

The Great Redwood Trail
Master Plan
Workshop Summary
Alderpoint

In-Person Workshop
with 70 Attendees
at Volunteer Fire Hall
on July 26, 2023

Highlights of Public Input & Responses So Far

Topic Station 1: How will trail <u>ACCESS & DESIGN</u> ensure the GRT is a good neighbor?	1
<ul style="list-style-type: none">● Privacy & Trespass Issues● Allowable Uses of the GRT Corridor● Road Access to GRT Corridor & Trailheads● Managing Boating Access, Uses & Safety	
Topic Station 2: How will trail user <u>SAFETY, E.M.S., & FIRE</u> prevention be addressed?	5
<ul style="list-style-type: none">● Land & Water Patrols: Rangers & Volunteers● Communications● Fire Prevention● Heat & Drinking Water Access● VFDs, E.M.S. & CalFIRE Response	
Topic Station 3: What <u>INFRASTRUCTURE & MAINTENANCE</u> are <u>FEASIBLE</u>?	7
<ul style="list-style-type: none">● Shift Happens – Geologic Instability & Solutions● Tunnels, Bridges, Trestles, Crossings & Drainage● Costs & Long-Term Maintenance● Trail Development	
Topic Station 4: Will there be support for <u>ECONOMIC DEVELOPMENT</u> opportunities?	10
<ul style="list-style-type: none">● Economic Interests & Opportunities● Capacity-Building & Incentives for Local Investment	
Topic Station 5: Issues & Opportunities <u>NOT INCLUDED</u> at Other Stations	12
Topic Station 6: (Your notes on the) Map of GRT Corridor	13

Feedback Received (General)

- Can GRT maintain safety along the trail?
- Will restrooms and trash be maintained?
- Alderpoint is a trail access point but it's a tough place – how to navigate community?
- How will people be able to call for help with there is little to no cell service?
- What is the basis of the Alderpoint boundary line?
- Additionally insured property owners?
- Will all of these new things be maintained?
- Toxicity?
- Some local roads weren't on map
- Hard for locals to compete with outside contractors
- Community may not have the power to organize and therefore will be alienated
- Cap trail permit number
- Soil health? Compact soil? (this comment referred to camping sites)

TOPIC STATION 1: How will trail ACCESS & DESIGN ensure the GRT is a good neighbor?

1.1 Privacy & Trespass Issues

What we've heard: *how will access on either side of the trail corridor be restricted?*

How will you keep people off adjacent private property – including next to the river – for so many miles in a remote area?

Some early ideas: clear signage to discourage trespass; ranger patrols and enforcement; develop dedicated campsites & river access points for GRT users (on GRTA, BLM, or other trail partner parcels). Fencing where practical and necessary.

Will fencing be provided to limit access to private property next to the trail? How will that work? Each GRT partner or trail manager will address specific fencing needs during the project design phase and anticipate costs. For example, with the CA Coastal Trail, the State Coastal Conservancy-funded trail partner works with each adjacent landowner to identify what's appropriate for each site (cattle fence, wood fencing, hog wire, etc.) and budgets a standard amount for necessary fencing. Any special/expensive design/amenities over the cost of standard fencing is paid for by the adjacent landowner.

If crossing or using the corridor is the only way I can access my land, how will that be affected? Each instance will be negotiated with the Great Redwood Trail Agency. Contact the GRTA at info@greatredwoodtrail.org or call (707) 463-3280 with your questions/concerns.

Feedback

- When landslides make it impossible to keep the trail within the rail easement, what would your agency propose for getting through?
- Strategic planting of poison oak to keep people on trail
- Prevention through education, require user permit system
- Cultural- historic, prehistoric- protection- how will this be accomplished?

1.2 Allowable Uses of the GRT Corridor

What we've heard: *who will be using the trail? Equestrians? Mountain bikers? Founders Grove tourists?* The Eel River Canyon section of the GRT will likely be a "backcountry" trail – a relatively narrow path in the old railroad right-of-way. Trail & infrastructure design will be a key factor in determining the types of uses – for instance, equestrians and mountain bikes may not coexist well together on a narrow backcountry trail, and it may not work for equestrians to navigate the one-mile Island Mountain Tunnel. With your help and input, this master planning process will help us determine priorities for different user groups.

Which trail users should the GRT serve and where?

Will camping be allowed and where? Designated campsites and campgrounds are being considered on GRTA (and possibly BLM) properties along the corridor. Some adjacent landowners are also interested in developing private campgrounds or other visitor-serving amenities to serve trail users.

Do you have suggestions for good camping spots along the GRT?

How can we limit ATV/UTV use while designing for emergency access? We recognize that ATV use was common before the corridor became overgrown, and safety/rescue/fire operations will want ATV access.

How do you think emergency ATV access can be provided on this non-motorized trail? Under what conditions might private ATV use be allowed while keeping it safe (and quiet) for non-motorized trail users?

I hear that trails are often overtaken by houseless folks and camps and am worried about crime – are these things we need to worry about? We are working to address the issue of homeless camps on GRTA land in more urban areas. It is not generally a problem experienced in rural and remote areas far from food and services. For example, neighbors of the Hammond Trail in McKinleyville don't find encampments or crime from trail users to be a serious issue. From 30+ year Hammond neighbors who live 60 feet from this trail: "That [experiencing homelessness and/or crime along the trail] is not our experience at all. Some of the most annoying folks on the trail are motorcycles/motorized bikes, but that is rare."

Feedback

- Provide signage for trail etiquette for multiuse
- Equestrians, bicycles, hikers
- Horses can easily navigate tunnels
- Create a fund for private landowners to develop campgrounds/hostels
- Have state officials work with insurance companies to ensure private landowners can get insurance
- Minimal infrastructure overall, maintain naturalness
- Have hostels/lodges develop campsites at accessible areas
- Water refill stations at some sites
- State supported insurance 'umbrella policy' to private landowners for any damage related to GRT
- BLM parcels along the river do not have admin/access- Developing these parcels could face big issues/permits
- Create endowment fund now for paid local rangers
- ALLOW ALL- more uses, the better.
- Employ locals with good, salaried jobs (keep kids from leaving area)

- Speed limit for E-bikes, flying cars
- Access for horses
- Not allowing e-bikes will make the trail less accessible from the start

1.3 Road Access to GRT Corridor & Trailheads

What we've heard: *these sites need to be carefully located and managed, roads improved, and more.*

What will the trailhead access locations be? Road access points will be recommended in the Master Plan and planned for specifically when GRT segments are developed by partners. In the area between Dos Rios and South Fork, Dyerville Loop/Eel Rock Road, Fort Seward, Alderpoint, Kekawaka, Bell Springs & Dos Rios (and possibly Island Mtn.?) are locations where public roads provide access to the GRT corridor.

Will the public roads to and from these trailheads be improved to accommodate the increase in use? How will counties fund increased road maintenance needs? This is one example of what this master planning process is for – to identify these kinds of issues and proactively address them before GRT projects are developed.

What facilities would be located at each trailhead? How will you maintain them? The answer depends on how major the trailhead is, the kinds of allowed uses, and what's appropriate for the area. In general, backcountry trailheads (and river access points) range from a parking area with informational signage to trailheads with pit toilets, trash and recycling cans, water, parking, equestrian and/or bike facilities, use permit registration materials, and camping. Maintenance needs vary depending on what facilities are provided.

Will private roads be used for heavy equipment access (for restoration, trail construction, and/or major trail repairs) and/or public access to trailheads? Not unless this access is negotiated with relevant landowners.

People are already accessing the corridor from some of these public roads – how will this be addressed, as the trail isn't officially open yet? Where are you seeing this happen? What types of users, and when are you seeing them?

Feedback

- For trail users: water, portable toilets, communication hubs especially for emergencies
- Written chalk board, virtual
- For residents: a way to post/monitor safety for their boundary, property; reporting mechanisms for misuse/trespassing; support if trail users need assistance
- Will restrooms be provided along the trail?
- Is there currently an existing access or easement that the trail authority has through Island Mountain Road
- So many (Native) sacred sites and villages
- Rafters are chipping out petroglyphs and advertising access signage for trail etiquette for multiuse

1.4 Managing Boating Access, Uses, & Safety

Is this an opportunity to reduce rafting, kayaking & canoe user impacts? Dos Rios to Alderpoint is a popular 46-mile multi-day "run" for whitewater rafting and kayaking from March to May, or June during higher flows. Alderpoint to Fort Seward (and beyond) is popular for kayaking, canoeing and floating in the summer, during lower flows.

Boating use is increasing, including at unmaintained put-in and take-out locations, which falls on locals to deal with – will these locations be improved and boat access managed? Boating is the most popular current use of the Eel River portion of the GRT corridor. The National Park Service and the Bureau of Land Management manage the Wild and Scenic part of the Eel River Canyon. We are interviewing managers of other Wild & Scenic Rivers with combined river and trail uses and bringing together people who understand the current users, including commercial river raft operators. We are researching lots of options on how to improve access, permit systems, and more.

What is your experience with boaters using the river?

Where would boat put-in and take-out points be? What would be provided at these locations? Existing spots in Dos Rios, Alderpoint and Fort Seward will be good places to start – some are privately owned, while others are a mix of private and GRTA property, so we will need to talk with all adjacent landowners. Signage can help inform users of rules and expectations and that economic development opportunities related to boating exist.

What are your experiences with groups accessing the river to float for the day or several days?

How do you keep boaters off my private river bar and from dumping their trash & worse? Land below the mean high water mark is considered public land. Beyond that, private property signage, patrols, and enforcement can help reduce trespass. We need to better understand what types of effects boating users are having before specific plans can be developed.

Do spring rafters leave trash or cause other problems? Summer floaters/partiers? Both? Where?

How will boater safety and rescue be addressed in remote locations? (See Topic #2.5). We are looking into how to provide resources to local VFDs to increase capacity and rescue training. Many other popular western rivers have “river rangers” who provide emergency response.

Do you have experience with providing boating rescue or aid?

How will camping for boaters and hikers be managed? Peak use periods – between stormy wet winter season and the roasting hot summer – will serve both land and water recreational users. Campgrounds and companion amenities will consider all potential recreational activities.

Feedback

- Public education campaign to pack-out own human waste
- Provide disposal collection boxes at businesses across locations
- Human and dog feces is hazardous- education, cameras, fines perhaps DNA testing is done in Europe
- Plan for human waste prior to it becoming an issue
- Scat Machine [human waste disposal system at popular river take-outs]
- Dumpster for boaters or direct them to the dump
- Ammo can requirement for scat and litter box
- Dos Rios and Alderpoint boat access [improvements]
- Consider ways to create a ‘wilderness’ float/boat culture instead of a ‘party boat’ culture
- Few guided boat services exist on upper Eel -- encourage more business and have them nurture good boating practices, ethics
- River Ranger that also does trash rounds. Don’t make inevitable litter pickup private landowners’ responsibility

- Areas with guides required [segments of river with more difficult rapids]
- Consider a permit system from the beginning. It's harder to start a permit system after people are using the river/trail without permits
- One Wailaki attendee noted that their community is very upset that commercial outfitters are promoting important and sensitive native historic sites, and that one or more of the petroglyph rocks along the river have been defaced to remove them. There was an urgent request to manage boating access.

TOPIC STATION 2: How will trail user SAFETY, E.M.S. & FIRE prevention be addressed?

2.1 Land & Water Patrols: Rangers & Volunteers

What we've heard: *How will you ensure that trail users & boaters follow rules and can get assistance if needed?*

Backcountry and river rangers are common on similar public trail & river systems. Volunteer patrols can also provide support. Patrols can inform and educate trail/river users, monitor use issues and problems, issue citations, perform minor trail maintenance and cleanup, and conduct pit toilet maintenance (if they're built). Locals' relationships with rangers will be important, and willing locals could play a key part of trail patrol systems – especially dissuading and addressing unwanted local uses (ATV/UTVs), which could be a big user issue on the GRT.

Feedback

- No shooting on the trail
- Need paid people to patrol entire trail, horseback would be best
- Lots of paid rangers
- How many rangers will be stationed?
- Permits to use trail
- Create horse proficiency training to get horses out patrolling as part of training
- Organize and maintain volunteer patrol cadre by segment
- Provide support funding to local lead jurisdiction or VFD
- Establish ongoing funding for local first responders
 - Paid local rangers
 - Swift water rescue training and equipment
 - Water tanks stationed for access to responders throughout the trail
 - New, not just hand-me-down, fire trucks

2.2 Communications

The Eel River Canyon is profoundly remote, and no communication system reliably works throughout. How are you going to ensure that rangers and EMS/fire responders can be in communication when needed? This is a key concern for VFDs. Rangers have traditionally relied on radios, which could be of limited use in the GRT's rugged terrain. One group of VFD representatives wondered about installing call boxes along the remote stretches of the corridor. Perhaps investment in communications infrastructure (repeaters, etc.) could benefit users and responders, as well as neighbors. GPS technology is frequently used on other long-distance trails to communicate in emergencies or with loved ones back home.

Feedback

- Check-in/out system on trail
- Consider having a check-out system for in-reach Garmins -- make available for rent at different trail access points
- Keep communication systems, cell towers out of the canyon
- Education! Satellite phones or Garmin In-Reach as required equipment.
- Make plans for which gates need to be kept closed for livestock -- communication with landowners
- Call boxes
- Cell phone towers
- Vegetative privacy screens for privies
- Walkie talkies and check-in/check-out system

2.3 Fire Prevention

How will you prevent trail users from starting fires, especially where catastrophic wildfire is an extreme concern during hot and dry months? Recreational backcountry trails and camps will be planned and managed to reduce fire hazards. Users of backcountry trails are typically adept at carefully using fire for cooking. The USFS requires fire permits for both trail and river users. Designated campgrounds/sites, restrictions on locations of fire use, and seasonal fire prohibitions can reduce wildfire hazards related to recreational use. Similar trail systems in the King Range and Rogue River Canyon don't often experience fires started by trail users. From a BLM Rogue River Trail & river access manager: "I don't know of any actual fire starts requiring a management response that were specifically attributed to recreationists in the past 11 years." He also noted "campfires are restricted earlier along the Rogue wild section than in other surrounding public lands. Usually every year by early July, a complete prohibition on all open fires is put into effect."

Feedback

- Sterlin has day hikes
- What happens to a landowner that can't get fire insurance if someone starts a fire and they lose their home
- Long-term, salaried jobs for locals: policing, no-fires, education!
- No open fires, rangers assigned sections, EMT certifications
- Hosted campgrounds, hostel type accommodations would reduce wildfire risk, a lot
- CalFire seasonal fire restrictions, no campfires during restrictions, steel campfire rings, camp stoves limited to designated camping areas only
- Restrict open fires and shooting
- More fire [lookout] towers

2.4 Heat & Drinking Water Access

In late summer when temperatures are incredibly high and there is precious little water, how will trail users access drinking water? Drinking water access can be developed along with some of the campsites. We assume that trail use won't be as heavy during the hottest months because it is so hot in the Eel River Canyon – like Pacific Crest Trail users in the Mojave Desert, there aren't as many in the summer, and they pack their own water.

2.5 VFDs, E.M.S. & CalFire Response

Local VFDs are stretched thin – capacity, resource & volunteer-wise – with current demands. Even with GRT rangers, VFDs anticipate a need for more funding, equipment, training, and personnel for more frequent response requests, once the GRT is open. The GRTA anticipates developing close working relationships with VFDs. We are contacting VFDs – for instance, the County VFD Chiefs recommended looking into a call box system and figuring out how they can use ATVs/UTVs for response activities. Senator McGuire’s office has been pursuing additional resources for these departments. We recognize SoHum Tech Rescue Team & Shelter Cove VFD have skills and equipment specifically for rescues, and might be a training resource (with some identified funding).

Feedback Received

- Who will provide liability insurance? If someone gets hurt or dies on my property? Am I liable?
- CalFire or Special State Fund allocation to support VFD that service GRT corridor to assist with fire restriction compliance
- CalFire is only here during summer months [so if we’re relying on them beyond that, doesn’t work]
- EMS training
- Help fund VFD to have paid staff [right now, all volunteer]
- Helitech support
- Train Casterlin teens
- Water rescue equipment and swift [water rescue] certifications
- 3 new water tenders
- Build local line of defense
- Quick ATV side-by-side
- Jet skis/ Airboat [to enable rapid transport on the river]
- Funding for 24[-hr] station duty officer at FOD
- Allocations of direct funding to keep locals certified [I think locals have to pay out of pocket]
- Local technical rescue team built in Garberville [like other [localized tech rescue teams](#)]
- Fire Towers
- Call boxes
- Water tanks stationed through top of trail
- Paid fire/EMS
- We need ATV access if trail is 2’ wide... how does that work?

3.1 Shift Happens – Geologic Instability & Solutions

What we've heard: *Do you know how unstable and destroyed parts of the old rail corridor are in the canyon?* Yes, and that’s why the corridor couldn’t sustain rail use- but this is not a deal-breaker for a backcountry trail system. There are particular zones of unstable “Blue Goo” or Franciscan Formation geology, and some areas in the Canyon are incredibly active and will require creative design solutions. If you’ve ever hiked or ridden over long stretches of talus slopes in the backcountry, that’s a similar type of consideration for trail development and maintenance.

What about all of the railroad debris & equipment? A lot of it may be too difficult to remove. Some of it might warrant the cost of removal. Very interested in what folks who know the area think!

Feedback Received

- Leave unstable canyon as wildlife refuge, “no trail”
- Long term, salaried jobs for locals maintaining trail
 - CCC or YCC crew/s based in the canyon because there will be so much year-round work
- How can salvage of rails and rail ties benefit local community?
- Local artist installations out of refuse material along the trail?

3.2 Tunnels, Bridges, Trestles, Crossings, & Drainage

Do you know how many collapsed tunnels, compromised bridges/trestles, and blown-out culverts there are? What are you doing about them? Won't they make trail development impossible? See the Features Map at this workshop for more information on bridge, trestle, and tunnel conditions. The rail corridor and infrastructure were assessed in 2019 (see the “Assessment of the North Coast Railroad Authority and Viability of a Great Redwood Trail” at greatredwoodtrail.org). Many collapsed tunnels and unsafe bridges/trestles have been retrofitted for trail use across the USA and serve as examples for the GRT. In some cases, where the GRTA owns a wide area or needs to re-route the trail, these will be explored on a case-by-case basis.

Feedback Received

- Will locals get priority hiring for trail maintenance and construction jobs?
- Have you all considered a scenario where the trail is never built through the most difficult canyon section? Maybe only connected seasonally by boat?
- How wide?

3.3 Costs & Long-Term Maintenance

Will the GRT be abandoned when it costs too much to maintain? No. The state is committed to being a better and more responsive manager of the corridor than the NCRA once was. The beauty of backcountry trails compared to rail corridors and infrastructure is that trails have a much lower maintenance cost (i.e. no need to keep them perfectly level, cleared or engineered for trains).

What will it cost to build this trail? Typical costs to plan, design, and build a backcountry trail from scratch run from \$250,000-750,000/mile, assuming no costly structures (bridges, boardwalk, etc.). While this trail is not being built from scratch (a traversable surface already exists in many locations), new trail projects also do not have legacy infrastructure and failures to remedy, so it's tough to estimate construction costs until planning is completed. Compacted gravel multi-use (8-12' wide) trails cost between \$600,000-1,100,000/mile. A simple pre-constructed, lightweight 30' span trail bridge costs \$30,000-\$75,000. Building it for E.M.S. access adds cost. There are a variety of treatments for collapsed or intact tunnels and bridges available from the 25,000 miles of other existing rail-trails in the U.S. There may be additional related costs, such as public road improvements, for which local governments/organizations will want to seek funding.

What will it take to operate and maintain the trail system? Where does the money come from? Local staff may include patrol rangers, operations and maintenance, administrative and management, and trail partners. The Rails-to-Trails Conservancy has documented for over 25 years that local revenue and related tax income generated from trail use more than offsets the cost of trail development and management.

Do you have ideas about potentially reliable long-term partnerships and sources of funding for operations & maintenance that will help the GRT be a success?

Feedback Received

- What about where the right of way has slid into the rivers? Detours?

3.4 Trail Development

When will this trail realistically get built? Every regional trail is developed over time, in segments, according to segment feasibility and identifying a trail management partner who has the ability to get projects funded, planned, permitted, and constructed. Segments of the McKinleyville (urban, mostly paved) Hammond Trail started being built in 1979, and this trail was completed in 2007, with the final, most challenging trail segments led by the nonprofit RCAA. The GRT is a multi-generational, legacy, regional trail project.

What will the trail in the canyon look like? In the Canyon, the trail could be 2-foot wide dirt or a “between-the-rails” gravel footpath. See the map of Trail Types and the poster board images of similar “peer” rail-trails and infrastructure (25,000 operational miles) across the USA. Other portions of this old rail line are overgrown, washed out, covered with debris, or otherwise in poor shape, and will need work to recreate as a trail. For instance, an area of the GRT across from Gill Creek had tracks and ties removed, is clear of brush, and is easy to walk – this area is also an example of a number of GRTA-owned parcels that extend from the river to above the rail corridor, which could serve as future campsites.

How will the trail unfold – which segments first? See the conceptual trail segments map (SF Bay to Humboldt Bay). GRT segments already exist in some cities (around Humboldt Bay and Ukiah) and other segments, like between Eureka and College of the Redwoods or in Willits, are in the planning stages. The Master Plan will identify GRT segments ready for planning and permitting- including some in the Eel Canyon.

Which segments do you think would be easiest to develop?

Will the tracks and ties be removed to help restore the river? Tracks and ties, if removed, will likely be easiest to remove with heavy equipment, and planning for heavy equipment access (if feasible) will be part of project planning.

Restoration is also needed in the GRT corridor, to allow fish passage and sediment reduction. Restoration work has already been completed at Woodman and Bridge Creeks, where the rail line caused fish passage barriers to significant upstream spawning habitats.

How will the trail be managed & maintained? And by whom? Each trail partner entity plans, permits, and constructs their respective segment(s) according to GRTA policies and permits. An Operations & Maintenance Plan will be part of the Master Plan, and we will incorporate and address your input and concerns- please provide your feedback. Backcountry trails are typically built and maintained by trail crews. When segments of backcountry trail have safety issues or are washed out, trail crews (e.g. CCCs) use hand tools to rebuild them.

TOPIC STATION 4: Will there be support for ECONOMIC DEVELOPMENT opportunities?

4.1 Economic Interests & Opportunities

What we've heard: *What types of visitor-serving amenities and services are locals interested in developing?* The Wild & Scenic Eel River, accessible by the GRT, is generating a lot of interest. Many creative ideas are surfacing to meet the needs of trail users, from corridor-adjacent campgrounds, lodges or rentals, to investing in local stores so they can stay open, to shuttle and guide services, a hut-to-hut trail route, dude ranches, and, like the Rogue River trail and rafting companies, wine- and/or cannabis-related tourism.

What types of jobs & contracts are we talking about? A lot- for decades to come. These range from planning and design to restoration/debris removal/construction projects with heavy equipment contracts, to providing construction materials from local sources, to local CCC, Youth Conservation Corps, or nonprofit trail crews, to visitor service jobs of all types – whether they are existing businesses or new ones.

4.2 Capacity-Building & Incentives for Local Investment

If I want to develop a business in a rural area to serve trail users, are resources and assistance available? Yes. We are talking with economic development organizations and the state, to start identifying financial resources and offering opportunities to help those who are interested in small business development support. One thing we learned from the Klamath Dam removal was that local equipment operators couldn't get contracts because they weren't licensed and bonded, so we've asked local economic development organizations to help us address this hurdle to hiring locals.

Will I have to deal with major zoning and permitting hurdles? We are talking with local governments to identify ways to streamline permitting.

Feedback Received

- Concurrent Regional Economic Development Plan is a perfect nexus for how to turn infrastructure development into job readiness, contracting readiness, etc.

TOPIC STATION 5: Topics & Issues Not Included At Other Stations

Questions?

Ideas & Opportunities?

Concerns?

Elephants in the Room? Native people (tribes) in attendance felt overlooked and were offended that there was no mention on the boards of cultural resource and general tribal concerns and input to date.

Feedback Received

- Insurance/liability -- naming adjacent landowners as additional insured?
- [Protection of] Native sites
- [Interpretation of] Native history
- Please include a native concern station at your next public outreach
- Volunteers not a good option – people are maxed out [volunteering]

- Take care of existing improvements/infrastructure
- Keep your word and be a good neighbor
- Please take care of the parks that already exist – open campgrounds + access at Standish-Hickey and Richardson Grove

TOPIC STATION 6: MAP OF GRT CORRIDOR - Updates? Ideas? Questions? FYIs?

Do you see anything you think is outdated, inaccurate, confusing, etc...?

Do you want to provide geographically-specific ideas, ask questions, or share concerns?

Is there current or historical information you are familiar with about infrastructure issues, potential camp spots, garbage or equipment that has been dumped, unmapped geologically unstable areas, etc...?

Feedback Received

- How long is it estimated to finish GRT?
- How wide will the trail be? What materials?
- How do we keep wanderers off of our property?
- Eel Rock perfect place to study overuse by people not respecting the river – was gated until 10 years ago – now unrecognizable
- Boaters in spring leave trash – leave broken glass
- Honor the Chinese history as well
- What about mile long tunnel
- From backpackers perspective – most interest from Dos Rios to Confluence
- Boulder Fields just north of Island Mountain
- AP to Fort Seward is already a popular stretch with kayakers, how can that be maintained/improved?
- Paved road from Dyerville Loop Road to Eel Rock
- Nature Reserve (east side of Island Mountain)
 - Ex: Lone Pine Ranch + White Ranch – 20,000 acres Nature Conservancy
- What's the basis of the Alderpoint boundary line?
- How will people be able to call for help? There is little to no service
- Alderpoint is a trail access point, but it's a tough place – how to navigate community?
- In town: Vets Hall, two churches, post office
- Can GRT help maintain safe access?
- "Hippie Hole"
- Favorite river destination [is] owned by a trust
- Will there be restrooms and trash maintained?
- Railroad-owned [land] - amazing surroundings, great camping
- Railroad put in a road at camp rest across [the] river and it was a public road (Simmerly Road)
- Would love to develop a camp along the river



CORRIDOR CONDITIONS





TRAIL VISION





PROPOSED TRAIL TYPES

LEGEND

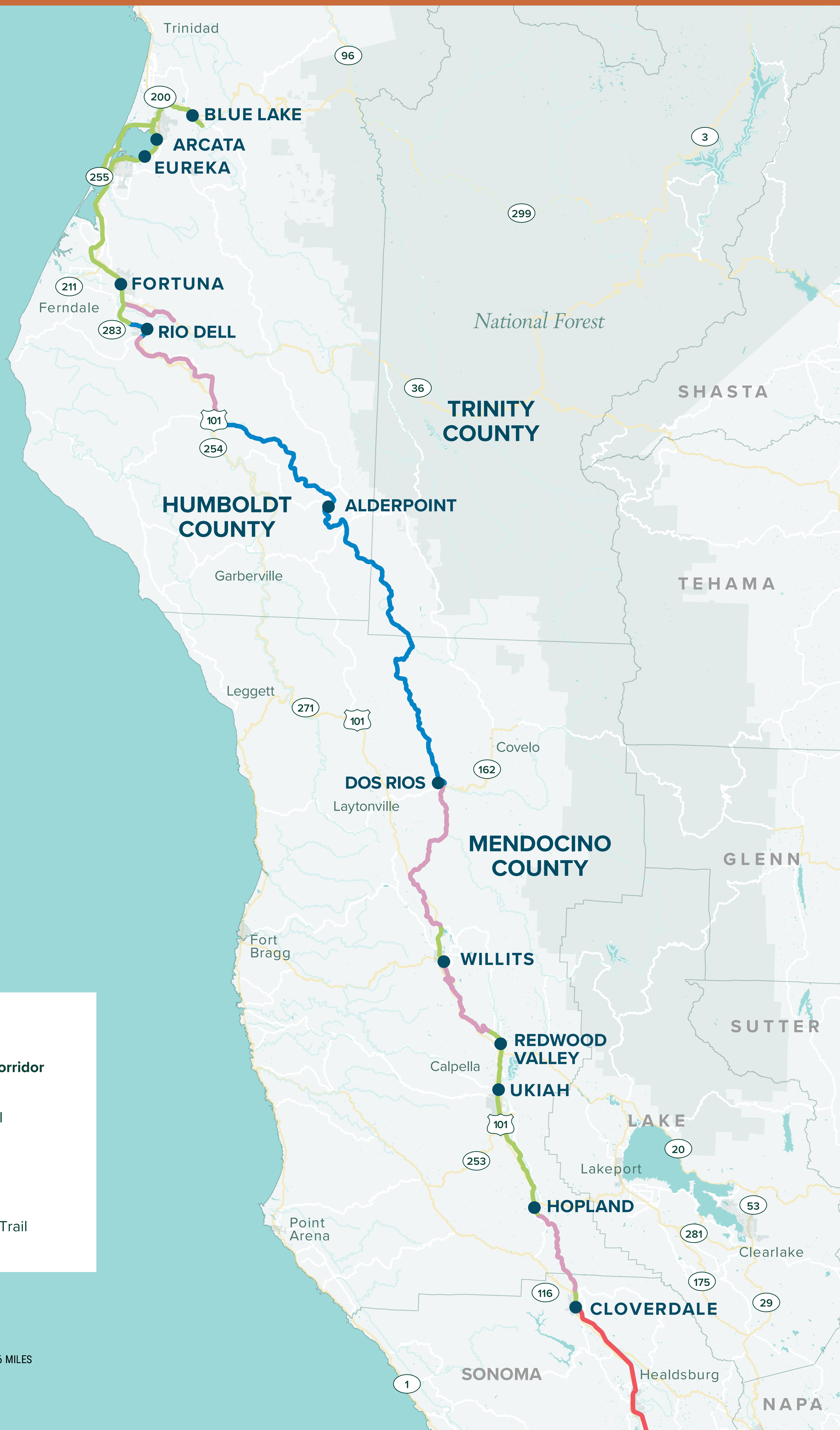
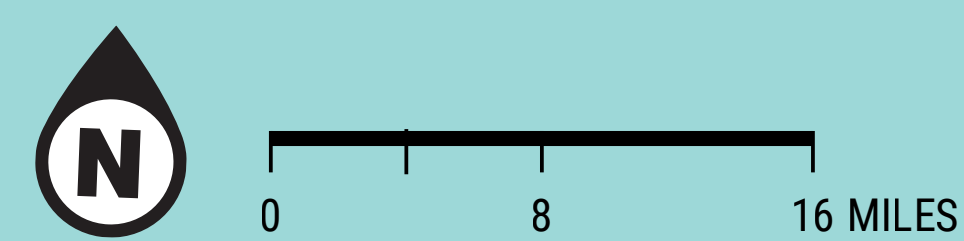
Great Redwood Trail Corridor Trail Types

Backcountry Trail

Crushed Stone

Paved

Planned SMART Trail





TRAIL VISION

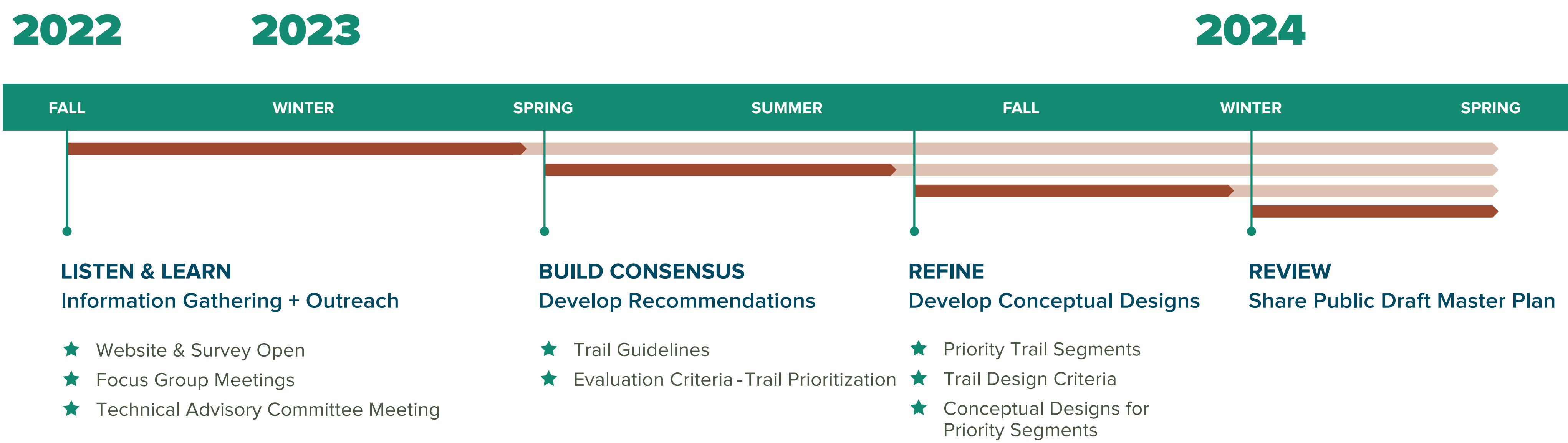
WHAT IS A MASTER PLAN?

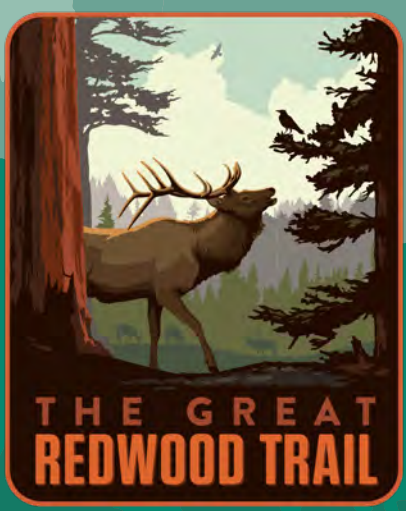
The master plan is a high-level roadmap for Mendocino, Trinity, and Humboldt Counties that will provide guidance on:

- ▶ Operations & maintenance
- ▶ Trail design
- ▶ Cultural & natural resource protection
- ▶ Habitat restoration
- ▶ Project prioritization
- ▶ Funding sources



MASTER PLAN SCHEDULE

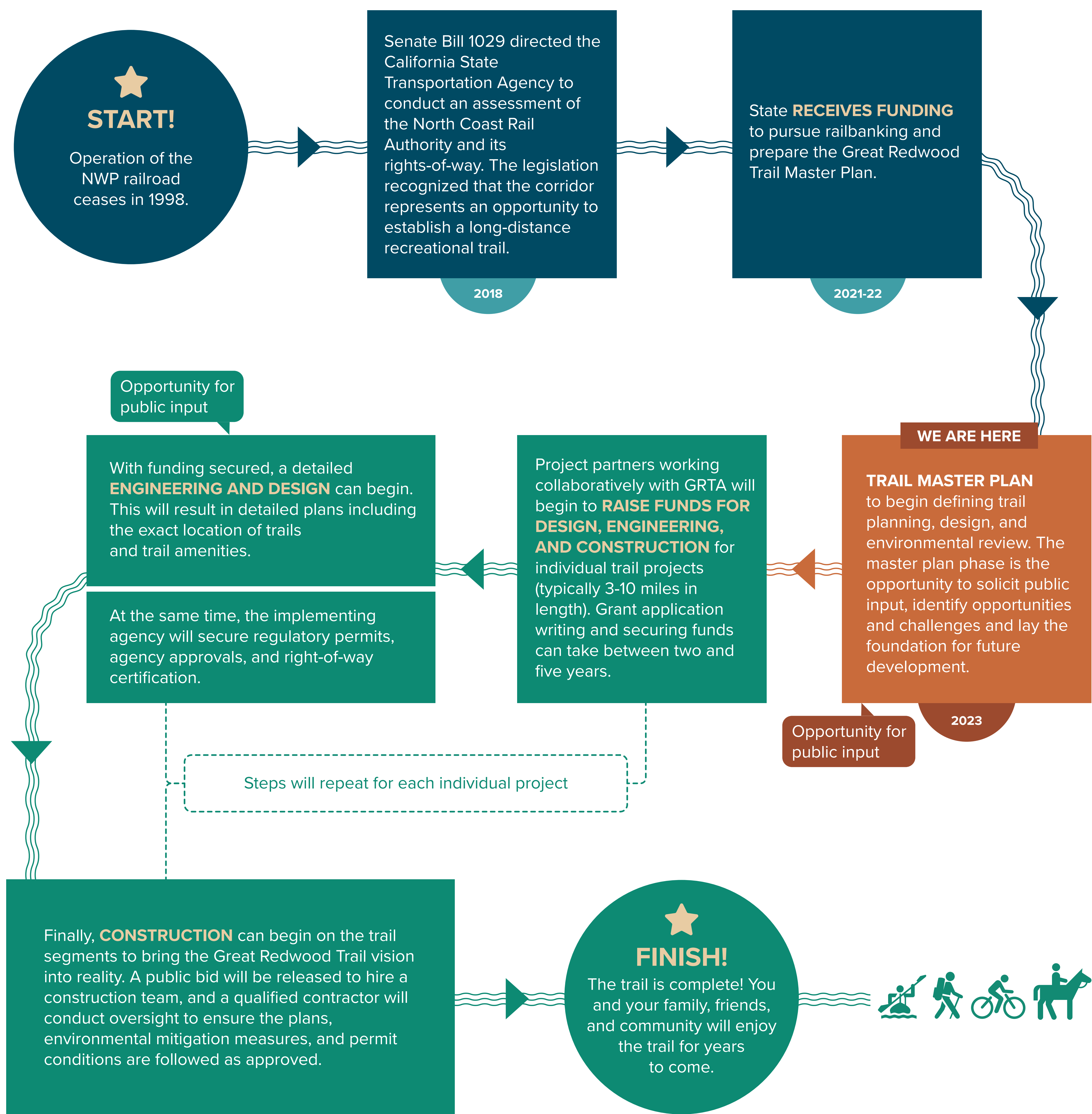




TRAIL DEVELOPMENT PROCESS

WHERE WE'VE BEEN & WHERE WE'RE GOING

Full implementation of the trail may take decades due to the number of steps required to get to construction. The following graphic describes what has happened to get the Great Redwood Trail to this feasibility study, and where to go from here.





SIMILAR TRAILS



Photo credit: Great Allegheny Passage Conservancy



Photo credit: Great Allegheny Passage Conservancy

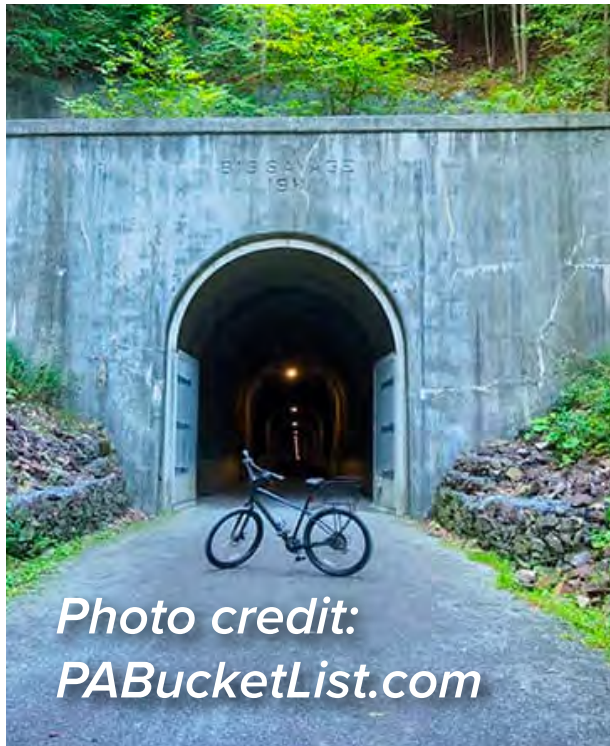


Photo credit: PABucketList.com

GREAT ALLEGHENY PASSAGE, PA, MD

The Great Allegheny Passage follows the Western Maryland Railway and the Pittsburgh & Lake Erie Railroad.



Photo credit: Great Shasta Rail Trail Association-RTC

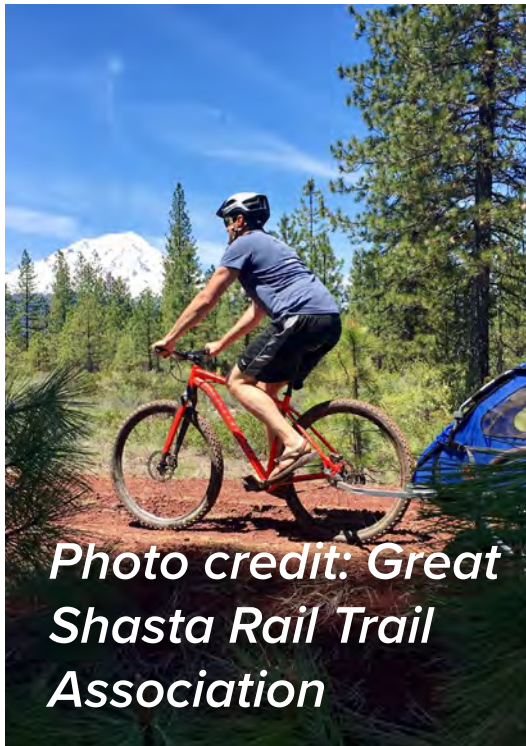


Photo credit: Great Shasta Rail Trail Association



Photo credit: Great Shasta Rail Trail Association

GREAT SHASTA RAIL TRAIL, CA

More than half of the planned 80-mile Great Shasta Rail Trail is now open. The rail-trail meanders through Northern California's small towns and the natural beauty of the Lassen and Shasta-Trinity National Forests in the shadow of Mount Shasta.



Photo credit: Michael Mccullough-RTC



Photo credit: Bureau of Land Management



Photo credit: Bureau of Land Management

THE BIZZ JOHNSON NATIONAL RECREATION TRAIL, CA

The Bizz Johnson National Recreation Trail in northern CA follows the old Fernley and Lassen Branch Line of the Southern Pacific railroad, winding 25.4 miles from Susanville to Mason Station

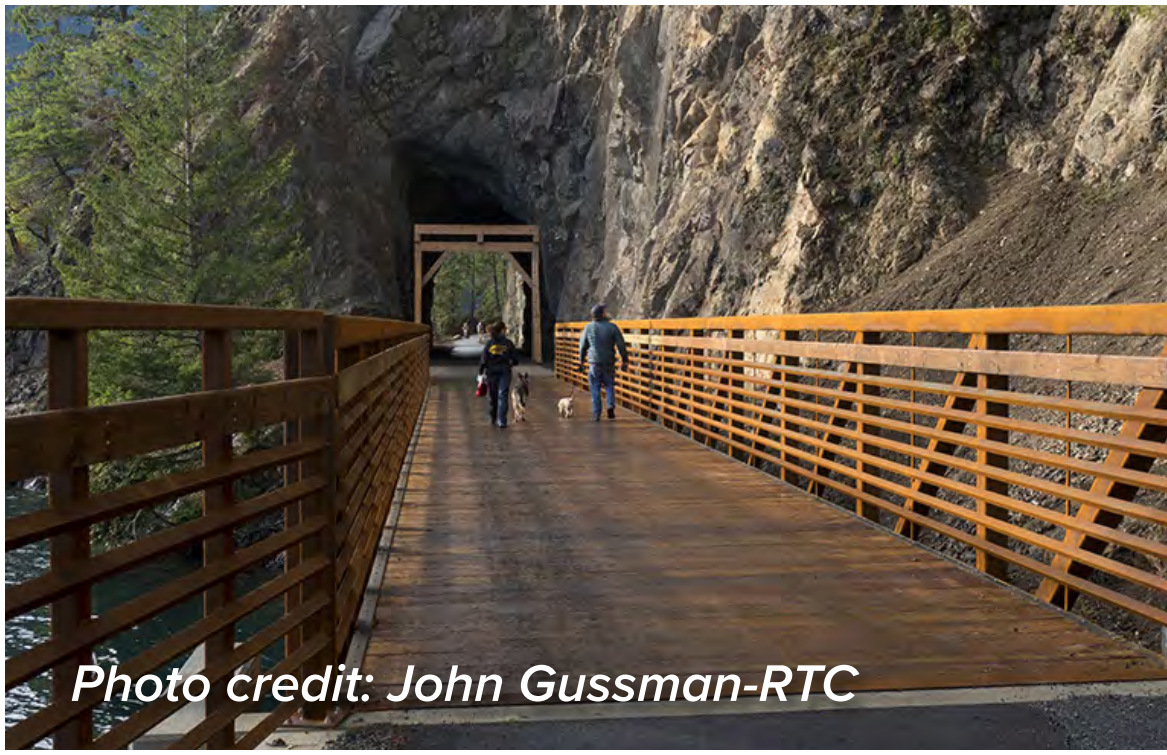


Photo credit: John Gussman-RTC



Photo credit: Peninsula Trails Coalition



Photo credit: Peninsula Trails Coalition

OLYMPIC DISCOVERY TRAIL, WA

Starting in the Victorian seaport of Port Townsend, and ending on the shores of the Pacific Ocean, the Olympic Discovery Trail is filled with views of snowcapped peaks, ocean vistas, fast flowing rivers and pristine lakes, and everywhere the majestic forests of the Pacific Northwest.



Photo credit: Guy T



Photo credit: Matthew Chatham



Photo credit: Asa Hanson

GOAT CANYON TRESTLE TRAIL: PALMS TO DOZ CABEZAS, CA

The Goat Canyon Trestle trail is a 12.8-mile loop trail near Jacumba, California. Generally considered a challenging route, it takes an average of 5 h 41 min to complete. This trail is great for backpacking, camping, and hiking.

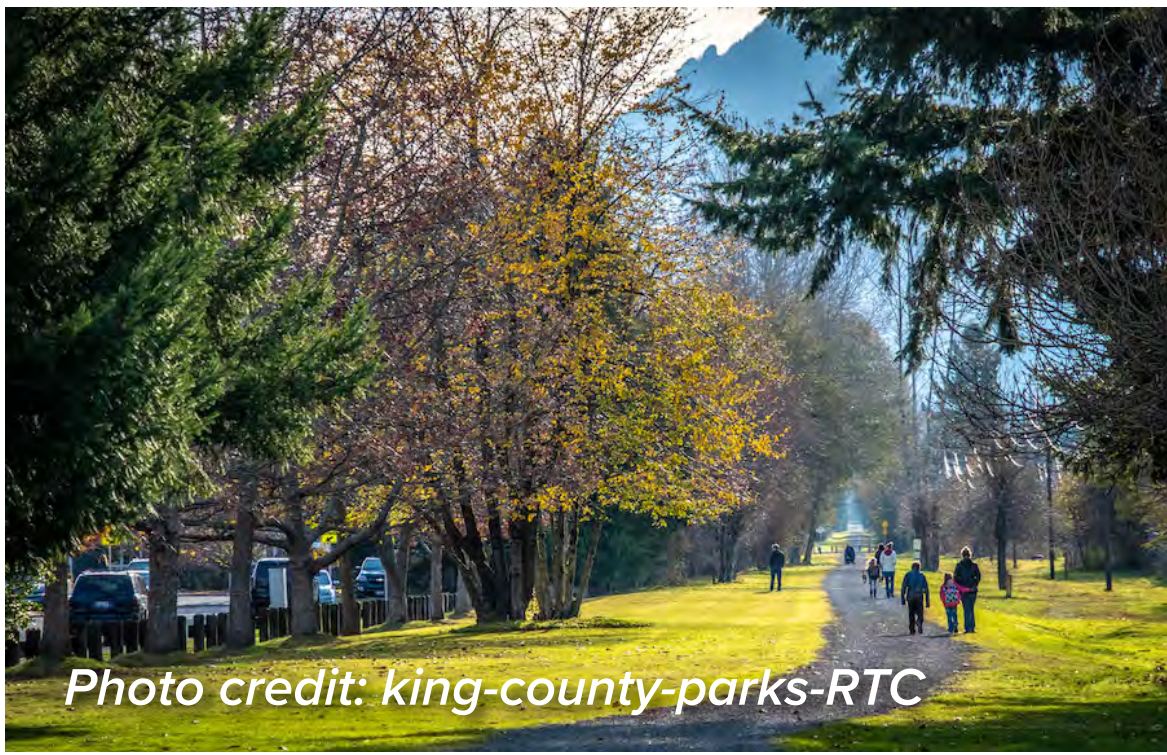


Photo credit: King-county-parks-RTC



Photo credit: RTC

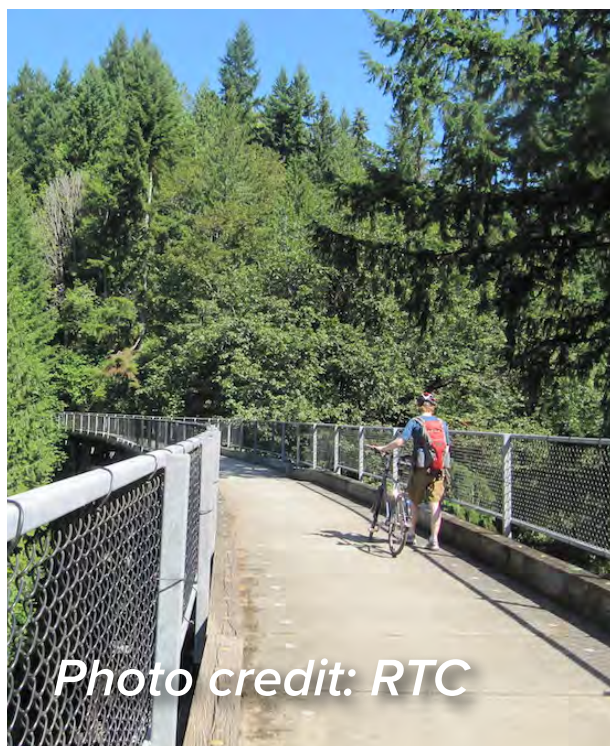


Photo credit: RTC

SNOQUALMIE VALLEY TRAIL IN WA CASCADES, WA

The Snoqualmie Valley Trail rolls from verdant dairy land in the north to a clear blue mountain lake in the south. Along the way, travelers are treated to numerous trestle crossings, historic towns, views of mountains and farmland, and a roaring waterfall. The 31.7-mile packed gravel trail follows an extension of the Chicago, Milwaukee, St. Paul, and Pacific Railroad.



OPPORTUNITY MAPPING

Instructions:

STEP 1

You are the local expert. Think about the destinations and opportunities you can envision for the Great Redwood Trail.

STEP 2

Mark a pin on the map for a destination or opportunity. There are three colors of pins:

- Access (red)** - These are where you would prefer to get on the trail.
- Destination (blue)** - These are great existing destinations along the trail, such as businesses, parks, or amazing views.
- Opportunity (green)** - These are opportunities for new parks, new businesses or development, or future water access.

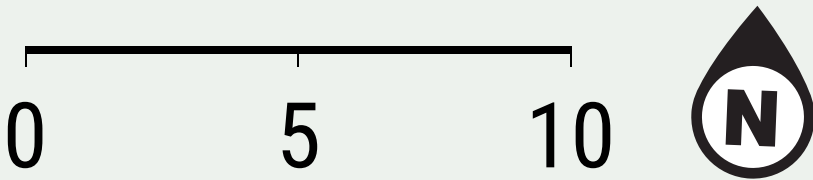
STEP 3

Mark as many destinations or opportunities as you would like. Add a sticky note next to your pin with any additional details! (i.e. Great view of Eel River Canyon)



LEGEND

- | | |
|--------------------------------------|--------------------|
| Great Redwood Trail corridor | Federal |
| Proposed | State |
| Planned | Other Public Lands |
| Existing | City |
| SMART Segment of GREAT Redwood Trail | |



Help us identify trail destinations and opportunities in North Mendocino county!





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- | | |
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| Great Redwood Trail corridor | Federal |
| Proposed | State |
| Planned | Other Public Lands |
| Existing | City |
| SMART Segment of GREAT Redwood Trail | |



Help us identify trail destinations and opportunities in South Humboldt and Trinity Counties!





OPPORTUNITY MAPPING

Help us identify trail destinations and opportunities in Alderpoint!

STEP 1

You are the local expert. Think about the destinations and opportunities you can envision for the Great Redwood Trail.

STEP 2

Mark a pin on the map for a destination/opportunity. There are three colors of pins:



Access (red)
These are where you would prefer to get on the trail.



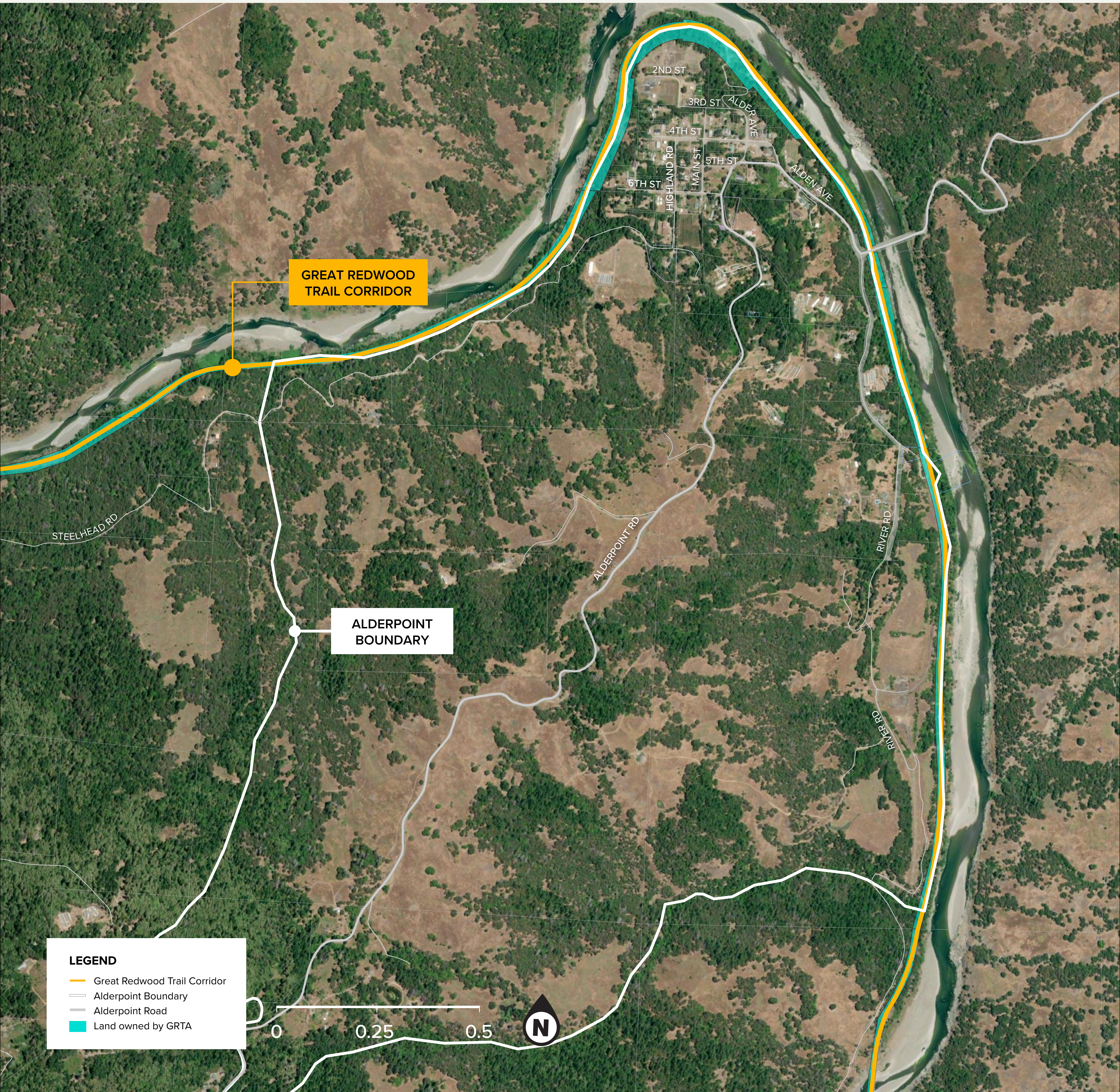
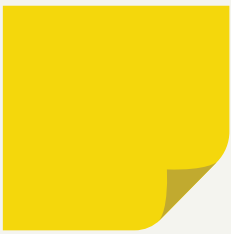
Opportunity (green)
These are opportunities for new parks, new businesses or development, or future water access.



Destination (blue)
These are great existing destinations along the trail, such as businesses, parks, or amazing views.

STEP 3

Mark as many destinations or opportunities as you would like. Add a sticky note next to your pin with any additional details! (i.e. Great view of Eel River Canyon)



Help us identify trail destinations and opportunities in Alderpoint!

STEP 1

You are the local expert. Think about the destinations and opportunities you can envision for the Great Redwood Trail.

STEP 2

Mark a pin on the map for a destination/opportunity. There are three colors of pins:



Access (red)

These are where you would prefer to get on the trail.



Opportunity (green)

These are opportunities for new parks, new businesses or development, or future water access.

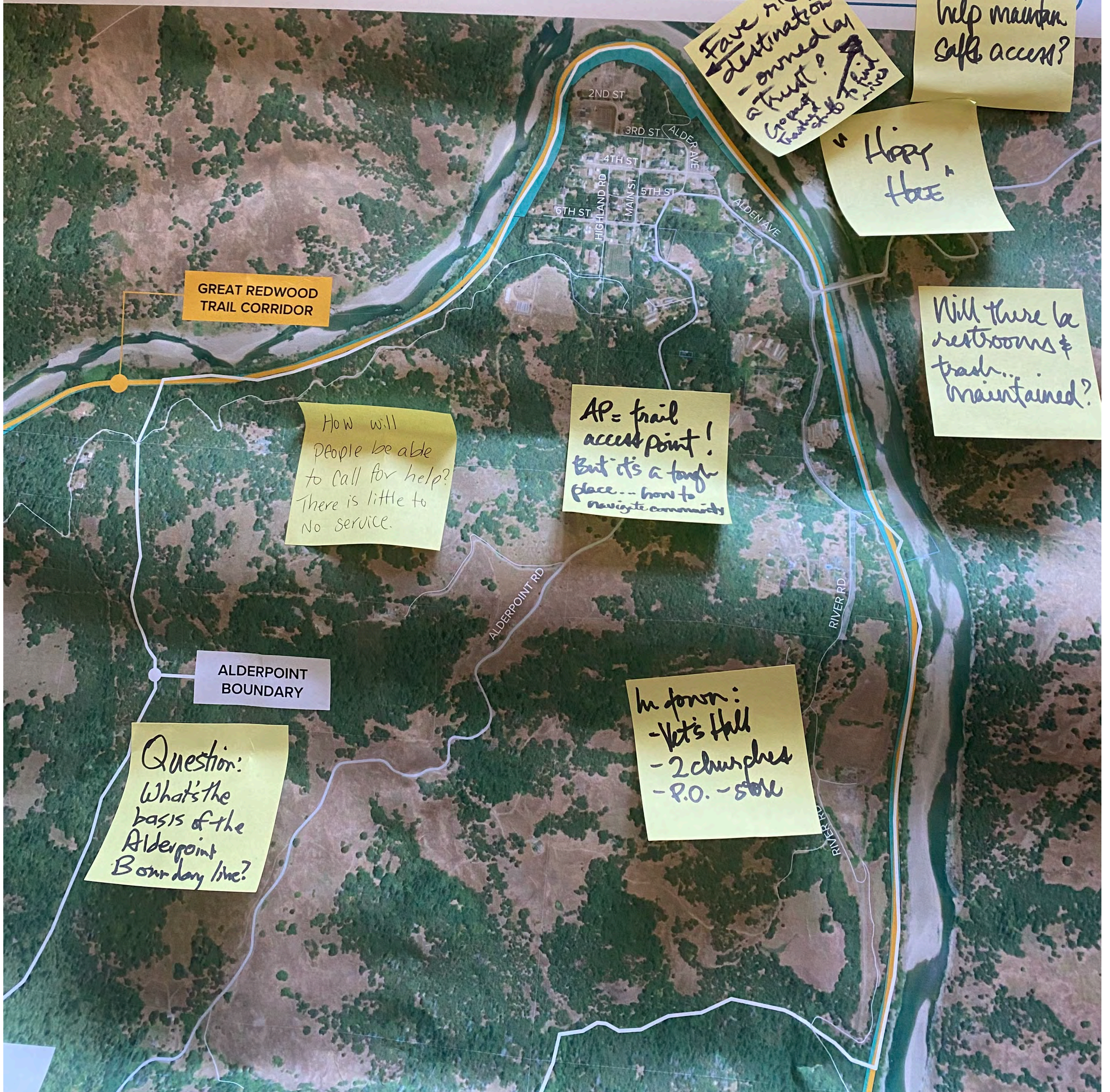


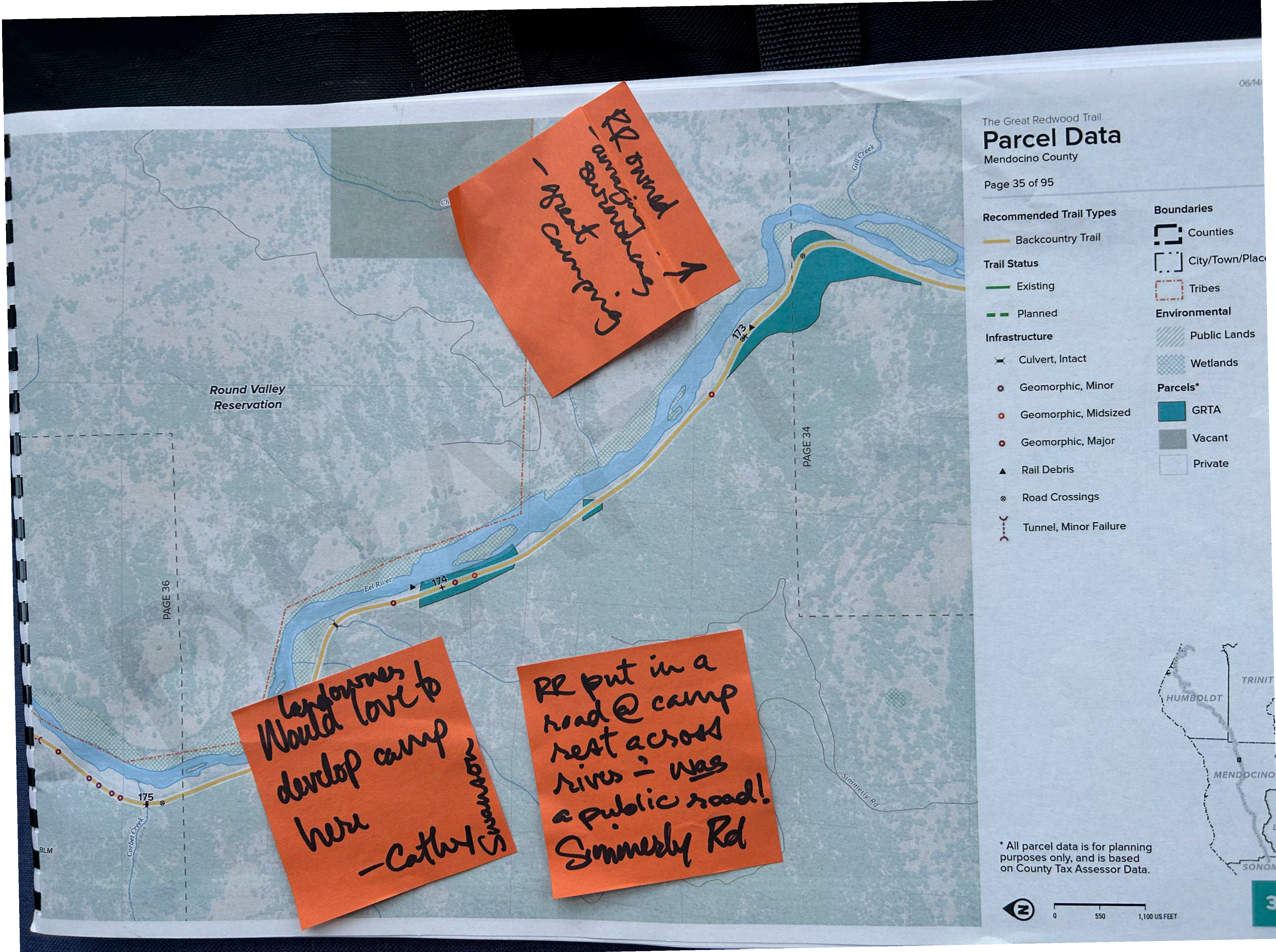
Destination (blue)

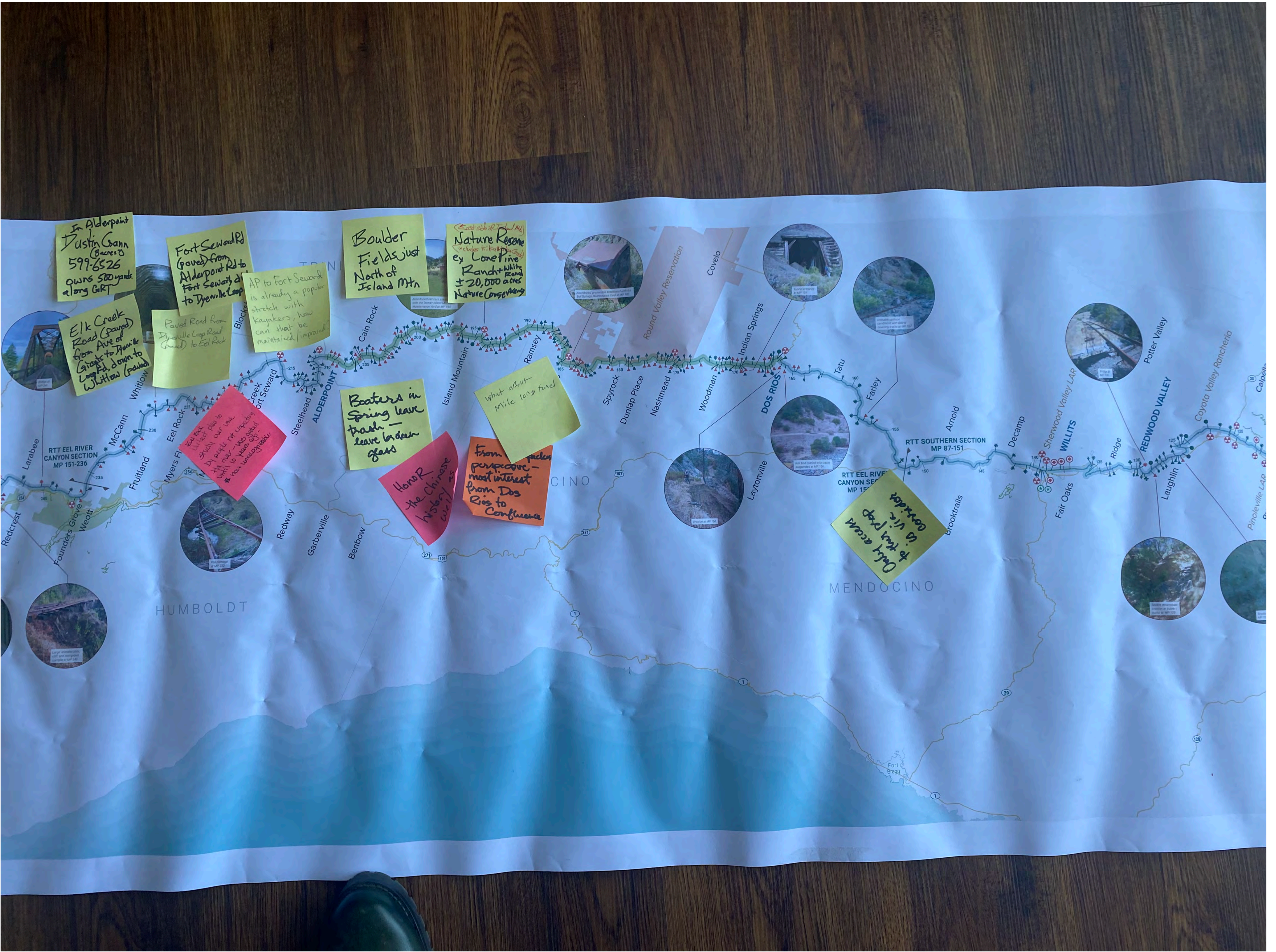
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Take a sticker and vote for your user preference!



- ## EQUESTRIANS

- ## CYCLISTS

- ## RIVER USERS