etc.)	<b>Northern end begins at Piercy exit from 101. Southern end is near the 271 exit.</b>
<b>Describe Existing Condition</b> Example: It is a 2 mile long abandoned roadway that crosses a creek and is perfect for horses or it is an existing trail that goes cross country and has several drainage problems.	<b>Existing frontage road used by approximately 100 residents to access homes.</b> <b>River access at 1.8 miles from northern point, which is an underpass owned by Campbell-Hawthorne Timber.</b> <b>BLM access at 2.2 miles.</b> <b>Reynolds Wayside State Park and river access at 2.5 miles.</b> <b>Shoulder is paved from 0-.5 miles and again at 2.1-2.4 miles.</b>
<b>Describe existing connection to 254,101, or 271</b> (Does the path provide access for both North/South travelers?)	<b>It is Highway 271 with two points of access to 101.</b> <b>It has both northbound and southbound access with on and off ramps.</b>
<b>Potential Users Served</b> (Types and Numbers)	<b>Tourists and locals.</b> <b>Cyclists, walkers, and joggers.</b>
<b>Who owns it?</b>	<b>Caltrans BLM</b> <b>State Parks</b>
<b>Who manages it?</b>	<b>Campbell Hawthorne Timber</b>
<b>What change is recommended?</b> (What is needed to turn the existing condition into the pathway described?)	<b>Pave shoulders and add bike lanes and signs.</b> <b>Signs for “Bike Route”, “River Access” “Hiking in Old Growth Redwoods” “Watch for Cyclists”</b>

Describe public support (list organizations)	<b>Piercy Watershed Association BLM DPR</b>
Describe sensitive plant/wildlife habitat or historical/ cultural issues	<b>Paving shoulders requires CEQA.</b>
Describe physical constraints (river crossing, gully crossing, tree, steep bank, slide area, narrow road, etc.)	<b>Some portions of road may be too narrow for paved shoulders.</b>
Other constraints (political, financial, etc.)	<b>Locals may not welcome additional use of river access. Already known although by many tourists.</b>
List needed structures or other potential maintenance issues (Example: bridges, retaining walls, passes below an active landslide area, etc.)	
Links to existing amenities (other trails/restrooms/river access/visitor center etc.)	<b>Links to BLM Red Mountain Management Area access road. Travels to State Park land.</b>
List benefits to <u>visitors</u>	<b>Clearer understanding of bike route and river access.</b>
List benefits to <u>local economy</u>	<b>Minimal benefit to the economy as a project by itself.</b>
Other local community benefits	<b>Safe bike routes for locals.</b>
Potential Funding and Cost-Shares	<b>Caltrans Campbell Hawthorne might maintain river access road.</b>
Name and phone of person who recommends project (in case there are problems reading the writing or questions about the concept)	<b>Anne Seauqist 247-3003</b>



## AGENCY INPUT

### Caltrans 04-02-02

Guy, Jesse, & Joel

Guy Luther indicated that they are open to redesignating the Pacific Coast Bike Route if it has an all-weather surface etc., so this may be a good section of it.

## NEXT STEPS

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In addition, Caltrans is currently considering alternative routes for the Pacific Coast Bike Route (PCBR.) Placing signs at the Benbow/ SR 101 on and off ramps and where Redwood Drive rejoins SR 101 at its southern end, would enable cyclists to choose this route as a scenic alternative to the PCBR.

The Redwood Pathways project team was able to meet with some agency representatives and review projects, however, further in depth communications are necessary to see this project implemented. Initial meetings should concentrate of securing support for the proposed improvement. Once the staff supports the idea, later partnership efforts can focus on working *with* staff to secure the needed resources (design, permitting, construction and maintenance funds) to implement the project.

Determine who owns and maintains the roadway (Caltrans in this case). For unincorporated communities, this is generally the County of Humboldt Public Works. The exception to this rule is when the route is assigned and number (Route 1, 101, 254, etc.) This designation usually means that the roadway is a state owned and maintained one, and the contact agency would be Caltrans, District 1.

Contact the appropriate agency. Let them know of the public need for bicycle and pedestrian improvements. Be specific. Let them know if *some* shoulder improvement is better than none! For instance, is a dirt shoulder there is now none better than waiting ten years for a bike lane? Or will a 2' paved shoulder let you push a stroller where you currently have to struggle through ditches? Let them know. Give them:

- The **destinations on either end** of your proposed bikeway or pedestrian project. These can be businesses, schools, parks, etc.
- Also, refer to the Post Mile Number for either end and major problem areas or issues (like a culvert that is eroding the shoulder.)
- Tell them how often you use the road shoulder for getting from one area to another, the problems that you encounter, and why you want the change.
- Thank them for listening. Follow up with a telephone call.

Other ways that community members and organizations can facilitate implementation of the project are by:

7. Organizing local community groups, such as the Avenue Trails Committee or the Redwood Interpretive Society. Once organized in support of the project, **hold letter and petition drives** to demonstrate to the **breadth and depth of community support for the idea.**
8. Southern Humboldt county communities have relatively small populations. It is necessary for these populations to show a **united** and **consistent** force in order to establish change and get agencies to commit resources to improvements.
9. Meet regularly with the agency, to update them on community efforts, and discuss the project—keeping it fresh in their minds. Discuss the desire of the community for the path, for the ability to have good pedestrian facilities, places for bicycles and to walk dogs. *Ask how the community can assist!* (Then be sure to *follow through* and *do some* of their suggestions.)
10. Document the history of the pathway corridor. Get assistance from local historians such as Judith Bell. Walk whole path. Document the significance of special features along the path such as a redwood retaining wall, historic rock fence, or ancient redwood.
11. Conduct a preliminary assessment of existing pieces of the pathway. Gather length, width, size of potholes of features needing repair; assess potential for vehicle parking improvements; and take lots of pictures.
12. Write regular articles for local papers! Get the issue on the radio! (Copy and send them to the County, State Parks, and Caltrans.)

# Redwood Pathways

## Potential Project Description Form

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<b>Working (local) name for project</b> If it doesn't have one already, call it something descriptive	<b>16. Reynolds Wayside-Snake Pit Bike Lanes 1.6 miles</b>
<b>Describe general concept</b> Example: Turn the 2 mile long abandoned road that connects to the Avenue near Trailville into a horse-hiking trail  Include the type of path and user group that will be served: paved shoulder for cyclists, narrow path for hikers, etc.	<b>Pave shoulders for bikes.</b> <b>Add northbound access to 101 at Bear Pen Road underpass at .9 miles from Reynolds Wayside State Park and overpass.</b> <b>Add signs and trails.</b> <b>Open fence for southbound travelers at dead end, where historic tourist attraction known as the Snake Pit formerly existed at 1.6 miles from overpass at Reynolds Wayside State Park.</b>
<b>Detailed Location</b> (adjacent roads, mile marker, natural features, length, etc.)	<b>Southern Piercy exit (Highway 271) is the northern point. Travel 1.6 miles to southern terminus of Highway 271.</b>
<b>Describe Existing Condition</b> Example: It is a 2 mile long abandoned roadway that crosses a creek and is perfect for horses or it is an existing trail that goes cross country and has several drainage problems.	<b>Existing frontage road with light use, approximately 30 residents with stunning river overlooks.</b> <b>Fence at southern end is currently cut open with a distinct trail to allow cyclists and others to access 101 south.</b> <b>271 is adjacent to the 101.</b>
<b>Describe existing connection to 254,101, or 271</b> (Does the path provide access for both North/South travelers?)	<b>It is the 271 with northern access to 101.</b> <b>Further access could be added at the dead end which is the historic tourist attraction known as the Snake Pit.</b>  <b>Access from the 101 to the 271 would have to be created for north bound travelers at Bear Pen Road.</b>
<b>Potential Users Served</b> (Types and Numbers)	<b>Local and tourist travelers would use it, with emphasis on touring cyclists</b>
<b>Who owns it?</b>	<b>DPR</b> <b>Caltrans</b>
<b>Who manages it?</b>	<b>Private owner-at Bear Pen underpass.</b>
<b>What change is recommended?</b> (What is needed to turn the existing condition into the pathway described?)	<b>Pave shoulders for bike lanes along 271.</b> <b>Add access to 101 at Bear Pen Road underpass at .9 miles.</b> <b>Get permission for river access at the Snake Pit at 1.2 miles.</b> <b>Add access to 101 for southbound travelers at dead end (Snake Pit)1.6 miles.</b> <b>Add trails and signs for hiking at Reynolds Wayside State Park</b>

Describe public support (list organizations)	<b>Touring cyclists have expressed interest in access.</b>
Describe sensitive plant/wildlife habitat or historical/ cultural issues	<b>Local swimming hole, tourists might be unwelcome</b>
Describe physical constraints (river crossing, gully crossing, tree, steep bank, slide area, narrow road, etc.)	<b>Access at Bear Pen Road is steep terrain.</b>
Other constraints (political, financial, etc.)	<b>DPR may not have budget to maintain use of Park area.</b>
List needed structures or other potential maintenance issues (Example: bridges, retaining walls, passes below an active landslide area, etc.)	<b>unknown</b>
Links to existing amenities (other trails/restrooms/river access/visitor center etc.)	<b>River access.</b>
List benefits to <u>visitors</u>	<b>Marked river access will benefit visitors. Cyclists will have an alternative to the 101 for 1.6 miles.</b>
List benefits to <u>local economy</u>	<b>Project will have minimal benefit to local economy by itself.</b>
Other local community benefits	<b>Project will have minimal benefit to local community by itself.</b>
Potential Funding and Cost-Shares	<b>Caltrans-EEM</b>
Name and phone of person who recommends project (in case there are problems reading the writing or questions about the concept)	<b>Anne Seaquist 247-3003</b>

## **AGENCY INPUT**

### **Caltrans 04-02-02**

Guy Luther, Jesse  
Robertson, Joel Canzoneri

Guy Luther indicated that they are open to redesignating the Pacific Coast Bike Route if it has an all-weather surface etc., so this may be a good section of it.

The turn-around at the end of this abandoned section of SR 271.



A closer look at the same area, see the unofficial access created by touring cyclists.



## NEXT STEPS

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In addition, Caltrans is currently considering alternative routes for the Pacific Coast Bike Route (PCBR.) Placing signs at the Benbow/ SR 101 on and off ramps and where Redwood Drive rejoins SR 101 at its southern end, would enable cyclists to choose this route as a scenic alternative to the PCBR.

The Redwood Pathways project team was able to meet with some agency representatives and review projects, however, further in depth communications are necessary to see this project implemented. Initial meetings should concentrate of securing support for the proposed improvement. Once the staff supports the idea, later partnership efforts can focus on working *with* staff to secure the needed resources (design, permitting, construction and maintenance funds) to implement the project.

Determine who owns and maintains the roadway (Caltrans in this case). For unincorporated communities, this is generally the County of Humboldt Public Works. The exception to this rule is when the route is assigned and number (Route 1, 101, 254, etc.) This designation usually means that the roadway is a state owned and maintained one, and the contact agency would be Caltrans, District 1.

Contact the appropriate agency. Let them know of the public need for bicycle and pedestrian improvements. Be specific. Let them know if *some* shoulder improvement is better than none! For instance, is a dirt shoulder there is now none better than waiting ten years for a bike lane? Or will a 2' paved shoulder let you push a stroller where you currently have to struggle through ditches? Let them know. Give them:

- The **destinations on either end** of your proposed bikeway or pedestrian project. These can be businesses, schools, parks, etc.
- Also, refer to the Post Mile Number for either end and major problem areas or issues (like a culvert that is eroding the shoulder.)
- Tell them how often you use the road shoulder for getting from one area to another, the problems that you encounter, and why you want the change.
- Thank them for listening. Follow up with a telephone call.

- Other ways that community members and organizations can facilitate implementation of the project are by:
13. Organizing local community groups, such as the Avenue Trails Committee or the Redwood Interpretive Society. Once organized in support of the project, **hold letter and petition drives** to demonstrate to the **breadth and depth of community support for the idea.**
  14. Southern Humboldt county communities have relatively small populations. It is necessary for these populations to show a **united** and **consistent** force in order to establish change and get agencies to commit resources to improvements.
  15. Meet regularly with the agency, to update them on community efforts, and discuss the project—keeping it fresh in their minds. Discuss the desire of the community for the path, for the ability to have good pedestrian facilities, places for bicycles and to walk dogs. *Ask how the community can assist!* (Then be sure to *follow through* and *do some* of their suggestions.)
  16. Document the history of the pathway corridor. Get assistance from local historians such as Judith Bell. Walk whole path. Document the significance of special features along the path such as a redwood retaining wall, historic rock fence, or ancient redwood.
  17. Conduct a preliminary assessment of existing pieces of the pathway. Gather length, width, size of potholes of features needing repair; assess potential for vehicle parking improvements; and take lots of pictures.
  18. Write regular articles for local papers! Get the issue on the radio! (Copy and send them to the County, State Parks, and Caltrans.)

# Redwood Pathways

## Potential Project Description Form

*This form can be used for project concepts as well as developed project ideas. . A project team member will review the form and research necessary supplemental information. Fill in the boxes to the best of your knowledge. It is okay to note things you are unsure of (such as “there may be wetland issues” or “it may be privately owned”) or pose questions that you believe should be answered (such as “you should contact this person” or “will a bridge be needed at this place” . It is also okay to leave boxes blank if you have no idea.*

Working (local) name for project If it doesn't have one already, call it something descriptive	<b>17. Confusion Hill Bypass</b>
Describe general concept Example: Turn the 2 mile long abandoned road that connects to the Avenue near Trailville into a horse-hiking trail. Include the type of path and user group that will be served: paved shoulder for cyclists, narrow path for hikers, etc.	<b>Build bypass across Eel with two suspension bridges allowing cyclists and equestrians to avoid Confusion Hill area of 101, which is narrow and prone to landslides.</b>
Detailed Location (adjacent roads, mile marker, natural features, length, etc.)	<b>Proposed bypass would begin at the southern terminus of Highway 271 and cross over to a logging road that exists on the map. Then cross back over the river and meet up with the 101 south of Confusion Hill.</b>
Describe Existing Condition.	<b>Currently cyclists have to travel on the very narrow and windy stretch of road that leads up to the Confusion Hill area. There is very little shoulder and low visibility.</b>
Describe existing connection to 254,101, or 271	<b>The proposed bypass would connect to the 101 and would connect to the 271.</b>
Potential Users Served (Types and Numbers)	<b>Touring cyclists will use it if it is paved.</b>
Who owns it?	<b>unknown</b>
Who manages it?	
What change is recommended? (What is needed to turn the existing condition into the pathway described?)	<b>Build a paved bypass that avoids the windy, narrow section of the 101 near Confusion Hill.</b>
Describe public support (list organizations)	<b>There is no identified support at this time.</b>
Describe sensitive plant/wildlife habitat or historical/cultural issues	<b>The river would be affected by the construction of two suspension bridges. A paved roadway and increased use in a remote area might be a significant impact.</b>
Describe physical constraints (river crossing, gully crossing, tree, steep bank, slide area, narrow road, etc.)	<b>There are two river crossings proposed in this project. The terrain is steep and rocky. The canyon walls are close to the river, creating a thin canyon in this section. The proposed road across the river has not been found on the ground.</b>
Other constraints (political, financial, etc.)	<b>Caltrans may not have a budget set aside for a project of this scale.</b>

List needed structures or other potential maintenance issues (Example: bridges, retaining walls, active landslide area, etc.)	<b>Construction of bridges and retaining walls is necessary for this project.</b>
Links to existing amenities	<b>It would allow cyclists too have river access and a scenic route.</b>
List benefits to <u>visitors</u>	<b>Visitors would be able to bypass one of the most dangerous sections of this region of road. They would also enjoy a very scenic section of the Eel River.</b>
List benefits to <u>local economy</u>	<b>More scenic bike routes will draw more international and United States cyclists to the region, which will generate more business for local businesses.</b>
Other local community benefits	<b>Local residents will also enjoy a scenic river route.</b>
Potential Funding and Cost-Shares	<b>Caltrans USFS Timber Bridge funds might be available for bridges.</b>
Person recommending	<b>Sungnome Madrone</b>

## AGENCY INPUT

**Caltrans 04-02-02** Caltrans staff gave no input on this project.  
 Guy Luther, Jesse  
 Robertson, Joel Canzoneri



*Views (south, west, and north) from SR 101 of the proposed area of the Confusion Hill Bypass*

## NEXT STEPS

This highly conceptual project would build two suspension bridges over the Eel River. Topographic and historic air photos show old logging roads on the opposite side of the Eel River between the communities of Redway and Garberville. This proposal would located the remnants of those roads and adapt them to create a pathway between the two bridges for hikers and equestrians to use. (The project team could find no recent knowledge of active logging or ranch roads in the proposed area.)

Because this conceptual plan is also located primarily on private property, it requires landowner support *and* a management agency willing to install and maintain two bridges. Implementation of this proposal should be pursued only when the above constraint are resolved.

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