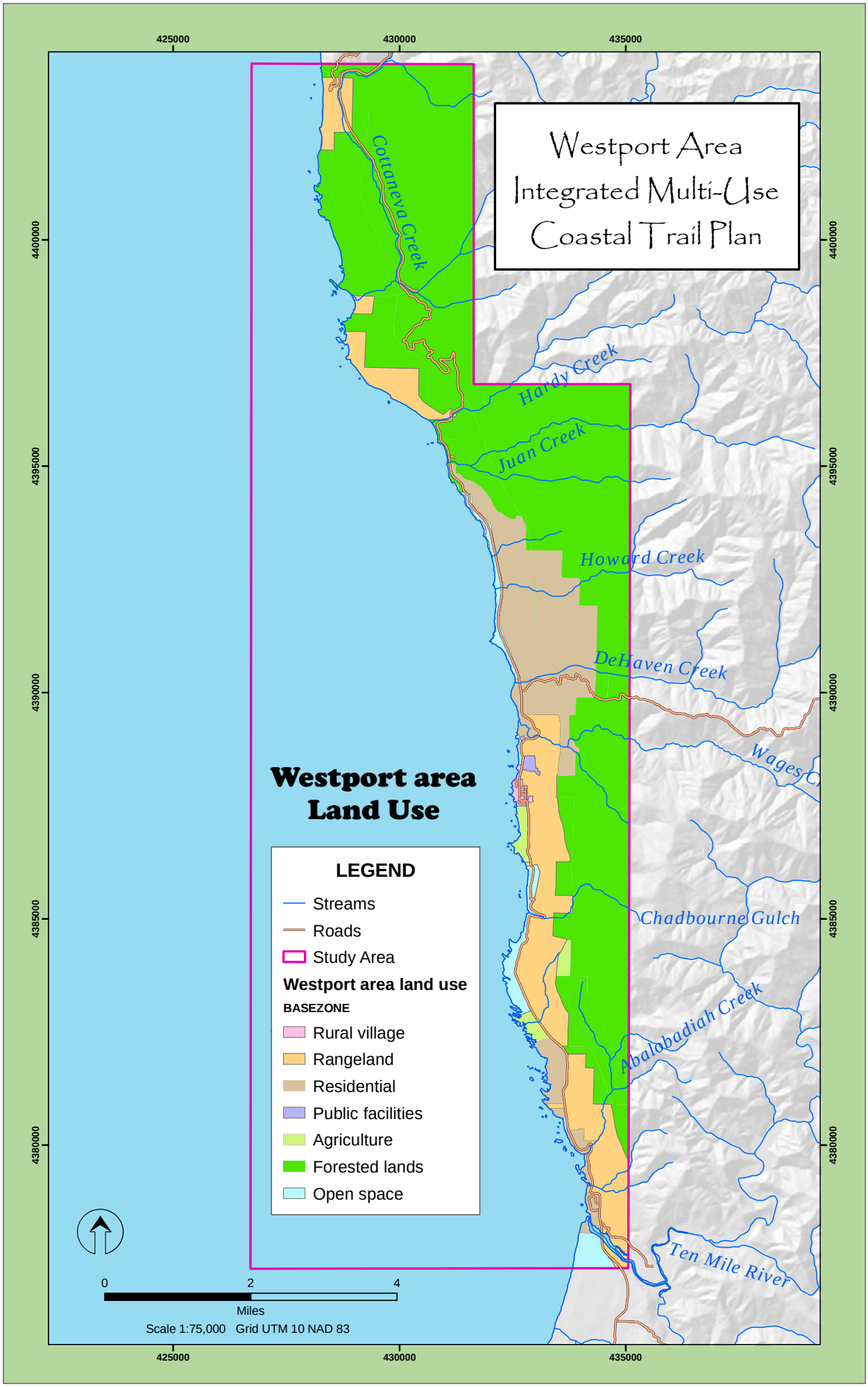
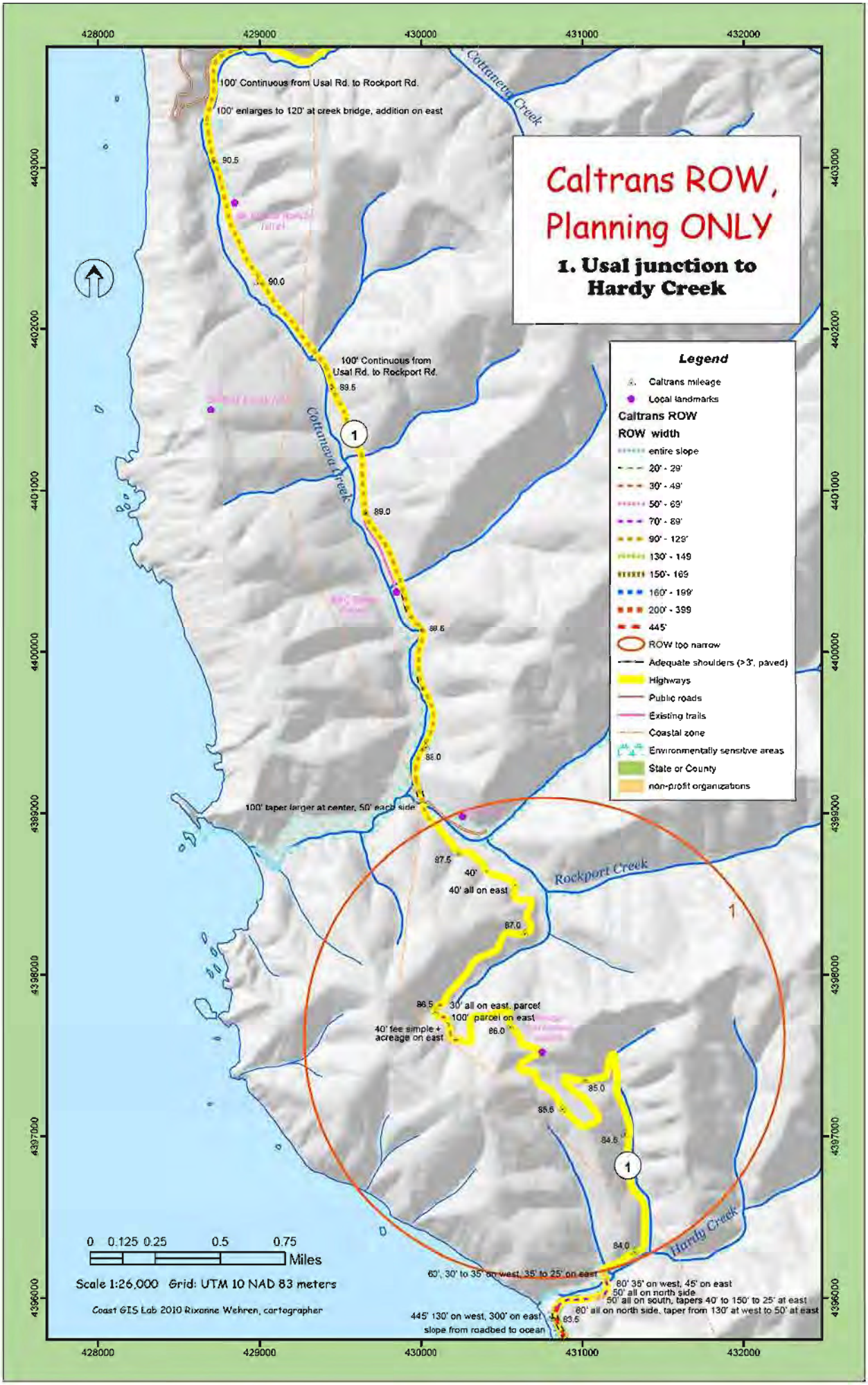
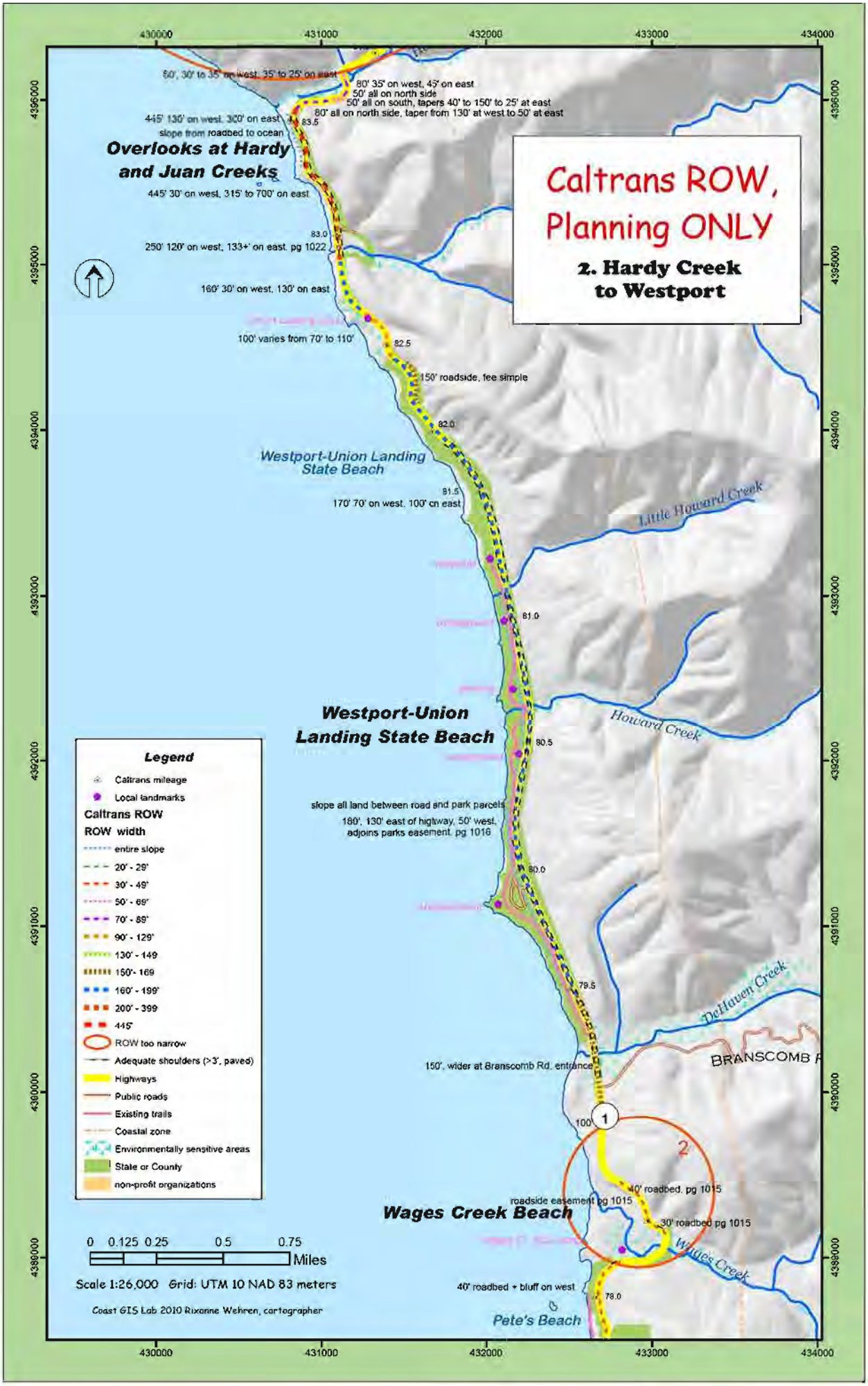
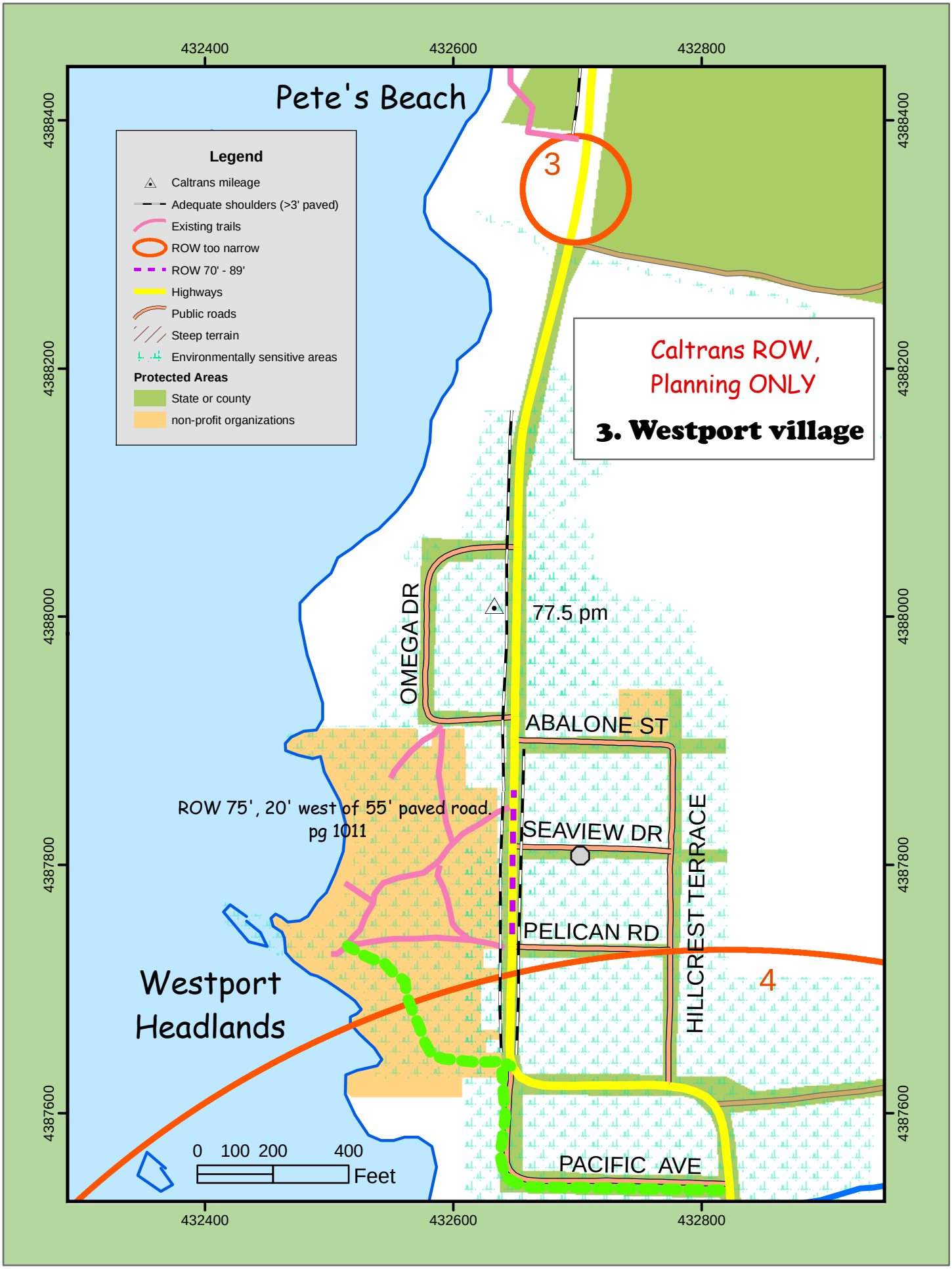
APPENDIX B: DETAILED MAPS

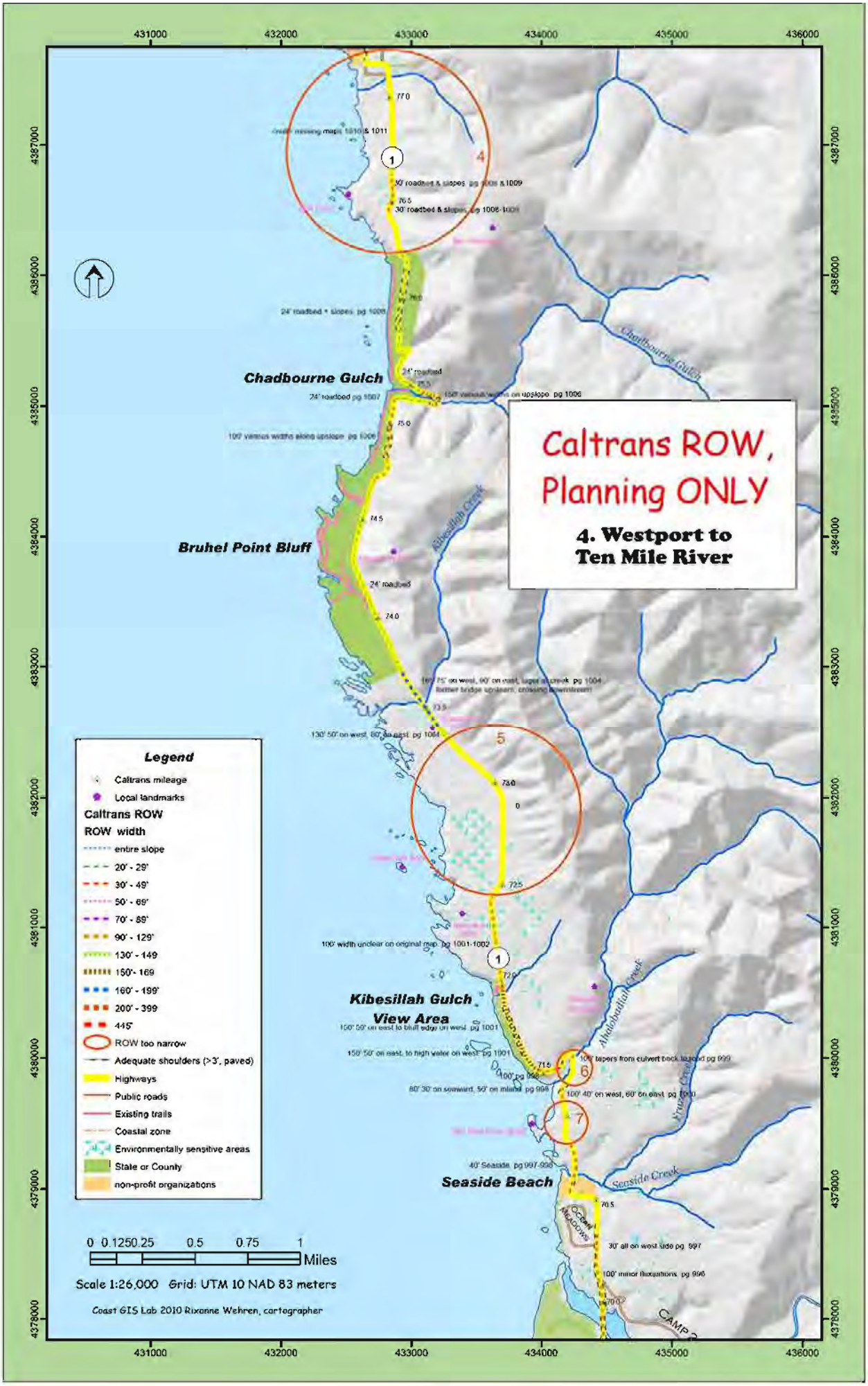
This Appendix provides detailed maps of the study corridor that specify the width of the existing Caltrans Route 1 right-of-way, detailed maps of three locations with narrow ROW where acquisition of easements or fee lands may be required, shaded maps showing topographic relief, and the results of an inquiry of the California Natural Diversity Rarefind Database for the study corridor.

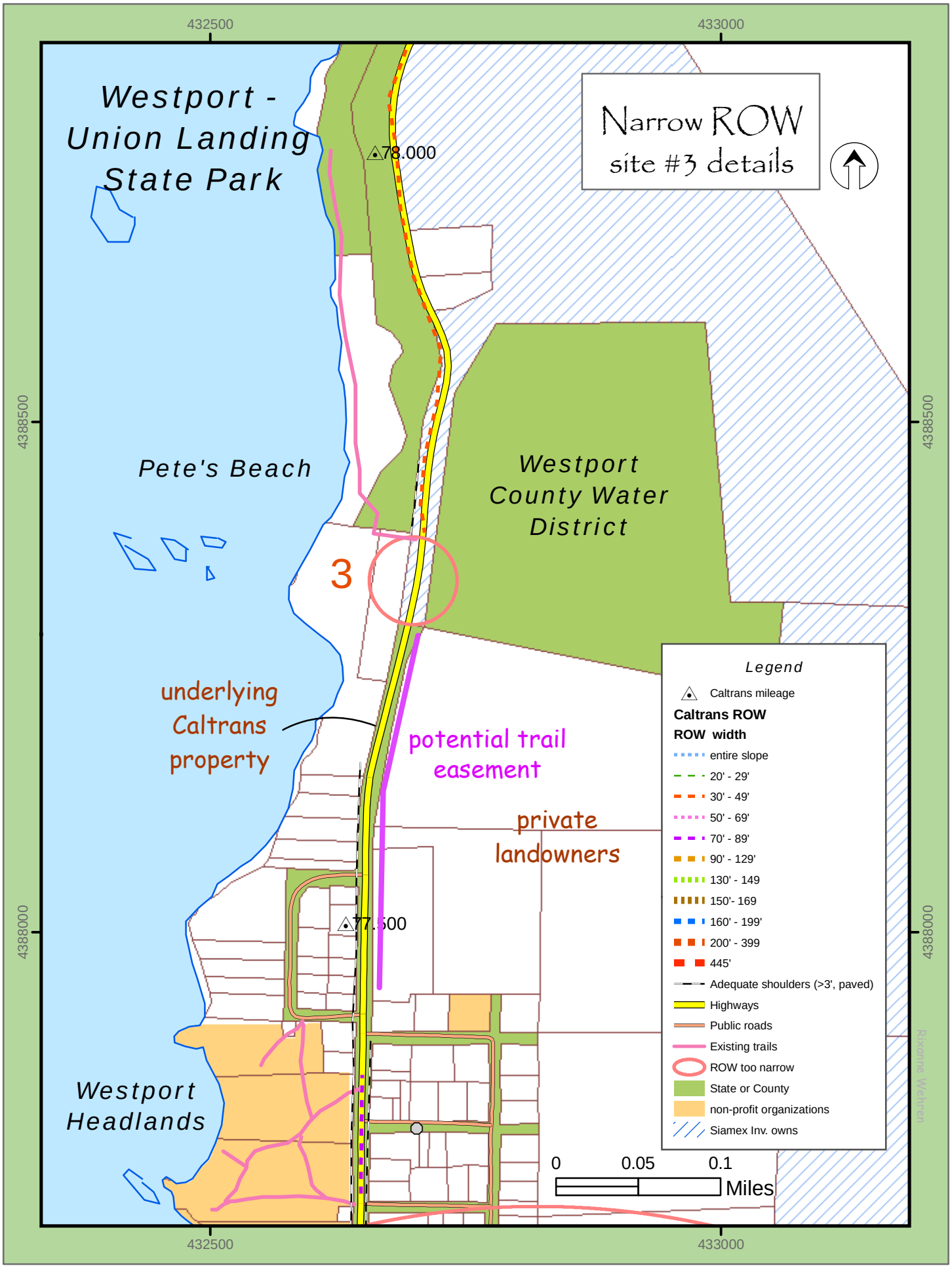

Westport Area
Integrated Multi-Use
Coastal Trail Plan
Westport area
Land Use
LEGEND
Streams
Roads
Study Area
Westport area land use
BASEZONE
Rural village
Rangeland
Residential
Public facilities
Agriculture
Forested lands
Open space
Cottaneva Creek
Hardy Creek
Juan Creek
Howard Creek
DeHaven Creek
Wages Cr
Chadbourne Gulch
Abalobadiah Creek
Ten Mile River
425000
430000
435000
4400000
4395000
4390000
4385000
4380000
0
2
4
Miles
Scale 1:75,000 Grid UTM 10 NAD 83

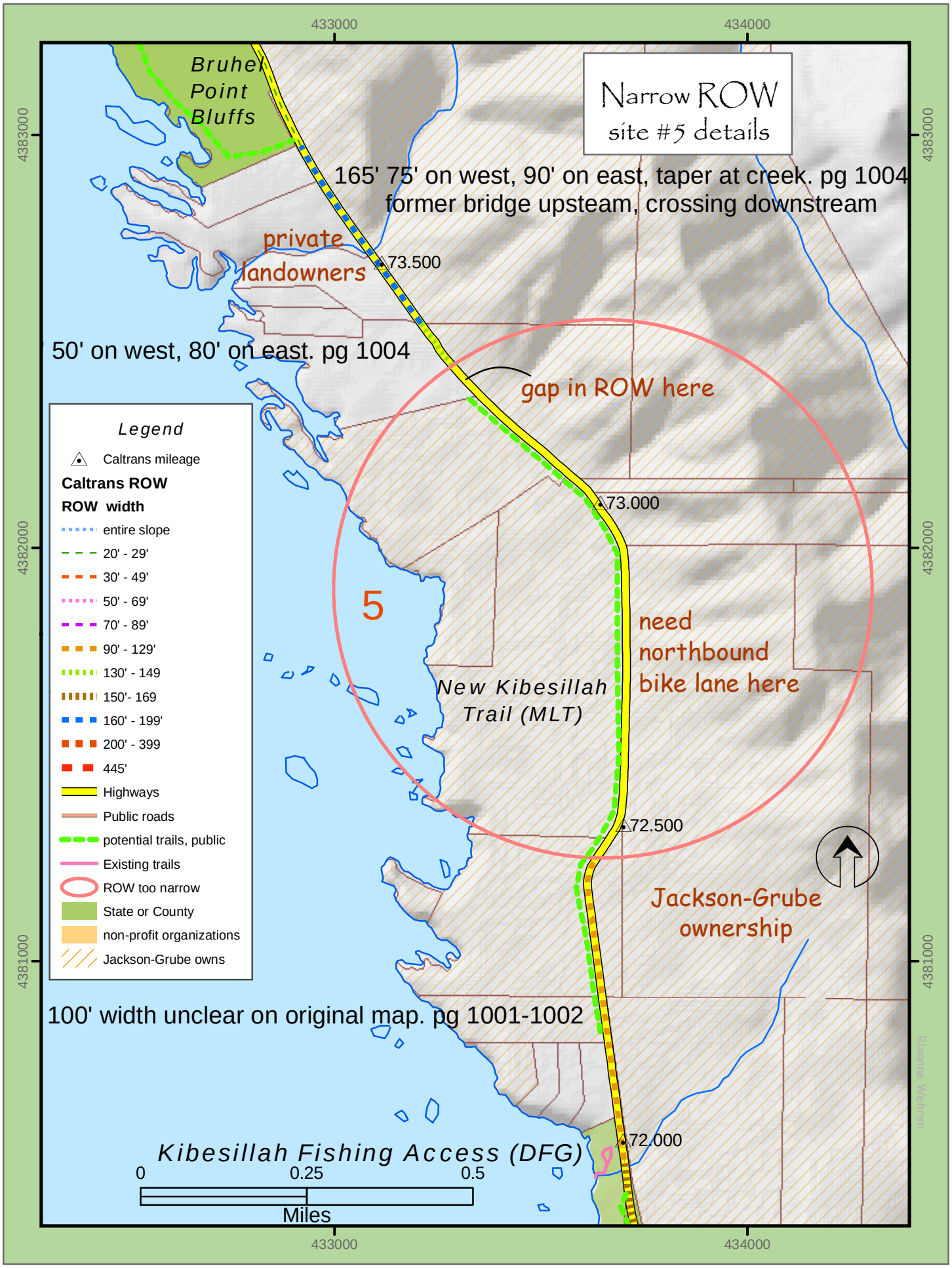

Caltrans ROW, Planning ONLY
1. Usal junction to Hardy Creek
Legend
Caltrans mileage
Local landmarks
Caltrans ROW
ROW width
entire slope
20' - 29'
30' - 49'
50' - 69'
70' - 89'
90' - 129'
130' - 149
150' - 169
160' - 199'
200' - 399
445'
ROW too narrow
Adequate shoulders (>3', paved)
Highways
Public roads
Existing trails
Coastal zone
Environmentally sensitive areas
State or County
non-profit organizations
100' Continuous from Usal Rd. to Rockport Rd.
100' enlarges to 120' at creek bridge, addition on east
100' Continuous from Usal Rd. to Rockport Rd.
100' taper larger at center, 50' each side
40' all on east
30' all on east, parcel
100' parcel on east
40' fee simple + acreage on east
60', 30' to 35' on west, 35' to 25' on east
80' 35' on west, 45' on east
50' all on north side
50' all on south, tapers 40' to 150' to 25' at east
80' all on north side, taper from 130' at west to 50' at east
445' 130' on west, 300' on east
slope from roadbed to ocean
Cottaneva Creek
Rockport Creek
Hardy Creek
90.5
90.0
89.5
89.0
88.5
88.0
87.5
87.0
86.5
86.0
85.0
85.5
84.5
84.0
83.5
0 0.125 0.25 0.5 0.75 Miles
Scale 1:26,000 Grid: UTM 10 NAD 83 meters
Coast GIS Lab 2010 Rixanne Wehren, cartographer
428000
429000
430000
431000
432000
4403000
4402000
4401000
4400000
4399000
4398000
4397000
4396000


Caltrans ROW, Planning ONLY
2. Hardy Creek to Westport
Overlooks at Hardy and Juan Creeks
50', 30' to 35' on west, 35' to 25' on east
80' 35' on west, 45' on east
50' all on north side
50' all on south, tapers 40' to 150' to 25' at east
80' all on north side, taper from 130' at west to 50' at east
445' 130' on west, 300' on east
slope from roadbed to ocean
445' 30' on west, 315' to 700' on east
250' 120' on west, 133+' on east, pg 1022
160' 30' on west, 130' on east
100' varies from 70' to 110'
150' roadside, fee simple
Westport-Union Landing State Beach
170' 70' on west, 100' on east
Little Howard Creek
Howard Creek
Westport-Union Landing State Beach
slope all land between road and park parcels
180', 130' east of highway, 50' west, adjoins parks easement, pg 1016
DeHaven Creek
BRANSCOMB R
150', wider at Branscomb Rd. entrance
100
roadside easement pg 1015
40' roadbed, pg 1015
30' roadbed pg 1015
Wages Creek Beach
Wages Creek
40' roadbed + bluff on west
Pete's Beach
Legend
Caltrans mileage
Local landmarks
Caltrans ROW
ROW width
entire slope
20' - 29'
30' - 49'
50' - 69'
70' - 89'
90' - 129'
130' - 149
150'- 169
160' - 199'
200' - 399
445'
ROW too narrow
Adequate shoulders (>3', paved)
Highways
Public roads
Existing trails
Coastal zone
Environmentally sensitive areas
State or County
non-profit organizations
0 0.125 0.25 0.5 0.75 Miles
Scale 1:26,000 Grid: UTM 10 NAD 83 meters
Coast GIS Lab 2010 Rixanne Wehren, cartographer
430000
431000
432000
433000
434000
4396000
4395000
4394000
4393000
4392000
4391000
4390000
4389000
83.5
83.0
82.5
82.0
81.5
81.0
80.5
80.0
79.5
78.0
1
2


Pete's Beach
Legend
Caltrans mileage
Adequate shoulders (>3' paved)
Existing trails
ROW too narrow
ROW 70' - 89'
Highways
Public roads
Steep terrain
Environmentally sensitive areas
Protected Areas
State or county
non-profit organizations
3
Caltrans ROW,
Planning ONLY
3. Westport village
77.5 pm
OMEGA DR
ABALONE ST
SEAVIEW DR
PELICAN RD
HILLCREST TERRACE
ROW 75', 20' west of 55' paved road.
pg 1011
4
Westport
Headlands
PACIFIC AVE
0 100 200 400
Feet
432400
432600
432800
4388400
4388200
4388000
4387800
4387600


Caltrans ROW, Planning ONLY
4. Westport to Ten Mile River
Chadbourne Gulch
Bruhel Point Bluff
Kibesillah Gulch View Area
Seaside Beach
Legend
Caltrans mileage
Local landmarks
Caltrans ROW
ROW width
entire slope
20' - 29'
30' - 49'
50' - 69'
70' - 89'
90' - 129'
130' - 149
150' - 169
160' - 199'
200' - 399
445'
ROW too narrow
Adequate shoulders (>3', paved)
Highways
Public roads
Existing trails
Coastal zone
Environmentally sensitive areas
State or County
non-profit organizations
0 0.1250.25 0.5 0.75 1 Miles
Scale 1:26,000 Grid: UTM 10 NAD 83 meters
Coast GIS Lab 2010 Rixanne Wehren, cartographer


Narrow ROW
site #3 details
Westport - Union Landing State Park
Pete's Beach
Westport County Water District
Westport Headlands
3
underlying Caltrans property
potential trail easement
private landowners
78.000
77.500
432500
433000
4388500
4388000
Legend
Caltrans mileage
Caltrans ROW
ROW width
entire slope
20' - 29'
30' - 49'
50' - 69'
70' - 89'
90' - 129'
130' - 149
150'- 169
160' - 199'
200' - 399
445'
Adequate shoulders (>3', paved)
Highways
Public roads
Existing trails
ROW too narrow
State or County
non-profit organizations
Siamex Inv. owns
0
0.05
0.1
Miles
Rixanne Wehren


Narrow ROW
site #5 details
433000
434000
4383000
4382000
4381000
Bruhel Point Bluffs
165' 75' on west, 90' on east, taper at creek. pg 1004
former bridge upsteam, crossing downstream
private landowners
73.500
50' on west, 80' on east. pg 1004
gap in ROW here
73.000
5
need northbound bike lane here
New Kibesillah Trail (MLT)
72.500
Jackson-Grube ownership
100' width unclear on original map. pg 1001-1002
72.000
Kibesillah Fishing Access (DFG)
0
0.25
0.5
Miles
Legend
Caltrans mileage
Caltrans ROW
ROW width
entire slope
20' - 29'
30' - 49'
50' - 69'
70' - 89'
90' - 129'
130' - 149
150'- 169
160' - 199'
200' - 399
445'
Highways
Public roads
potential trails, public
Existing trails
ROW too narrow
State or County
non-profit organizations
Jackson-Grube owns
Rixanne Wehren

2. Hardy Creek to Westport
Planning ONLY
Overlooks at Hardy and Juan Creeks
Little Juan Creek
Little Howard Creek
Howard Creek
Westport-Union Landing State Beach
DeHaven Creek
BRANSCOMB
Wages Creek
Wages Creek Beach
1
84.0
83.5
83.0
82.5
82.0
81.5
81.0
80.5
80.0
79.5
78.0
Legend
Caltrans mileage
Highways
Public roads
Private roads
Streams
Percent of slope
Value
High : 73.2494
Low : 0
0
0.5
1
Miles
Scale 1:21,000 Grid: UTM 10 NAD 83 meters
Coast GIS Lab 2010 Rixanne Wehren, cartographer
430000
431000
432000
433000
434000
4396000
4395000
4394000
4393000
4392000
4391000
4390000
4389000

Westport to
Ten Mile River
Planning
ONLY
Chadbourne Gulch
Bruhel Point Bluff
Kibesillah Gulch
View Area
Seaside Beach
Ryder Gulch
Chadbourne Gulch
Kibesillah Creek
Abalobadan Creek
Frazier Creek
Seaside Creek
Legend
Caltrans mileage
Highways
Public roads
Private roads
Streams
Percent of slope
Value
High : 73.2494
Low : 0
0
0.5
1
Miles
Scale 1:21,000 Grid: UTM 10 NAD 83 meters
Coast GIS Lab 2010 Rixanne Wehren, cartographer
430000
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433000
434000
435000
4388000
4387000
4386000
4385000
4384000
4383000
4382000
4381000
4380000
4379000

Parcel lines are approximate. Parcel lines on this map are NOT SURVEY LINES, they are for viewing purposes only and should not be used to determine legal boundary lines. Parcel line may be over 200 feet off. (Parcel lines are as of October 2009)

This map is provided as a visual display of County Information. Map prepared by Mendocino County Department of Planning & Building Services. Reasonable effort has been made to ensure the accuracy of the map and data provided: nevertheless, some information may not be accurate. The positional accuracy of the data is approximate and not intended to represent map accuracy from a published record of survey.

THIS MAP AND ASSOCIATED DATA ARE PROVIDED WITHOUT WARRANT OF ANY KIND.
DO NOT USE THIS MAP TO DETERMINE PROPERTY BOUNDARIES.
Either expressed or implied, including but not limited to, the impelled warranties of merchantablility and fitness for a particular purpose.
DO NOT make a business decision based on this data without first validating the information with appropriate County agencies or other government entities.

CALIFORNIA NATURAL DIVERSITY DATABASE RAREFIND Januray 2011

6,750 3,375 0 6,750 Feet

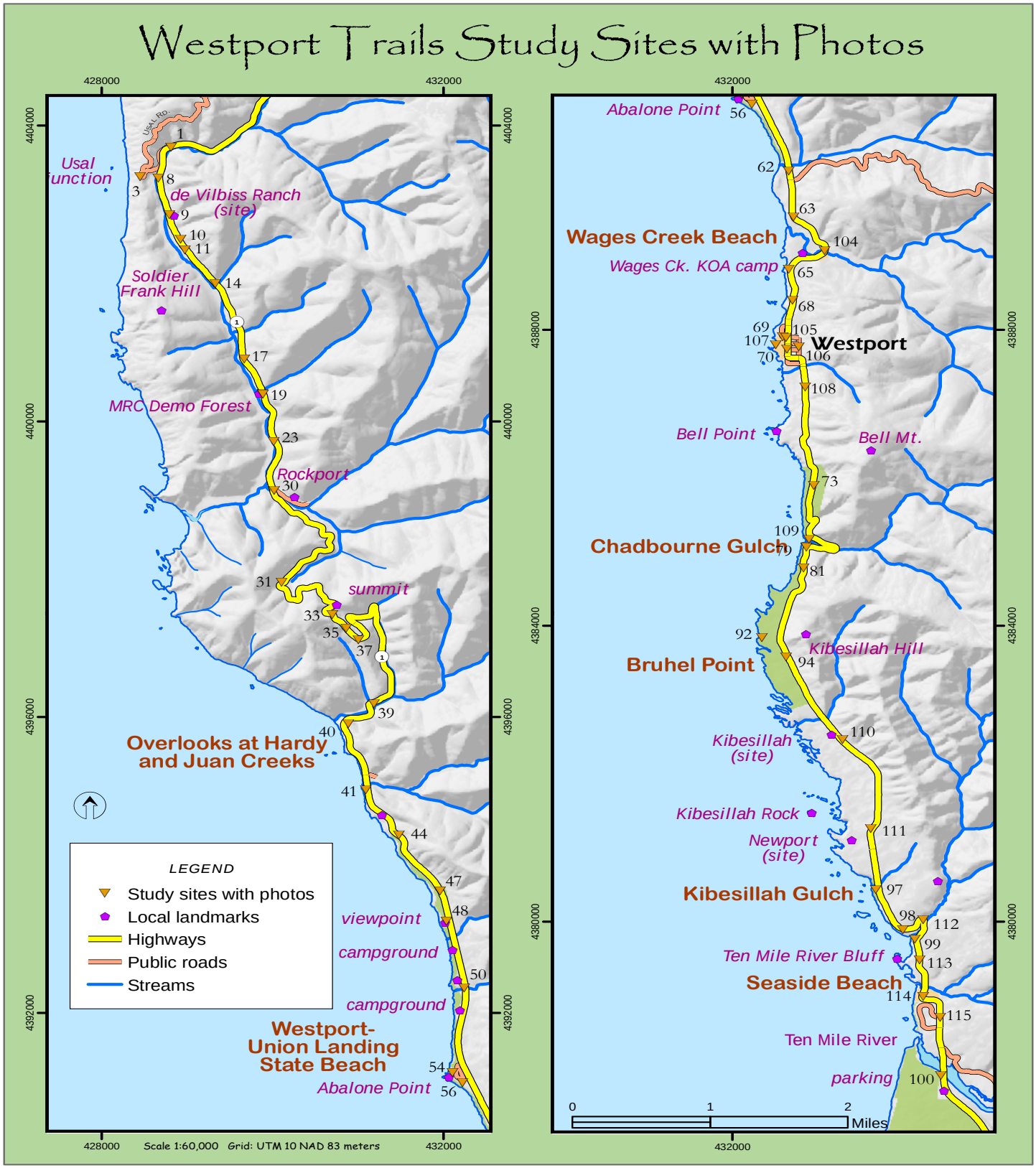
N

APPENDIX C: PHOTOGRAPHS OF STUDY CORRIDOR

This Appendix provides annotated photographs of the study corridor to illustrate existing conditions along the route. Maps are provided to show the specific locations of each study site.

Appendix C. Photo Documentation
Westport Area Integrated Multi-use Coastal Trail Plan

Locate the following photos with reference to the Study Sites mapped below.
Photos are arranged in a north-to-south direcdtion.



Section 1a.
At the northernmost point of the project the Usal Road turns inland to join Highway 1, leaving the coastline.

Study Site #3

Section 1a.
Cottoneva Creek valley is the location Highway 1, which runs along the creek in the alder forest at left.

Study Site #3

Section 1a.
The junction of Usal Road from the north and Highway 1 from the east, looking west. Usal Road on the right is a dirt road until the paved apron at the junction. West of the junction, Highway 1 continues with very little shoulder, (< 6").

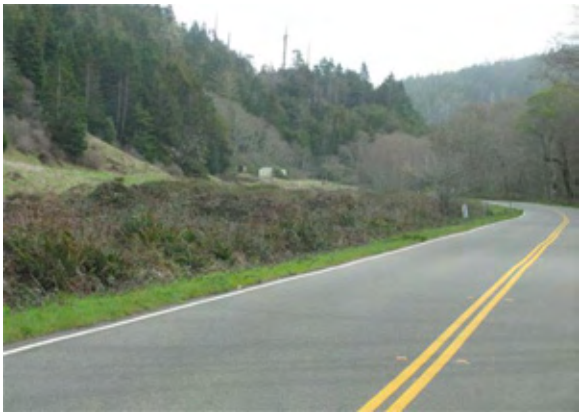
Study Site #1

Section 1a.
Ranch roads connect Highway 1 to the first hairpin turn on Usal Rd. The ranch is currently private property.

Study Site #8

Section 1a.
The bridge over Cottoneva Creek has a substantial shoulder, approximately 3 feet, which is considered barely adequate for bicycles.

Study Site #8



Section 1a.
Open prairie along the east side of the highway from the bridge to the edge of the deep forest may provide an opportunity for a bike lane and gravel hiking trail along the highway. The Caltrans Right-of-Way is 100' . No shoulders are currently present.

Study Site #9

Section 1b.
One of the most important constraints in developing a highway shared-use route through the Cottoneva Creek segment is the proximity of trees to the highway.

Study Site #11

Section 1b.
In some areas the creek comes very close to the highway. Protection of the stream and riparian forest must also be considered in planning a route through this fragile ecosystem.

Study Site #14

Section 1c.
Near the 89.0 mile post, the Mendocino Redwood Company (MRC) Demonstration Forest trail begins off the west side of the highway. The trail continues in the forest until the MRC Demonstration Forest picnic site and parking, a distance of 0.3 mile. This trail may be improved as a component of the MRC potential trail to Rockport. This part of the route is not in the Coastal Zone.Study Site #17

Section 1c.
The Mendocino Redwood Company Demonstration Forest trail, picnic site and parking is off the highway to the west. MRC has indicated a willingness to have this site and a trail corridor along the west side of the highway improved for a hiking trail.

Study Site #18

Section 1c.
Looking south from the MRC site, a turnout and wide grassy area have potential for a roadside bike lane and footpath.

Study Site #19

Section 1c.
MRC bridge to Milt's Mountain. This is the only crossing of Cottoneva Creek by footbridge.

Study Site #23

Section 1c.
An unused road parallels the creek from Milt's Mountain bridge to Rockport junction. Use of this as a trail would depend on future acquisition, a long-term goal.

Study Site #13

Section 1c.
Rockport bridge has a small shoulder of <3' which extends approximately. 0.25 miles to the north. The road west is private and unusable. A county road to the east leads to the settlement of Rockport, which no longer has any public facilities.

Study Site #30

Section 1d.
Just south of the Rockport Bridge, a private forest road leads up Rockport Creek, paralleling the highway for approximately 0.75 mile. While this road may have potential for the long-term future, it does not currently connect back to the highway, leaving a gap of .5 mile in steep terrain.

Study Site #30

Section 1d.
Extremely steep and narrow highway lanes climb from Rockport junction to Tin Can Ridge summit. Paved pullouts provide the only safety features for hikers and bicyclists.

Study Site #31

Section 1d.
One call box is placed at milepost 85.6 at a paved pullout.

Study Site #33

Section 1d.
The entry road to the Cape Vizcaino holdings of Save the Redwoods League may provide a loop of hiking trail in the future. Plans are complete for a trail on the property, but an access easement must be finalized to allow public use.

Study Site #35

Section 1d.
South of the Cape Vizcaino road, a landing site on forest land has potential for an alternative trail off-highway to Hardy Creek. This area is currently unexplored as there are two private landowners on the route.

Study Site #35

Section 1d.
Another alternative along the curvy highway south of Tin Can Ridge summit is a power line easement connecting the upper and lower segments of highway. Presently unexplored.

Study Site #37

Section 1d.
Very steep and narrow highway lanes through the segment from Tin Can Ridge summit down to Hardy Creek make this a dangerous stretch for hikers and bicyclists.

Study Site #39

Section 2a.
Hardy Creek bridge and the road west to the ocean are very narrow and have inadequate shoulders. The bridge gives an example of a split shoulder, with a 2' bikeway and a 2' walkway. Bicyclists find this design to be hazardous, preferring a single level shoulder.

Study Site #39

Section 2a.
As the highway approaches the ocean mouth of Hardy Creek, a long turnout and parking area provides a popular viewpoint.

Study Site #40

Section 2a.
Between Hardy Creek and Juan Creek recent improvements have broadened the shoulder to 3+ feet, but the Juan Creek bridge still uses the split shoulder of 2' bikeway and 2' walkway.

Study Site #41

Section 2a.
Juan Creek south bank has a large parking lot and viewpoint on the ocean side, which could be developed into a formal viewpoint with ADA parking.

Study Site #41

© 2002-2010 Kenneth & Gabrielle Adelman

Section 2a.
Between Juan Creek and the entrance to Westport-Union Landing State Park, the highway shoulder vary considerably. Improvements to shoulder width could greatly increase safety here.

Study Site #43

Section 2b.
Westport-Union Landing State Beach begins at this point, but the terrain west of the highway is too steep to hold a trail. Shoulder could be widened most of the way to the park if one gully was bridged or culvert extended.

Study Site #44

Section 2b.
At this point the terrain west of the highway becomes gentle enough to potentially support an off-highway hiking trail into the park.

Study Site #47

Section 2b.
Westport-Union Landing viewpoint would be the south end of a trail off the highway. A trail from the fence at the center of the frame would go north up to the highway.

Study Site #48

Section 2b.
The Westport-Union Landing State Park viewpoint provides a handicapped parking spot with an ocean view!

Study Site #50

Section 2b.
Through the Westport-Union Landing State Park campground, the bike and hike trails could follow the old roadway.

Study Site #48

Section 2b.
At Howard Creek bike riders would use the bridge to cross the creek. Adequate shoulders of more than 4' are in place on the bridge and beyond, giving bicyclists a choice of road riding or riding in the park.

Study Site #50

Section 2b.
Howard Creek parking is closed to cars, but hikers and bike riders can still use the old roadbed. Hikers can cross the creek and use the trail on the south side to continue within the park, while bikes would probably use the highway bridge. Access would be needed onto the shoulder from the park grounds.

Study Site #50

Section 2b.
At Abalone Point the old roadbed becomes impacted by erosion many times. Moving the route away from the bluff may be needed. A beach route is possible from Howard Creek to Wages Creek at low tide, but is limited to specific times.

Study Site #54

Section 2b.
Abalone Point trails include short access trails to the sea. Some steep trails use ropes to climb up and down, and are heavily used during abalone season.

Study Site #56

Section 2b.
At the end of the park at DeHaven Creek, a short dirt trail leads down to the beach. Bike riders would rejoin the highway and cross the bridge to continue south.

Study Site #61

Section 2b.
Bike riders would rejoin the highway here. Access would be needed onto the shoulder from the park grounds. The bridge has 4' shoulders which soon narrow to 6 inches along the property to the south. (Photo looks south)

Study Site #62

Section 2c.
South of DeHaven Creek a short road provides access to the beach. This is over private property, but has been open for years. Occasionally small boats are driven down and launched from the beach. There is evidence of horse use also.
Note: winter storms in 2011 have cut the coean end of the road off.
Study Site #62

Section 2c.
The private property between Branscomb Rd. and Wages Ck. is a gap in the Coastal Trail. Old trails have grown over, although they are still sometimes used by surfers. The shoreline is accessible at lower tides, but may be unsafe for trail use. Minimal shoulders are unsafe for biking or hiking.

Study Site #62

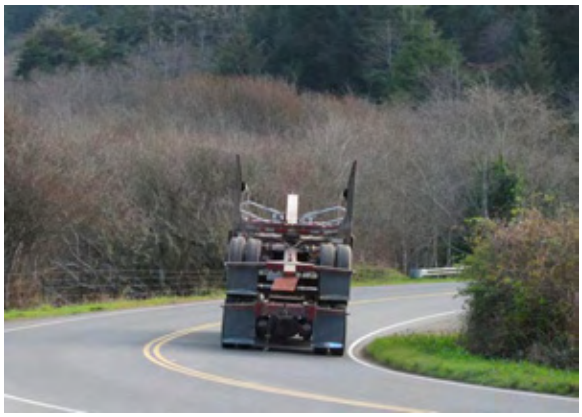
Section 2c.
On the border between the northern property and Wages Creek campground, a steep trail allows access to the beach. This area is popular with surfers.

Study Site #63

Section 2c.
Wages Creek Campground fills the floodplain of the creek and both bluffs. Public access is limited by fees and restrictions.

Study Site #63

© 2002-2010 Kenneth & Gabrielle Adelman



Section 2c.
The highway around Wages Creek Campground has no shoulders and poor sight lines and constitutes one of the most dangerous segments for hikers and bicyclists. Neither side of the creek bluffs has adequate access facilities.

Study Site #104

Section 3.
Between Wages Creek and Westport, Westport-Union Landing State Park continues with a sliver of land at Pete's Beach. The park adjoins the Westport Cemetery, and provides a bit of parking and a staircase to the beach. At low tide, hikers can come along the beach from DeHaven Creek, but this route is very limited by tides.
Study Site #65

Section 3.
Petes Beach staircase is maintained by the Westport-Union Landing State Park staff and provides an access trail used by Westport residents and visitors.

Study Site #65

Section 3.
Westport village has shoulders wide enough for bike (>3') along the main part of town. Village streets have no shoulders, but the grassy edges are used for walking within the town.

Study Site #105

Section 3.
Omega Drive provides a short alternative to Highway 1 for a long block north of town. Several access easements exist on parcels along the bluff, but none provide trails down to the shore.

Study Site #69

Section 3.
The main cross street in Westport, Abalone Street, hosts the store, post office, church and school. The streets have no shoulders, residents and schoolchildren use the grassy trails alongside the roads.

Study Site #105

Section 3.
Abalone St. and two other small streets connect inland to Hillcrest Terrace, a cross street that may provide an alternate walking or bicycle route around town.

Study Site #106

Section 3.
Westport Headlands provides an ADA parking space, accessible trail, and viewpoint, as well as walking trails across the meadow.

Study Site #69

Section 3.
A short and steep staircase provides beach access from the Westport Headlands. Several trails criss-cross the headlands, offering access to the beach, local transport and connectivity, and the California Coastal Trail link to the north and south.

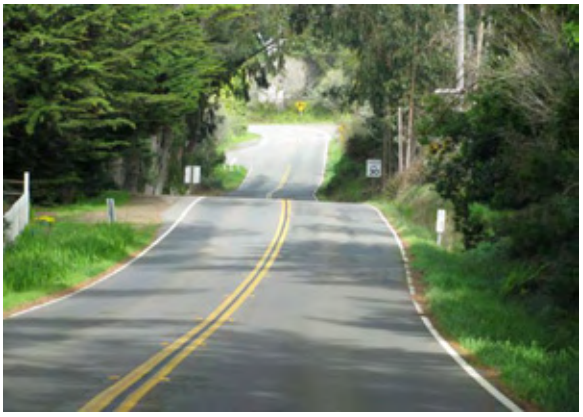
Study Site #107

Section 3.
At the south end of the Headlands property a potential exists for continuing the current trail for another 350'.

Study Site #70

Section 3.
Pacific Drive continues south of Highway 1 in Westport and may be an opportunity for increasing safety for bike travelers off the highway.

Study Site #70



Section 4a.
Highway 1 just south of Westport town again narrows to just traffic lanes, with no shoulders. This is another extremely dangerous site for bicyclists and hikers.

Study Site #105

Section 4b.
At approximately mile post 76.25, the Caltrans ROW is enhanced by fee-title land owned by Caltrans on the west side of the highway, which continues past Chadbourne Gulch to Bruhel Point Bluffs. Road repairs have increased the shoulder to 3', with room for parking. No access to the shoreline is possible on the steep bluff.
Study Site #73

Section 4b.
Chadbourne Gulch, owned by Caltrans, is a popular access site, currently unregulated. The roadway has no shoulders except in the lowest spot where the dirt access road originates. An old roadbed up the south bluff may have potential for an off-highway hiking trail.
Study Site #109

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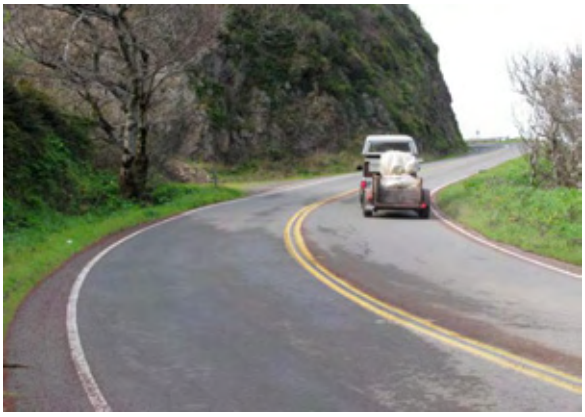
Section 4b.
An old roadbed is barely visible under an intense vegetation cover. A hiking trail here would keep hikers off the dangerous roadway.

Study Site #79



Section 4b.
Steep winding grades in and out of Chadbourne Gulch leave little room for walkers or bicycles, and the steepness slows bicyclists to a walking pace, extending the time they are exposed to traffic.

Study Site #79

Section 4b.
Chadbourne Gulch is completely owned by Caltrans. Inadequate shoulders, unregulated camping and lack of sanitary facilities make this popular spot risky for visitors.

Study Site #79

Section 4b.
South of Chadbourne the highway opens out to two small bridges with adequate shoulders for bicycles. This area grades into the dirt parking shown below

Study Site #79

Section 4c.
The northern part of the Bruhel Point Bluffs, owned by Caltrans, has dirt parking along the highway and several social trails down to the bluffs. One of only two Call Box telephones along this 20 mile stretch of highway is located here.

Study Site #81

Section 4c.
A long wide marine terrace parallels the highway at Bruhel. While shoreline access must be restricted to protect ESHAs, a lateral trail higher in the meadow may be possible. The narrow shoulder could be improved for bicyclists.

Study Site #94

© 2002-2010 Kenneth & Gabrielle Adelman

Section 4c.
Short steep trails provide minimal access to the shoreline.

Study Site #92

Section 4c.
Bruhel Point Bllufs parking lot and viewpoint provides ADA parking sites. It also has interpretive signs, a short ADA trail and benches, and hiking trails.

Study Site #94

Section 4c.
The highway along Bruhel Point Bluffs has very little shoulder. An off-highway trail and widened bike lane would increase safety.

Study Site #94

Section 4d.
From Bruhel Point Bluffs to the proposed Kibesillah Trail, the shoulder varies. Off-road easements are scattered, but could be consolidated into a trail with selected ROW acquisition.

Study Site #110

Section 5a.
This long narrow stretch of highway will soon have the new Kibesillah Trail for on the west side for 3 miles. The proposed trail will be mountain bike accessible, and a widened shoulder on the highway would make this dangerous stretch safer for cyclists.

Study Site #111

Section 5b.
South of the new Kibesillah Trail, the highway passes three parcels of land that offer an opportunity for off-highway trails. The highway has little shoulder along this stretch.

Study Site #97

Section 5b.
CA Fish & Game owns a small parcel that provides a steep access trail to the ocean. Management has been assigned to Mendocino County.

Study Site #97

Section 5b.
Just south of the Fish & Game site, the County of Mendocino owns a small parcel that has been improved with a parking lot, table and viewpoint. This is not connected to the Fish & Game parcel, but a continuous trail may be possible.

Study Site #97

Section 5b.
Adjacent to the two public parcels, Caltrans owns a strip of land next to the highway. This was the location of the roadbed before it was moved inland. A two-track trail leads from the County parcel along the bluff to the curve before Abalobadiah Creek.

Study Site #98

Section 5c.
Abalobadiah Creek gulch is the site of a narrow roadway with no shoulders. The dark curvy road has bad sight lines and remains a dangerous segment of the highway.

Study Site #112

Section 5c.
The south bluff of Abalobadiah Creek fronts a stretch of beach that is unaccessable, although there are public access easements along the dry sand at the foot of the bluff.

Study Site #99

Section 5c.
On the south side of Abalobadiah gulch, the roadway opens out into an informal pullout along the west side. This area has enough room for a formal turnout or small viewpoint.

Study Site #99

Section 5c.
If a viewpoint can be established at south Abalobadiah, the public will be greeted by this great view of the California Coastal National Monument.

Study Site #99

Section 5c.
Between Abalobadiah Creek and Seaside Creek, the highway is quite narrow and old cypress trees line both sides. The shoulder is <2' and residential properties lie all along the west side. Some improvements to the shoulder may be possible.

Study Site #113

Section 5d.
Seaside Beach has parking on both sides of the highway and is a popular beach in the summer time. A Caltrans road repair project will impact this area in 2012-13.

Study Site #114

Section 5d.
The south bluff of Seaside Beach will be changed dramatically in 2012 - 2013 when a Caltrans road repair project moves the roadway onto a retaining wall to the north of this stretch of highway. Improvements will include 4' shoulders in each direction.

Study Site #114

Section 5e.
Between Seaside Beach and the Ten Mile River bridge, the shoulders are uneven, ranging from more than 4 feet to less than 6 inches.

Study Site #115

Section 5e.
The Ten Mile River bridge has wide lanes, a 5' shoulder and a 6'walkway on the west side.

Study Site #100

Section 5e.
New enhancements south of the Ten Mile River bridge include wide shoulders, short paved paths, benches, interpretive signs, landscaping, and a small parking lot.

Study Site #110

APPENDIX D: PUBLIC & COMMUNITY OUTREACH

This Appendix contains the following information:

Bicycle Survey
- Bicycle Survey Poster
- Bicycle Survey Questionnaire
- Bicycle Survey Analysis

Community Outreach
- Press Releases
- Charrette Meeting Publicity
- Charrette Agendas, Maps, Questionnaires, and Powerpoint Slides
- Charrette Bus Tour Notes and Breakout Group Notes
- Analysis of surveys (questionnaires)

Much of the information contained in this appendix was posted on the WMAC Web Site to alert the community and other stakeholders to the public input process used in the preparation of this plan. The web site also provided a copy of the draft plan. This final plan will be permanently archived on that web page at: http://www.westportmac.org/trail.jsp

BICYCLE SURVEY

Attention Bicyclists—If you've biked anywhere within the mapped 21-mile long Coastal Trail Study Area between the Ten Mile River (PM 69.5) and Usal Road (PM 90.88), please participate in a voluntary survey.

Your participation will help us assess current bicycle use, concerns, interest in the project, and desirable local amenities. You can access the survey forms at these locations:

1.) The survey kiosk on the west side of Highway 1 in Westport at the main entry to the Headlands parcel;

2.) The Westport Community Store; or

3.) Download the form at this web site: http://www.westportmac.org/trail.jsp

Please return the forms to the survey kiosk, Westport Store, or mail them to the Westport Municipal Advisory Council, P.O. Box 307, Westport, CA 95488. Thanks!!

BICYCLE SURVEY

Attention Bicyclists—Please take a moment to help plan a 21-mile segment of the Coastal Trail between post miles 69.5 (Ten Mile River) and 90.88 (Usal Road). You are near the mid-point of that proposed trail segment. Your voluntary participation in this survey will help us assess current bicycle use, concerns, interest in the project, and desirable local amenities. Please be assured contact information will be used only to inform you about the project and will not be shared.

1. **Name(s):** _____
   Address: _____ (optional)*
   Telephone: _____ (optional)*
   Email: _____ (optional)*

2. **Date of visit to Westport:** _____

3. **Total number of bicyclists in your party:** _____

4. **Bicycle journey Origin:** _____ **Destination:** _____

5. **Concerns (e.g., safety issues, no shoulders, etc.) and suggested solutions:**

6. **Your input on desirable bicycle path characteristics:**
   A. Separate from motorized traffic where feasible: ☐Yes ☐No ☐No Opinion
   B. Separate pedestrian/equestrian traffic if feasible: ☐Yes ☐No ☐No Opinion
   C. Preferred surface: ☐Asphalt ☐Packed fines Other: _____
   D. Lane width: ☐Minimize ☐4 feet ☐6 feet ☐No Opinion
   E. Other input:

7. **Desirable local amenities:**
   A. Staging Area (safe long term motor vehicle parking)? ☐Yes ☐No ☐No Opinion
   B. More bicycle camping facilities? ☐Yes ☐No ☐No Opinion
      Describe: _____
   C. Secure bicycle racks at scenic staging/hiking areas? ☐Yes ☐No ☐No Opinion
   D. Other desirable visitor facilities (interpretive signs; restaurants; stores; local event notices; etc.):

8. **Qualities you appreciate about this area?** (describe)

9. **Do you support a non-motorized trail along this portion of coast?** ☐Yes ☐No ☐No Opinion

*Please supply contact information if you are interested in learning more or want to offer other input.

Westport Vicinity Bicycle Survey Results

Bicycle Survey Question	Yes	No	No Opinion
Support Nonmotorized Trail?	364	14	29
Separate from motorized traffic if feasible?	344	31	32
Separate bicycle path from Pedestrains/Equestrians?	192	67	148
Staging areas (long term parking)?	104	65	238
More/improved bicycle camping facilities?	281	42	84
Secure back racks/lockers at hiking/camping spots?	266	38	103

Bicycle Survey Question	Asphalt	Packed Fines	Other	No Opinion
Preferred bicycle trail surface?	373	15	7	12

Bicycle Survey Question	Minimize	4 feet	6 feet	Maximize	No Opinion
Preferred bicycle lane width	26	180	145	1	55

Bicycle Survey Question	Safety	Narrow Road/ Shoulder	Motorists Trucks & RVs	Poor Road*	Motorist Speed/ Attitude**	Poor Signage	Blind Curves
Concerns	298	250	74	24	23	21	15

*potholes, debris on shoulders, untrimmed roadside vegetation

**4 surveys reported accidents (motorists hit or forced them off road; 5 others reported motorists throwing objects/yelling/honking at them

Profile of Survey Population	Heading South	Heading North	Both Ways	Direction Unknown	**Totals**
Distance Travelers	779	56	0		835
Local Travelers	4	0	48		52
Unknown				15	15
Totals	783	56	48	15	902

Total of 407 surveys returned between June 1 and September 30, 2010.

PRESS RELEASE
June 29, 2010
Contact: Rixanne Wehren 937-2709

The Coastal Land Trust, with partners Westport Municipal Advisory Council and Mendocino Land Trust, will be developing a feasibility study for a continuous 21-mile section of multi-use Coastal Trail between Usal Road and the Ten Mile bridge along the west side of Highway 1. The study is funded with a community-based transportation planning grant awarded by Caltrans to the Mendocino Council of Governments (MCOG). This grant is sponsored by MCOG, who has agreed to provide the technical support, laison with CalTrans and the required cash match. The WMAC will supply volunteer inkind match for the community input process while most of the analysis and coordination will be accomplished by the Coastal Land Trust with assistance from the Mendocino Land Trust.

This community-based planning process will bring together diverse public, nonprofit, and private stakeholders to identify Coastal Trail alternatives that take into consideration both opportunities and constraints. Two community charrettes will be held to gather ideas, concerns, and other input. Once a preferred alignment is identified at the conclusion of the process in December 2011, funding will be sought to design and build the trail. Local participation in this planning process is encouraged and landowners along the highway route will be contacted individually. Those residents interested in the process can contact Louisa Morris, project manager at 937-6217 or Westport MAC chair Thad Van Bueren at 964-7272.

Please join us for a day of envisioning trails for the Westport area.

A bus tour and design "charrette" will encourage residents and interested parties to be part of planning future trails for non-motorized users between Usal Road and the Ten Mile River.

Date: **Saturday, November 6th**
Time: 10 a.m.- 3 p.m.
Meet at the **Westport Church** at **9:45 a.m**.
bus tour from 10-12
lunch from 12-1 p.m.
design charrette 1-3 p.m.

Light lunch provided.
RSVP requested.
For information/to RSVP: call 707-937-6217
or email louisa_morris@comcast.net

We look forward to seeing you!

Sponsored by Westport MAC, Coastal Land Trust, Mendocino Council of Governments, and Caltrans

Westport Trail Feasibility Study (Caltrans community planning grant)

First Public Charrette Meeting, November 6, 2010—Westport Community Church

Overall Project Goals: Improve non-motorized transportation options and recreational opportunities in study area.

Goal for meeting: Begin to build public and stakeholder consensus for a preferred concept. Seek input on:

a. Unmet non-motorized transportation needs in study area.
b. How project can best support a livable community and contribute to tourism-driven economy.
c. Preferred alignment or principles to guide its selection.
d. General trail design preferences.
e. Environmental concerns.

Publicity: 1) Postcards to landowners, local land trust (Westport Village Society) members, and bicycle survey respondents; 2) fliers posted throughout Westport & Fort Bragg communities; 3) ads in local newspapers; 4) articles in local papers and Westport community newsletter; 5) PSA to local radio stations; 6) calls to agency partners, landowners, and interest groups (stakeholders); 7) broadcast email to local listserves, WMAC, and WVS email lists.

Schedule: 10-12 noon: bus tour
12-1: lunch
1-3: presentation and public input

AGENDA

1. **Presentation**: (30 minutes)—Coastal Land Trust/Westport Municipal Advisory Council
   a. Introduce goals and organization of meeting (presentation, small group breakout; large group input; questionnaires, map input)
   b. Introduce project: purpose of feasibility study; partners (Caltrans, MCOG, CLT, MLT, WMAC, State Parks, County); overview of stakeholder input process (public charrettes, bike survey, landowner contacts)
   c. Present alternatives in six portions of study area (display maps, powerpoint presentation, poster board with typical alternatives such as: multi-use trail adjacent to highway; multi-use trail separated from highway; and separate bike/ped trails)
   d. Preliminary opportunities and constraints analysis (CCT Strategic Plan (MLT); Fieldwork by CoLT and WMAC)
2. **Small group breakout**: (20 minutes) Participants will break out in small groups that are interested in particular types of trail use (pedestrian, bicycle, equestrian, walkable community, etc.). Each group will have a facilitator and will report back to larger group.

Break (10 minutes)

3. **Large group Input:** (50 minutes) Small group spokespeople will report back to large group and a facilitated discussion will occur with notes taken on that input.
4. **Wrap up and next steps:** (Discuss questionnaire and map input; mention next charrette to get input on draft feasibility study in May/June 2011)

Mechanisms for obtaining input at charrette:

a. Questionnaire (mention deadline for receipt is Nov. 15, 2010; electronic form available at http://www.westportmac.org/trail.jsp and should be sent to [thadvanbueren at directv dot net]
b. Large and small group discussion with not takers
c. Opportunities to review maps and place stickers to indicate priorities
d. Sign-in at meeting with email list for future meeting/input notifications.

Westport Coastal Trail Charrette—Bus Tour

Stop 1: Usal Road (stay in bus) *Louisa*
Segment 1 (Usal to Hardy Creek) Constraints: available ROW confined to Caltrans lands and SRL branch trail (new ROW acquisition costly); steep terrain; lots of wetland issues along Cottoneva Creek corridor. All imply this will be a high cost segment to build. Opportunities: Potential for easement purchase if landowner is willing?

Stop 2: MRC Demonstration Forest (disembark) *Rixanne*
Existing trail and potential for easement purchase along west side of highway in Cottoneva Valley if landowner is willing.

En route south point out steep terrain surrounded by private land (constraints) which will drive trail cost up; SRL branch trail at Cape Vizcaino; bluff erosion between Juan Creek and Caltrans vista point at north end of State Park.

Stop 3: Westport Union Landing HQ (disembark) *Thad*
Segment 2 (Hardy-Westport)—Constraints: bluff erosion between Juan Creek and Caltrans vista point at north end of State Park; steep & narrow around Wages Creek with lack of available public ROW/easement. Opportunities: lots of publicly owned and nonprofit lands to allow trail separation from highway; significant amount of good shoulder width already exists; old highway may be useable as separated trail in some areas; Omega Street/WVS headlands allow off-highway trail; lots of level ground implies lower construction cost in most of this segment.

En route south point out steep terrain surrounded by private land (constraints) at Wages Creek

Stop 4: Westport Headlands (disembark) *Thad*
Opportunities to take trail off highway along Omega Drive, through Headlands, and up Pacific Drive. Special needs for a walkable community such as sidewalks/boardwalks?

En route south point out steep terrain surrounded by private land and severe erosion in slide repair area north of Chadbourne Gulch (constraints).

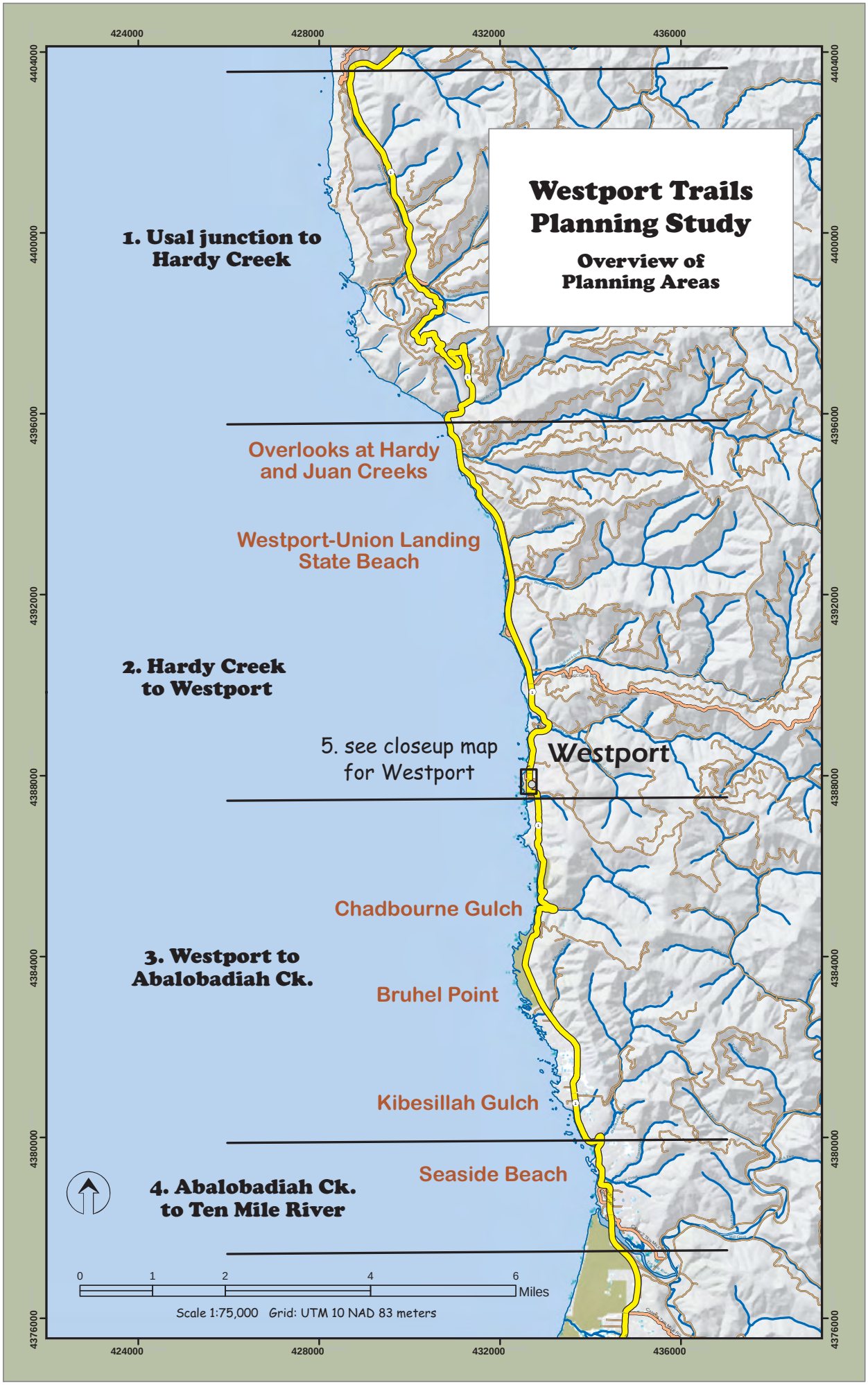
Stop 5: Chadbourne Beach (disembark) *Thad*
Segment 3 (Westport –Abalobadiah)—Constraints: steep terrain and severe bluff retreat; ROW limited in some segments; significant environmental resource constraints. Thus, high cost to build in some sections. Opportunities: significant width from Bruhel Point pullout to Winery allows separated trial; Jackson-Grube easements will soon be to constructed; short intervening segments may allow a continuous trail if landowners are willing to sell/donate easements.

Stop 6: Caltran Vista Point (disembark) *Louisa*
Significant width from Bruhel Point pullout to Winery allows separated trial; environmental constraints exist, however.

En route south point out extent of Caltrans holding; location of Jackson Grube easement

Stop 7: Seaside Beach (disembark) *Rixanne*
Segment 4 (Abalobadiah-Ten Mile)—Constraints: steep Abalobadiah segment; width constrained by private lands except Seaside; environmental resource issues at creek crossings, etc. and thus costly to build. Opportunities: Good width from Ten Mile to Ocean Meadows; Caltrans project to add width south to Seaside Beach. Short segment from Seaside to Abalobadiah would provide connectivity north to Chadbourne if landowners are willing to sell/donate easements.

Stop 8: Ten Mile Parking (stay in bus) *Louisa*
Good width from Ten Mile to Ocean Meadows; connection to MacKerricher & points south.


Westport Trails Planning Study
Overview of Planning Areas
1. Usal junction to Hardy Creek
Overlooks at Hardy and Juan Creeks
Westport-Union Landing State Beach
2. Hardy Creek to Westport
5. see closeup map for Westport
Westport
Chadbourne Gulch
3. Westport to Abalobadiah Ck.
Bruhel Point
Kibesillah Gulch
Seaside Beach
4. Abalobadiah Ck. to Ten Mile River
0 1 2 4 6 Miles
Scale 1:75,000 Grid: UTM 10 NAD 83 meters
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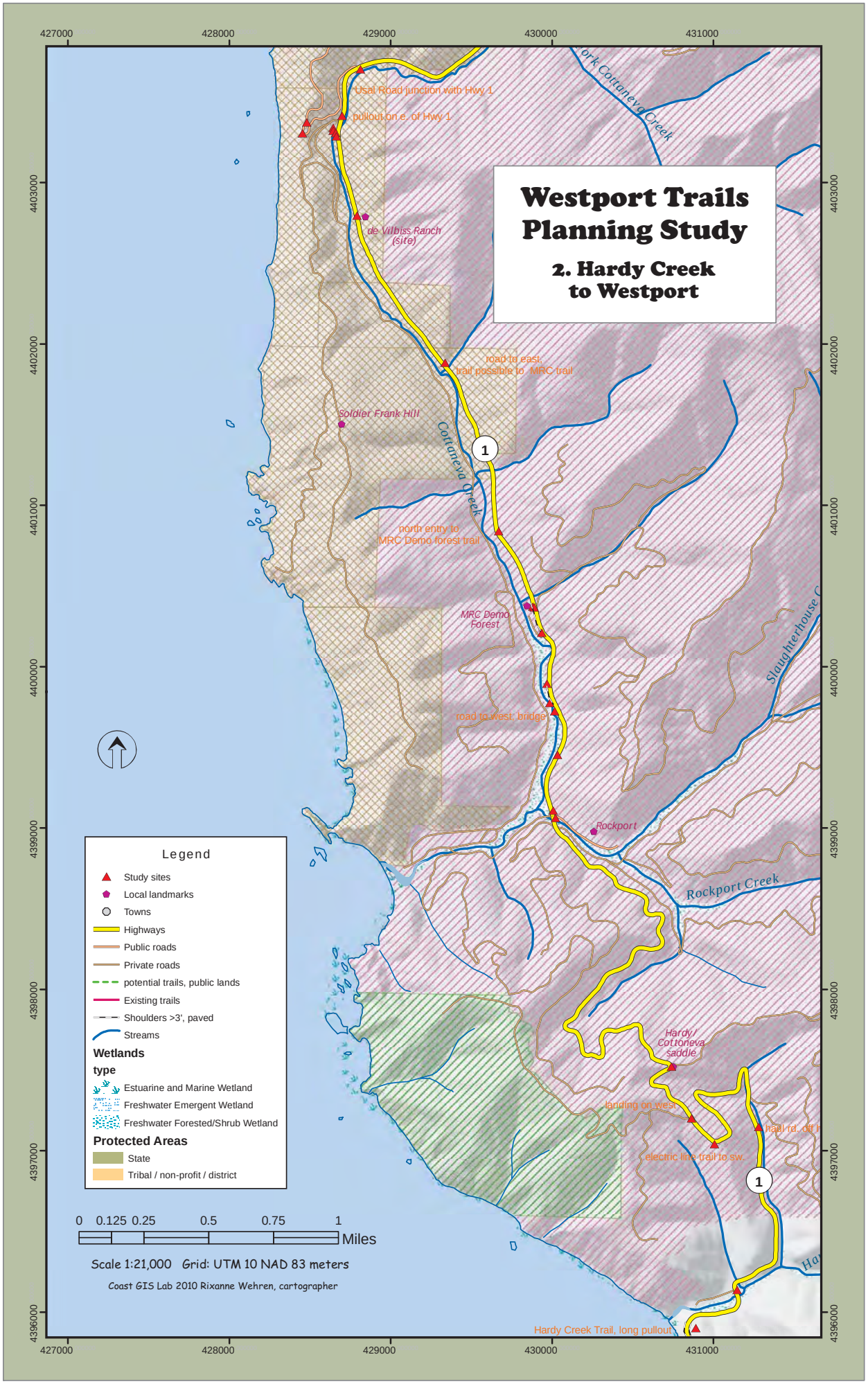
Westport Trails Planning Study
2. Hardy Creek to Westport
Usal Road junction with Hwy 1
pullout on e. of Hwy 1
de Vilbiss Ranch (site)
road to east, trail possible to MRC trail
Soldier Frank Hill
Cottaneva Creek
north entry to MRC Demo forest trail
MRC Demo Forest
road to west, bridge
Rockport
Rockport Creek
Slaughterhouse C
Hardy / Cottoneva saddle
landing on west
hael rd. off
electric line trail to sw.
Hardy Creek Trail, long pullout
1
Legend
Study sites
Local landmarks
Towns
Highways
Public roads
Private roads
potential trails, public lands
Existing trails
Shoulders >3', paved
Streams
Wetlands
type
Estuarine and Marine Wetland
Freshwater Emergent Wetland
Freshwater Forested/Shrub Wetland
Protected Areas
State
Tribal / non-profit / district
0 0.125 0.25 0.5 0.75 1
Miles
Scale 1:21,000 Grid: UTM 10 NAD 83 meters
Coast GIS Lab 2010 Rixanne Wehren, cartographer
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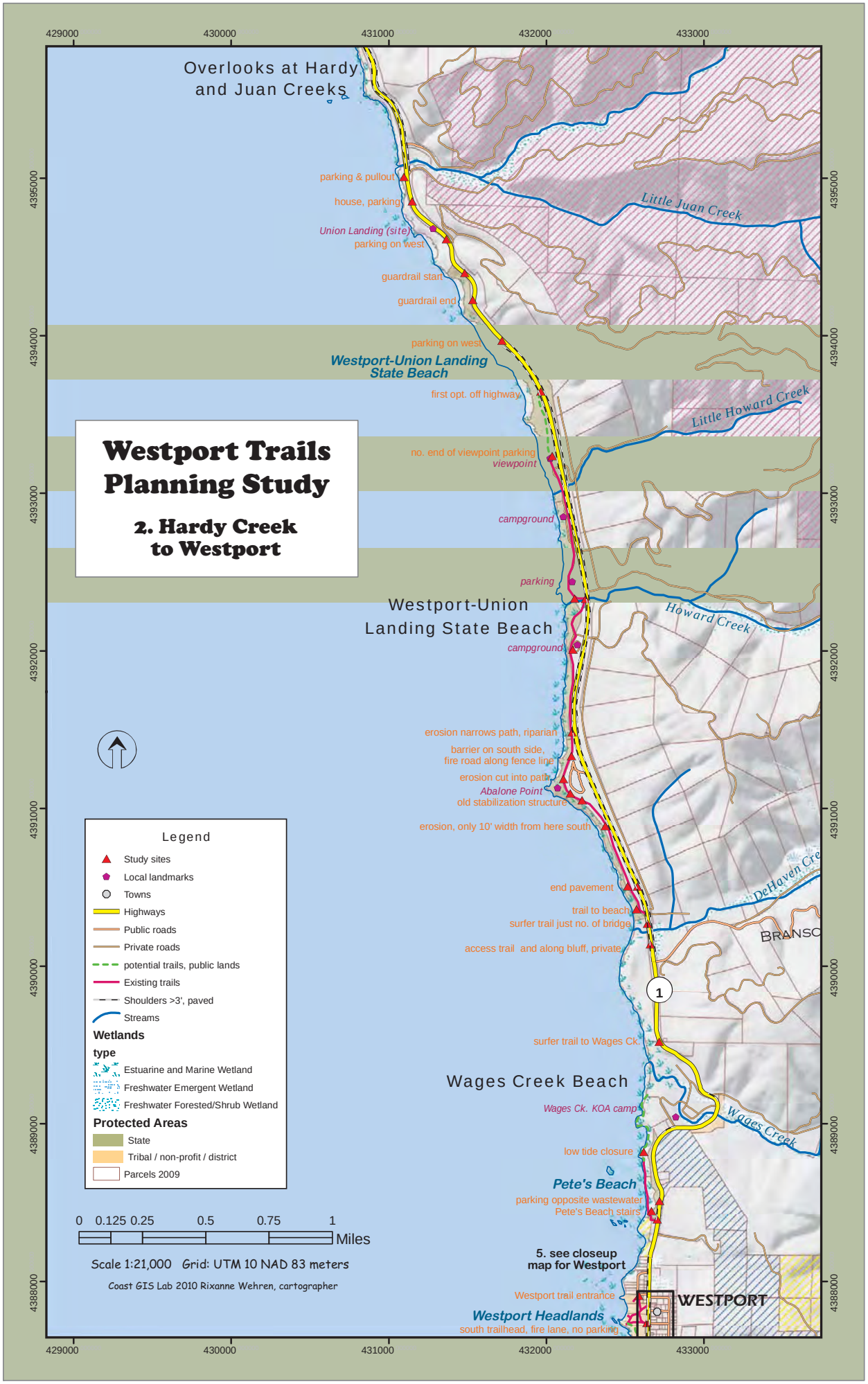
Westport Trails Planning Study
2. Hardy Creek to Westport
Overlooks at Hardy and Juan Creeks
parking & pullout
house, parking
Union Landing (site)
parking on west
guardrail start
guardrail end
parking on west
Westport-Union Landing State Beach
first opt. off highway
no. end of viewpoint parking
viewpoint
campground
parking
Westport-Union Landing State Beach
campground
erosion narrows path, riparian
barrier on south side, fire road along fence line
erosion cut into path
Abalone Point
old stabilization structure
erosion, only 10' width from here south
end pavement
trail to beach
surfer trail just no. of bridge
access trail and along bluff, private
surfer trail to Wages Ck.
Wages Creek Beach
Wages Ck. KOA camp
low tide closure
Pete's Beach
parking opposite wastewater
Pete's Beach stairs
5. see closeup map for Westport
Westport trail entrance
Westport Headlands
south trailhead, fire lane, no parking
WESTPORT
Little Juan Creek
Little Howard Creek
Howard Creek
DeHaven Cre
BRANSC
Wages Creek
1
Legend
Study sites
Local landmarks
Towns
Highways
Public roads
Private roads
potential trails, public lands
Existing trails
Shoulders >3', paved
Streams
Wetlands
type
Estuarine and Marine Wetland
Freshwater Emergent Wetland
Freshwater Forested/Shrub Wetland
Protected Areas
State
Tribal / non-profit / district
Parcels 2009
0 0.125 0.25 0.5 0.75 1
Miles
Scale 1:21,000 Grid: UTM 10 NAD 83 meters
Coast GIS Lab 2010 Rixanne Wehren, cartographer
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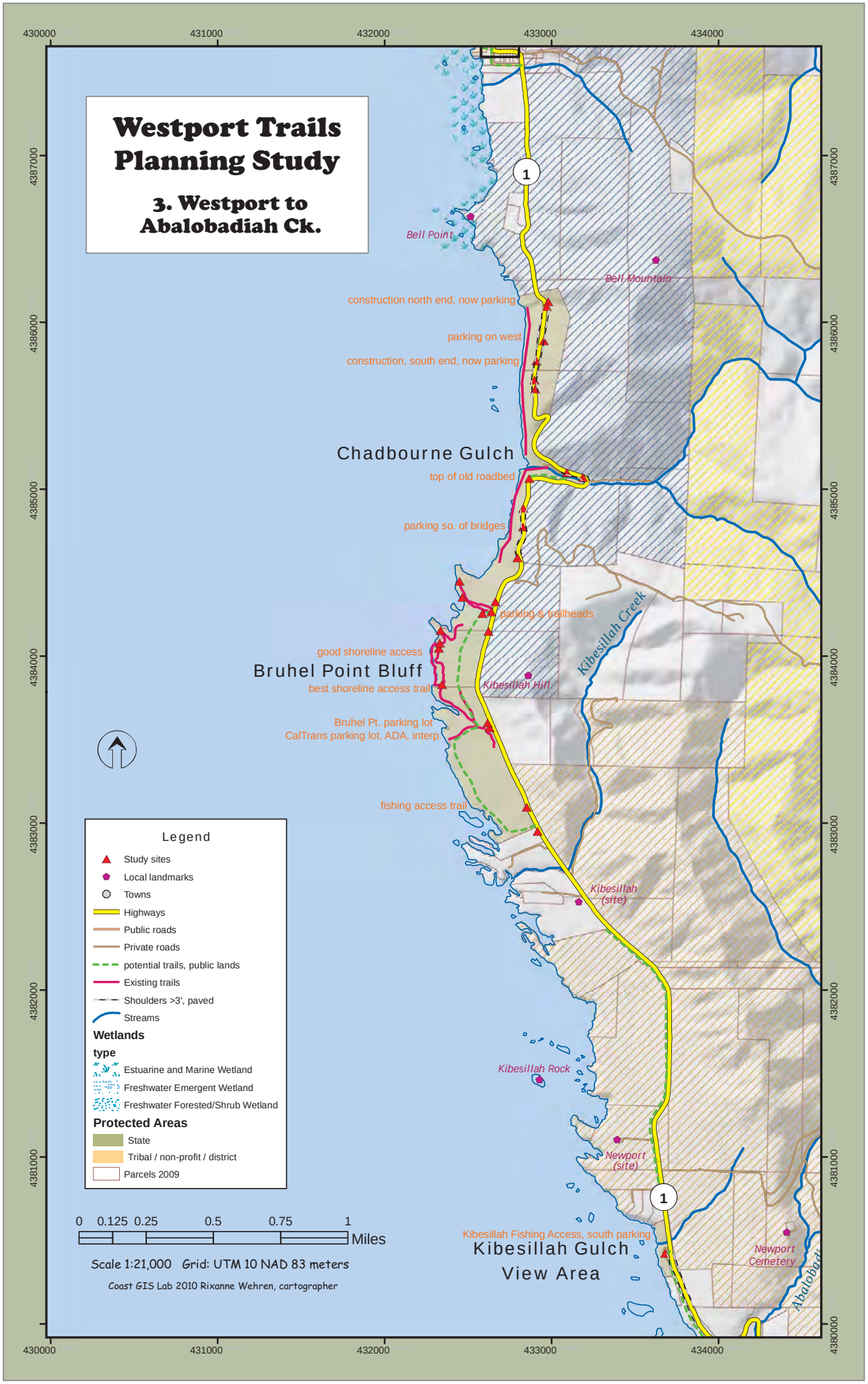
Westport Trails Planning Study
3. Westport to Abalobadiah Ck.
430000
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4384000
4383000
4382000
4381000
4380000
1
Bell Point
Bell Mountain
construction north end, now parking
parking on west
construction, south end, now parking
Chadbourne Gulch
top of old roadbed
parking so. of bridges
parking & trailheads
Kibesillah Creek
good shoreline access
Bruhel Point Bluff
best shoreline access trail
Kibesillah Hill
Bruhel Pt. parking lot
CalTrans parking lot, ADA, interp.
fishing access trail
Kibesillah (site)
Kibesillah Rock
Newport (site)
Kibesillah Fishing Access, south parking
Kibesillah Gulch View Area
Newport Cemetery
Abalobadi
Legend
Study sites
Local landmarks
Towns
Highways
Public roads
Private roads
potential trails, public lands
Existing trails
Shoulders >3', paved
Streams
Wetlands
type
Estuarine and Marine Wetland
Freshwater Emergent Wetland
Freshwater Forested/Shrub Wetland
Protected Areas
State
Tribal / non-profit / district
Parcels 2009
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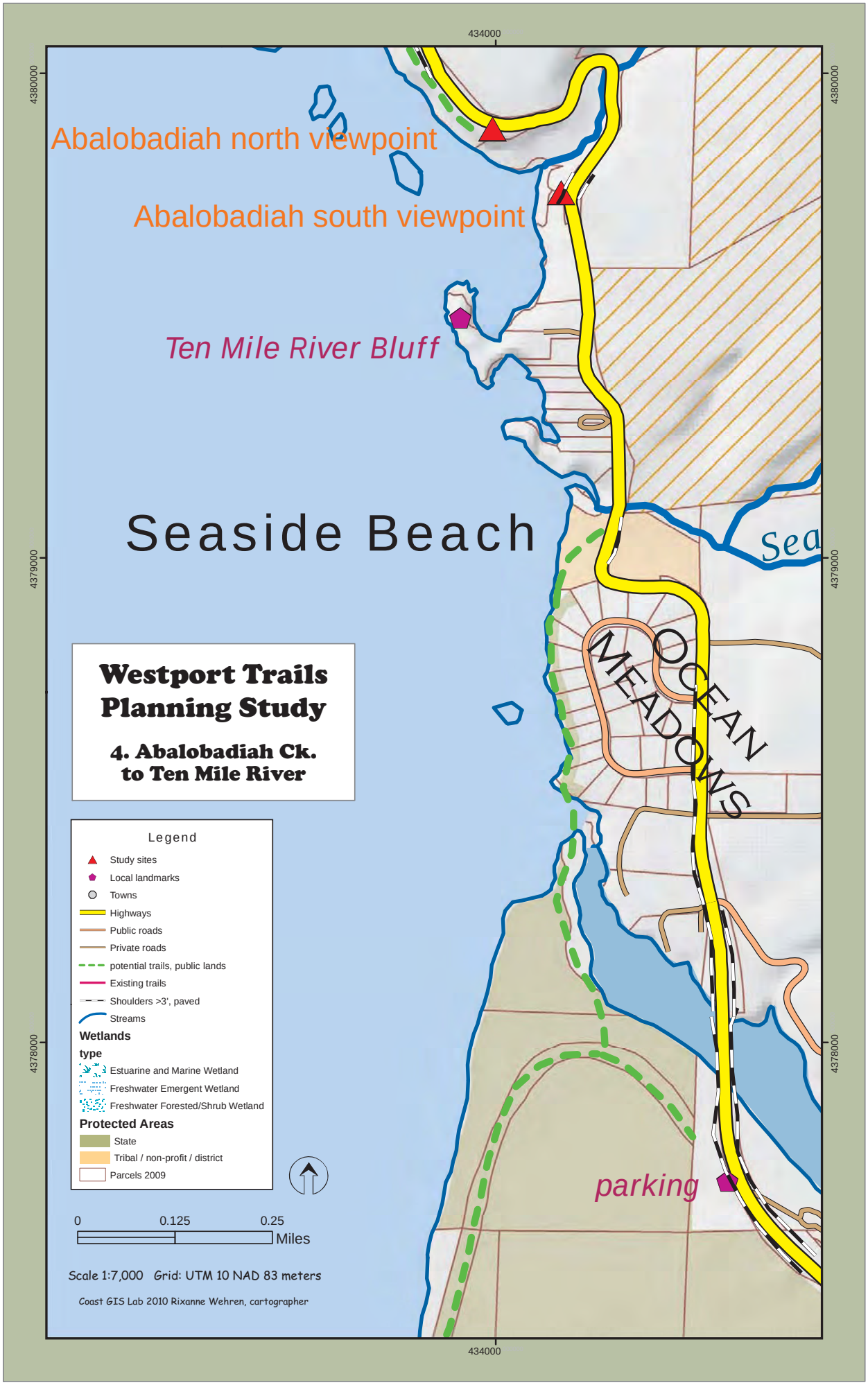
Scale 1:21,000 Grid: UTM 10 NAD 83 meters
Coast GIS Lab 2010 Rixanne Wehren, cartographer


434000
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Abalobadiah north viewpoint
Abalobadiah south viewpoint
Ten Mile River Bluff
Seaside Beach
Sea
OCEAN MEADOWS
parking
Westport Trails Planning Study
4. Abalobadiah Ck. to Ten Mile River
Legend
Study sites
Local landmarks
Towns
Highways
Public roads
Private roads
potential trails, public lands
Existing trails
Shoulders >3', paved
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type
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State
Tribal / non-profit / district
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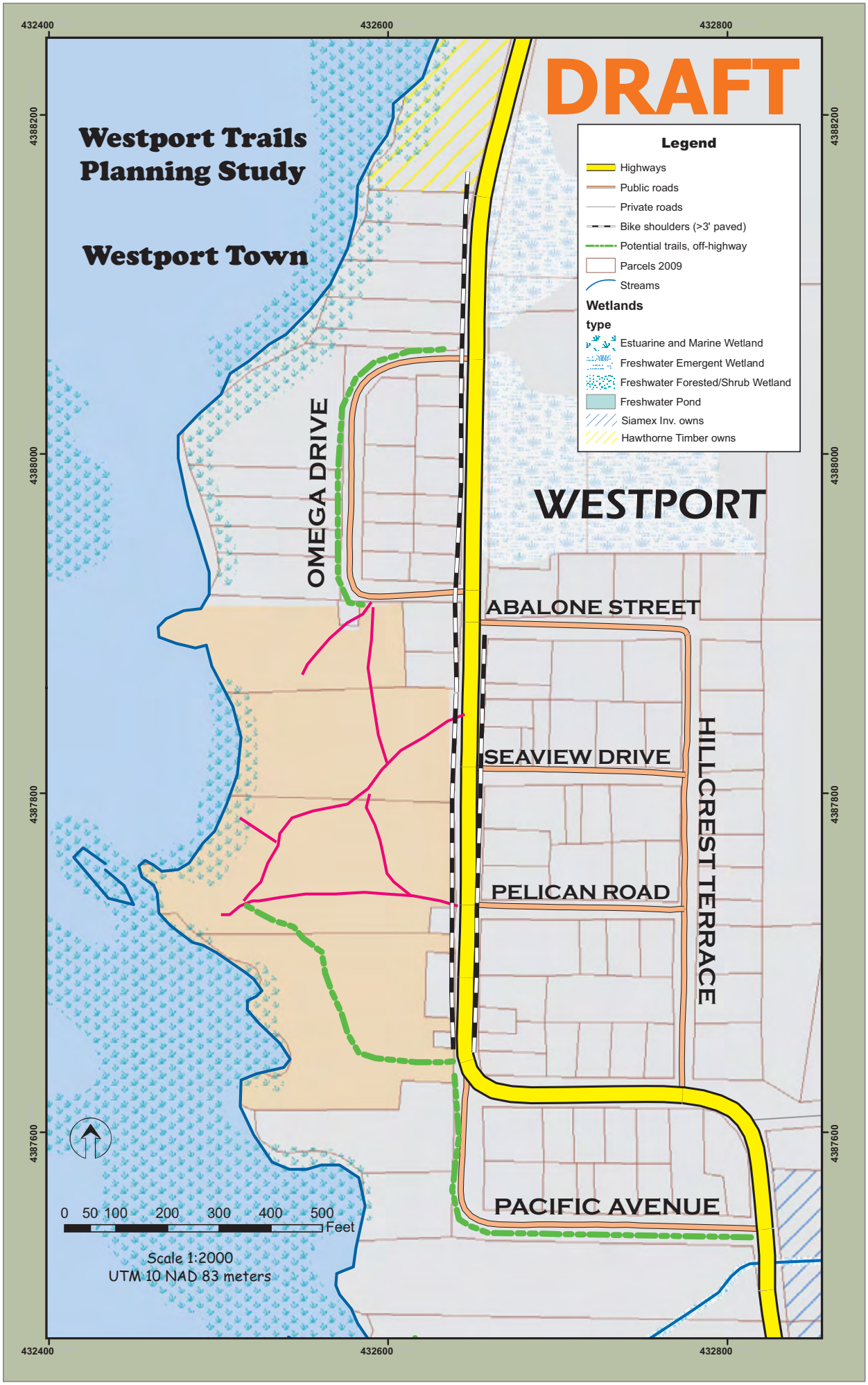
Scale 1:7,000 Grid: UTM 10 NAD 83 meters
Coast GIS Lab 2010 Rixanne Wehren, cartographer


DRAFT
Westport Trails Planning Study
Westport Town
Legend
Highways
Public roads
Private roads
Bike shoulders (>3' paved)
Potential trails, off-highway
Parcels 2009
Streams
Wetlands
type
Estuarine and Marine Wetland
Freshwater Emergent Wetland
Freshwater Forested/Shrub Wetland
Freshwater Pond
Siamex Inv. owns
Hawthorne Timber owns
WESTPORT
OMEGA DRIVE
ABALONE STREET
SEAVIEW DRIVE
PELICAN ROAD
HILLCREST TERRACE
PACIFIC AVENUE
0 50 100 200 300 400 500
Feet
Scale 1:2000
UTM 10 NAD 83 meters
432400
432600
432800
4388200
4388000
4387800
4387600

Integrated Multi-Use Coastal Trail Planning near Westport

Community-Based Transportation Planning Grant

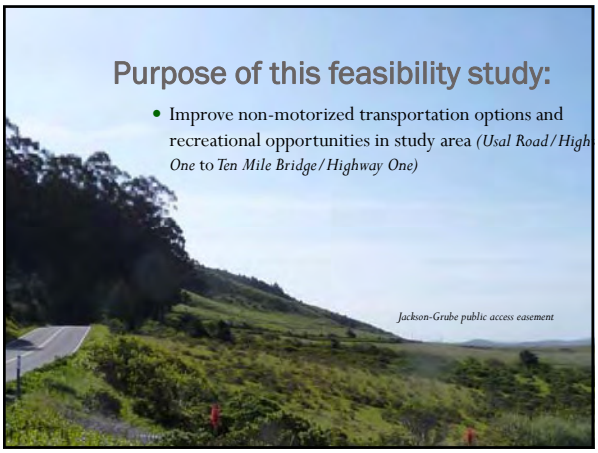
Caltrans: Granting Agency

Mendocino Council of Governments (MCOG): Grantee

Coastal Land Trust, Westport MAC, Mendocino Land Trust: Sub-Recipients

Purpose of this feasibility study:

- Improve non-motorized transportation options and recreational opportunities in study area *(Usal Road/Highway One* to *Ten Mile Bridge/Highway One)*



Jackson-Grube public access easement

Purpose of this meeting:

Seek input on:

1. Unmet non-motorized transportation needs in study area.
2. How this project can support a livable community and contribute to tourism-driven economy.
3. Preferred alignment or principles to guide its selection.
4. General trail design preferences.
5. Environmental concerns.

Bruhel Point

Format of this meeting:

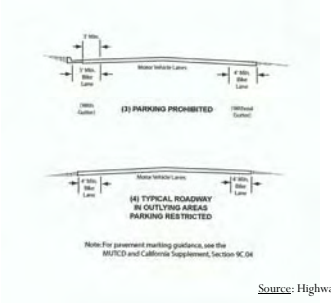
1. Short presentation on project (20 minutes).
2. Breakout into small groups (pedestrian, bicycle, equestrian, walkable community, etc.) to review maps and participate in facilitated discussion (20 minutes).
3. (Short break: 10 minutes)
4. Reconvene and report back to entire group; participate in facilitated discussion, notes taken on input (50 minutes).
5. Wrap-up and next steps (discuss questionnaire and map input, approximate date of next charrette) (10 minutes).

"Stakeholder" Input Process:

- Public meetings/charrettes (*a "charrette" is an intensive planning session in which citizens, designers, and others collaborate to develop a vision for development of some kind*)
- Bike survey
- Questionnaire
- Landowner outreach
- Meetings with stakeholders and stakeholder groups
- **Project Partners**: Caltrans (California Department of Transportation), MCOG (Mendocino Council of Governments), WMAC (Westport Municipal Advisory Council), CoLT (Coastal Land Trust), MLT (Mendocino Land Trust), California State Parks, Mendocino County, California Coastal Commission, State Coastal Conservancy, landowners, residents, recreational users, visitors, and all who want to participate.

Alternative Trail Designs in Study Area

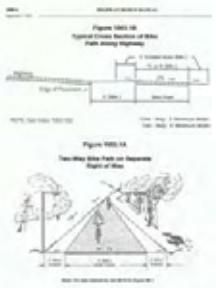
- On-highway bike lane/trail for non-motorized use:



Source: Highway Design Manual, 2006

Alternative Trail Designs in Study Area

- Non-motorized trail separate from Highway:



Preliminary Opportunities and Constraints Analysis

Segment 1- Usal Road/Highway One to Hardy Creek:

Opportunities: Cape Vizcaino; MRC Demonstration Forest; potential for easement purchase along west side of highway in Usal to Rockport section, if landowner willing.

Cottoneva Creek area

Constraints: narrow, steep, winding, mountainous terrain; wetland issues in Cottoneva Creek corridor; timber harvest; grazing cattle; landowner willingness; high cost of building non-motorized trails in steep areas with narrow Caltrans right-of-way.

Preliminary Opportunities and Constraints Analysis

Segment 2- Hardy Creek to Westport:

Constraints: washouts on old highway route; dangerous to travel low tide beach route dangerous if tide isn't right; bluff erosion between Juan Creek and Caltrans vista point at north end of State Park; steep and narrow around Wages Creek.

Opportunities: Westport-Union Landing State Beach: old highway one route; low tide route between Howard and DeHaven Creeks; significant amount of Highway One shoulder; lots of publicly-owned or nonprofit-managed lands to allow trail separation from highway; Omega/Westport Headlands allow off-hwy trail; lots of level ground in this section.

Westport Union Landing State Park Trail

Preliminary Opportunities and Constraints Analysis

Bruhel Point parking area

Segment 4- Westport to Abalobadiah:

Constraints: narrow/non-existent right-of-way in a few areas; landowner support for trails; environmental constraints; potentially costly to build.

Opportunities: Potential to connect Bruhel Point south to publicly-owned lands due to significant Caltrans ownership and right-of-way in this area; Jackson-Grube trail segment is going to be constructed soon.

Preliminary Opportunities and Constraints Analysis

Segment 5- Abalobadiah to Ten Mile River:

Constraints: Steep Abalobadiah section; not much Caltrans right-of-way; resource issues at creek crossings; costly to build trail in most areas.

Opportunities: good Caltrans right-of-way between Ten Mile and Ocean Meadows; Caltrans repair near Seaside will add width to right-of-way; short segment between Abalobadiah and Seaside could provide connection (if landowners willing) to trails to north and south.

Seaside Beach

Small Group Discussions:

- Breakout groups (~5): equestrians, bicyclists, and pedestrians
- Breakout group outline (see sheet)
- Questions for discussion groups:

  Taking into account constraints, opportunities, and relative costs as discussed in the opening presentation:

  1) Discuss relative priority for specific use type by geographic areas.
  2) Discuss relative priority of separating this use from other non-motorized and motorized traffic.
  3) What is the most desirable trail width, surface, and gradient?
  4) What special facilities are desirable in connection with this use type?
  5) What kinds of concerns do you have about building a non-motorized trail?

Westport Coastal Trail Small Group Discussion

November 6, 2010 Charrette

Breakout Groups

Planned as 5 groups broken out by favored type of use potentially encompassing these possible categories (subgroups will depend on levels of interest):

- Equestrians;
- Bicyclists (possible subgroups: road and off-road);
- Pedestrians (possible subgroups: hikers; ADA/disabled; walkable Westport)

Group Breakout Outline (estimated to last 20 minutes)

1) Facilitator to mention before discussion ensues:
   a) Goal is to convey group input on discussion topics with both majority and minority views covered.
   b) Encourage participation of all; one speaker at a time; basic courtesy.
   c) Maps may be marked up to convey specific input by location
   d) If consensus on a topic is not readily forthcoming, simply document that (individual surveys will gather those divergent views)
2) Introductions prompted by facilitator (ask for name, residence, key issue, and willingness to serve as note taker who will present results to large group)
3) Choose note taker/reporter
4) Facilitated discussion of questions (below)

Questions for Discussion Groups

Taking into account constraints, opportunities, and relative costs as discussed in the opening presentation:

1) Discuss relative priority for specific type of use by geographic area and the Westport subarea. (see maps). Rank them 1-5 if possible.

2) Discuss relative priority of separating this use from other non-motorized and motorized traffic.

3) What is the most desirable trail width, surface, and gradient?

4) What special facilities are desirable in connection with this type of trail use?

5) What kinds of concerns do you have about building a non-motorized trail?

First Charrette 11-6-2010—Small Group Breakout
Notes from the Pedestrian Trail & Walkable Westport Group

1) Priority locations (Rank 1 – 5, 1 highest)
   General discussion:
   - Expand existing trails, go for low hanging fruit, path of lease resistance
   - Try to connect destinations, ie Westport Union Landing State Beach to Westport
   - For hiking groups, trails need to be 3 to 5 miles without being forced onto the road shoulder. Otherwise organized groups will not utilize the trail. (Fay Yee of Coast Walk)
   - Ranking
     - 1 – Connect Westport to the State Beach
     - 2 – Connect Seaside Beach to the Haul Road / dunes trail. This is seen as near term because of the proposed improvements on Hwy 1 between Ocean Meadows and Seaside Beach, make sure this planning group gets input into that project.
     - 3 – Except for 2 above, generally focus on sections 2 and 3
     - 4 – Work to tie Bruhel Point to Kibesillah Gulch via the planned 1+ mile trail being developed on Jackson-Grube property
     - 5 – Section 1
2) Priority of separation of Pedestrian use from other non-motorized and motorized traffic
   - Where road is narrow safety mandates all trail types being separated from motorized traffic. Lack of separation will greatly reduce utilization by hikers.
   - Not felt necessary to have separate "lanes" for hikers, bicyclists, and equestrians. This conclusion based on expected usage (relatively low traffic density).

   Note: It was observed that a full coastal development process would be required to develop any trails. Decisions should be made with that in mind.
3) Trail width, surface and gradient
   - Do the best you can at each location. No much point in discussion this with the available information.
4) Special facilities desirable for pedestrian use
   - Since segmented trail sections are a reality, parking and staging areas will be needed
   - Outhouses would be nice, but could cause more problems than they are worth
   - Drinking water availability (stolen from bicycle list)

   Note: Trails are not free after being built. Maintenance, insurance, etc. require ongoing funding and participation
5) Concerns
   - Maintenance of any improvements – who is responsible?
   - Overuse of resource based on scale improvements
   - Unintended damage to environment

   Note: Promotion of use requires taking responsibility

First Charrette 11-6-2010—Small Group Breakout
Notes from the Equestrian and Hiking Group

Horse issues discussed first:

1. Horse riders would like the old Cahto Road from Newport opened to long distance trail rides. May be able to get easement or permissions by permit. Staging area exists but needs permissions.
2. Would like Vista Point at Westport Union Landing SP available for staging.
3. Look at inland trails potentials and match staging areas to them.
4. Need any Bruhel Point permission for horses clearly indicated.

General discussion:

1) Kendall Smith – County Supervisor: Cost is important in prioritizing.
   a. Ease of developability, ownership, cost
   b. Connectivity to other trails, links
   c. Maintenance group available
   d. Maximum access to shoreline
   e. Population and number of users
2) Teresa Spade – County Planning staff: County planning emphasizes the Local Coastal Plan of maximum access
   a. All types of access; hike, bike, horse, chairs
   b. CA Coastal Trail
   c. Usage and population centers
3) Nancy Barth -
   a. Marine Mammal rescuers need access to all beaches
   b. Juan Creek is a county road and has trail to beach.
   c. Wages Creek Camp welcomes Mar Mam workers
   d. Westport Union Landing SP also available for Marine Mammals
4) Dobbie Bowen – Familiar with all old roads and trails in the area.
   a. Recommends connecting old trails from Chadbourne to Hardy for a long distance trail. Willing to show old roads and trails for future long distance trail from Westport to Covelo.
   b. Want to look at the Big Picture.
   c. Coordinate with Branscomb/Cahto Indians on trail to coast, Mussel Rocks and Ten Mile use areas.
5) Juan Creek could be developed as ADA site and viewpoint. Plenty parking.

Priorities:

1. Coastal Access spurs
2. Viewpoints
3. Kibesillah trail should have some ADA site.
4. South end of Ten Mile Bridge should be connected to Haul Road. Purchase intervening small parcel of private land.

Question: Should trails be separated? Responses:

1) Separated where feasible
2) Emphasize Share The Road, where not feasible to separate.
3) More signage and striping for bikes
4) Combine construction and three year maintenance when giving contracts for trail building
5) More pullouts for bikes and cars

Question: What special facilities would you like? Responses:

1) Hike/bike camps
2) Bike lockers at Westport Headlands, State Parks (see Shelter Cove examples)
3) Restrooms at Westport Headlands, Bruhel Point and Kibesillah
4) Trash receptacles
5) Safety signs, ocean safety signs
6) Call boxes and/or cell service signs
7) Public water sites
8) Assessment of public facilities
9) Promotion of trails
10) Phone at CalTrans Bruhel Point

Question: What concerns do you have? Responses:

1) Traffic safety
2) Signage in narrow areas
3) Possible single lane with lights if too narrow
4) Coordination with County on prioritizing

First Charrette 11-6-2010—Small Group Breakout

Notes from the Bicycling Group

Visibility
Safety
Tourism

PRIORITIES:

- Volume
- Visibility
- Speed differential between bikes & cars, especially on uphill sections
- West side/southbound

1. Signage – on road
   a. "Share the Road"
   b. Larsonite posts (next water; next camping; next services)

2. Local commuters from Westport campgrounds & Westport Subdivision to Village

3. Separate road from riders
   a. But keep paved & direct route
   b. Don't want to slow down bike speed (touring bikes are moving fast)
   c. Separate from equestrians and hikers

4. Asphalt – 6' min
   a. As long as it's narrower than a car,
   b. Consideration for ATV trail maintenance vehicle

5. Provide
   a. leg-break pullouts
   b. bike racks at Westport & Ten-Mile bridge
   c. signage – on roadway
   d. water supply areas – see notes on Bike Group maps

6. Concerns:
   a. Safety
   b. ESHAs
   c. Aesthetics
   d. Cost
   e. Maintenance
   f. Trail users as "good neighbors" & stewards
   g. Misuse of trails (abused)
   h. Spawning of social trails
   i. Choke points on highway (car/bike conflicts)

Map Notes

Map 1

- MRC Demo Forest – *water supply*
- Hardy/Cotteneva saddle to Hardy Creek – *slow riders going uphill, southbound*

Map 2

- Westport Union Landing State Beach to Village – *bike trail priority to and from town for camping/subdivision residents*
- Wages Creek – *visibility*

Map 3

- Chadbourne Gulch & all switchbacks & hairpins – *priority areas for bike lanes, at inclines where car/bike speed differential is greatest and visibility is poorest*
- Bruhel Point Bluff – *water supply*, bike racks & locks

Westport Village Map

- Pacific Avenue – *detour from Hwy 1, has better visibility*

First Charrette 11-6-2010—Small Group Breakout
Notes from the Landowner Group
Note taker: Louisa Morris

Participants: Joe and Bob Heiser, Jan Walker, Ginny and Kevin Michel, Harvey Hoechstetter, Bobbie Knapp, Jane Vartanian, and 2-3 others

General concerns included: liability, trash, homeless, camping, personal safety, ongoing monitoring of trail, safety of users (especially bikers), geological stability of portions of the study area, source of funding for ongoing trail maintenance, public bathroom locations.

Specific concerns and points made included:

1. Remove trail to Hardy Creek Beach (Map 1) (in green on map on wall) (Heiser).
2. There was a request from the Hardy Creek landowners to make the break point on the map at a location other than Hardy Creek (Heiser).
3. Public use of stairway to beach in Ocean Meadows subdivision. There was a request not to map the stairway on the public maps for this study (Walker, Michel).
4. There should be at least a 4-foot shoulder on both sides of the highway for non-motorized users (Hoechstetter).
5. Remove (on Map 2) the following labels (next to red triangles); house, parking; Union Landing (site); and parking on west (near the top of the map) (Knapp).
6. The Westport Cemetery does not support a public trail through their property, though along the eastern edge of their property (western edge of Highway One) is okay (Vartanian).
7. There were general landowner concerns and questions about the meaning of the red triangles on the map.

With respect to the trail concept, the landowner group supported the concept of this trail on public lands, with a trail separated from Highway One wherever possible. Safety of bicyclists was a strong concern. A public restroom at Ten Mile Bridge was suggested.

WESTPORT COASTAL TRAIL SURVEY

Please provide input on trail preferences between the Ten Mile River (P.M. 69.5) and Usal Road (90.88) by Nov. 15, 2010.
Return surveys at meeting, mail to WMAC (P. O.Box 307, Westport, CA 95488) or email to: thadvanbueren@directv.net.
As an alternative, an electronic version of this form is available at the WMAC web site and can be sent by email*

Full Name: _____ (required)
Supply contact details if you want mailings and/or broadcast email notices about this planning effort and future meetings.
Your Mailing Address: _____
Your City, State, Zip Code: _____
Your Email address: _____

1. Priorities for *Types* of desirable trail uses: (Rank from *high* to *low*, or check other choices)

A. Pedestrian (non-ADA):	☐High	☐Medium	☐Low	☐Undesirable	☐No Opinion
B. Disabled Pedestrians:	☐High	☐Medium	☐Low	☐Undesirable	☐No Opinion
C. Paved for Bicycles:	☐High	☐Medium	☐Low	☐Undesirable	☐No Opinion
D. Off-road Bicycles:	☐High	☐Medium	☐Low	☐Undesirable	☐No Opinion
E. Equestrians:	☐High	☐Medium	☐Low	☐Undesirable	☐No Opinion

2. Priority *Areas* for trails (See map on reverse; rank from *highest* to *low*, or check other options)

A. Usal-Hardy Creek:	☐Highest	☐High	☐Medium	☐Low	☐No Trail	☐No Opinion
B. Hardy Creek-Westport:	☐Highest	☐High	☐Medium	☐Low	☐No Trail	☐No Opinion
C. Westport-Abalobadiah:	☐Highest	☐High	☐Medium	☐Low	☐No Trail	☐No Opinion
D. Abalobadiah-Ten Mile:	☐Highest	☐High	☐Medium	☐Low	☐No Trail	☐No Opinion

3. Importance of separating uses (where feasible**):**

A. Separate non-motorized/motorized:	☐Important	☐Needs Attention	☐Unimportant
B. Separate foot trails/all other traffic:	☐Important	☐Needs Attention	☐Unimportant
C. Separate bicyclists/other trail users:	☐Important	☐Needs Attention	☐Unimportant
D. Separate equestrians/other trail users:	☐Important	☐Needs Attention	☐Unimportant

4. Desirable trail characteristics (Check single preference unless otherwise noted)**:**

A. Pedestrian surface:	☐Earth	☐Fines/gravel	☐Resin Coat	☐Asphalt
B. Bicycle surface	☐Earth	☐Fines/gravel	☐Resin Coat	☐Asphalt
C. Equestrian surface:	☐Earth	☐Fines/gravel	☐Resin Coat	☐Asphalt
D. Width (for multi-use):	☐Minimize	☐6 feet	☐10 feet	☐No Opinion
E. Gradient (for multi-use):	☐Meets ADA	☐Minimize	☐As Required	☐No Opinion
F. Walkable town (check any):	☐Boardwalk	☐Crosswalks	☐Sidewalk/curb	☐Signs
G. Motorist separation (check any):	☐Guard Rail	☐Rumble Strip	☐Striping/Signs	☐All
H. Private land separation (check any):	☐Signs	☐Wire fence	☐Wood fence	☐None

5. Other Priorities: (Rank priority from *highest* to *low*, or choose none/no opinion)

A. Safety Improvements:	☐Highest	☐High	☐Medium	☐Low	☐None	☐No Opinion
B. Resource Protection:	☐Highest	☐High	☐Medium	☐Low	☐None	☐No Opinion
C. Staging/Parking:	☐Highest	☐High	☐Medium	☐Low	☐None	☐No Opinion
D. Overlooks/Signs:	☐Highest	☐High	☐Medium	☐Low	☐None	☐No Opinion

E. Other amenities: (specify and indicate rank of this priority relative to others listed above)

6. Construction and maintenance: (check any that apply)

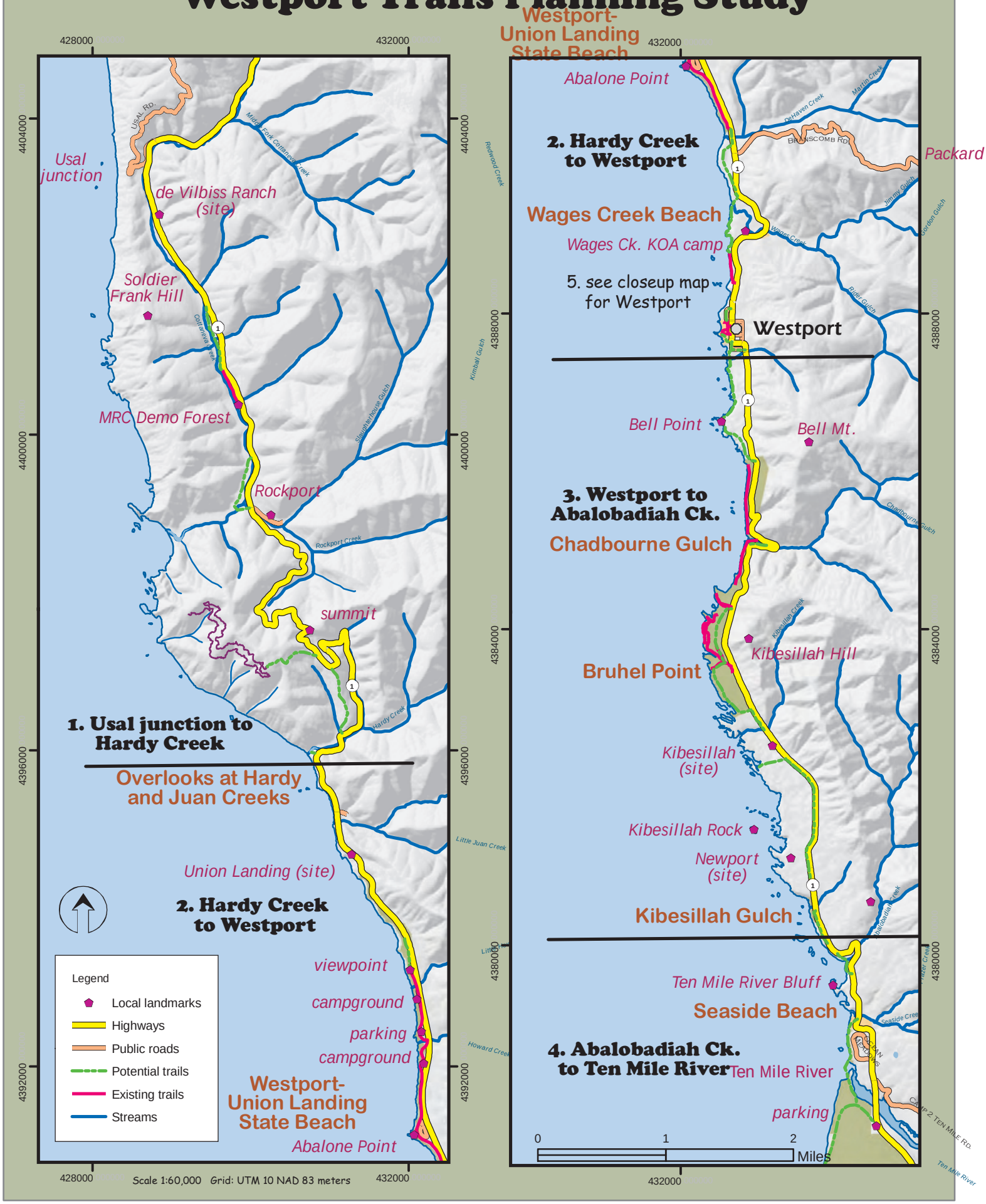
A. Public Agencies should build/maintain	☐Depends on Ownership	☐Yes	☐No	☐No Opinion
B. Nonprofits should build/maintain	☐Depends on Ownership	☐Yes	☐No	☐No Opinion
C. Are you willing to offer direct assistance?		☐Yes	☐No	☐No Opinion

7. Support for non-motorized trail? ☐Strong support ☐Support ☐No Opinion ☐Oppose

8. Other comments:

Visit http://www.westportmac.org/trail.jsp for details. Surveys received by Nov. 15, 2010 will be used to prepare the draft Feasibility Study. A second public meeting (charrette) will be held in May or June 2011 to seek input on this draft Feasibility Study.

Westport Trails Planning Study



Please join us to discuss trails for the Westport area.

A second design "charrette" meeting will encourage residents and interested parties to give feedback and input on the **Draft Westport Trail Plan**.

Date: Saturday, July 9th
Time: 10 a.m.—2 p.m.—lunch provided
Place: Westport Church, downtown Westport

For information or to RSVP, please call (707) 937-6217,
or email louisa_morris@comcast.net

The **Draft Westport Trail Plan** is available online at
http://www.westportmac.org/trail.jsp, or at the Fort Bragg Public Library.

Comments are due July 15, 2011:
send to Westport MAC, Box 307, Westport, CA 94588,
or email thadvanbueren@directv.net

##

PUBLIC SERVICE ANNOUNCEMENT

FOR IMMEDIATE RELEASE JUNE 28, 2011

INFORMATION: THAD VAN BUREN (707) 964-7272 OR

THADVANBUREN@DIRECTV.NET

PUBLIC INPUT NEEDED ON WESTPORT TRAIL PLAN

The public is invited to a luncheon meeting on Saturday, July 9 to give input on the draft Westport Trail Plan. This design planning meeting—or “charrette”—will be held at the Westport Church in downtown Westport from 10am to 2pm, and lunch will be provided. RSVP is requested to 707-937-6217.

Written comments on the draft Plan are being accepted until July 15, 2011. The public is encouraged to view the draft plan online at www.westportmac.org/trail.jsp or at the Fort Bragg Library, and to send written comments to the Westport Municipal Advisory Committee at Box 307, Westport, CA 95488. Comments can also be emailed to: thadvanbueren@directv.net.

The Westport Municipal Advisory Committee is assisting the Coastal Land Trust, Mendocino Council of Governments, and Mendocino Land Trust to develop a plan for a continuous 21-mile section of non-motorized multi-use Coastal Trail between Usal Road and the Ten Mile bridge on the west side of Highway 1. Public input will help to determine the priority non-motorized trail projects.

##

PRESS RELEASE
June 29, 2010
Contact: Rixanne Wehren 937-2709

The Coastal Land Trust, with partners Westport Municipal Advisory Council and Mendocino Land Trust, will be developing a feasibility study for a continuous 21-mile section of multi-use Coastal Trail between Usal Road and the Ten Mile bridge along the west side of Highway 1. The study is funded with a community-based transportation planning grant awarded by Caltrans to the Mendocino Council of Governments (MCOG). This grant is sponsored by MCOG, who has agreed to provide the technical support, laison with CalTrans and the required cash match. The WMAC will supply volunteer in kind match for the community input process while most of the analysis and coordination will be accomplished by the Coastal Land Trust with assistance from the Mendocino Land Trust.

This community-based planning process will bring together diverse public, nonprofit, and private stakeholders to identify Coastal Trail alternatives that take into consideration both opportunities and constraints. Two community charrettes will be held to gather ideas, concerns, and other input. Once a preferred alignment is identified at the conclusion of the process in December 2011, funding will be sought to design and build the trail. Local participation in this planning process is encouraged and landowners along the highway route will be contacted individually. Those residents interested in the process can contact Louisa Morris, project manager at 937-6217 or Westport MAC chair Thad Van Bueren at 964-7272.

Please join us to discuss trails for the Westport area.

A second design "*charrette*" will encourage residents
and interested parties to give feedback and input
on the **Draft Westport Trail Plan**.

Date: Saturday, July 9th
Time: 10 a.m.- 2 p.m.
at the **Westport Church** in downtown Wesport
lunch from 12-1 p.m.

Lunch provided. **RSVP requested.**
For information/to RSVP: call 707-937-6217
or email louisa_morris@comcast.net

The Draft Westport Trail Plan is online at
http://www.westportmac.org/trail.jsp,
or at the Fort Bragg Public Library.
Comments are due July 15, 2011- send to
Westport MAC, Box 307, Wesport, 95488,
or email thadvanbuceren@directv.net

Postcards sent to all interested parties.

Westport Trail Planning Meeting

Saturday July 9, 2011 from 10:00 AM-2:00 PM—Westport Community Church. Westport CA 95488

Name	Email or Mailing Address (to receive notifications)
1. Mike & Mary Jacobson	travelinmj.mary@gmail.com
2. Sally Grigg	Lootcst@mcn.org
3. Dannie Red	westporthotel@mcn.org
4. Wm Brazil	BBrazill@mcn.org
5. Lee Tepper	eel@mcn.org
6. Nancy Barth	nbarth@mcn.org
7. Marie Fostiak	Fostiak@mcn.org
8. David Brothers	davidorlobo@gmail.com
9. Mildred Saunders	P.O. Box 82 Westport CA 95488
10. Chris Heiser	Cheiser@Qwestds.com
11. Bill Knapp	bill@netwidget.com
12. Joe Heiser	heiserjoe@juno.com
13. Thad Van Buren	
14. Steve Brigham	Westport2010@aol.com
15. Baile Oakes	Baile Oakes@gmail.com
16. Rixanne Wehren	
17. Louisa Morris	
18. Richard Roberts	
19.	
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31.	

Charrette #2 slide show (5 pages)

Westport Coastal Trail Plan

Goal: To plan a continuous non-motorized transportation route along a 21-mile section of the northern Mendocino coast that is compatible with the setting, respects the environment, builds on past planning efforts, and takes into account community and stakeholder interests.

Funding: A Community Based Transportation Planning Grant was used to facilitate this planning effort.

Granting Agency: Caltrans

Grantee: Mendocino Council of Governments (MCOG)

Sub-Recipients: Coastal Land Trust, Westport Municipal Advisory Council, and Mendocino Land Trust

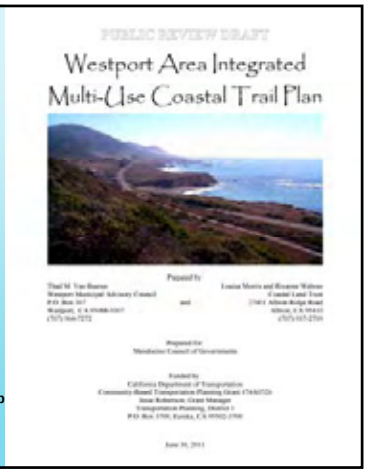
Meeting Purpose

To get your input on the draft Plan discussed in this slide show.

The Draft Plan is also available at:

http://www.westportmac.org/trail.jsp

and the Fort Bragg Public Library



Meeting Agenda

- **10:00-10:30 This Presentation**
- **10:30-11:30 Full Group Discussion**
- **11:30-12:00 Fill out Questionnaires**
- **Noon--Lunch Break & Map Review**
- **1:00-2:00 Further Discussion**

First Charrette Meeting-- November 6, 2010

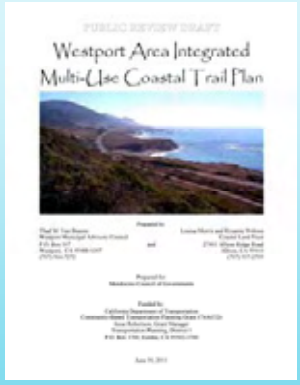
Your Input

- **Please sign in**
- **Notes will be taken during Group Discussions**
- **Questionnaires are available to give us key feedback**
- **The draft Plan and survey are available on WMAC web site.**
- **Input will be taken until July 15, 2011.**

WESTPORT COASTAL TRAIL QUESTIONNAIRE

Plan Contents

- **Background & Methods**
- **Existing Conditions**
- **Community Input Process**
- **Recommendations**
- **Implementation**
- **Appendices** (detailed maps, photo survey, outreach data, cost estimates, etc.)



Download the draft Plan at:
http://www.westportmac.org/trails.jsp

Background

Legal Mandates (Coastal Act & LCP, Coastal Trail Act, federal and state transportation policies, etc.)

Study Methods:

1. **Mapping, Fieldwork**
2. **Stakeholder Meetings**
3. **Landowner Outreach**
4. **Bicycle Survey**
5. **Public Meetings**
6. **Research**

Small Group Breakout at Nov. 6, 2010 Charrette

Existing Conditions

(Factors Influencing Alignment & Design)

- **Land Ownership**
- **Existing Facilities** (Connectivity)
- **Environmental Constraints**
- **Regulatory Context**
- **Design Criteria** (Safety, ADA, etc.)

Table 3. AADT on Route 1 in or near this study*

	All Traffic			Trucks
	Cleone	Westport	Usal Rd	Usal Rd
Year	PM 64.86	PM 77.66	PM 90.87	PM 90.87
1999	4,300	1,850	600	52 (8.7%)
2004	2700	1100	780	No Count
2009	1,500	870	810	123 (15.2%)

*Source:http://traffic-counts.dot.ca.gov/index.htm

Chadbourne Gulch, PM 75.6 (Section 4b)

Community Vision

- **Analysis of Public Input**
- **Identify Guiding Principles**
- **Define Community Priorities**

Nov. 6, 2010 Bus Tour at Westport Union Landing State Beach

Community Vision: Input

Table 5. Summary of Public Input in 2010.

Type of Input	Favor Trail	No Opinion	Oppose Trail	Total Number
Charrette Surveys	49	0	1	50
Bicycle Surveys	364	29	14	407
Map Input				15 people
Small Group Input				4 groups

Table 6. Bicycle Travel Direction and Type.

Travel Direction & Type	Heading South	Heading North	Both Ways	Un-known	Totals
Distance Travelers	779	56	0		835
Local Round Trip	0	0	52		52
Unknown				15	15
Totals	783	56	52	15	902

Walking Destinations

Community Vision: Principles

- Safety
- Connectivity
- Environmental Protection
- Practical & Cost-Effective Design
- Respect Private Lands
- Plan Associated Facilities
- Plan for Maintenance

Community Priorities

Table 9. The Community's Geographic Priorities.

Segment	Type of Input			Combined Ranking
	Mapping	Charrette Surveys	Small Groups	
Usal Road to Hardy Creek	4	4	4	Low
Hardy Creek to Westport	2	3	1	High
Westport to Abalobadiah Creek	1	1	3	Highest
Abalobadiah Creek to Ten Mile River	3	2	2	Medium

Recommended Concept

Basic Designs for On and Off Highway Trail Segments

Figure 14. Shoulder SUP Design (facing north).

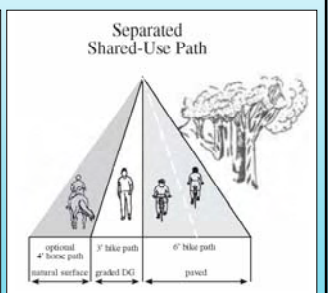
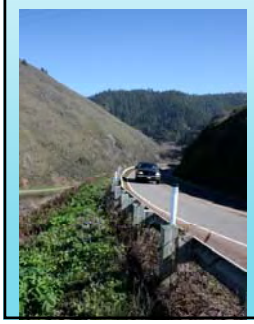


Figure 15. Separated SUP Design (facing north).

Recommended Concept

Design Variation for Trail Along Steep Highway Sections



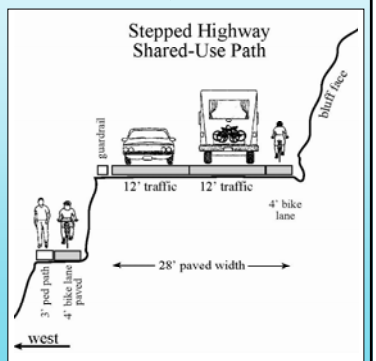


Figure 16. Stepped Shoulder SUP Variation.

Proposed Route

Sections 1a-1b

Shoulder Design

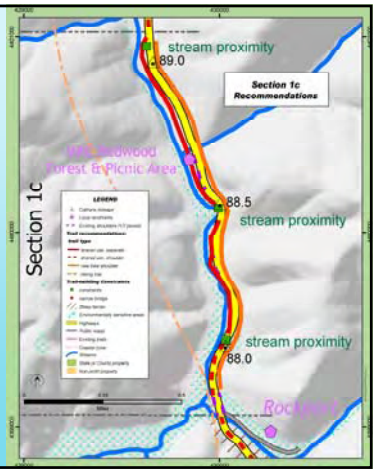
- 1.67 miles
- Level
- Adequate ROW
- Some Environmental Issues
- Low Public Interest
- Low Usage
- Low Cost
- Medium Priority?

Proposed Route

Section 1c

Mostly Separated SUP

- 1.36 miles
- Level
- Adequate ROW
- Many Environmental Issues
- Low Public Interest
- Low Usage
- Low Cost
- Medium Priority?



Proposed Route

Section 1d

Shoulder Design

- 3.59 miles
- Steep
- Narrow ROW
- Few Environmental Issues
- Low Public Interest
- Low Usage
- Moderate Cost
- Low Priority?

Proposed Route

Section 2a

Shoulder Design

- 1.75 miles
- Steep
- Narrow ROW
- Many Environmental Issues
- Low Public Interest
- Low Usage
- Moderate Cost
- Low Priority?

Proposed Route

Section 2b

Mostly Separated SUP

- 3.25 miles
- Level
- Adequate ROW
- Some Environmental Issues
- High Public Interest
- High Usage
- Low Cost
- High Priority?

Proposed Route

Sections 2c & 3

Shoulder Design

- 2.25 miles
- Steep to Level
- Narrow ROW
- Some Environmental Issues
- High Public Interest
- High Usage
- High Cost
- High Priority?

Proposed Route

Sections 4a-4b

Shoulder Design

- 1.90 miles
- Moderate to Steep
- Some Narrow ROW
- Some Environmental Issues
- Med. Public Interest
- Med. Usage
- Med-High Cost
- Medium Priority?

Proposed Route

Sections 4c-4d

Mostly Separated SUP

- 1.88 miles
- Steep to Level
- Adequate ROW
- Some Environmental Issues
- Med. Public Interest
- Med. Usage
- Med. Cost
- Medium Priority?

Proposed Route

Sections 5a-5b

Mostly Separated SUP

- 1.72 miles
- Level to Moderate
- Adequate ROW
- Few Environmental Issues
- Med. Public Interest
- Low Usage
- Low Cost
- High Priority?

Proposed Route

Sections 5c-5e

Shoulder Design

- 1.75 miles
- Variable Terrain
- Narrow ROW
- Many Environmental Issues
- High Public Interest
- High Usage
- High Cost
- Med./High Priority?

Next Steps

- **Group sections into sensible projects**
- **Identify funding sources suitable to projects**
- **Plan & build projects in priority order**
- **Cost estimates may be used to aid scoping.**

Table 12. Relative Priority of Trail Segments.

Miles of Trail	Section	Description	Criteria: Terrain	Existing ROW	Resource Issues	Public Interest	Usage (Value of Link)	Cost per mile*	Responsible Agency	Relative Priority
0.87	1a	Soper Prairie	Level	OK	Some	Low	Low	$360k	Caltrans	Med.
0.80	1b	Soper Riparian	Level	OK	Many	Low	Low	$413k	Caltrans	Med.
1.36	1c	MRC Riparian	Level	OK	Some	Low	Low	$551k	Caltrans/ Other	Med.
3.59	1d	Cape Vizcaino	Steep	Narrow	Few	Low	Low	$968k	Caltrans	Low
1.75	2a	Hardy Residential	Steep	Narrow	Many	Low	Low	$1080k	Caltrans	Low
3.25	2b	Westport-Union Landing	Level	OK	Some	High	High	$180k	DPR/ Caltrans	High
0.90	2c	Dehaven to Wages Creek	Steep	Narrow	Some	High	High	$1928k	Caltrans	Med.
1.35	3	Westport Village	Level	Narrow	Some	High	High	$598k	Caltrans/ County	High
0.75	4a	Siamex Prairie	Sloping	Narrow	Few	Med.	Med.	$523k	Caltrans	Med.
1.15	4b	Chadbourne Gulch	Steep	OK	Some	Med.	Med.	$1563k	Caltrans	Med.
1.38	4c	Bruhel Point Bluffs	Level	OK	Some	High	Med.	$935k	Caltrans	High
0.50	4d	Kibesillah Residential	Level	Narrow	Some	Med.	Med.	$754k	Caltrans	Med.
1.22	5a	Kibesillah Trail	Level	OK	Few	Med.	Low	$252k	Other	High
0.50	5b	Kibesillah Fishing Access	Level	OK	Few	High	Low	$230k	County/ Caltrans	High
0.80	5c	N. Seaside Residential	Steep	Narrow	Some	High	High	$1290k	Caltrans	Med.
0.20	5d	Seaside Beach	Level	OK	Many	High	High	$1613k	Caltrans	Med.
0.75	5e	Ocean Meadows Residential	Sloping	OK	Few	High	High	$147k	Caltrans	High

*In thousands of 2011 dollars, based on provisional cost estimates in Appendix G.

Your Input

- **Notes will be taken during Group Discussions**
- **Questionnaires are available to give us key feedback**
- **The draft Plan and survey are available on WMAC web site.**
- **Input will be taken until July 15, 2011.**

WESTPORT COASTAL TRAIL QUESTIONNAIRE

Full Name: _____ (required)

Your Mailing Address: _____

Your City, State, Zip Code: _____

Your Email address: _____

1. **Priorities for Trail Segments** (Rank your priority in the column at right from 1 (highest) to 17 (lowest). Please note that if you assign duplicate values, we will be unable to count your input. See the map on reverse side of this form for reference locations.)

Section	Miles of Trail	Description	Criteria: Terrain	Existing ROW	Resource Issues	Public Interest	Usage (Value of Link)	Cost per mile*	Responsible Agency	Your Priority (rank Sections from 1 through 17)
1a	0.87	Soper Prairie	Level	OK	Some	Low	Low	$360k	Caltrans	
1b	0.80	Soper Riparian	Level	OK	Many	Low	Low	$413k	Caltrans	
1c	1.36	MRC Riparian	Level	OK	Some	Low	Low	$551k	Caltrans/Other	
1d	3.59	Cape Vizcaino	Steep	Narrow	Few	Low	Low	$968k	Caltrans	
2a	1.75	Hardy Residential	Steep	Narrow	Many	Low	Low	$1080k	Caltrans	
2b	3.25	Westport-Union Landing	Level	OK	Some	High	High	$180k	DPR/Caltrans	
2c	0.90	Dehaven to Wages Creek	Steep	Narrow	Some	High	High	$1928k	Caltrans	
3	1.35	Westport Village	Level	Narrow	Some	High	High	$598k	Caltrans/County	
4a	0.75	Siamex Prairie	Sloping	Narrow	Few	Med.	Med.	$523k	Caltrans	
4b	1.15	Chadbourne Gulch	Steep	OK	Some	Med.	Med.	$1563k	Caltrans	
4c	1.38	Bruhel Point Bluffs	Level	OK	Some	High	Med.	$935k	Caltrans	
4d	0.50	Kibesillah Residential	Level	Narrow	Some	Med.	Med.	$754k	Caltrans	
5a	1.22	Kibesillah Trail	Level	OK	Few	Med.	Low	$252k	Nonprofit	
5b	0.50	Kibesillah Fishing Access	Level	OK	Few	High	Low	$230k	County/Caltrans	
5c	0.80	N. Seaside Residential	Steep	Narrow	Some	High	High	$1290k	Caltrans	
5d	0.20	Seaside Beach	Level	OK	Many	High	High	$1613k	Caltrans	
5e	0.75	Ocean Meadows Residential	Sloping	OK	Few	High	High	$147k	Caltrans	

2. **Indicate your Agreement or Concern with proposed Shared Use Trail Widths**
   - A. Separated Path (6 ft bike lanes [2-way], 5 ft pedestrian) ☐ OK ☐ Reduce ☐ Widen
   - B. Shoulder Path (4 ft bike shoulders, 3 ft separated pedestrian) ☐ OK ☐ Reduce ☐ Widen
   - C. Shoulder Variant (4 ft north shoulder, 7 ft separated/shared) ☐ OK ☐ Reduce ☐ Widen
   - D. Other suggested path configurations:

3. **Indicate your opinion on Pedestrian Improvements in the Village of Westport:**
   - A. Preference for pedestrian surface: ☐ Boardwalk ☐ Sidewalk ☐ Unimproved ☐ Mixture
   - B. Are more striped crosswalks desirable? ☐ Yes ☐ No
   - C. Are warning signs & other traffic calming measures desirable? ☐ Yes ☐ No
   - D. Should speed limits be reduced (Pete's Beach to south end)? ☐ Yes ☐ No

4. **Please provide any other input on the draft Westport Coastal Trail Plan:**

Visit http://www.westportwa.org/trail.jsp for copies of the draft Westport Coastal Trail Plan and its appendices. This survey will also be posted there. Surveys received by July 15, 2011 will be used to prepare the final version of the Westport Coastal Trail Plan.

Westport Non-Motorized Trails Study
Charrette #2, July 9, 2011 at Westport Church, 10 a.m. – 2 p.m.
NOTES by Louisa Morris (incorporates notes on flipchart taken by Rixanne Wehren)

List of Participants (may be incomplete—not all signed in)

1. Sally Grigg
2. Bill Brazill
3. Louisa Morris
4. Rixanne Wehren
5. Thad Van Bueren
6. Bill Knapp
7. Steve Brigham
8. Mike Jacobson
9. Mary Jacobsen
10. Nancy Barth
11. Joe Hieser
12. Chris Hieser
13. Dorine Real
14. Lee Tepper
15. Baile Oakes
16. Marie Fostiak
17. Marie Fostiak's employee
18. Millie Saunders
19. David Brothers
20. Richard Roberts
21. Jeff Whitehouse

Notes/Agenda:
Thad Van Bueren gave a powerpoint presentation summarizing process, findings, and recommendations to-date.

Public comments:
1. Motorcycle users are becoming more common. Need to install "Share the Road" or "Watch for Bicycles" signs on Highway 1 between Fort Bragg and Westport. Has trail to Pete's Beach been repaired (washout)? Many trails to beach no longer exist. Bike racks should be provided at strategic locations throughout the study area (and Pacific Coast Bike Route in general). (Barth)
2. Doesn't want bike route on public county roads in town (particularly Pacific Drive, where he lives). (Brigham)
3. Doesn't want bike route on public county roads (particularly Omega Drive, where he has a house) in town. Should ask Hillcrest Terrace residents what they prefer with regard to bike route on this public county road. (Brazill)
4. Parking in town affects compatibility with non-motorized users; store and restaurant parking are also an issue. (Real)
5. Drainage issues near her house (north of Westport Hotel) in downtown Westport would affect design and location of boardwalk sidewalk east of Highway 1. Put boardwalk as close to Highway 1 as possible. (Saunders)

Public's Questions:
1. Please define "charrette." (Grigg) Answer: It's a planning and design term, where people come together to roll up their sleeves and tackle planning and design questions for a project. Typically, a wide cross section of interested community stakeholders participate.
2. What is the time frame for this study and implementation of its recommendations? Answer: Some of the recommended trails will begin construction this summer. Others will take decades to plan, fund, and build.
3. What is the difference between red and orange on the maps? Answer: red is off shoulder, whereas orange denotes a bike lane.
4. What do the cross-hatched lines mean on the maps? Answer: Steep terrain.

5. What does the green line east of Juan Creek north to Hardy Creek denote? Answer: Caltrans ownership.
6. What is meant (in cost estimate spreadsheet) by "non-profit structures?" (Planning team will change language to make this clearer).
7. Section 2b states that the proposed trail on DPR-owned property would be low cost; this is probably incorrect. It would be a high cost trail, as the DPR planning and construction process are very expensive.
8. What about trails to the beach? Answer: The focus of this study is to make recommendations for a non-motorized transportation trail in the 21-mile study area, which does not include side trails to the ocean.
9. When will planning for the section between Ten Mile and Fort Bragg take place? Answer: Hopefully soon; it is outside of the scope of this planning grant.
10. Is Caltrans obligated to do what we recommend in this study? Answer: Caltrans funded this study, so presumably they will pay attention to it.
11. What is proposed for traffic calming in downtown Westport? Van Bueren stated that WMAC met with MCOG and Caltrans recently to discuss setting the speed limit in Westport, which must be no less than the 85th percentile of the radar-determined average speed in town. There are ways to slow motorists down, which WMAC will investigate.
12. Can Caltrans regulate/force private landowners to cut branches and structures that impede safe passage along Highway 1 by non-motorized users? Is there a plan to install interim biking pullouts until trail is built? Van Bueren suggested that we can start with "Share the Road" signs and installing guard rails, curbs, and pullouts wherever possible until non-motorized trail construction is complete.

Planning Team's Questions for Group:

1. Should we make the stepped highway shared use path both north and southbound and on the same side of Highway 1 for bicyclists, instead of having two separate bike paths on either side of Highway 1?
2. Where should the bike and pedestrian trail go in the Village of Westport- what route should we recommend? There are at least 2500 bikers per year traveling through the town of Westport.
3. Do we want to recommend more crosswalks in town, and if so, how many and where?

Discussion of Priorities:

When the group discussed how to determine priorities, and what their individual and collective highest priorities are for non-motorized trails in the study area, the following points were made:

1. Safety is the number one priority.
2. Establishing connectivity should be a high priority. Focus on areas like steep slopes where there is presently no safe passage, then improve other sections later. (Knapp)
3. Area north of town of Westport, connecting to Pete's Beach, should be a high priority. (Grigg)
4. Naming portions of non-motorized trail and/or bike lane in memory of community members who are no longer alive should be considered (Gene's Point, for example). (Grigg)
5. Prelinimary measures, such as signs, could be started now and made compatible with final routes. Also foliage mowing and trimming, grading sides, paving turnouts. (Real)

6. Through town, there were a number of differing (and opposing) opinions on where to place the bike and pedestrian route. Generally speaking, two people present (Brazill, Brigham) who lived on Omega and Pacific Drives did not want the non-motorized route to be officially located (signs, etc.) on the county road upon which they live. There was a discussion regarding signs, and it was suggested that low-impact, small signs ("Bicycle Safety Detour") could be used to indicate the bike and pedestrian routes through the town of Westport, which could be on county-owned and maintained public roads Hillcrest, Omega, and Pacific. Locating the non-motorized route off Highway 1 would presumably be safer (than the status quo) for all users; northbound, the official non-motorized trail could be on Hillcrest, while southbound could be on Omega, to Highway 1, to Pacific, and back to Highway 1. Both routes would channel bike and pedestrians past the Westport Store. Routing the trail past parking areas must be considered. There was a suggestion to poll town residents.
7. Mendocino County Dept. of Transportation (DOT) could answer questions about requirements to make these county roads the official non-motorized route through the village of Westport.
8. Westport Union Landing State Beach is not a priority because there are already places here for bikes to use. (Grigg) Another participant disagreed, stating that there are holes in this stretch that need to be filled.

WESTPORT COASTAL TRAIL QUESTIONNAIRE

Please return surveys at this meeting or mail them by July 15, 2011 to the WMAC (P.O. Box 307, Westport, CA 95488) or email them to *thadvanbueren@directv.net*. See bottom of form for details on how to access the draft Plan.

Full Name: _____ (required)

Supply contact details if you want mailings and/or broadcast email notices about this planning effort.

Your Mailing Address: _____

Your City, State, Zip Code: _____

Your Email address: _____

1. **Priorities for Trail Segments** (Rank your priority in the column at right from 1 [highest] to 17 [lowest]. Please note that if you assign duplicate values, we will be unable to count your input. See the map on reverse side of this form for reference locations.)

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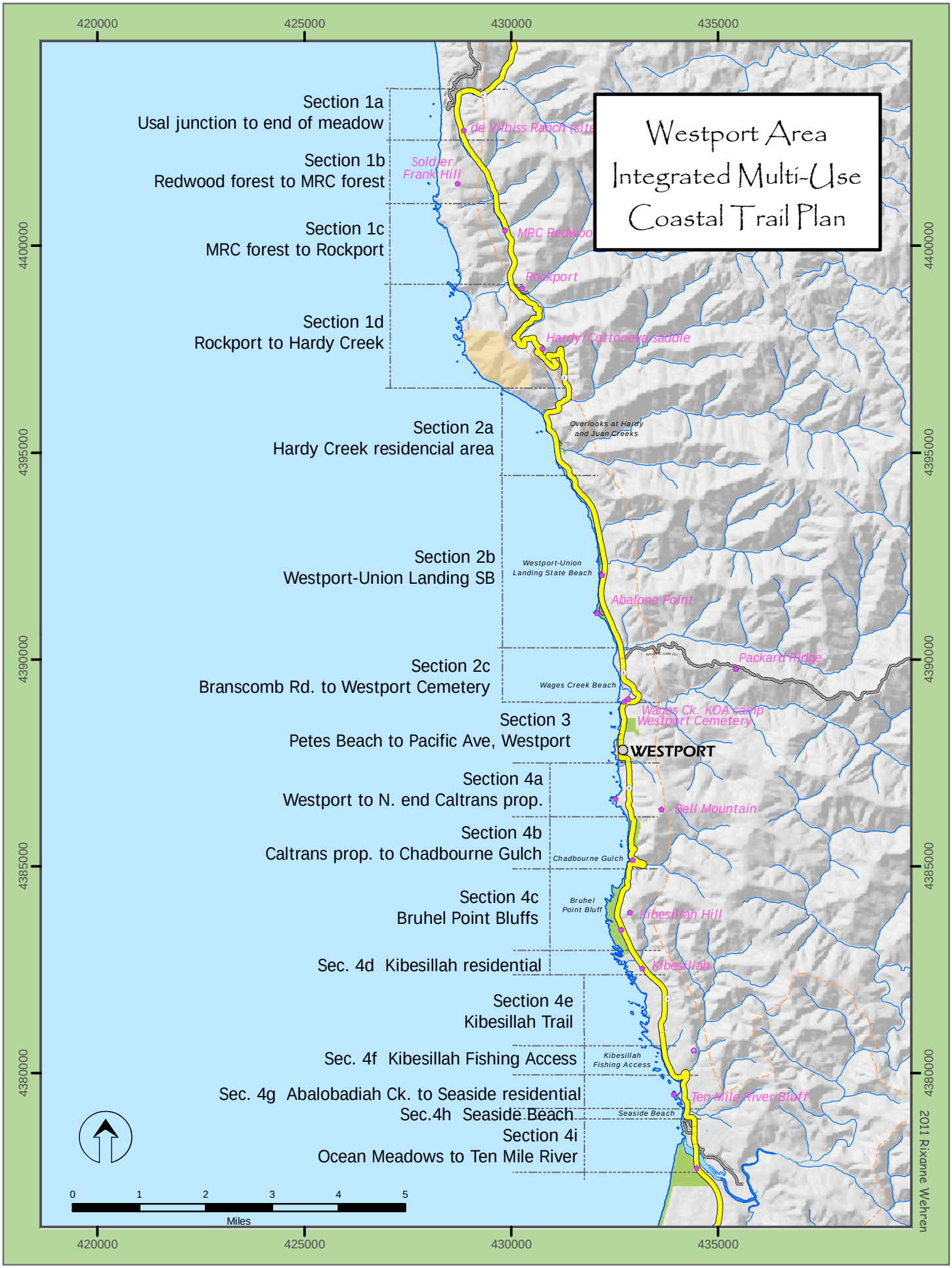
5d	0.20	Seaside Beach	Level	OK	Many	High	$1613k	Caltrans	
5e	0.75	Ocean Mdws Residential	Sloping	OK	Few	High	$147k	Caltrans	

2. **Indicate your Agreement or Concern with proposed Shared Use Trail Widths**:
   - A. Separated Path (6 ft bike lanes [2-way]; 3 ft pedestrians): ☐OK ☐Reduce ☐Widen
   - B. Shoulder Path (4 ft bike shoulders; 3 ft separated pedestrian): ☐OK ☐Reduce ☐Widen
   - C. Shoulder Variant (4 ft north shoulder; 7 ft separated/shared): ☐OK ☐Reduce ☐Widen
   - D. Other suggested path configurations:

3. **Indicate your opinion on Pedestrian Improvements in the Village of Westport:**
   - A. Preference for pedestrian surface: ☐Boardwalk ☐Sidewalk ☐Unimproved ☐Mixture
   - B. Are more striped crosswalks desirable? ☐Yes ☐No
   - C. Are warning signs & other traffic calming measures desirable? ☐Yes ☐No
   - D. Should speed limits be reduced (Pete's Beach to south end)? ☐Yes ☐No

4. **Please provide any other input on the draft Westport Coastal Trail Plan:**

Visit http://www.westportmac.org/trail.jsp for copies of the draft Westport Coastal Trail Plan and its appendices. This survey will also be posted there. Surveys received by July 15, 2011 will be used to prepare the final version of the Westport Coastal Trail Plan.


Westport Area
Integrated Multi-Use
Coastal Trail Plan
Section 1a
Usal junction to end of meadow
Section 1b
Redwood forest to MRC forest
Section 1c
MRC forest to Rockport
Section 1d
Rockport to Hardy Creek
Section 2a
Hardy Creek residencial area
Section 2b
Westport-Union Landing SB
Section 2c
Branscomb Rd. to Westport Cemetery
Section 3
Petes Beach to Pacific Ave, Westport
Section 4a
Westport to N. end Caltrans prop.
Section 4b
Caltrans prop. to Chadbourne Gulch
Section 4c
Bruhel Point Bluffs
Sec. 4d Kibesillah residential
Section 4e
Kibesillah Trail
Sec. 4f Kibesillah Fishing Access
Sec. 4g Abalobadiah Ck. to Seaside residential
Sec.4h Seaside Beach
Section 4i
Ocean Meadows to Ten Mile River
de Vilbiss Ranch site
Soldier Frank Hill
MRC Redwoo
Rockport
Hardy/Cottoneva saddle
Overlooks at Hardy and Juan Creeks
Westport-Union Landing State Beach
Abalone Point
Packard Ridge
Wages Creek Beach
Wages Ck. KOA camp
Westport Cemetery
WESTPORT
Bell Mountain
Chadbourne Gulch
Bruhel Point Bluff
Kibesillah Hill
Kibesillah
Kibesillah Fishing Access
Ten Mile River Bluff
Seaside Beach
420000
425000
430000
435000
4400000
4395000
4390000
4385000
4380000
0
1
2
3
4
5
Miles
2011 Rixanne Wehren

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

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

July 27, 2011

Dear Westport Village Property Owner:

The Westport MAC is cooperating with the Coastal Land Trust and Mendocino Council of Governments to produce a plan for a coastal trail between Usal Road and the Ten Mile River. This plan is being developed to indicate community preferences and priorities for future non-motorized transportation improvement projects. Funding will need to be found before any of the suggestions in the plan are actually designed, planned, and constructed.

To date, we have held two public meetings on November 8, 2010 and July 9, 2011 that you were notified about. We would like to gather further input regarding desirable pedestrian and bicycle improvements within the village of Westport before finalizing recommendations in this planning document. You are invited to attend the August 2 meeting of the Westport MAC at 7:00 PM next Tuesday at the Westport Community Church to discuss this matter. A presentation will be made and public comments will be taken.

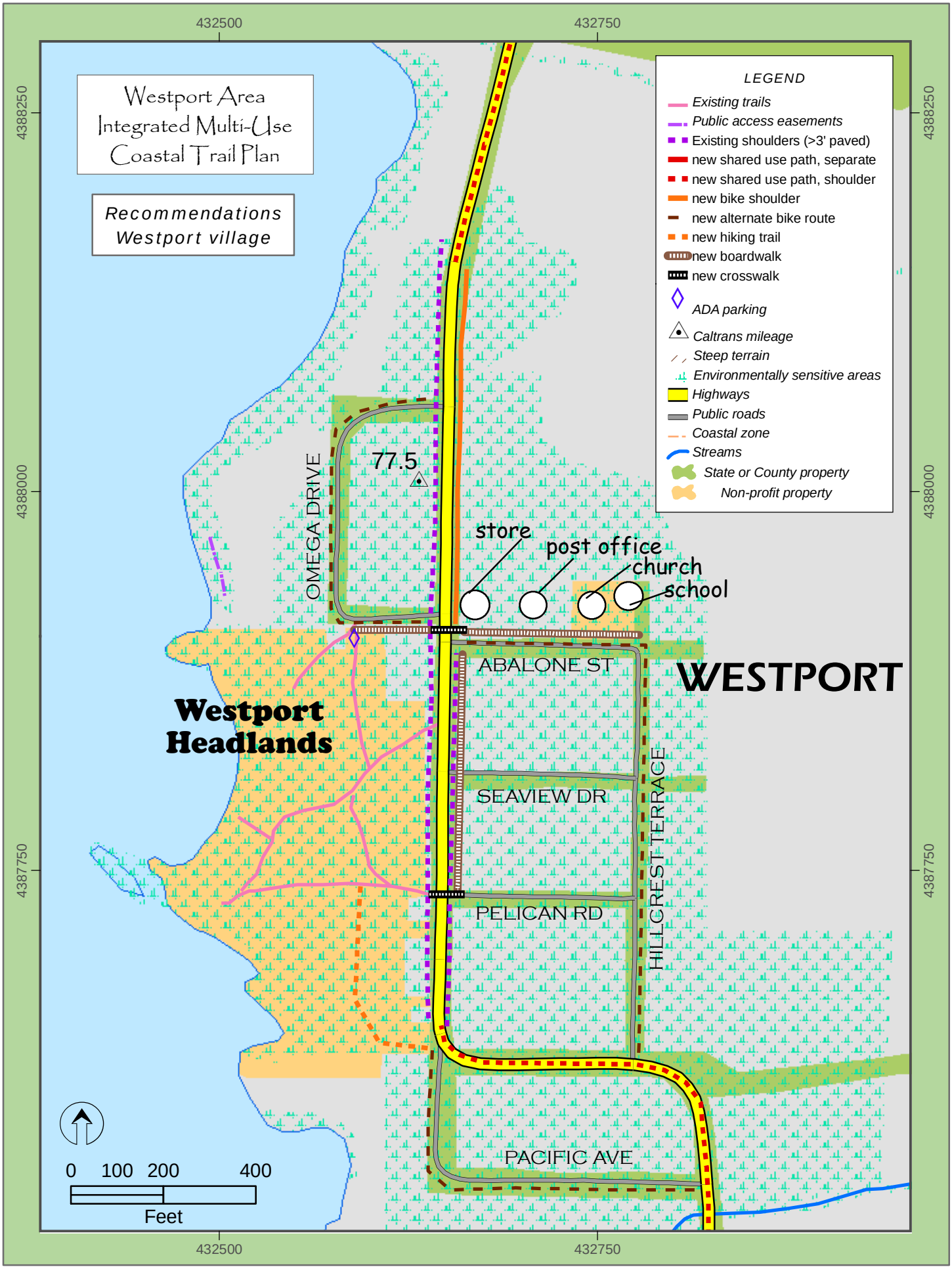
We attach for your consideration a revised proposal for the village. If you are unable to attend the scheduled meeting, written comments are welcome until August 8, 2011. The revised proposal specifies Highway 1 as the primary route for the main bike and pedestrian route, with alternate bike routes signed but involving no other improvements of the County Roads that they follow. Boardwalks have been recommended on the south side of Omega and north side of Abalone, connected by a new painted crosswalk on Highway 1. Another boardwalk is proposed along the east side of Highway 1 between Abalone and Pelican, with a painted crosswalk at the south end crossing over to the Headlands entry point there. If you have concerns or other suggestions, please present them to us.

We look forward to further input from you on these latest proposals. You may visit the Coastal Trail page on our web site for more complete details on the coastal trail planning process and a copy of the draft plan that was released at the end of June.

Sincerely,

Thad M. Van Bueren

Thad M. Van Bueren, Chair


Westport Area
Integrated Multi-Use
Coastal Trail Plan
Recommendations
Westport village
LEGEND
Existing trails
Public access easements
Existing shoulders (>3' paved)
new shared use path, separate
new shared use path, shoulder
new bike shoulder
new alternate bike route
new hiking trail
new boardwalk
new crosswalk
ADA parking
Caltrans mileage
Steep terrain
Environmentally sensitive areas
Highways
Public roads
Coastal zone
Streams
State or County property
Non-profit property
432500
432750
4388250
4388000
4387750
77.5
OMEGA DRIVE
store
post office
church
school
ABALONE ST
WESTPORT
Westport
Headlands
SEAVIEW DR
HILLCREST TERRACE
PELICAN RD
PACIFIC AVE
0 100 200 400
Feet

Public Meeting to Refine Recommendations for Trails in the Village of Westport
August 2, 2011 at the Westport Church from 7:00 to 8:00 PM (in conjunction with the regular meeting of the Westport Municipal Advisory Council)
Notes taken by: Thad Van Bueren

Meeting Purpose
The public offered diverse views on the recommendations for the village of Westport contained in the draft Westport Trail Plan at a July 9, 2011 charrette. Further public input on that part of the plan was considered desirable and modified concepts were presented to obtain more input.

Public Notice
Letters were mailed to all property owners in the village five days prior to the meeting. Notices were also posted on the community bulletin board at the Westport Store, placed on the WMAC web site, and emailed to the WMAC broadcast email list. A copy of the notice is attached.

Attendance
1. Bill Brazill
2. Gary Quinton
3. Jeff Whitehouse
4. Millie Saunders
5. Chuck Eyerly*
6. Judy Vidaver*
7. Rob Scott*
8. Bill Knapp*
9. Thad Van Bueren*

*Directors of the WMAC.

Introduction
Thad Van Bueren discussed the meeting purpose and distributed copies of the notice and new recommendation map. Potential signing of alternative bike routes and the benefits of boardwalks along the most heavily used pedestrian corridors were introduced. The potential for a boardwalk spanning drainage ditches within the Caltrans/County right of ways was raised. That approach would keep walkers from encroaching onto private lands.

Public Input
1. Brazill—Favors the plan to keep the main trail along the highway and opposes adding boardwalks or alternate bike route signage. Wants to keep the town as it is and focus improvements on unsafe areas elsewhere in the plan area.
2. Saunders—Feels the boardwalk in front of her house would be too intrusive and does not like the idea of a sidewalk.
3. Jeff Whitehouse—Feels a boardwalk between Abalone and Seaview on the east side of highway would be beneficial. Also wants a crosswalk at Pelican.
4. Gary Quinton—Opposes boardwalks, saying they will change ambiance of town.
5. Rob Scott—There would be more room for a boardwalk along highway between Abalone and Pelican if northbound bikes were rerouted onto Hillcrest Terrace and Abalone Stree, instead following the northbound highway shoulder between Hillcrest and Abalone
6. Bill Knapp—There might be engineering issues constructing a boardwalk over a ditch.
7. Judy Vidaver—Why not create a narrow 18-24 inch wide gravel path instead of the proposed boardwalks?

See attached public notice.

APPENDIX E: AGENCY AND LANDOWNER COORDINATION

This Appendix contains the following information:

Agency Outreach
- Team Meeting agendas and summary minutes
- TAC agendas and summary minutes
- Log of other agency outreach efforts and correspondence

Landowner Outreach
- Sample letters to Landowners
- Spreadsheet of Landowner Contact Information for Study Area
- Notes documenting follow up contacts with some landowners

Caltrans Community Based Transportation Planning Grant Program

Integrated Multi-Use Coastal Trail Planning near Westport

KICK-OFF MEETING

A G E N D A

3:30 p.m. Thursday, April 15, 2010
At
Mendocino Land Trust conference room
330 North Franklin Street, Suite 7
Fort Bragg, CA
(707) 962-0470

I. Brief Summary of Expectations
- A. Caltrans
- B. MCOG
- C. Coastal Land Trust

II. Project Roles & Responsibilities
- A. Scope of Work
- B. Technical Advisory Group

III. Stakeholder Identification

IV. Update Schedule
- A. Schedule adjustments due to late start date
- B. Schedule monthly status meetings

V. Opportunities for Involvement/Input

VI. Contracts & Invoicing

VII. Coastal Land Trust/Mendocino Land Trust items/Discussion

Integrated Multi-Use Coastal Trail Planning near Westport

Caltrans Community-Based Transportation Planning Grant Program

Grant Work Plan Outline (prepared 5/3/2010)

Contact: Louisa Morris, Project Manager (707) 937-6217, louisa_morris@comcast.net

Task 1: Project Startup, Mapping, Preliminary Analysis, and **Landowner Partner Outreach**

Task 1.1: Project Startup

Task 1.2: Initial meeting with partners and formation of Technical Advisory Committee

Task 1.3: Project Mapping

Task 1.4: Collect and Input Existing Information on Project Constraints and Opportunities

Task 1.5: Stakeholder Outreach

Task 2: Coordination with Project Partners & Consultant

Task 2.1: Technical Advisory Committee formation

Task 2.2: Periodic TAC and CAC meetings

Task 3: Community and Stakeholder Outreach

Task 3.1: Promote/Advertise Charrettes and Site Visits

Task 3.2: Contact stakeholder groups to arrange presentations

Task 3.3: Host one bus tour/site visit. Conduct two charrettes (one prior to circulation of draft feasibility plan, and one afterwards)

Task 3.4: Meet with agency and nonprofit partners

Task 4: Develop Draft Multi-Modal Feasibility Plan Components

Task 4.1: Develop Draft Feasibility Plan for project

Task 4.2 Prepare Draft Funding Strategy

Task 5: Final Feasibility Plan Preparation & Hearing

Task 5.1: Prepare Final Feasibility Plan

Task 5.2: Present Final Feasibility Plan at a public hearing before the MCOG Board

AGENDA

Technical Advisory Committee Meeting (TAC)

Integrated Multi-Use Coastal Trail Planning near Westport

Caltrans Community-Based Transportation Planning Grant Program

Tuesday, May 4, 10-11 a.m.

1. Introductions (5 minutes)
2. Overview of Project (20 minutes)
    a. Goals
    b. Work Products
    c. Schedule
3. Role of TAC (5 minutes)
4. Preliminary Review of Study Area (20 minutes)
    a. Known opportunities and constraints
5. Review of "to-do's" (5 minutes)
6. Set date for next meeting (if applicable) (5 minutes)

Jesse Robertson <jesse_robertson@dot.ca.gov>,
Loretta Ellard <ellardl@pacific.net>,
'Thad M. Van Bueren'" <thadvanbueren@directv.net>,
Rixanne Wehren <rixanne@mcn.org>,
Winston Bowen <winstonfb@comcast.net>,
"Zeitler, Morgan" <MZEITLER@parks.ca.gov>,
Matt Gerhart <mgerhart@scc.ca.gov>,
'Karyn Gear' <kgear@scc.ca.gov>,
Linda Locklin <llocklin@coastal.ca.gov>,
Bob Merrill bmerrill@coastal.ca.gov,
Teresa Spade <spadet@co.mendocino.ca.us>,
Fran Gibson <fragibson@comcast.net>,
Christine Ambrose <cambrose@savetheredwoods.org>,
Laura Gilmore <lgilmore@savetheredwoods.org>

MINUTES

Technical Advisory Committee(TAC) Meeting- 1st Meeting

Integrated Multi-Use Coastal Trail Planning near Westport

Caltrans Community-Based Transportation Planning Grant Program

Tuesday, May 4, 10-11 a.m.

1. In Attendance: (by phone): Jesse Robertson (Caltrans), Loretta Ellard (Mendocino Council of Governments (MCOG)), Bob Merrill, Tamara (Coastal Commission, North Coast Office); (in person): Thad Van Bueren (Westport Municipal Advisory Council (WMAC)), Matt Gerhart (State Coastal Conservancy (SCC)), Win Bowen (Mendocino Land Trust (MLT)), Teresa Spade (Mendocino County Planning), Louisa Morris (Coastal Land Trust (CoLT), Project Manager). Save the Redwoods League (SRL) (Christine Ambrose, Laura Gilmore), Coastwalk (Fran Gibson), and State Parks (Department of Parks and Recreation (DPR)) (Morgan Zeitler) were invited but not present.

   Minutes prepared by Louisa Morris, Project Manager, CoLT.

2. Overview of Project:
   a. Goals- conceptual California Coastal Trail (CCT) multi-use design for study area, opportunities and constraints analysis, incorporating agency, stakeholder, landowner, and community input.
   b. Work Products- mapping, comprehensive Geographic Information System (GIS) data base for project; collect and input existing information on opportunities and constraints; stakeholder outreach (charrettes, etc.); develop draft and final plan for multi-modal feasibility study; prepare funding strategy; develop and present final plan.
      i. Bob Merrill made an excellent suggestion that we share our study with Mendocino County Planning, so it can be incorporated into the Land Use Planning (LUP) and General Plan update.
      ii. We discussed how the CCT is a network of trails. Some may be adjacent to or on the highway, others will be west of the highway and along the bluff or on the beach.
      iii. The study will investigate and make recommendations for what trails are needed in which locations; e.g. Americans with Disabilities Act (ADA), equestrians, cyclists, and pedestrian users will be considered.
      iv. The study corridor will be reviewed for environmental and engineering constraints to multi-modal non-motorized user groups.
      v. The study will make recommendations and delineate future responsibilities for implementation.
   c. Schedule- final report to be completed by December 2011.

3. Role of TAC: scope feasibility planning process and determine known constraints and issues.
    a. Preliminary Review of Study Area

       Known opportunities and constraints: We reviewed the LUP maps for the study area and discussed on the ground conditions, landowners, known opportunities and constraints. Here are some of the items discussed by the TAC:
        i. Mendocino Redwood Company (MRC) is a major landowner in the northern portion of the study area.
        ii. It is important to involve user groups (like Mendocino Coast Cyclists, equestrian groups, ADA users) early in the outreach and scoping process.
        iii. State Parks is a major landowner between Hardy Creek and Westport. The old coast highway is west of existing Highway One, and would be a good location for a multi-modal trail.
        iv. Omega Drive could be a good bike/pedestrian route in Westport.
        v. Caltrans is a major landowner south of Westport, where there are also private land ownerships.
        vi. The importance of full-time (not just tidal routes) pedestrian pathways was emphasized, though the braided trail concept could accommodate both.
        vii. Abablobadiah is privately owned, and a tight section for the trail.
        viii. Matt Gerhart made the excellent suggestion that we map potential staging areas/parking/pullouts in the study area and think about parking for ADA and equestrian users.
        ix. A staging area south of the Ten Mile River could be developing, at the south end of the former bridge.
    b. Input on Public Input Process: Thad asked the TAC for input on the charrette process and collecting public suggestions for our study. Most of the mapping will be completed by the time we hold public meetings and charrettes.

4. Review of "to-do's":
    a. Louisa to prepare minutes and send out to TAC members;
    b. Rixanne and Louisa to prepare draft maps and assemble existing information;
    c. CoLT to prepare draft press release regarding project and circulate to Jesse, Loretta, and Thad for review; and
    d. Louisa to circulate potential charrette dates for selection by TAC (Nov/Dec 2010)—November 16, December 7, or either of those weeks (week of 11/15, 12/6).

5. Set date for next meeting: the next TAC meeting will take place in October 2010, to give input to the process and products to date, prior to the first charrette.

PROJECT TEAM MEETING
June 10, 2010
Integrated Multi-Use Coastal Trail Planning Near Westport

AGENDA

1. CalTrans planning efforts to date for study area
 a. bike lane study status
 b. any mitigation issues along the route
 c. current road repair north of Chadbourne Gulch

2. Mapping progress and criteria discussion
 a. study sections
 b. ROW characteristics
 c. opportunities and constraints
 d. long term v. short term potentials

3. Review of fieldwork in June

4. Westport MAC and town interests

5. Charrette
 a. date possibilities
 b. discussion items
 c. presentation materials needed
 d. bus tour arrangements

6. next meeting date for project team and for TAC

PROEJCT TEAM MEETING, June 10, 2010, 10-11 a.m.
Integrated Multi-Use Coastal Trail Planning near Westport
MINUTES (prepared by Louisa Morris, 6/11/10)

Present:
In Person: Thad Van Bueren (Westport Municipal Advisory Council), Loretta Ellard (Mendocino Council of Governments), Rixanne Wehren, Louisa Morris (Coastal Land Trust)
By Phone: Jesse Robertson (Caltrans)

Location: Mendocino Land Trust Conference Room

1. CalTrans planning efforts to date for study area: Jesse will get back to the team (sending information via email to Rixanne and Louisa) regarding the items (a) through (c) on the list below.
    a. Bike lane study status: Jesse explained that a rehabilitation or storm damage/maintenance project can add shoulders to Highway One, but adding a bike lane would require a coastal development permit. Some bike lane projects have been initiated on the Mendocino coast, and Jesse is going to look into this item and get back to us.
    b. Mitigation issues along the route: Jesse will look into this and get back to us.
    c. Current road repair north of Chadbourne Gulch: Jesse will look into this and get back to us.
    d. Geological data: Jesse stated that Caltrans often hires engineering geologists to provide them with design information, and he will see if there is any good geological information for the study area that has been completed for Caltrans projects.

2. Mapping progress and criteria discussion: Rixanne shared the draft maps for the study area. So far, she has mapped some wetlands, parcels, major ownerships for various sections, some trails, and a general mapping of the Caltrans right-of-way.
    a. Study sections: There are at present five study sections mapped within the study area.
    b. ROW characteristics: Most of the right-of-way is owned by Caltrans in fee. Caltrans generally does not want to put public facilities on private property. At present, where right-of-way exists, there is a dashed line on the highway of the draft maps.
    c. Opportunities and constraints: We discussed the scope of the study area, and decided we should focus our outreach and trail planning on the west side of Highway One, unless unusual circumstances dictated otherwise. This way, the need for non-motorized users to cross the highway would be reduced or eliminated altogether. Thad has completed a review of archaeological resources for the study area; we will call out all sensitive resources as “environmentally sensitive areas” on the maps. Rixanne will also map all guard rails, pullouts, and bridges. Louisa will compose a draft landowner outreach letter and send to the group for review asap. She will follow up on this letter with a phone call to determine the level of interest in collaborating with us on this effort, and this will help us to identify opportunities and

constraints. We discussed some specific opportunities and constraints in the study area (Usal area, Chadbourne Gulch, Westport, State Parks, etc.).

d. Long term v. short term potential: discussed in items above.

3. Review of fieldwork in June: Rixanne and Louisa completed two days of fieldwork in June to assess the study area for opportunities and constraints. The draft maps reflect many of their notes and observations in the field.

4. Westport MAC and town interests: Thad presented information about the voluntary bicyclist survey that has been initiated in downtown Westport. There is a kiosk on the west side of Highway One, where cyclists can stop and fill out a questionnaire that offers them an opportunity to give input into their needs as a user group within the study area. Thad is tracking his in-kind donations towards the project on a monthly basis, and has developed a spreadsheet to capture this information. We discussed the Westport MAC; Westport is a rural village, and the Local Coastal Plan is currently being updated, but is out-of-date. Westport MAC has existed for about two years. We talked about how we need to make sure that the County Department of Transportation (DOT) has an opportunity to review our draft feasibility study. County DOT applied for a "Safe Routes to Schools" grant in Westport, but this grant was unsuccessful.

5. Charrette:
    a. Possible dates: We need to launch a multi-media campaign, per our grant, prior to the first charrette, which was tentatively scheduled for Saturday November 6.
    b. Discussion items: The team (with Louisa as lead) will work together to prepare an agenda for the charrette by our next meeting (in August). Thad offered to call his local tribal contacts.
    c. Presentation materials needed: We discussed preparing a survey to hand out to charrette and bus tour participants, and Thad offered to draft this questionnaire for review by the planning team, whose intent would be to elicit specific comments.
    d. Bus tour arrangements: Louisa will check with MTA to see if we can rent a bus for a Saturday tour of the study area.

6. Other: Louisa will prepare a flier designed to reach out to park visitors as well as community residents about our project and to offer opportunities to give input. The partner websites will be listed on the flier.

7. Next meeting date for project team and for TAC: August 13, 2010, 11 a.m., field tour (subject to Jesse's confirmation)

October 27, 2010, 3:00-5:00 PM

Present: Phil, Loretta, Rixanne, Louisa, Thad, Jesse

Reviewed publicity/outreach.

1. Bus tour to include these stops: a) Usal Rd; b) MRC Demonstration Forest; c) Westport Union Landing; d) Westport Headlands; e)Chadbourne; f) Bruhel Point Caltrans Vista Point; g) Seaside; h) South end of Ten Mile Bridge. Talking points for each stop presented as follows: Thad (c-e), Louisa (a, b, f), Rixanne (g, h). Rixanne will schedule a back up van in case of over-reservation. Thad will print out a tour info sheet for leaders.

Questionnaire to be prepared by Thad. Topics to focus on defining relative priorities for types of use, separation of use, trail surface, issues, gradient/ADA, separation from highway, segment priorities, maintenance.

For ADA options check out CalTrans planning by ALTA, including publications on sidewalks and ADA. Also travel graphics at www.stanfordtrails.com.

Meeting: 30 minute or less presentation; 40 minute small group; 50 minute wrap up and input.
a) Presentation to include bike survey results summary.
b) small group: separate by user groups with 4-5 facilitators. Define script/questions and provide maps to each group. Facilitators: Rixanne, Louisa, Thad, Loretta, Bill Knapp (WMAC)
b) Wrap up: small group spokespeople feed results back to large group.
c) Instruct large group on questionnaires and ask them to place color-coded priority dots on maps marked with type of use for that priority.

CalTrans uses prioritization of important segments by concentration of population vs. minimal population, over the length of trail.

Bring large scale maps for wall, note taker, pad to write large group input.
Rixanne will make existing trail segments obvious on maps, then print out large maps and 5 sets of small maps at Beckman's.

Jesse wants next charrette #2 beginning of June with draft plan on web site by 1st of May. May have short-term and long-term goals and priorities.

Agenda
Westport Trails Team meeting
Jan. 27th, 2011

Secretary for meeting

Personnel and subcontract changes

Review Scope of Work by Task

Charrette documentation to be developed:
- Attendance sheets
- Questionaire results
- Map results
- Reports from each focus group
- Written notes on individual comments

Draft Table of Contents for Feasibility Report
- Additions or consolidations
- Discuss topics to be shown in map/photo form
- Discuss topics to be shown in tabular form
- Assign authors for each component
- Discuss 'conceptual designs" requirement.
- Prepare draft funding concepts for review

Set meeting with agency and non-profit partners following charrette and prior to Draft FS.

Futures:

Reports and adjustments as result of meeting with agencies and non-profits
Draft Feas Report online for second charrette
Draft funding strategy online for second charrette

Questions:

Caltrans safety and sight distance database??

Westport Trails Team meeting
Jan. 27th, 2011
Minutes

1) Review Scope of Work

Team reviewed the Draft Table of Contents to confirm that it covers all of the Tasks and requirements of the Scope of Work deliverables.
Items were added or expanded:

CCT projects should include Westport Village Society, Redwood Coast Land Conservancy, and MLT CCT Plan.

Relationship to other plans should include Westport Pea Patch and Visioning Westport.

Methods was moved from under Existing Conditions to a line item #3 and Existing Conditions to #4. Methods will be written by LM, Existing Conditions will be a combination of mapping by RW and narrative by LM.

Community Vision will start with Charette results, and Public Safety and Liability will be a subtopic of Results of Land Owner outreach. TVB will author.

Constraints and opportunities will be written by LM with input from mapping (RW) and archaeology (TVB). Opportunities for ADA facilities will include Bruhel Point, Westport Headlands, Seaside Beach and Westport-Union Landing SP.

Recommendations will be a team effort with suggestions for long-term and short-term opportunities. Design materials will be gathered from prior plans and online sources by RW and LM.

Funding and implementation will be written by LM and TVB, with coordination with Caltrans on roadside and bike lane design considerations.

Appendix materials will be collected by RW and formatted to use in the final report.

2) Timeline
A proposed timeline was developed and will be finalized in the team/agency meeting on Feb. 17th.

A revised Table of Contents for the Feasibility Report is attached as a separate document.

Agenda
Westport Trails team/agency meeting
Feb. 17th, 2011
1:30 – 2:30 telephone conference

1. Review Draft Table of Contents for Feasibility Report (Task 4)
2. Discussion with MCOG and Caltrans on additions or consolidations of report items

3. Timeline for development of report

Fri. April 29	Draft due for internal team review
Fri. May 6	Internal team review comments due
Weds. May 11	Incorporate comments and circulate to TAC for review
Tues. May 17	TAC meeting
Fri. May 20	TAC comments due
Tues. May 31	Compile all comments and post draft online
Sat. June 18	Charrette #2

Westport Trails Team meeting
Feb. 17th, 2011
Minutes

Attendance: Rixanne Wehren (RW), Louisa Morris (LM), Thad Van Bueren (TVB)
Phone attendance: Loretta Ellard (LE), Jesse Robinson (JR)

** indicates an action item.

1) Review Draft Table of Contents for Feasibility report 2) discussion

First a note by LE that the report includes a "Plan" not just a feasibility study. Confirmed by RW.

JR mentions the Caltrans ROW and County restrictions. Recommends consulting with Teresa Spade, County planner, on regulatory restrictions. Also review Caltrans roles and responsibilities re: shoulder widening, crosswalks, speed limits, and signage.

A WMAC letter to MCOG gave input about vehicular traffic safety, may integrate into the Westport plan.

LE emphasizes differentiating between recreational and transportation uses. Surface type may play a role, as well as ADA guidelines. Recreational does not meet guidelines for TEA funding.
**LE will find definitions of recreational v. transportation and forward to the team.

Caltrans references:
Pedestrian and Bike Facilities, Highway Transportation Research Board (copy available in PDF)
** JR to send to LM, RW, and TVB

JR – hopes to see a breakdown of 1) locations where Caltrans can do improvements within its ROW, 2) other prime locations for other funding sources especially for single track trails with natural surface.

LM – any plan needs to partner with Caltrans to connect the CCT through the Caltrans ROW. Currently very hard to get Caltrans approval for these connecting trails. Need a process to facilitate trail connections off-highway to trails on private and public lands.

JR – Caltrans mandates may prevent coordination. Disallows private development on a ROW without an ongoing maintenance entity. Caltrans is meeting now quarterly with State Coastal Conservancy and Coastal Commission to clarify needs and processes. Planning office is trying to work with permits office to get process moving, providing information to develop a framework document.

LM – Requirements seem not inclusive of non-profits, just government agencies. Contracting for maintenance is not required by law, just by internal Caltrans policy.

JR – any facility within the ROW must be maintained or it is a liability.
TVB – all facilities within the ROW are maintained by Caltrans, isn't that right?

JR – yes, if they are built to Caltrans standards. Must be ADA. Caltrans may not want to build it if they can't maintain it. Projects are easier to talk about as specifics, case by case.

TVB –It is unlikely we will be recommending ADA trails for all 20 miles, only where they are feasible and practical.

LE – the distinction between recreational and transportation is only important on projects MCOG might fund.

TVB – We can submit specific sections of plan in advance so JR & LE can comment.

JR – can comment on sections of plan in advance, especially on recreational v. ADA. Federal reference guidelines apply. May have some in-house Caltrans docs, more federal.
** provide URL link to federal Highway Design Manual.
Caltrans should try to clearly define this.

Team: Include a section in report on barriers to implementation (political, regulatory, geographic, etc.) as well as an acronym glossary

3) Timeline

LE – seems like a short time between draft and comments.

RW – we compressed it to meet a request for an earlier second charrette, but can extend it.

JR, LE – let's stretch it out a bit. Charrette in July and more time for team review.
** LM will produce new timeline and send out for review.

LE – do we need further phone meeting on these issues?

RW – can set one if Caltrans comments bring up a new issue. Otherwise, continue on report writing.

Adjourned.
RW – note on Coastal Act regulations. The highway stretch from Hardy Creek inland of the bridge, through Rockport junction, north just past the Mendocino Redwood Company Demonstration Forest is not in the coastal zone. All other areas are in CZ.

Westport Trails Team meeting
May 19, 2011
Minutes

Attendance: Rixanne Wehren (RW), Louisa Morris (LM), Thad Van Bueren (TVB)
Loretta Ellard (LE). Phone Attendance: Jesse Robinson (JR)

1) Review of the internal draft of the Westport Trails Plan

JR stated that he was impressed with the draft plan, which reflected substantial effort. He had no major issues but offered a few comments.

a. The Executive summary is of most importance to the community. Should be expanded to describe stages of the project; study, priorities, etc.
b. In the Acknowledgements, soften the statement of those who did not attend, using just agency names not personal names.
c. Under Funding Sources, mention all the details of the contracts and in-kind obligations.
d. Please spell his name correctly as Robertson, not Robinson.

LE requests that her name not appear on the cover page, just Mendocino Council of Governments

JR suggests that the priorities section be made stronger, and an implementation section also. He was asked to find a reasonable estimate of building a 32' wide bridge and check Table 14 & 15 for reasonable amounts.
JR stated that there is not much leeway when designing ADA trails. A good example is the American River Trail in Sacramento, a Class 1 bikeway. A Class 2 bikeway is not ADA, and can be multi-use.

LE – a (new?) Complete Streets Policy has guidelines for evaluating reasonable wheelchair use. If the trail is too steep, ADA is not necessary.

Table 13, add design and engineering.

Be consistent on abbreviations and acronyms. The first use of a name should be spelled out with the acronym following in parenthesis. Reference citations, the first cite should include the name of the document, followed by date and page number, further citations would have just the abbreviation, date and page number, i.e. (RCAA: 2003:pg 23)

On page 4, the 2010 Regional Transportation Plan is still a DRAFT. Use the word draft in any title use.
Table 1 prints out too light to read re-export from Excel for a clearer table.
Page 6, Table 2, the RTP is not a study. Perhaps change the title of the Table to Documents.
Figures 4 & 5 are quite different scales. Indicate more clearly.
Page 30, eliminate any discussion of condemnation of private property.

JR-
Page 51-52 shows diagrams of shoulder width variable, 2’ on northbound and 4’ on southbound. Long discussion on practicality of this approach and permitting challenges. An asymmetrical cross-section may need a design exception. Standard traffic lanes are now 12’, although an 11’ traffic lane would not need a design exception. Shoulder width of 2’ may not meet standards for Coastal Commission, advise seeking clarity from CCC.
Additional questions about separated bike path on west side, and connection for northbound cyclists. Alternative is improving northbound bike lane to 4’ where separated Class 1 bike route is on the west.

RW-
Set TAC meeting for June 14th and reserve MLT meeting room.

Westport Trails Technical Advisory Council meeting
June 13, 2011 Minutes

Attendance: Rixanne Wehren (RW), Louisa Morris (LM), Thad Van Bueren (TVB)
Loretta Ellard (LE), Jesse Robertson (JR),Teresa Spade (TS), Phone attendance: Tamara Gedik (TG)

1) Review of Draft Westport Trails Plan:

Discussion of the relationship of the Westport trails plan to the county LCP. TS emphasized that the Plan will be reviewed during the LCP update. The update is in the near future for Mendocino County, but has not been scheduled yet. It may be updated in sections. TG stated that while the planning effort is helpful, the concepts have to be incorporated into the LCP to be used for access or mitigation during permitting.

RW was concerned that access trails were not a part of this Plan. Would they be included in the LCP update even if not in this plan? TS replied that the LCP would always consider trails and that the Coastal Conservancy was always interested in access and trails. LE mentioned that the LCP transportation element will consider all the projects in this plan while updating.

TVB began the discussion of bike lanes with the observation that 85 – 90% of the bike traffic in the Westport study area is southbound. The team discussed the various potential designs for bike routes within a 32' total roadway. An asymmetrical design of 2' northbound and 4' southbound bike shoulders, a 2' southbound walking path, and 12' traffic lanes distributed within the 32' total roadway was discussed at length, with a request for input from Caltrans and the County. The County has set a 4' bicycle lane width in the LCP. This width has to be balanced with ESHA protection. Access for all is a main reason for the Coastal Act, so providing safe access is a priority. Extra width may be necessary for safety. Set widths is a problem, as an LCP amendment would be necessary for access improvements, so the County favors more flexible standards. County would want wholistic, overreaching and also conditions on the ground. Constraints appropriate to the situations, especially ESHAs and scenic views, maybe analyzed. Priorities for widths need to be based on appropriate studies.

Section 3.8-5 of the LCP states:
Caltrans shall, in cooperation with the County, set priorities based on safety requirements and existing highway congestion for improving the capacity of impacted segments of Highway 1. Measures to be studied should include minor realignments, width and shoulder improvements, passing lanes, view turnouts and parking areas, and intersection improvements.

County Planning would like CCC opinion on this. Based on LCP policies, is a dirt pedestrian pathway allowable on the west side in addition to 32' width requirements?LCP may support 4/12/12/4'with an additional ped path outside the 32' width relative to the LCP sections that follow.

LCP Sections are :

3.6-18 Along sections of the highway where development intensity will result in pedestrian use, or where this is the siting of the County designated coastal trail, a 15-foot accessway measured from the right-of-way of Highway 1 shall be offered for dedication as a condition of permit approval if the topography is deemed suitable for pathway development. Coastal trail includes trails identified in Table
3.6-1 and portions of Highway 1 and Usal Road that are necessary to connect these trail segments. All such access offers that have been recorded shall be offered to Caltrans for acceptance. Prevailing acquisition methods for acquiring public right-of-way by Caltrans shall apply to this section.
3.6-19 Along intensively developed sections of Highway 1, (such as between Cleone and Albion or in Gualala) Caltrans shall be requested to build a separate pedestrian, equestrian path parallel to the highway where pedestrian traffic warrants and physical conditions permit.

The Coastal Commission staff would like to see explicit criteria in the standards set in the LCP. Overarching changes to the LCP may be unwelcome, while site-specific design may be more appropriate.

The Westport Trails project was worked out with the current guidelines. The proposal generally minimized the impacts. In question is asymmetrical division of shoulders. Will they need a "design exception" from Caltrans. There is a limited amount of northbound bicycles. Terrain issues may limit the width anyway. JR stated that Caltrans is meeting with Coastal Comm. and County staff on justification for variations on 12' lanes with 4' shoulders. There is still a lot of work to be done on variations. Adding shoulders would take project specifics. Looking for ways to accommodate bike lanes and trails, but needs more effort. There is a new state planning and research grant for Route 1 planning. It will look at multi-modal transportation in the Route 1 corridor to add facilities. It will hire a consultant to do planning with Pacific Coast Bike Route and CCT emphasis, where facilities exist, shoulders, demand, etc.

The question of asymmetrical trail widths was not answered definitively, but the overall thought was that any deviation from the 4' standard width would necessitate considerable design work and justifications. Standard 4' widths with an additional 3' footpath on the west side of the highway seemed more possible, with justifications. Severe terrain limitations may again limit the real width.

JR re-emphasized that he would like to see more distinct projects outlined. Caltrans projects should be distinct and prioritized, including short-term and long-term. Prioritization and feasibility would also be helpful in processing projects through the Caltrans Advanced Planning Unit.

The criteria and resultant priorities need to be clearly expressed, along with the input and interests shown by residents in the upcoming charrette. Maps will again be shown and a questionnaire will solicit attendees opinions on design and prioritization.

Westport Trails Team meeting
August 30, 2011 from 1:00-2:30 PM
Summary Minutes

Attendance: Louisa Morris (LM), Thad Van Bueren (TVB), Phil Dow (PD).
Phone Attendance: Jesse Robinson (JR) and Loretta Ellard (LE).

The purpose of this meeting was to review the Preliminary Final Plan and wrap up the project.

LE stated she feels this draft is well done and addresses her prior input. There is one duplicate page that needs correction.

LM also complimented the plan, giving credit to TVB for his work on it.

PD was also complimentary, indicating the plan contains a wealth of detail and clearly describes the public input process and community priorities in a manner that will aid in the development of future projects.

The final plan will be presented at the MCOG Meeting in Point Arena Sept. 19. The exact timing remains to be determined, but may occur before 1:30 PM due to a field visit to Gualala that day. TVB will present a 15 minute powerpoint and the plan is to deliver hard copies and electronic versions on CDs at that time.

JR acknowledged the plan represents a significant amount of work and would inform other efforts such as the State Planning and Research grant for the bike route along Route 1 throughout Mendocino County. He expressed interest in the next steps, noting there is likely not time to incorporate more details on specific exactions needed for missing links like the Risse permit at Kibesillah that is now under scrutiny (see below for more on this matter). He asked if there was a budget surplus. TVB and LM indicated Rixanne would have to be consulted. JR suggested any surplus funds might be applied to tasks within the scope of the project, if funding remained. He indicated Caltrans would likely address projects of 1-3 miles in length, so the segments in the plan are useful for the purpose of planning future work.

LM suggested a budget surplus could be used to do further work on easements. PD indicated this document is a planning effort, so any additional work would need to fit within the existing scope. He also mentioned MCOG is over budget. LE indicated MCOG was contracted to CLT for the full grant amount.

TVB explained changes in the prioritization found in Table 14, which include generalized geographic interests from Charrette #1 and more specific input from a dozen questionnaires received at Charrette #2. PD asked about the geographic representation at Charrette #2, which drew about 25 people. Most came from the Westport area, but some people from south of the project also provided input. TVB mentioned costs were revisited and the priority scheme ranked segments by several criteria that may have use in selecting future projects.

TVB suggested any budget surplus might be used to map in more detail the critical missing links where inadequate ROW now exists. Rixanne has Caltrans ROW maps and may be able to generate information on desirable easement locations where there is inadequate width for the trail system. All agreed this would be a helpful addition that could best fit in the "Next Steps" section of the report if funding is sufficient to add such data.

LE will email TVB the number of hard copies that should be produced. PD suggests giving Caltrans a larger number than the 5 or so JR suggested. The extras could then be widely disseminated in the agency for use in planning all kinds of projects (safety repairs, etc.). It was decided to print just a few copies for the MCOG meeting Sept. 19 and mail in a larger supply later in case MCOG has any input. PD said MCOG really isn't likely to take a position since it is a Caltrans grant.

This is the last meeting of the team, but all present indicated the importance of continuing to coordinate to promote progress and future projects that further the goals outlined in the plan.

PD conveyed a few specific typos after JR and LE signed off.

Agency Contact – Mendocino County Planning

County Representative Teresa Spade, Planner (TS)

Westport Trails Rep. Rixanne Wehren

1/24/11

Ms. Spade indicated that the California Coastal Trail is a priority in the Local Coastal Plan, and so would be supported by the Supervisors. Supervisor Smith has shown an interest in the Kibesillah fishing Access, which raises its priority even more. Development there should include a vista point and restroom.

The question is what agency within the County would be the lead on any development there? There is a possibility that it would be the Public Works Department, which manages one park, Indian Creek. As there is no County Parks department, the County would probably be interested in a management contract with a local land trust. TS will talk to her supervisor in Planning and get back to me.

Regarding Kibesillah Fishing Access, there is a question on whether the property to the north is owned by the County or CA Fish & Game. TS thinks that it is owned by Fish & Game with a management MOU with the county. However this document is not available. A future arrangement might be to have all three properties managed through an MOU with CA Fish & Game, Mendocino County, and Caltrans. This would give the land trust the ability to manage the property and hold liability insurance on it.

3/2/11

Teresa Spade, Rixanne Wehren

Regarding the Kibesillah site, no management document has been found. TS recommends that language for a management agreement with a land trust be produced and presented to the Board of Supervisors.
The Caltrans parcel may not be developable, as it was on old roadbed that had been declared unstable. Any development would need a geotech evaluation saying that it is stable enough for a hike/bike trail.
The County Code allows structures on the bluffs IF they are for public access, with a use permit.
Fish & Game may give development agreement to the County, but any agreement would need background information and a botanical report

Agency contact _ CA Dept. of Fish & Game

Fish & Game representative – Doug Albin
Westport Trails rep. Rixanne Wehren

1/20/11

Doug Albin indicated that the local Fish & Game office does not have any authority over Kibesillah Fishing Access. He recommended calling Eric Haney, Resource Assessment Coordinator in Redding. 530-225-2052.
Albin mentioned that the Kibesillah site is a public access parcel, not a conservation parcel. The Wildlife Conservation Board may be the official property title holder.

2/6/11

Fish & Game Representative – Eric Haney, Resource Assessment Coordinator

Eric Haney is familiar with the property at Kibesillah. He thinks that there is a management agreement with Mendocino County, which he will try to find. He will also locate the right person to talk to about development and reply to me.

Agency outreach: CA Dept. of Parks & Recreation

April 29, 2011

Parks Representative Bruce Smith, Mendocino District Maintenance Supervisor
Westport Trails rep. Rixanne Wehren

First we discussed the current state of budgeting in State Parks. While there was barely adequate budget this year to keep all the parks open, the next two years, 2012-13 and 2013-14, will see substantial cuts to all programs. Smith does not anticipate any new funding for trail or campground improvements.

We then discussed the park at Westport-Union Landing State Beach. The park has remained open, although at a minimal level of maintenance. A project proposal from Smith to the Parks for internal funding was submitted and approved years ago, but not funded. This proposal is to convert the DeHaven area camp (now closed) into a hike/bike campground with no parking. The southernmost restroom would be removed and the gated entry reworked to allow bicycle ingress and egress. There is currently an encroachment onto the highway that would allow bicyclists to regain the highway after using an internal bike trail.

We discussed the Westport Area Integrated Multi-Use Coastal Trail Plan and how recommendations in the Plan would fit into the State Parks planning for the Westport-Union Landing State Beach. Smith first explained that not all of the property shown on the maps is actually within the State Beach. The State Parks authority ends at Little Howard Creek on the north, with the viewpoint and lands beyond being in the purview of Caltrans.

Smith said that State Parks has heard of the interest in a hike/bike trail within the park, improving and rerouting the old roadway route to accommodate off-highway hikers and bikers. He was of the opinion that this would be acceptable in the park, although a definite proposal would have to be evaluated. Smith mentioned that the park is considering moving the water mains to the east to avoid the erosion on the west bluffs. There may be a possibility of combining with this project to align the trail on top of or next to the water line, as the earth will be torn up anyway.

We also discussed ADA parking and cyclists facilities. There is ADA parking at Howard Creek, but none of the restrooms is ADA compliant. There are no bike racks, but bicyclists often stop at Howard Creek entrance and use the restroom and fill water bottles. State Parks does not change day use fees for such short stops. All water outlets are drinkable unless specifically signed as questionable for the day. Smith did not anticipate any improvements at Petes Beach.

(1)

partial: needs updating (Notes: 1/30/11)

WPOA Trails Study

Long Distance Telephone Calls

Placed At This Number:

(707) 937 6217

DATE	Phone Number Called (Area Code) Number	Company/Person Called	Notes ~~PLACE~~	~~Initials of Caller~~	
8/26/10	323-654-2499	Evan Tyler / returned call		LM	
8/26/10	463-5112	Jim Holmes / MRC			
8/2010	775-742-0518	Christopher Ross	left message supports trail /	willing to donate easement	
8/2010	209-728-9920	Jimmy Bigelow	left message + wants come to charrette	to	
8/3/2010	—	Teresa Brown	email rec'd - wants to come to charrette		
7/15/2010	—	W. Holden	not supportive	of project	
7/15/2010	—	Howard Lee	not supportive	of project	
10/18/10	964-5733	Bill & Kathy Averill	interested email exchange	LM	
9/17/10	964-7721	Baile Oakes	interested; Siamex critical	LM player	
9/17/10	964-8776	Bruce Berry	left message	LM	
10/18/10	(305) 667-0263	Sue + Robert Cowen	live in Miami rent place in WP	LM	
9/17/10	961-1896	Susan + Roger Coy.	Left message	LM	
9/17/10	937-3915	Joseph Dalton	Left message	LM	
9/17/10	964-0088	Ted + Barbara Demos	hwy v. narrow - no other option	LM	
10/18/10	530-438-2722	Steven + Kristina Dennis	(Message)	LM	
10/18/10	530-747-6018	Nancy du Bois	(Left message)	LM	
9/17/10	962-0870	Robert/Andrea Fischer	(Message)	LM	
9/17/10	964-5568	Martin + Lucille Fodor	left message	LM	
9/17/10	964-6725	Charles + Sally Griggs	Sally's on WMAC - safety concerns/Howard Ck Inn	LM	
9/17/10	961-1567	Marg. + John Gustafson	interested in mtg	LM	
9/17/10	964-2732	Berneice Hadlow	interested; bedridden	LM	
10/18/10	961-3302	Steve Horner	left message - Robert Ballard	LM	
9/17/10	961-5411	Jesse + Gayle Heckenlaible	will come to mtg too steep, narrow likes idea	LM	
9/17/10	964-1399	Ed Howard	will try to come to mtg	LM	
9/17/10	961-0825	Dean + Ramona Jennings	Don't take trail thru Ocean Meadows	LM	

Westport Trails Study

(2)

Long Distance Telephone Calls
Placed At This Number:
(707) 937-6217

DATE	Phone Number Called (Area Code) Number	Company/Person Called	PLACE	Initials of Caller	
10/18/10	209-878-0151	Tom Lewis	Joe Heiser will come to mtg	LM	
10/18/10	463-5112	Jim Holmes, MRC	keep Rochport private; willing to talk about other locations	LM	
10/18/10	415-455-9131	Noel Olson	~~Joe Heiser~~ 2		
10/21/10	964-7544	Sally Ottoson	Left message	LM	
10/21 + 9/30	(707) 694-1188 (310) 430-0061	Picasso / contact for Slamex	Left message (call again)	LM	
10/21/10	530-675-2343	Sopa-Wheeler / Dan Kruger	send post card	LM	
10/22/10	964-2964	Wages Ck Campgrd	Talked w/ someone (Brenda)	LM	
10/22/10	964-5595	Nedra Lancaster WPPA Cemetary	send postcard	LM	
10/25/10	(310) 430-0061	Picasso	send email - matls	LM	
10/25/10	964-7355	Bill Knapp	talked w/ his wife, who took message	LM	
10/25/10	964-2781	Lee + Dorine Real	will be there (Lee)	LM	

Coastal Land Trust
- to preserve and cherish natural land -

27401 Albion Ridge Rd., Albion, CA 95410
707-937-2709 * fax 707-937-4520

June 28, 2010

<Landowner name and address>

Dear <Landowner name>,

The Coastal Land Trust is coordinating a multi-modal non-motorized coastal trail study in the Westport area, with funding from the California Department of Transportation (Caltrans). The study area is 21 miles in length, stretching from Usal Road at its north end (milepost 90.88) to the Ten Mile River at the south end (milepost 69.5). Our goal is to lead a community-based planning process, resulting in a multi-use coastal trail design, maps, and plan. This plan will be used to seek funds for design, environmental analysis, permitting, and construction.

Organizational partners for this study include the Mendocino Council of Governments (MCOG), Coastal Land Trust, the Westport Municipal Advisory Council (WMAC), and Mendocino Land Trust (MLT).

We would like your input on this project. What kind of coastal trail do you envision in our study area? How could Westport and the surrounding area be made more accessible to non-motorized transportation? We hope you are interested in joining our effort and are willing to participate in this process.

This fall, we will host a charrette, which is a facilitated meeting to obtain input from interested members of the community. We will also lead a bus tour of the project area to offer a hands-on opportunity to view the project area's opportunities and constraints.

We will contact you this summer to answer any questions you may have, and to gauge your level of interest in collaborating with us. Please email or call Louisa Morris, Project Manager, with any questions, comments, or input. Her contact information is louisa_morris@comcast.net, or phone (707) 937-6217.

Thank you for your consideration.

Sincerely yours,

Louisa Morris
Coastal Land Trust

APN	OWNER	SITUS_3	SITUSCTY	USE_CODE	phone		
01535022	AKHTAR CAPITAL LIMITED PARTNER	32874 OCEAN MEADOWS CIR	FB	0000RR			
01387003	ALLISON JOHN R /	39701 NO HWY 1	WE	0006RMR0			
01387005	ALVAREZ CARLOS H & EMMA M	39501 NO HWY 1	WE	0006RMR			
1533030	AVERILL JOSEPH M & KATHY A	31101 NO HWY 1	WE	0006RR	964-5733		
01535017	AZAD ANEES A & BARBARA ANN TTE	32952 OCEAN MEADOWS CIR	FB	0001RR00			
01385008	BANDEHAS THOMAS J	25021 SEA VIEW DR	WE	0006RMR			
01389001	BANE BRIDGET 1/3	39000 NO HWY 1	WE	0006RMR0	unlisted		
01325024	BANNON ROBERT OAKES TTEE	36000 NO HWY 1	WE	0001AG00	964-7721	9/17- LM	
01534022	BARKER ROBERT W & TERESA M	30240 NO HWY 1	FB	0001RR00			
01535018	BAYLIN REAL ESTATE LLC	32942 OCEAN MEADOWS CIR	FB	0001RR00			
01535021	BEAVER GREG DONALD & WENDY E T	32904 OCEAN MEADOWS CIR	FB	0001RR00			
01535025	BENGARD JAMES V TTEE 1/4	32804 OCEAN MEADOWS CIR	FB	0001RR00			
01535049	BERRY BRUCE F	29050 NO HWY 1	FB	0006RR00	964-8776	9/17-LM	
01537012	BROWN PAUL W & THERESA D	33100 NO HWY 1	WE	0006AG00	email 9/30		
01389002	BYRNE MARIE ALANA	39247 NO HWY 1	WE	0016RMR0			
01533024	CAHN MARGERY S TTEE	31400 NO HWY 1	WE	0001RR00			
01535047	COASTAL LAND TRUST			0082RL00			
01533005	COUNTY OF MENDOCINO			0000RR00			
01535026	COURSEY DONALD L & LYNDA M TTE	32774 OCEAN MEADOWS CIR	FB	0000RR			
01535048	COWEN ROBERT K /	29100 NO HWY 1	FB	0006RR00	305-667-0263		
01385009	COY ROGER B & SUSAN	25051 SEA VIEW DR	WE	0006RMR0	961-1896	9/17- LM	
01537007	CUTINO RUDOLPH L & SHIRLEY D	32900 NO HWY 1	WE	0006AG			
01383003	DALTON JOSEPH W 1/2	41251 SEASCAPE DR	WE	0006RMR	937-3915	9/17-LM	
01389013	DELILLYDUMAS JULIE A CONSERVAT			0006RMR0			
01324021	DEMOS THEODORE J & BARBARA M (TED)	37501 NO HWY 1	WE	0001RL	964-0088		17-Sep on east side of hwy, would need to follow highway where he is-- between Wages Crk campground-- too narrow
01534029	DENNIS STEVEN L & KRISTINA L T	30400 NO HWY 1	FB	0001RR00	530-438-2722		
01332009	DUBOIS NANCY G TTEE			0000RV00	530-747-6018		
01383005	DYAKON ANDREW N & ROBERTA K	40951 SEASCAPE DR	WE	0006RMR0			
01324005	FELIZ JOHN R	37300 NO HWY 1	WE	0000RV	unlisted		
01360042	FETZER SHEILA M			0006FL00			
01535050	FISCHER ROBERT & ANDREA	29020 NO HWY 1	FB	0001RR	962-0870	9/17-LM	
01387006	FODOR MARTIN & LUCILLE A TTEES	39401 NO HWY 1	WE	0006RMR0	964-5568	9/17-LM	
01387004	FOX IAN GUNDRY & CAROLYN LOHR	39601 NO HWY 1	WE	0006RMR0			
01535027	GINGRAS RICHARD L /	32754 OCEAN MEADOWS CIR	FB	0001RR00			
01534021	GOODELL ROBERT R JR & BARBARA	31100 NO HWY 1	FB	0001RR			
01385006	GRIGG CHARLES R (SALLY)	25011 SEA VIEW DR	WE	0006RMR0	964-6725		17-Sep she's on WMAC, east of hwy one, Sally, gives input to WMAC, concerns about biker safety, death; Howard Ck Inn
01535023	GUARDINO GARY M & SHARON L	32854 OCEAN MEADOWS CIR	FB	0001RR00			
01387001	GUSTAFSON JOHN G & A MARGARET	39901 SEASCAPE DR	WE	0006RMR0	961-1567	9/17- not a good time, is interested in meeting however	
01535008	HADLOW BERNEICE TTEE	32061 NO HWY 1	WE	0001RL00	964-2732	great thing, is bedfast, can't make meeting; do something b/w Ten Mile and FB (dangerous for bikers)	
01534015	HAUN JOHN MICHAEL TTEE	30200 NO HWY 1	WF	0001RR00			
01327002	HAWTHORNE TIMBER COMPANY			0081RV	961-3302		
01534023	HECKENLAIBLE JESSE E & GAYLE D	30230 NO HWY 1	FB	0001RR00	961-5411	9/17- too steep, narrow, likes idea, lives north of Seaside	
01382010	HILL RANDY & TAYCE	24701 HILLSHORE DR	LA	0006RMR0			

01384002	HOWARD EDGAR A 1/2	24750	PACIFIC HEIGHTS DR	WE	0006RMR0	964-1399	9/17-Ed, lives near Wages Creek, interested, will try to come to mtg 11/6
01538004	JACKSON GRUBE FAMILY INC				0053RMR		
01535028	JENNINGS R DEAN & RAMONA F TTE	32724	OCEAN MEADOWS CIR	FB	0001RR00	961-0825	9/17- lives in Ocean Meadows, don't take trail thru Ocean Mdws
01382002	KNAPP WILLIAM J & BARBARA L	43026	NO HWY 1	WE	0006FL00	964-7355	
01534018	LAMBETH HAROLD D & CORLENE BET	30290	NO HWY 1	FB	0001RR	964-9444	
01534005	LARSON BEVERLY 1/8 TTEE	30320	NO HWY 1	FB	0001RR		
01341011	LEWIS THOMAS A 1/6	43200	NO HWY 1	WE	0006RL00	209-878-0151	
01383001	MCDADE ARTHUR & MARTI	41401	SEASCAPE DR	WE	0006RMR		
01535015	MCFARLAND ROBERT 1/6	32972	OCEAN MEADOWS CIR	FB	0001RR00		
01535007	MCGUIRE JAMES I & BARBARA	29901	NO HWY 1	FB	FP53RL	964-3060	
01340007	MENDOCINO REDWOOD COMPANY LLC				TP62TP	463-5112, Jim Holmes	
01535033	MICHEL KEVIN T & GEORGINA FRAN	32590	OCEAN MEADOW CIR	FB	0000RR00		
01535029	MILLER JAMES N & NANCY F TTEES	32704	OCEAN MEADOWS CIR	FB	0001RR		
01382008	MILLER HELEN K TTEE	24441	HILLSHORE DR	LA	0006RMR0		
01534019	MORRILL JOHN R	30260	NO HWY 1	FB	0001RR00		
01535024	MURPHEY JAMES I	32824	OCEAN MEADOWS CIR	FB	0001RR	964-1537	
01387002	NIEBLAS GERARD M & KRISTINE O	25071	SEA VIEW DR	WE	0006RMR0		
01513058	OLSON FAITH	32000	CAMP 2 TEN MILE RD	FB	0054RL00	964-0406	
01341008	OLSON NOEL IVAR & JOAN B	43300	NO HWY 1	WE	TP62TP	415-455-9131	
01537011	OTTOSON SALLY A	33000	NO HWY 1	WE	0054AG	964-7544	
01535044	PEART DONALD R & VESTA M TTEES	32981	OCEAN MEADOWS CIR	FB	0001RR		
01535020	PRENGAMAN GEORGE E & DORIA C	32912	OCEAN MEADOWS CIR	FB	0000RR		
01507056	QUINTON GARY F 1/2	33801	NO HWY 1	WE	0054UR00	964-7073	
01324015	REGALIA SEBASTIAN 1/2	38501	NO HWY 1	WE	0001RL00	964-3396	
01535016	RIDENHOUR WILLIAM	32962	OCEAN MEADOWS CIR	FB	0001RR00	961-0645	
01537010	RISSE LAWRENCE A TTEE	32600	NO HWY 1	WE	0006AG00	916-991-2700	
01534013	ROSE ROGER & ANGELA 3/4	30150	NO HWY 1	FB	0005RR00		
01383002	ROSS CHRISTOPHER	41301	SEASCAPE DR	WE	0006RMR0		
01534017	ROSS HAROLD	30120	NO HWY 1	FB	0001RR00		
01534016	ROUGHTON GAIL TTEE	30100	NO HWY 1	FB	0001RR00		
01385001	SHARP JUDE C 1/2	24751	PACIFIC HEIGHTS DR	WE	0006RMR		
01324044	SIAMEX INVESTMENT CORP				0053RL00	ask Picasso 694-1186; LM 9/30	
01513049	SILVIO MICHAEL V TTEE /	29000	NO HWY 1	FB	0001RR00	unlisted	
01513046	SMITH PHILLIP GEORGE & SUSANNE				0054OS00		
01340006	SOPER WHEELER CO				TP65TP	530-675-2343	
01382003	STATE OF CALIFORNIA PARK				079OS	937-5804	
01383004	STOFEL EDWIN JULE & CONNIE TTE				0006RMR0		
01382001	STUDEBAKER WILLIAM R /	43405	RD 430	WE	0006RMR	964-0658	
01328025, -2	TEPPER LEE TTEE 1/2				0053RL00	964-2781	
01384001	TYLER EDWIN B JR & SHARLYN VAN				0006RMR0		
01535034	VANDERMALE JOHN	32591	OCEAN MEADOWS CIR	FB	0001RR00	964-4651	
01324051	WAGES CREEK CAMPGROUND LLC				0018RMR0	964-2964	
01535014	WALKER R STEPHEN & JANICE S TT	32982	OCEAN MEADOWS CIR	FB	0001RR00	961-0420	
01535019	WALLIN ELSIE TTEE	32932	OCEAN MEADOWS CIR	FB	0005RR	964-5501	
01389008	WESTERLING GORDON CLARK & CATH	39001	NO HWY 1	WE	0006RMR0		
01324048	WESTPORT TEN MILE CEMETERY				78PFRMR0	964-5595	
01324038	WESTPORT COUNTY WATER DISTRICT	37401	HIGHWAY 1	WE	0053PF		
01534031	WILSON ROBERT LEE & JAYNE T	31001	NO HWY 1	FB	0006RR	unlisted	
01534014	WOODS CRAIG F & JOAN Z	30220	NO HWY 1	FB	0001RR00	962-0186	
01534012	ZENK JOAN M TTEE	30180	NO HWY 1	FB	0001RR	same	
01389010	24811 PONDEROSA DRIVE LLC	24811	PONDEROSA DR	WE	0006RMR0		
013870RW							

Themes; biker safety

Village of Westport Landowner Contacts
Contacts made in person by Thad Van Bueren unless otherwise noted.

8/8/2011—Marie Fostiak, owner of Assessor's Parcel 013-280-27 containing the Westport Community Store at intersection of Abalone and Main streets, an adjacent residence, and a former storefront fronting on Main Street. She does not object to pedestrian improvements along the north side of Abalone Street, particularly if a boardwalk or other pedestrian path can be designed to simultaneously address drainage on that side of the street. A boardwalk would be more desirable than a concrete sidewalk because it might straddle the drainage improvement that is needed in this location.

8/8/2011—Val Hale, renter of house next to Westport Community Store (owned by Marie Fostiak) at 24980 Abalone Street (Assessor's Parcel 013-280-27). He is supportive of the idea of pedestrian improvements along the north side of Abalone and would like to see the School reopened and the Church used more actively as a community center. The improvement would support those uses.

8/8/2011—Millie and Jeff Saunders, owners of 38951 Main Street (Assessor's Parcel 013-300-27) located between Abalone and Seaview. Although Millie expressed concern at the August 2 Westport Municipal Advisory Council meeting about recommending a boardwalk in front of her house, the Saunders were willing to support a boardwalk if it is placed immediately next to a 4-feet wide bike shoulder straddling the drainage ditch. A boardwalk in that location would place passing pedestrians farther from their windows and lower in height than they presently walk. The Saunders are both handicapped and would like to ensure a ramp will connect their front stairs to the boardwalk if one is constructed.

8/9/2011—Dorine Real and Lee Tepper, owners of several parcels fronting on Main Street in the village of Westport, including the Westport Hotel at the corner of Seview and Main streets. They favor a boardwalk rather than a sidewalk because it will be in better keeping with the character and aesthetics of the village. They sponsored the DLAEP (2003) study and would like to see the boardwalk recommendation expanded north to Pete's Beach along the east side. They are willing to donate an easement along that east side of the highway from the Store to the Westport Water District facility property opposite Pete's Beach. They stressed the importance of coordinating walkability improvements with utilities. It would be beneficial to underground utilities at the same time other improvements are made, rather than just relocating the overhead power and telephone lines. Crosswalks are desirable on Route 1 at Pete's Beach, Omega/Abalone, and Pelican, as well as the foot of Abalone and Seaview where they intersect Route 1.

APPENDIX F: PROVISIONAL COST ESTIMATE

This Appendix offers a provisional cost estimate for each of the 17 trail segments identified in the plan, taking into consideration planning, technical studies, permits, ROW acquisition (if any), and construction costs per mile using the assumptions discussed in Chapter 5 of the plan. ROW costs are based on the general assumptions listed in Table 15, with locations of inadequate ROW shown in Figure 7 and on ROW maps in Appendix B. The construction cost assumptions in Tables 18 were multiplied by the miles of each type of trail and terrain present in each trail segment. The technical studies, design, and permit costs are based on the general parameters in Tables 16 and 17, rather than specific knowledge of terrain and environmental resources. These costs and requirements for mitigation funding may deviate appreciably as the iterative process of discovery unfolds during the project development phase.

The estimates provided here reflect costs in 2011 dollars and will require adjustment in future years. They do not include the development of other desirable support facilities such as parking, restrooms, and water supplies, which also should be considered per recommendations offered in Chapter 4. Maintenance costs also are not included in this estimate, but Table 19 offers some general guidance on the annual costs to maintain trail facilities of this kind.

WESTPORT COASTAL TRAIL COST ESTIMATES

September 19, 2011

Section	Lead Agency	Highway postmiles	Shoulder SUP		Separated SUP		Bike Shoulder (northbound only)		Boardwalk		Highway Bridges	Other Structures	ROW Purchase	Technical Studies	Design	Environ. Doc. & Permits	Mitigation	Managing Project (15% of total)	Total Cost	Assumptions
			miles	cost	miles	cost	miles	cost	mile	cost	cost	cost								
1a	Caltrans	0.87	0.87	$217,500										$20,000	$15,000	$20,000		$40,875	$313,375	
1b	Caltrans	0.80	0.80	$200,000										$50,000	$25,000	$30,000	$25,000	$49,500	$379,500	Wetland mitigation?
1c	Caltrans/ Nonprofit	1.36	0.36	$90,000	1.00	$100,000	1.00	$125,000				$250,000		$50,000	$25,000	$35,000	$50,000	$108,750	$833,750	Separated SUP bridge, retaining wall on shoulder SUP near stream; wetland mitigation?
1d	Caltrans	3.59	3.59	$2,692,500								$250,000	$600,000	$125,000	$75,000	$35,000		$566,625	$4,344,125	50 ft wide ROW addition due to steepness; many culvert upgrades
2a	Caltrans	1.75	1.75	$350,000							$1,000,000		$250,000	$100,000	$100,000	$35,000	$25,000	$279,000	$2,139,000	Minimal ROW needed; 2 highway bridge upgrades; wetland mitigation?
2b	Caltrans/ DPR	3.25	3.25	existing	2.10	$210,000	2.10	existing				$100,000		$125,000	$75,000	$50,000	$75,000	$85,250	$730,250	Culvert repairs to reduce bluff retreat; diverse environmental mitigation
2c	Caltrans	0.90	0.90	$500,000							$500,000	$350,000	$350,000	$75,000	$50,000	$35,000	$50,000	$286,500	$2,196,500	Some ROW needed (high cost); retaining walls on slopes, highway bridge upgrade; wetland mitigation
3	Caltrans/ County	1.35	1.35	$337,500					0.35	$350,000		$100,000	$50,000	$75,000	$100,000	$50,000	$150,000	$181,875	$1,394,375	Special boardwalk/grated ditch design; coordinate utilities; small ROW needed; wetland mitigation
4a	Caltrans	0.75	0.75	$187,500								$50,000	$200,000	$25,000	$75,000	$30,000		$85,125	$652,625	25 ft wide ROW needed for moderate terrain; culvert upgrades
4b	Caltrans	1.15	1.15	$862,500								$500,000		$125,000	$150,000	$50,000	$75,000	$264,375	$2,026,875	Complex design with retaining structure or stepped SUP; SUP bridge? boulders to control motor vehicle access; paved parking; diverse mitigation
4c	Caltrans	1.38	0.50	$675,000	0.95	$95,000	0.88	$220,000				$50,000		$75,000	$50,000	$50,000	$75,000	$193,500	$1,483,500	SUP bridge; diverse mitigation
4d	Caltrans	0.50	0.50	$250,000									$50,000	$35,000	$25,000	$25,000		$57,750	$442,750	Minimal ROW needed
5a	Nonprofit/ Caltrans	1.22	0.10	$25,000	1.22	$122,000								$15,000	$25,000	$20,000		$31,050	$238,050	Assumes completion of MLT Kibesillah Trail Project; upgrade required to achieve SUP design
5b	Caltrans/ County	0.50	0.10	$20,000	0.40	$40,000						$150,000		$20,000	$15,000	$20,000		$39,750	$304,750	SUP bridge; boulders to control motor vehicle access
5c	Caltrans	0.80	0.80	$160,000								$500,000	$250,000	$100,000	$75,000	$35,000	$50,000	$175,500	$1,345,500	Limited ROW needed (high cost), retaining walls on steep slopes, tree row & other mitigations
5d	Caltrans	0.20	0.05	$37,500								$50,000		$100,000	$50,000	$35,000	$100,000	$55,875	$428,375	Assumes Caltrans Seaside Repair Project complete; SUP upgrade; paved parking; diverse mitigations
5e	Caltrans	0.75	0.40	$80,000								$50,000		$10,000	$10,000	$10,000		$24,000	$184,000	Mostly complete, add 4 ft northbound shoulder; add pit toilet at bridge parking lot
TOTALS		21.12	17.22	$6,685,000	5.67	$567,000	3.98	$345,000	0.35	$350,000	$1,500,000	$2,400,000	$1,251,500	$1,125,000	$940,000	$565,000	$675,000	$2,535,300	$19,437,300	

1. All costs are provisional estimates in 2011 dollars, with unit costs based on assumptions in Tables 16-18 in text
2. The scope of required structures will depend on the specific design that is selected and may thus differ from the general estimates offered here.
3. The costs in this table do not include recommended improvements that are unrelated to the transportation function of the trail system such as restrooms and water fountains.
4. Costs for ROW purchases and mitigation will remain poorly known until detailed planning is initiated