

The Great Redwood Trail
Master Plan
Workshops Summary
Round 3

EUREKA
In-Person Workshop
with 119 Attendees
at Sequoia Conference Center
on April 9, 2024

UKIAH
In-Person Workshop
with 42 Attendees
at Ukiah Valley Conference Center
on April 10, 2024

Great Redwood Trail Public Workshop Agenda

Eureka and Ukiah

April 9+10, 2024

Station 0. Welcome

Objective: Welcome station to orient people to the room.

Materials:

- Sign-in sheets and name tags
- Workshop flyer/station guide
- Comment how-to guide
- Comment card box
- 3x posters

Station 1. The Great Redwood Trail Vision

Objective: Share information with attendees about the Great Redwood Trail, the Master Plan, the Master Plan process, rail trails/railbanking, economic benefits, and next steps for the Master Plan.

Materials:

- Printed copy of Economic Impacts Analysis (Appendix A)
- Printed copy of Draft Master Plan (Executive Summary and Chapter 1)
- 7x posters

Station 2. What We Heard

Objective: Share information about engagement process, key metrics, and outcomes/themes.

Materials:

- Tribal outreach handout
- Printed copy of Draft Master Plan (Chapter 2)
- 2x posters

Station 3: Trail Design

Objective: Share information about the trail types, amenities, and wayfinding.

Activity: Dot sticker exercise for trail amenity priorities (up to three sticker votes per person). Then ask people to use sticky notes at station four to identify where amenities are desired.

Materials:

- Printed copy of Branding Guidelines and Wayfinding Concepts (Appendix D)
- Printed copy of Draft Master Plan (Chapter 3 and 4)
- 4x posters

Station 4. Corridor Concepts

Objective: Share information about the entire corridor –show different recommendations along the trail.

Activity: Ask for comments via sticky notes in mapbooks.

Materials:

- Printed copy of Project Mapbook (Appendix E), Restoration and Habitat Enhancement (Appendix F)
- Printed copy of Draft Master Plan (Chapter 3)
- 1x poster

Station 5. Trail Operations & Maintenance

Objective: Share information about trail governance, operations, and maintenance.

Materials:

- Printed copy of Draft Master Plan (Chapter 5)
- 5x posters

Station 6. What's Next?

Objective: Share information about prioritization, implementation, and the EIR process.

Materials:

- 11x17 of Table 19 – Prioritization Results by Segment
- Printed copy of Project Plan Table (Appendix B)
- Printed copy of Draft Master Plan (Chapter 6 and 7)
- 6x posters

Station 7: Kids Station

Objective: Provide space for kids to be engaged and provide creative feedback.

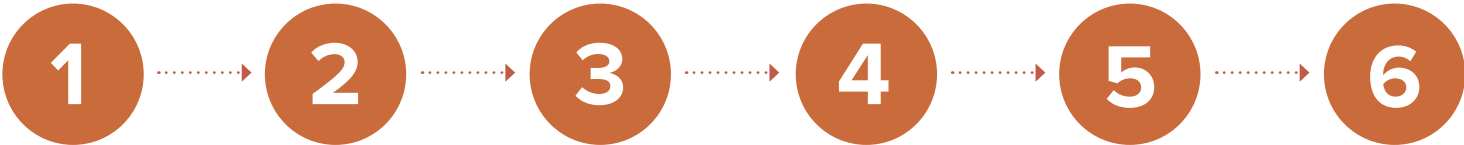
Activity: Coloring!

Materials:

- Coloring sheets of scenes along trails (i.e., bicyclist, equestrians, redwood trees, rivers)

Welcome to the Great Redwood Trail Master Plan Community Meeting!

We want to hear from you! Visit each station to learn more about the Master Plan and share your ideas. Each station is numbered and has different content and activities.



TRAIL VISION

Start at this station! Learn all about the vision for the Great Redwood Trail and the Master Plan.

WHAT WE HEARD

Learn about Tribal and community engagement activities completed to date, key metrics, and feedback themes.

TRAIL DESIGN

See information about different trail design features including trail types, amenities, and wayfinding signage.

CORRIDOR CONCEPTS

Learn about and share feedback on recommendations being made along the Great Redwood Trail.

TRAIL OPERATIONS & MAINTENANCE

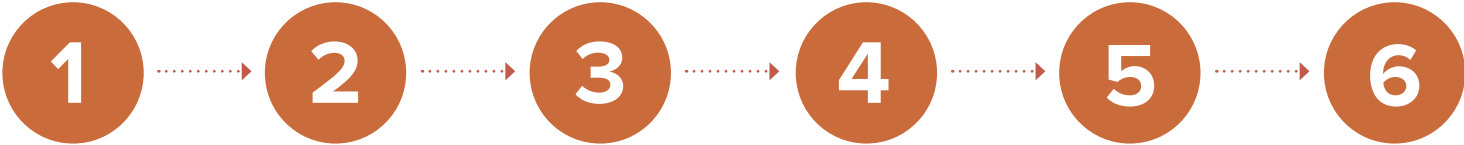
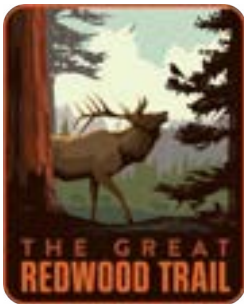
Learn about trail governance, operations, and maintenance.

WHAT'S NEXT

Learn about trail segment prioritization, implementation, the Environmental Impact Report process, and other next steps.

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Learn about trail segment prioritization, implementation, the Environmental Impact Report process, and other next steps.



We want to hear from you!

The public comment period on the draft Great Redwood Trail Master Plan is open until **June 3, 2024**. There are several ways to comment on the draft Master Plan:



OPTION
1

WEB COMMENT TOOL

Use the webtool found at GreatRedwoodTrailPlan.org. Click an area to add a marker, or click and drag an area to highlight content on which you'd like to comment. Once an area is selected, there's an option to enter your name and comment to complete the process.



OPTION
2

CONTACT FORM

Leave a comment at the webform at the bottom of the page here: GreatRedwoodTrailPlan.org.

OPTION
3

EMAIL

Send comments by email to info@greatredwoodtrailplan.org

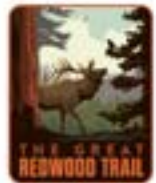
OPTION
4

VOICEMAIL

Leave a voicemail message at [\(707\) 440-9445](tel:(707)440-9445)

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Great Redwood Trail Master Plan Project Summary



PROJECT OVERVIEW

The Great Redwood Trail is envisioned as a 307-mile multi-use trail connecting San Francisco Bay to Humboldt Bay, along the rail corridor formerly managed by the North Coast Railroad Authority (NCRA). The Great Redwood Trail Master Plan will be a road map for planning, constructing, and managing the future Great Redwood Trail in Mendocino, Trinity and Humboldt counties.

PROJECT TEAM

The project is being led by the State Coastal Conservancy (SCC) in partnership with the Great Redwood Trail Agency (GRTA) with support from non-profit organizations Redwood Community Action Agency (based in Eureka), and North Coast Opportunities (based in Ukiah).

PLANNING PROCESS & TRIBAL COLLABORATION OPPORTUNITIES

The Great Redwood Trail will pass through the ancestral lands of many California Native American tribes and tribal communities. The GRTA and SCC acknowledge the harmful legacy created by colonization and the railroad industry in this region. As partnering agencies, we aim to support California Native American tribes with uplifting tribal connections and relationship to the land through meaningful consultations with tribal governments and engagement with tribal communities. Project staff are committed to seeking and incorporating input, addressing concerns, sharing how feedback has been used, and developing a plan that reflects the unique needs, hopes, and ideas that California Native American tribes and tribal communities have for the Great Redwood Trail. Building ongoing collaboration is paramount to this Master Plan and future projects within the trail corridor.

Engagement opportunities could include:

- ▶ Government-to-government consultation with the SCC or GRTA;
- ▶ One-on-one meetings with tribal leaders, and/or staff;
- ▶ Project updates or presentations at tribal council or governance meetings;
- ▶ Facilitated small roundtable discussions with tribal leaders, staff, and/or community members;
- ▶ Walking tours with tribal leaders, staff, and/or community members; and
- ▶ Facilitated community meetings for tribal members to collect community ideas and concerns.

IDEAS WE'VE HEARD FROM TRIBES SO FAR AND INCORPORATED AS MASTER PLAN RECOMMENDATIONS

1. Respectfully consult early and often with tribes to build long-term relationships and collaboration.
2. Early in project implementation planning, work with appropriate tribes to identify culturally sensitive sites and plant species for protection or tribal access. All cultural resources investigations required by AB 52 and Section 106 of the National Historic Preservation Act will be conducted and paid for by the Great Redwood Trail Agency (GRTA) or local trail development partners and involve tribal participation.
3. Where feasible, the GRTA should consider alternate routes to avoid sensitive cultural sites and sacred spaces.
4. Early in project implementation planning, identify opportunities for and invite tribal participation in ecological restoration activities and construction monitoring.
5. Invite interested tribes to co-manage portions of the trail that cross ancestral tribal lands.
6. Find ways to hire tribal members to engage in paid stewardship activities such as construction monitoring, leading tours or performing trail patrols, or maintenance.
7. Explore creating jobs for tribal members or having a tribal preference in the hiring process.
8. Install interpretative signage and tribal artwork along the trail that is developed by local tribal people.
9. Name portions of the trail using native languages.
10. Consider building an interpretive center and/or culturally important buildings. If built, ensure it is located in collaboration with local tribes to avoid trespassing, or identification of and possible damage to sensitive cultural resource areas.
11. Take steps to ensure the trail is as safe as possible for all.
12. Consider creating a memorial to Murdered and Missing Indigenous People (MMIP).
13. Consider forming a tribal advisory committee to provide input as the GRT is developed.

CONTACTS

To discuss the project, please call or email at your convenience:

Elaine Hogan
GRTA Executive Director
▶ elaine@thegreatredwoodtrail.org
▶ (707) 504-0890

Louisa Morris
Mendocino & Trinity Project Manager
▶ louisa.morris@scc.ca.gov
▶ (707) 357-3664

Hannah Bartee
Humboldt Project Manager
▶ hannah.bartee@scc.ca.gov
▶ (341) 699-7426



FOR MORE INFORMATION, PLEASE VISIT:

- ▶ The Great Redwood Trail Master Plan project website: <https://greatredwoodtrailplan.org/>
- ▶ Great Redwood Trail Agency website: <https://www.thegreatredwoodtrail.org/>

Great Redwood Trail Draft Master Plan

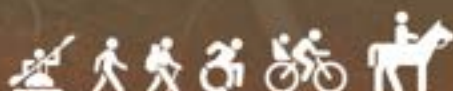
WELCOME!

COMMUNITY MEETING

**We are glad you
are here. Please:**

- ☒ Sign-in
- ☒ Make a name tag
- ☒ Take a comment card
& meeting handout
- ☒ Visit every station
(or just the ones that
interest you)
- ☒ Return comment
cards here

**Read and
Comment on the
Draft Master Plan:**





WELCOME TO THE GREAT REDWOOD TRAIL MASTER PLAN COMMUNITY MEETING!

We want to hear from you! Visit each station to learn more about the Master Plan and share your ideas. Each station is numbered and has different content and activities.

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TRAIL VISION

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Learn all about the vision for the Great Redwood Trail and the Master Plan.

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WHAT WE HEARD

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TRAIL DESIGN

See information about different trail design features including trail types, amenities, and wayfinding signage.

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CORRIDOR CONCEPTS

Learn about and share feedback on recommendations being made along the Great Redwood Trail.

5

TRAIL OPERATIONS & MAINTENANCE

Learn about trail governance, operations, and maintenance.

6

WHAT'S NEXT

Learn about trail segment prioritization, implementation, the Environmental Impact Report process, and other next steps.



COMMUNITY MEETING GUIDELINES

We want your feedback and input. To provide a safe and equitable process during this community meeting, we are asking for your help.

During this community meeting, please:



Respect the meeting format and allow everyone an opportunity to speak with project staff



Address comments to staff and consultants—not to other attendees



Listen respectfully, allow others to speak and do not interrupt them



Do not block the view of other participants



Treat fellow community members, agency representatives, and others with respect both during and after the meeting



Do not display large signs with sticks attached or banners or other promotional materials; signs must be no larger than 8½" x 11"



Maintain a conversational tone

The Great Redwood Trail Agency and State Coastal Conservancy is committed to ensuring that all participants can fairly and clearly ask questions and share ideas, comments and concerns about this project.

We reserve the right to ask disruptive participants to leave or to end the meeting at any point, if we are unable to conduct the meeting consistent with these guidelines.



GREAT REDWOOD TRAIL VISION

The Great Redwood Trail (GRT) will be a world-class regional rail-trail system that connects remote places in northern California with the bustling San Francisco Bay Area and Humboldt Bay communities. The GRT will offer unique, memorable trail experiences for people who live nearby or visit from far away. The GRT will generate new trail-oriented development and economic opportunities. The trail will be designed and managed to enhance the surrounding natural environment, respect neighboring properties, and offer safe and equitable access for a wide range of users, including hikers, equestrians, cyclists, runners, wheelchair users, and others.

The Great Redwood Trail Agency (GRTA) and State Coastal Conservancy (SCC) also acknowledge the harmful legacy created by colonization and the railroad industry in this region. GRTA and its partners aim to support California Native American tribes by uplifting tribal connections and relationships to the land through meaningful consultations with tribal governments and engagement with tribal communities. GRTA and SCC will work collaboratively with California Native American tribes, residents, landowners, businesses, community-based organizations, and government partners to co-create and oversee this incredible trail network.



GUIDING VALUES



Memorable.

The GRT will create unforgettable memories by connecting people to scenic landscapes, offering a wide variety of trail experiences and amenities, and telling the story of the people and natural resources that shape the region.



Respectful.

The GRT will be a good neighbor and work to maintain respectful relationships with California Native American tribes, adjacent landowners, and the local communities the trail connects.



Inclusive.

In the course of developing the GRT, the GRTA wishes to collaborate with all interested and affected members of the public, whatever their background, opinions, ideas, and lifestyle. Through partnership and collaboration, the GRT should reflect each unique community it travels through.



Responsible.

The GRT will minimize safety risks for trail users through proper trail design, maintenance, education, patrol, and enforcement. Policies and procedures will be established to respond to emergencies.



Enduring.

The GRT will protect and enhance the surrounding natural environment. It will seek opportunities to restore fish passage and enhance existing wildlife corridors. It will promote "Leave No Trace" practices to educate visitors on how to minimize their impact on the land and create a lifelong ethic of environmental stewardship.



TRAIL VISION





RAIL TRAIL / RAILBANKING



Great Redwood Trail in Ukiah

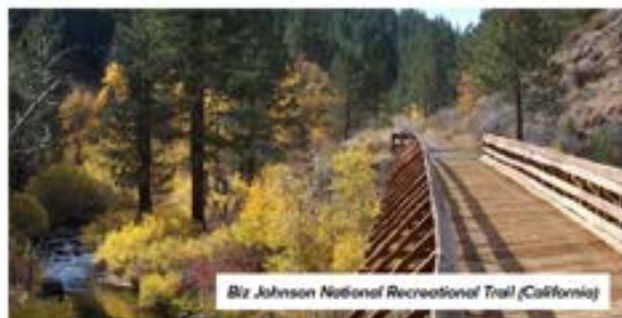


Annie & Mary Rail Trail in Blue Lake
(a segment of the Great Redwood Trail)

What is a Rail Trail?

- ▶ Multi-use public paths created from former railroad corridors
- ▶ Model used across the country
- ▶ Over 25,000 miles in the US with over 1,000 miles in CA
- ▶ Rail trails support recreation, economic development, tourism, and environmental restoration in towns and rural areas

Example Rail Trails



Biz Johnson National Recreational Trail (California)



Olympic Discovery Trail (Washington)

What is Railbanking?



Railbanking is a method established in the National Trails System Act to preserve an out-of-service rail corridor through interim use as a trail. Railbanking allows a trail to be built as a rail-to-trail, where the trail can be located within or on top of the historic rail alignment.

The GRTA is mandated to undertake the process of railbanking the former NCRA rail corridor with the Surface Transportation Board (STB). In 2022, the corridor was railbanked from Willits north to Humboldt Bay. There are current filings with the Surface Transportation Board (STB) to allow for eventual railbanking filings from Sonoma County to Willits. To learn more, visit:

<https://thegreatredwoodtrail.org/railbanking/>



WHAT IS A MASTER PLAN?

The GRT Master Plan is a high-level roadmap for planning, constructing, and managing the Great Redwood Trail in Mendocino, Trinity, and Humboldt counties.



Community meeting at Alderpoint Volunteer Fire Hall (July 26, 2023)



Elements of the Draft Great Redwood Trail Master Plan:

- ▶ **Engagement** with California Native American tribes and community stakeholders
- ▶ **Trail design guidelines** for diverse conditions with sensitivity for cultural and natural resource protection
- ▶ **Mapping** trail opportunities, constraints, and potential design solutions, including habitat restoration sites
- ▶ Drafting **governance, operations, and maintenance** policy recommendations for ongoing management
- ▶ **Prioritizing** trail segments for a phased development approach
- ▶ Identifying **funding sources**

Master Plan Schedule





ECONOMIC BENEFITS

How will the Great Redwood Trail create economic benefits for my community?

The Great Redwood Trail will be a transformational economic engine in Northern California. The immense scale and scenic beauty of the completed trail will create new recreational experiences that will become destinations for the entire state and beyond, with 6.1 to 9.2 million trips expected annually.



Recreation, Tourism, and Retail Benefits

The Great Redwood Trail is expected to have 2 to 3.1 million trips annually by visitors from outside the region. New tourism from the Great Redwood Trail will be able to support increased economic development near and along the trail, such as expanded or new lodging, restaurants, rentals, and retail.

\$62,693,000 annual revenue



\$23,519,000
FOOD/MEALS



\$5,972,000
RETAIL ESTABLISHMENTS



\$398,000
BICYCLE RENTALS



\$29,905,000
LODGING



\$1,899,000
ENTERTAINMENT



Health Benefits

The Great Redwood Trail will expand opportunities for physical activity and exercise for local residents and visitors, which will improve long-term community health and reduce regional health care costs.

\$38,455,000 annual cost savings

Rural communities in Northern California experience significantly higher rates of stroke, heart disease, vehicular collisions, and death than the rest of the state. Benefits from the trail will include:

- ▶ Increased physical activity levels
- ▶ Improved mental health and well-being
- ▶ Increased cardiovascular health
- ▶ Reduced burden on regional health care system
- ▶ Fewer vehicular collisions



Transportation Benefits

The Great Redwood Trail will create new opportunities for local residents and visitors to walk and bike more frequently as a means of transportation for short trips, such as going to the park, running errands, or getting to and from work and school.

\$2,420,000 annual cost savings



\$669,000
REDUCED VEHICLE
CRASH COSTS



\$206,000
REDUCED
CONGESTION COSTS



\$188,000
REDUCED ROAD
MAINTENANCE COSTS



1,230 metric tons*
REDUCTION IN ANNUAL
CO₂ EMISSIONS



\$1,258,000
HOUSEHOLD VEHICLE
OPERATION COST
SAVINGS

**1,230 metric tons are equivalent to the CO₂ removed from the atmosphere by 1,456 acres of U.S. forests in one year.*

Total Benefits:

\$102,568,000

Learn More:

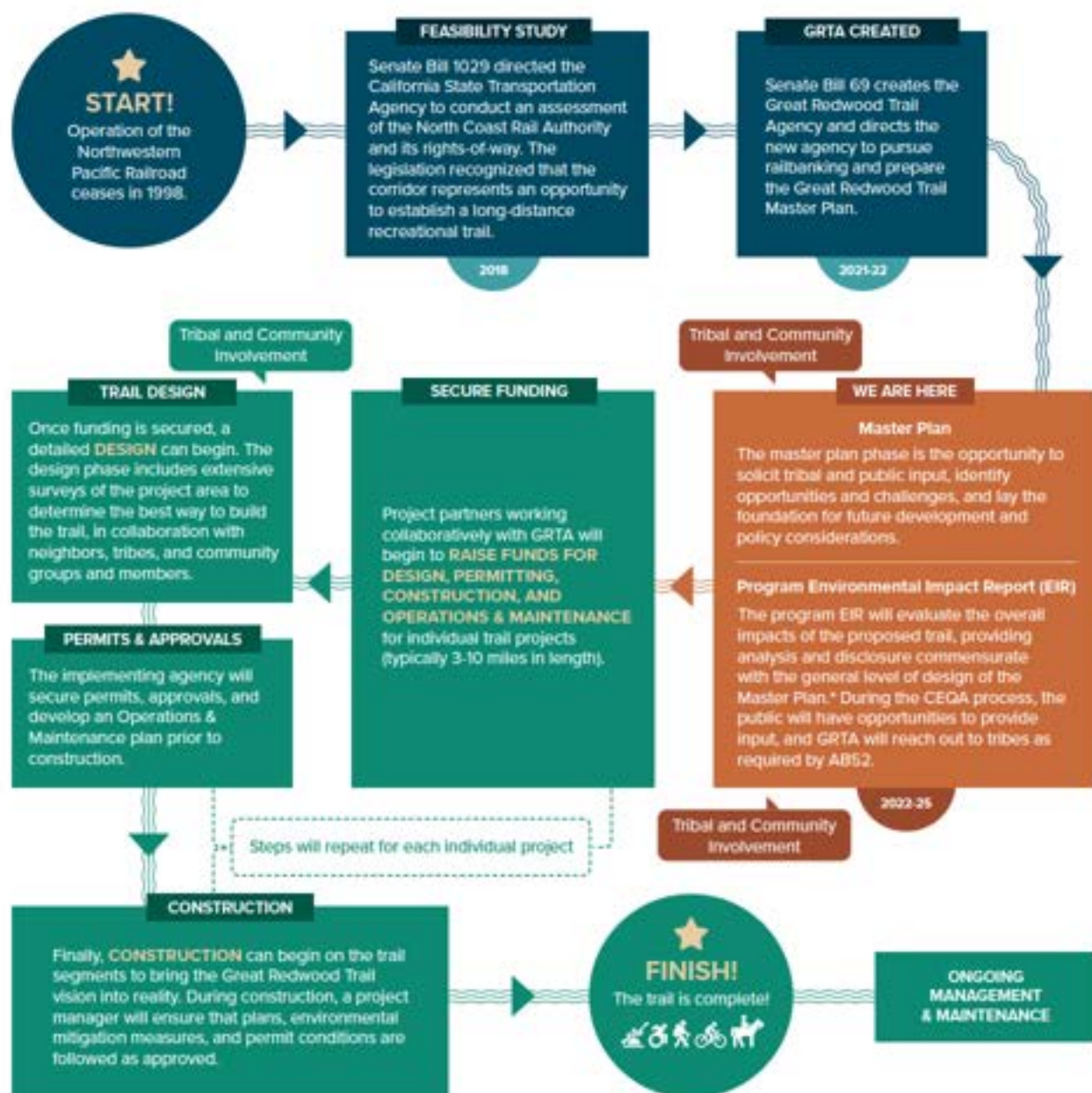




TRAIL DEVELOPMENT PROCESS

Where We've Been & Where We're Going

Full implementation of the trail may take decades due to the number of steps required. The following graphic describes what's been done to-date and what lies ahead.



*After certification of the program EIR, responsible agencies may evaluate each individual project to determine whether the future project is consistent with the analysis in the program EIR. If the responsible agency finds that the impacts were within the scope of the program EIR and no new or substantially more severe significant effects could occur or no new mitigation measures would be required, the project can be found to be within the scope of the program EIR and no additional analysis would be needed. This would be determined and documented in a tailored, checklist-based review of the subsequent project. If a subsequent project is not within the scope of program EIR, then the responsible agency would need to prepare additional environmental documentation for CEQA compliance.



CALIFORNIA NATIVE AMERICAN TRIBAL ENGAGEMENT

Types of Engagement To Date



Letters to tribes on NAHC list—December 2022



Presentations to Northern California Tribal Chairpersons Association—January & December 2023



Webinar on GRT for California Native American tribes—February 2023



One-on-one outreach—ongoing



Government-to-Government Consultations—ongoing



Workshops and presentations at tribal offices



Tabling and presentations at events—ongoing

Through:



Email



Phone Calls



In-Person Meetings

Recommendations Based on What We Heard from California Native American Tribes

THEME	WHAT WE HEARD
Stewardship & Partnership	Respectfully consult early and often with tribes to build long-term relationships and collaboration.
	Consider forming a tribal advisory committee to provide input as the GRT is developed.
	Invite interested tribes to co-manage portions of the trail that cross ancestral tribal lands.
	Name portions of the trail using native languages.
	Install interpretative signage and tribal artwork along the trail that is developed by local tribal people.
	Consider building an interpretive center and/or culturally important buildings.
Protection & Restoration	Consider creating a memorial to Murdered and Missing Indigenous People (MMIP).
	Where feasible, the GRTA should consider alternate routes to avoid sensitive cultural sites and sacred spaces.
	Early in project implementation planning, work with appropriate tribes to identify culturally sensitive sites and plant species for protection or tribal access.
	Early in project implementation planning, identify opportunities for and invite tribal participation in ecological restoration activities and construction monitoring.
Economic Development	Take steps to ensure the trail is as safe as possible for all.
	Explore creating jobs for tribal members or having a tribal preference in the hiring process.
	Find ways to hire tribal members to engage in paid stewardship activities such as construction monitoring, leading tours or performing trail patrols, or maintenance.



COMMUNITY & STAKEHOLDER ENGAGEMENT

Types of Engagement To Date

The team connected with residents and stakeholders along the GRT corridor in many ways: through regional GRT Master Plan tribal and community outreach and engagement events, tabling at existing community events, targeted stakeholder meetings, surveys, and web-based input tools. In total, there were:



371

total attendees



4

in-person workshops



2

online workshops



26

tribal community and general public events attended

Over
70

stakeholder meetings



767

surveys completed



653

subscribers to the GRT Master Plan mailing list

153

unique comments

&

329

votes on comments

on the GRT Master Plan web map



Community members providing comments on the GRT trail alignment at a meeting in Alderpoint in July 2023.

Community Survey Results (767 responses)

General Support/Opposition



83.5%

support the GRT

9.5%

oppose the GRT

7.0%

are undecided



56.1%

of respondents would be interested in volunteering to help maintain the trail.

Geographic Distribution

Respondents who spend a significant amount of time in rural areas/smaller towns were more likely to oppose the GRT than those in urban areas.



25%

VS



9%

Will Trail Proximity Induce More Use?

83%



of respondents said they would use trails more often than they currently do if they had more nearby trail access.

Trip Purpose

87%



of respondents said they use trails for recreation or exercise

40%



use trails for transportation (e.g., commuting).

Most Requested Amenities



Restrooms were the most-desired trail feature, listed by 56% of all respondents,



followed by directional signs/mile markers at 46%.

Top 5 Concerns by Support for the GRT

	SUPPORT	UNDECIDED	OPPOSE
1	Encampments or Littering	Other	Trespassing or property crime
2	Maintenance	Encampments or Littering	Encampments or Littering
3	Impacts on the Environment	Impacts on the Environment	Other
4	Accessibility	Trespassing or property crime	Personal Safety
5	Personal Safety	Emergency Access	Impact on Privacy



PROPOSED TRAIL TYPES

Trail Types

The GRT will feature a range of trail types—different widths and surface materials—that vary based on trail users, anticipated demand, and environmental context. Across the entire corridor, there are three categories of trail types.

Paved Multi-Use Trail

A 8ft- to 16ft-wide concrete or asphalt trail that can accommodate bi-directional flows of cyclists and pedestrians without conflict, and may feature parallel pedestrian or equestrian sidepaths in select locations with available space and user demand. Paved multi-use trails are best suited within cities, towns, and locations with high demand.



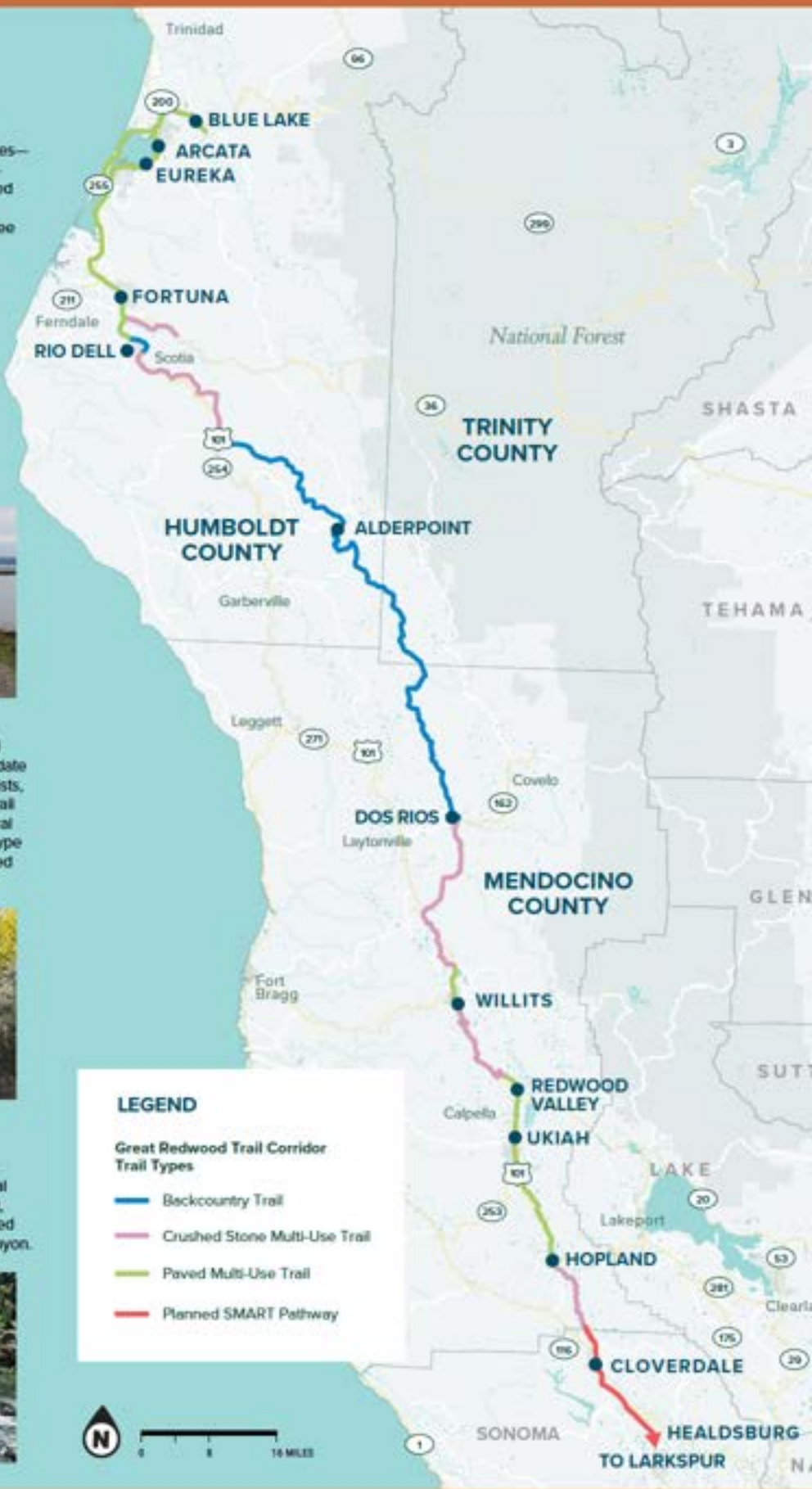
Crushed Stone Multi-Use Trail

An 8ft- to 12ft-wide compacted crushed stone multi-use trail that can accommodate bi-directional flows of pedestrians, cyclists, and equestrians without conflict. This trail type is best suited for suburban and rural areas with average demand. This trail type may serve as a transition between paved and backcountry trails.



Backcountry Trail

A 2ft- to 6ft-wide trail constructed of gravel or bare earth material found on-site. This trail type is best suited for rural or wilderness areas with lower demand, frequent landslides, or highly constrained environments such as the Eel River Canyon.





TRAIL EXPERIENCE

What Trail Features Are Most Important To You?

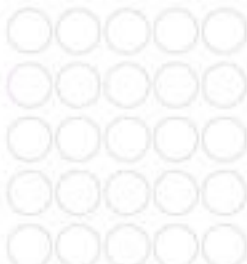
STEP 1

Take 3 stickers and vote for the trail features that you care most about! You can spend all three of your "votes" however you like - spread among three choices or all on one!

STEP 2

Visit Station 4: Corridor Concepts and leave a sticky note about locations where you think your favorite trail features would be most appropriate.

CAMPGROUNDS



RESTROOMS



RIVER ACCESS & BOAT LAUNCHES



INTERPRETIVE OR EDUCATIONAL ELEMENTS



PUBLIC ART



TRAILHEADS



REST AREAS & OVERLOOKS



TRASH CANS



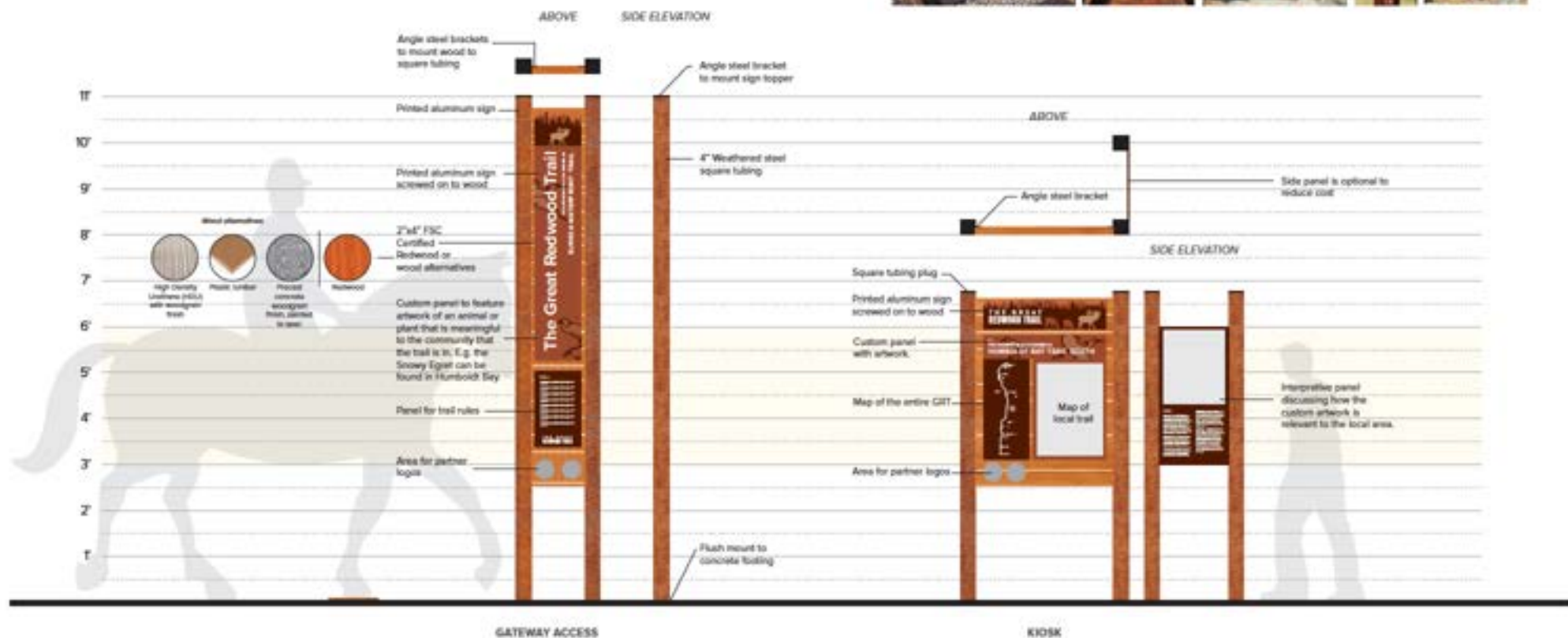


WAYFINDING SIGN GUIDELINES

COLOR PALETTE



REFERENCE IMAGES



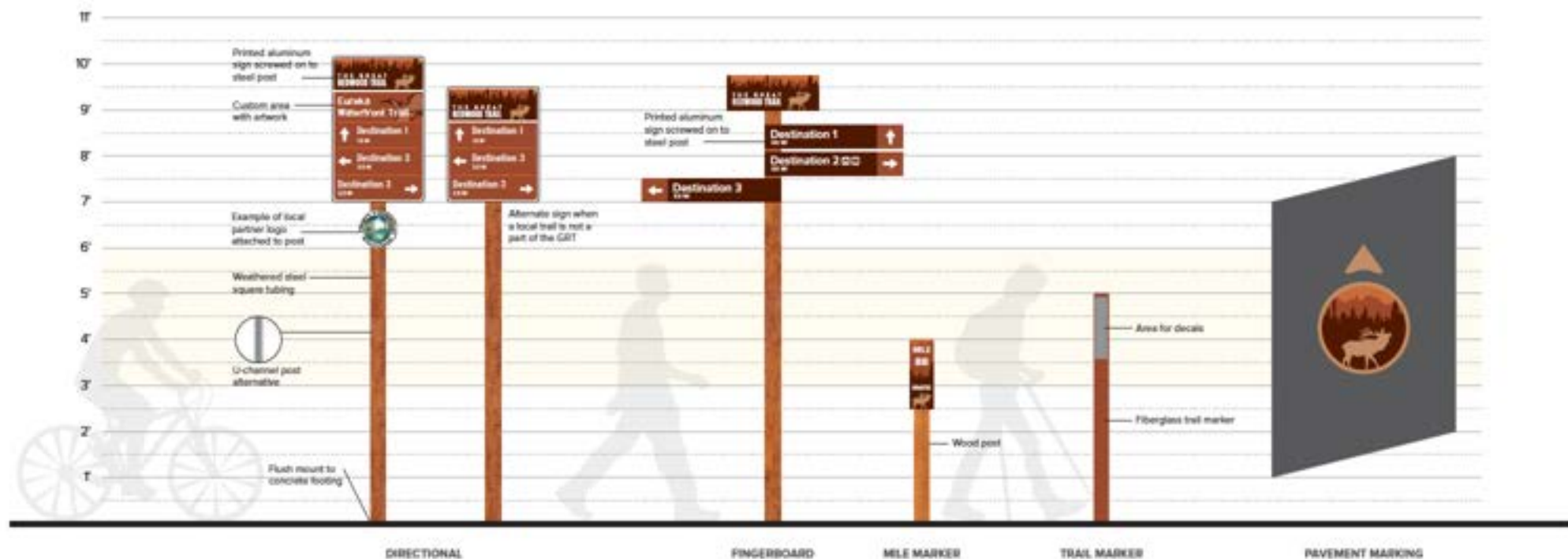


WAYFINDING SIGN GUIDELINES

COLOR PALETTE



REFERENCE IMAGES





ARTISTIC RENDERINGS

Hopland



Existing Conditions



Artistic rendering of a reimagined Hopland Depot and plaza

Loleta



Existing Conditions



Artistic rendering of an updated Main Street with a community plaza



GOVERNANCE RECOMMENDATIONS



CONSISTENT TRAIL MANAGEMENT: GRTA and its local partners will need to coordinate to ensure a consistent approach to trail development and management.

RECOMMENDATIONS: Collaborate with California Native American tribes, federal, state, local agencies, and nonprofits to ensure trail development incorporates cultural and natural resource protection as well as restoration activities. Meet all applicable regulatory requirements. Respectfully consult early and often with tribes (beyond what is required by law) to build long-term relationships. Form a Tribal Advisory Committee to provide input as the trail is developed. Invite tribes to co-manage portions of the trail that cross ancestral tribal lands.



TRAIL EXPERIENCE: Providing a safe and enjoyable experience is a top priority.

RECOMMENDATION: Safety plans with procedures for reporting and responding to safety incidents and conditions on the GRT could be implemented to ensure trail user safety.



ECONOMIC BENEFITS OF TRAIL: Marketing the GRT and maximizing communities' economic benefit from the trail is a key objective.

RECOMMENDATIONS: The GRTA could develop a "Trail Town" program in partnership with local economic development organizations, business owners, and tourism organizations. GRTA could assist with efforts to foster economic development in alignment with local and regional plans, to support existing and future community economic revitalization efforts.



STAFFING: GRTA staffing will depend upon funding and the extent of the GRT that it manages directly.

RECOMMENDATIONS: As sufficient funding is secured, GRTA could establish new staff positions, including an Operations Manager and field staff, including rangers. These positions should be marketed to local residents, and a hiring preference for California Native American tribes could be explored.



VOLUNTEERISM: Volunteers could be critical to help expand capacity and carry out appropriate operations and maintenance activities.

RECOMMENDATION: GRTA could establish a volunteer program with a focus on stewardship activities (Trail Ambassadors, Monitors, or Stewards).



OPERATIONS RECOMMENDATIONS (1)



FUNDING: Funding sources should be identified to pay for GRT operation and maintenance costs.

RECOMMENDATION: Pursue all options for operations and maintenance funding and design and sustainably construct GRT segments to minimize these costs.

TRAIL RULES: Uncertainty about trail regulations and appropriate trail etiquette can create user conflicts or lead to misuse of facilities or resources.

RECOMMENDATION: User education should include signage, brochures, and online information. Regular ranger patrols of open sections of trail should occur.



BACKCOUNTRY PERMIT SYSTEM: Management of trail use in remote and backcountry settings can create specific pressures with regards to resource protection, safety, emergency response, and trail-related services.

RECOMMENDATION: Given the isolated nature of the Eel River Canyon and its potential hazards, a reservation/permit system could be implemented to manage the trail and proactively address safety, emergency response, and resource protection concerns.



TRAIL CLOSURES: The trail, or sections of the trail, may be closed from time to time during periodic maintenance or when natural disasters or environmental conditions pose a significant risk to trail users.

RECOMMENDATION: The GRTA could establish guidelines and procedures for staff and local agency partners to regularly inspect and, if necessary, proactively close the trail to ensure safety.



EMERGENCY RESPONSE: Emergency response presents challenges, especially on remote parts of the GRT.

RECOMMENDATION: The GRTA/trail partners should develop specific Emergency Response Plans that follow established first responder protocols, as well as adopt and implement emergency response and prevention policies and procedures for .



WILDFIRE: The GRT crosses areas in Northern California that have high risk of potential wildfires.

RECOMMENDATIONS: The GRTA should coordinate with CAL FIRE and local fire departments to provide access for firefighting efforts in the event of a wildfire on/near the GRT. The GRTA could also work with CAL FIRE to issue a proclamation that prohibits all campfires during peak fire season.



OPERATIONS RECOMMENDATIONS (2)



PROTECTION OF PRIVATE PROPERTY: Adjacent property owners and businesses along the trail may have concerns related to privacy, trespassing, or crime.

RECOMMENDATIONS: The GRTA/trail partners aims to develop positive relationships with adjacent landowners to coordinate adjacent land uses with the GRT. While not recommended for the entire corridor, fencing could also be appropriate to help delineate between public and private lands and/or address privacy issues. Additional strategies include planting vegetative screening along the trail and installing "Private Property - No Trespassing" signs.



DOGS AND LIVESTOCK: Dogs can frighten or chase people, livestock, and wildlife, and dogs can create or exacerbate user conflicts.

RECOMMENDATION: The GRTA/trail partners could establish clear policies and procedures for dog use on the trail including signage, waste removal, education programs, and enforcement.



HUNTING: Hunting activities may impact the GRT user safety.

RECOMMENDATION: The GRTA/trail partners should support current hunting regulations and work with adjacent landowners, hunters, and CDFW to limit hunting near the GRT during hunting season.



HOMELESSNESS: Occasionally, the GRT could need to address issues related to people experiencing homelessness on or near the trail.

RECOMMENDATION: The GRTA and local agency partners could design the trail to minimize places where houseless people may camp and take steps to connect homeless people with resources.



ENCROACHMENTS ONTO GRTA LANDS: Some of the GRTA property is currently being misused or encroached upon by private parties.

RECOMMENDATION: The GRTA should develop a property management system to track licenses and leases, allowing for input from trail partners, to identify unauthorized encroachments and prioritize areas needing stewardship and/or cleanup.



MAINTENANCE RECOMMENDATIONS (1)



RAILROAD LEGACY ISSUES: Decades of operation as a rail corridor has left a legacy of structures in various condition. The GRT has ten major trestles (wood pile structures over 300 feet) and 31 steel bridges between Willits and Arcata alone.

RECOMMENDATION: The GRTA could inventory existing structures to plan and implement preventative maintenance activities to ensure safety. A qualified civil/ structural engineer could perform regular bridge, trestle, and tunnel inspections.



TUNNELS: Several of the 30 tunnels on the GRT corridor between Willits and Arcata are partially or fully collapsed. Inside the tunnels, some timber framing and sheathing have been removed, or there are drainage and rock fall issues. Several tunnels are quite long and will require special treatment.

RECOMMENDATION: Where a tunnel has partially or fully collapsed, it may be practical to consider re-routing the GRT. This may require obtaining easements from adjacent property owners. The longer tunnels on the GRT, including the Island Mountain Tunnel, may require lighting that is user-activated. The presence of bats inside tunnels will also need to be considered.



LANDSLIDES: The GRT corridor has more than 100 major and minor landslides in Mendocino, Trinity, and Humboldt counties. Significant stretches of the GRT lie within geomorphically hazard-prone areas that have challenging access constraints.

RECOMMENDATION: The trail could be inspected after major storms and closed if landslides have created unsafe conditions. Trails could be reconstructed to standards specified by the GRT Design Guidelines.



TRAIL MAINTENANCE (SURFACE): Paved and crushed aggregate segments of the GRT will require regular maintenance to maintain a smooth and stable surface over their lifespan.

RECOMMENDATION: Development of consistent standards for both routine and remedial/ capital maintenance activities could promote a consistent, high-quality trail experience while extending the lifespan of the trail.



BACKCOUNTRY TRAIL SECTIONS: The GRT in the backcountry will be different from more urban GRT sections, with access challenges, active landslides, remoteness, and varying conditions along the former railroad grade.

RECOMMENDATION: Develop standards and procedures for routine backcountry trail maintenance to promote a consistent, high-quality trail experience.



MAINTENANCE RECOMMENDATIONS (2)



DRAINAGE: Insufficient or poor drainage can quickly compromise the GRT. It is important to maintain drainage systems and repair or replace failed drainage associated with the former railroad. The historic railroad grade crosses numerous creeks, tributaries, drainages, and swales. Culverts are a big issue, as there are many failed culverts on the former railroad line.

RECOMMENDATIONS: Ditches and trail drainage structures should be kept clear of debris to prevent trail washouts. Trail managers should conduct regular inspections of trail drainage during the rainy season and immediately after any major storm events or flooding. Drainage structures could be kept clear of debris to prevent trail washouts and maintain drainage. In areas where drainage flows across the trail, hardening the trail with rock armoring could be helpful. Culverts and other drainage structures should be thoroughly incorporated into the structure management database and inspected regularly during the wet season and after major rain events.



VEGETATION MAINTENANCE: Unmaintained vegetation is not only a fire hazard, but it can also be a danger to trail users, especially at intersections, where it can interfere with sight distance.

RECOMMENDATION: The GRTA should develop consistent standards for brush removal and weed control. The GRTA could help ensure vegetation is regularly removed near intersections to maintain good visibility for trail users and approaching motorists.



SIGNS: Proper maintenance and replacement of damaged signs helps facilitate a good user experience, prevents unauthorized social trails, and can promote following of rules and regulations.

RECOMMENDATION: Signs could be checked for fading or vandalism as part of regular maintenance activities and visual inspections. Replace or repair damaged signs as soon as possible.






TRASH AND OTHER CLEANUP: Litter and illegal dumping can detract from trail user experience and potentially damage natural environments and harm wildlife.

RECOMMENDATION: The GRTA and local agency partners should remove litter from all GRT segments. The GRTA could place litter receptacles at primary access points and help control dumping by placing vehicle barriers, regulatory signage, and enforcement. Illegal dumping should be removed as quickly as possible.



SEGMENT PRIORITIZATION CRITERIA

CATEGORY	CRITERIA
 Benefits Will the segment provide immediate positive impact to trail users and the environment?	Access
	Demand
	Continuity
	Ecological Restoration Opportunities
 Feasibility Is the segment readily constructible with few major barriers?	Feasibility – Structures
	Feasibility – Natural Features
	Planning Status
	Railbanking Status
 Project Readiness Is there community support and willing trail partners?	Community Support
	Willing Trail Partners
	Strategic Value

→ FUTURE REFINEMENT AND CRITERIA

The prioritization reflects the data and information available during the master planning process. Future refinements to prioritization are encouraged as additional input and information becomes available, including tribal cultural resources, tribal support, community support, and economic opportunities, among others.



LEGEND

Great Redwood Trail Corridor Prioritization

- Tier 1
- Tier 2
- Tier 3
- Existing or Under Construction

HUMBOLDT

Map labels include: Arcata, Eureka, Fortuna, Rio Dell, Ferndale, Loleta, Blue Lake, and various roads (e.g., Highway 101, Highway 299, Highway 254, Highway 36, Highway 96).

Scale: 0 2.5 5 MILES



EEL RIVER CANYON REACH RESULTS

Segments
14–24





SOUTH REACH RESULTS

Segments
1-13

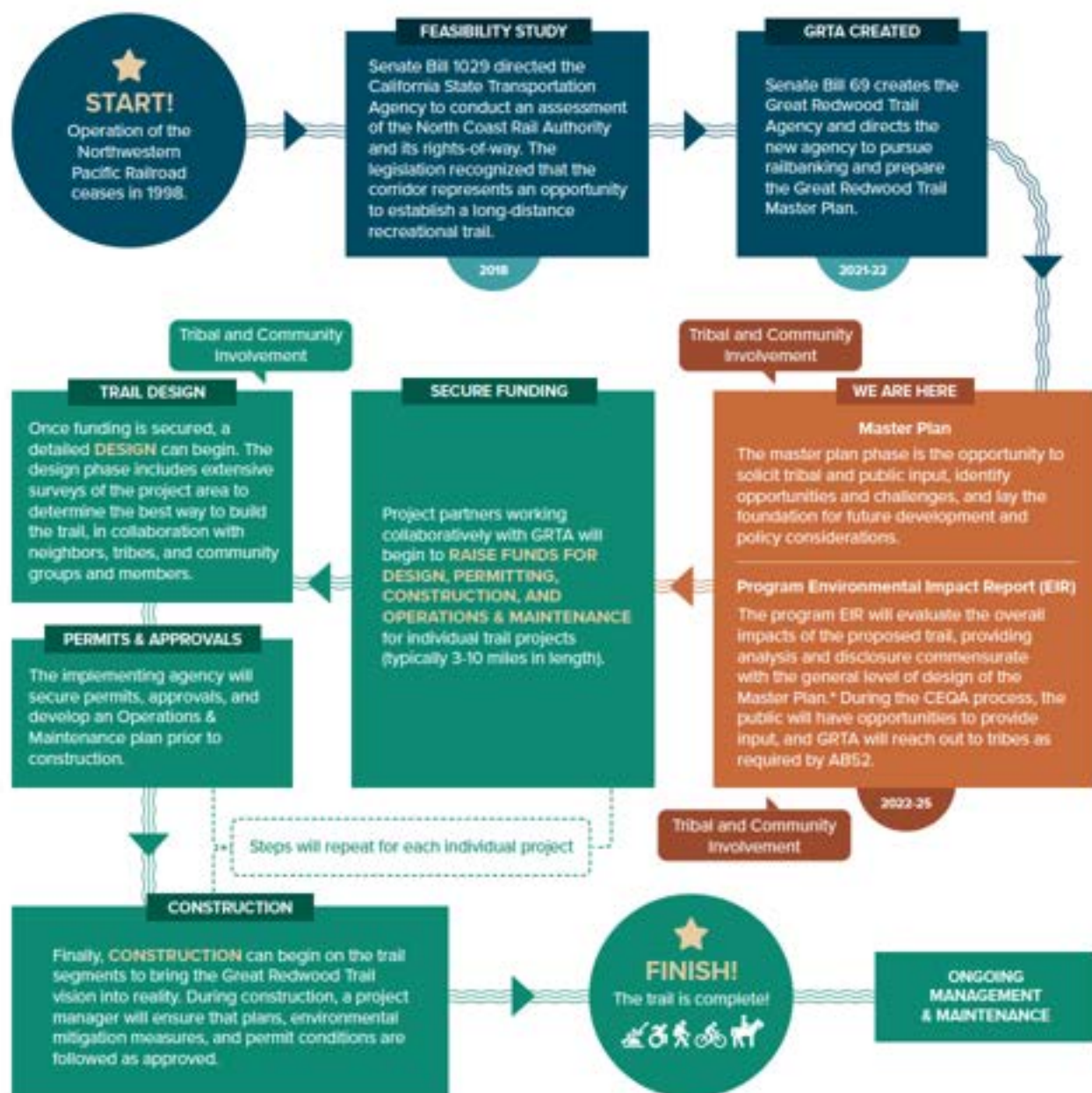




TRAIL DEVELOPMENT PROCESS

Where We've Been & Where We're Going

Full implementation of the trail may take decades due to the number of steps required. The following graphic describes what's been done to-date and what lies ahead.



*After certification of the program EIR, responsible agencies may evaluate each individual project to determine whether the future project is consistent with the analysis in the program EIR. If the responsible agency finds that the impacts were within the scope of the program EIR and no new or substantially more severe significant effects could occur or no new mitigation measures would be required, the project can be found to be within the scope of the program EIR and no additional analysis would be needed. This would be determined and documented in a tailored, checklist-based review of the subsequent project. If a subsequent project is not within the scope of program EIR, then the responsible agency would need to prepare additional environmental documentation for CEQA compliance.



CEQA PROCESS FOR MASTER PLAN

Consistent with California Environmental Quality Act (CEQA) requirements, GRTA will prepare a **program Environmental Impact Report (PEIR)** for the Great Redwood Trail Master Plan. Preparing a program EIR for the whole of the Great Redwood Trail in Mendocino, Trinity, and Humboldt counties allows for a more comprehensive consideration of effects than would be practical in separate mitigated negative declarations or EIRs on individual actions (i.e., individual trail segments). It allows for consideration of cumulative impacts that might be missed on a segment-by-segment basis.



When does the program PEIR process begin?

GRTA will prepare and distribute a Notice of Preparation (NOP) according to Section 15082 of the CEQA Guidelines, kicking off a 30-day public scoping period to provide interested parties the opportunity to offer early input on the scope of environmental issues and potential environmental effects to be considered in the GRT program EIR. GRTA plans to initiate the public scoping period this spring and hold an online public scoping meeting on the evening of **May 14, 2024**.



What information will be presented at the public scoping meeting?

The scoping meeting is anticipated to include an overview of the project, a description of the type and scope of the PEIR, a summary of probable environmental effects, and a description of the PEIR process, including other opportunities for public comment. Oral comments from the public will be heard following the presentation.



How can I attend this online meeting?

The meeting will be held via Zoom teleconference. For more details and to register, please visit GreatRedwoodTrailPlan.org/#events.



Will a recording of the meeting be available to watch later?

Yes, this will be posted in the Events section on the website.



Can I provide written comments on the scope of the PEIR?

Yes. You can send written comments to PEIR@greatredwoodtrailplan.org.



What happens after the public scoping meeting?

This scoping meeting starts a year-long PEIR process to evaluate potential environmental impacts and propose mitigation measures. Under AB 52, the GRTA will offer government-to-government consultations to California Native American tribes on the Native American Heritage Commission notice list. Additional public comment will be solicited when a draft PEIR is ready for public review.



Subscribe to the mailing list to receive updates.



TRAIL EXPERIENCE EUREKA

What Trail Features Are Most Important To You?

STEP 1

Take 3 stickers and vote for the trail features that you care most about! You can spend all three of your "votes" however you like - spread among three choices or all on one!

STEP 2

Visit Station 4: Corridor Concepts and leave a sticky note about locations where you think your favorite trail features would be most appropriate.

CAMPGROUNDS



RESTROOMS



RIVER ACCESS & BOAT LAUNCHES



INTERPRETIVE OR EDUCATIONAL ELEMENTS



PUBLIC ART



TRAILHEADS



REST AREAS & OVERLOOKS



TRASH CANS





TRAIL EXPERIENCE UKIAH

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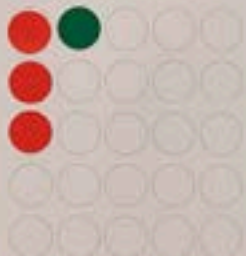
CAMPGROUNDS



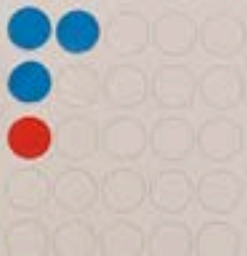
RESTROOMS



RIVER ACCESS & BOAT LAUNCHES



INTERPRETIVE OR EDUCATIONAL ELEMENTS



PUBLIC ART



TRAILHEADS



REST AREAS & OVERLOOKS



TRASH CANS



- EUREKA -
COMMENTS

"Manila" has only one L

Prioritize the pedestrian/bike opportunities from the ^{Manila/}Samoa Peninsula to Arcata. There is currently no safe route to Arcata, and public transportation is severely lacking.

A separate-from-highway trail would be ideal. Residents have been advocating for this for decades.

All signs should mention the tribal land it is placed on.

Signs could have QR codes that link to local area's shops, hotels, restaurants, bathrooms, etc. local art shops

Keep maintenance daily. It must be clean + safe

1. Ask the tribes to take a seat at the main ongoing planning table.
2. Plan for slides along ~~the~~ corridor on Get Rock / Alderpoint stretch

CONCERNS

- ① $\frac{1}{4}$ MILE GAP IN EKA WATERFRONT TRAIL F \rightarrow I SH.
- ② FENCE S OF LOLETA TUNNEL

Keep the GRT on the Arcata Rail w/ Trail section along 7th St.

Keep the Rails between CR and Arcata for future train (local) possibility. ~~in~~

The TRAIL LOOKS GREAT!! Can't wait
to hike and bike and camp all the way

- Greater emphasis on transportation, not just recreation, would be great
- Eureka's segment is not complete, and should be prioritized
- Co-management with tribes is a great idea
- Higher priority for Samoa/Manila spur + Blue Lake spur, please

Please prioritize the segment from Manila to
Arcata. It's The roadway is well travelled by
bikes & pedestrians and there's little to no shoulder.
I'm surprised there aren't regular fatalities.

I really appreciate the lengths you are going to in order to make sure the trail is improving our community! Thank you!

This plan looks great to me! I'm a resident of Arcata & am very excited for all of the visitors & opportunity this trail will bring.

I would love to find a ^{way} ~~connection~~ to find multiple connectors to the Annie & Mary trail to the GRT

I suggest using bolards at major roadways where the trail intersects roads. The document currently says they aren't recommended unless it's a known "problem area" but suggest changing the language to make them standard at major crossings. Even one car is a danger to those on foot/bike.

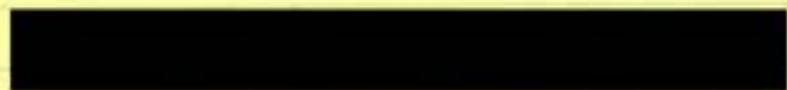
As noted on pg. 77 of section 03 "Existing Conditions", there are abandoned rail ~~equipment~~ equipment along the corridor. Where it would be safe and of historic value, it would be good to retain and improve the equipment as points of education.

It's good that "connector" trails are going to be integrated with the GRT.


As much as we don't like to think about
the bad things: there needs to be emergency
phones, No Cell Service.

how far between rest rooms, pot. o potty or
composting, bike repair and human repairs?

Supervised bike camp grounds?



I am so excited about the prospect of the
GRT - especially the opportunity to explore
the ~~Eel~~ River Canyon, which is currently
mostly inaccessible to the public.



- Beware of the geology between Milepost 194.0 and 201.0
- Former railroad employees referred to the mileage between Alderpoint and Dos Rios as "garbage railroad."
- Be more up front about the obstacles in the particularly difficult to access points: Kekewake, Ramsey, Bell Springs, Woodman Creek, Deer Lodge, etc.
- It was disappointing to not see more photos between Alderpoint and Dos Rios.
- Access to fresh water between Alderpoint and Kekewake creek is very difficult due to the steepness of the embankment. Warn people to bring Life Straws for emergency filtration.

Myself + many of my friends await the trail.



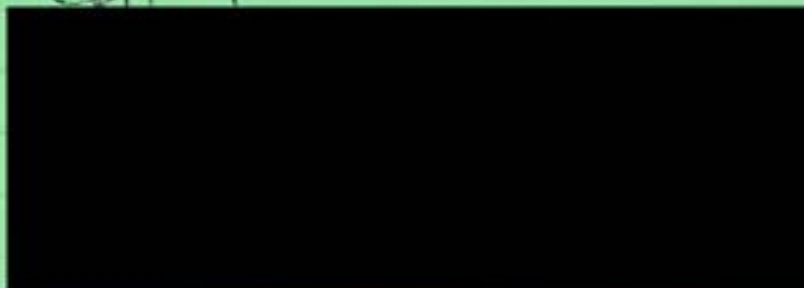
Connect TRINIDAD!!

AS AN AVID CYCLIST, THE RAIL TRAIL CONCEPT IS
GREAT - 2% GRADES, THE TRAIL IS ALREADY BUILT.
AS WE HAVE ADVOCATED FOR THE ANNIE & MARY R.T.
ALMOST 30 YEARS, I REALIZE ITS NOT SO EASY.

MY HOPE FOR THE HEALTH OF OUR PEOPLE IS ACCESS
TO TRAILS TO RIDE & WALK ON, AWAY FROM CARS.
SAFE ROUTES TO SCHOOLS AND GROCERIES.
SAFE ROUTES & TRAILS WITH NO MOTORIZED
VEHICLES.

I VOTED FOR THIS, AND I AM STOKED
THAT IT IS HAPPENING.

I WILL VOLUNTEER AS MUCH AS
I CAN.



Prioritize Eureka to Fortuna,
Arcata to Manila, and
Arcata to Blue Lake.

GRTA should stick to the corridor
of the city of Eureka thru the Eureka
WATERFRONT


- Snacks @ trail heads are important.
- Camping & river access will be great.
- Partnerships, partnerships, partnerships!
So many in the community can get involved. Think beyond typical trail & rec, enviro groups.
 - youth, ~~for~~ foster youth
faith based orgs can
all help.

Please Keep
the Great Redwood
Trail on the
L-Street Rails with
Trail Corridor.

I love it, I want it last week!

HOWEVER. The GRTA NEEDS to have a conversation with the City of Eureka. Despite Miles Slattery's insistance, there IS a gap in the Waterfront Trail. ~~we~~ know it, I know it, Eureka knows it. Just because it'll be hard is no excuse to ignore it.

You also need to have a conversation with the City of Arcata about whether + how much they can move their section of trail, just so everyone's on the same page.



PS Tribes need to have a seat on the Board.

HOW IS THIS FUNDED? COUNTY, STATE, FEDS

ARE YOU COVERING THE DROPPED OR RAISED
INSURANCE FEES FOR THE LAND HOLDERS?

ARE YOU ISSUING PERMITS & ENFORCING THEM?
SO PEOPLE ARE ACCOUNTED FOR?

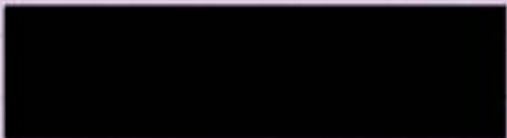
ALL THE AREAS THE TRACKS RUN THRU ARE
COVERED BY SMALL VOLUNTEER FIRE DEPT'S w/
VERY LIMITED VOLUNTEER STAFF. ~~WHAT~~ HOW ARE
YOU GOING TO HANDLE EMS CALLS?

Write the endeavor! I'm a big fan of this idea for a trail system with areas for many types of trail users. I had a very small, quick convo with a community member (Alderpoint) who was very concerned about private property egress, trail maintenance protocols and liability for injuries. All valid points but the level of detail at this event is superb. I'd imagine these concerns are being addressed. Great job!

I love the idea of
A mosaic approach to
trail planning/implementation.
There's room for everyone.

Maybe some planning
around emergencies.
Like, what to do in case
.....

I strongly believe there are certain sections
of the GRT Right of Way, particularly in more
urban settings, such as ARCAT, Green in print
"SUNSET AVE" where for safety & efficiency of purpose
that we will need to adopt the "Paseo" concept
much like a "Veloway" Class 1 trail w/ such crossings
to be UNDERPASSES or OVERPASSES (primarily UNDER CROSSINGS)
rather than grade crossings



Moved here from Ohio a year ago - look into the Loveland Bike Trail, The state has been in the process/partially completed something very similar!

My main concerns are maintenance + environmental impact - obviously the reuse of the rail system is helpful, but are these areas going to be able to withstand the proposed increase in traffic? Is there a concrete conservation/mitigation plan? Will maintenance fall on the city/county/state/etc.?

I saw the PEIR meeting, + I look forward to + hope that my concerns will be addressed there!

BACKCOUNTRY PERMITS ARE A GREAT IDEA!
I THINK THIS WILL HELP ALLEVIATE CONCERNS
FOR PRIVATE PROPERTY OWNERS, ENHANCE
SAFETY, ENCOURAGE STEWARDSHIP, AND
UNDERLINE THAT THIS IS A VALUABLE COMMUNITY
RESOURCE.

THANK YOU - LOVE THIS PROJECT

The Great Redwood Trail

Is a massive project, all efforts should be made to keep as many jobs and as much money as local as possible.

On this end the trail planning to go around both the inside of the Bay-Humboldt Bay trail and the Spit highway 255 through Eureka giving two routes to Arcata and the Inclusion of the Anne Mary trail to Blue Lake gave this a single loop & spur augmenting the North End of this world class trail

I'll fix your track up real good. The GRT/HBSR are a critical link for Humboldt's transportation and the community loves speeders and railbikes.

would love to see outline + how backroad
area would get Access to clean water.

Cell reception along trail - is an issue for emergency
+ contacting other people

SB gardens \$20 entrance fee - far part is redwood

At least 2 Disc golf sculptures by trail heads <sup>combine Art
local features
something to do while
waiting</sup>

Trailhead vehicle security - don't want break ins

Security Safety walking alone on trail

The GRT has the potential to be a great pull for the trail as well as Timber Heritage's train rides & Speeder days. Train fans love our rare site, entice them!!

The UNDER-SERVED COMMUNITY

Segment (38) needs desperately to move to Tier 1 to connect the end of the trail at Blue Lake to all the rest of the trail! It's a difficult stretch for local sponsorship.

Section (34) is NOT existing from C to Y Sts and this part needs to be included in the prioritization chart. Sections (42 & 43) are not as urgent as (38).

Remember commuting from Blue Lake to Arcata, Eureka, and College of the Redwoods needs the trail!

TRAIL # 42, 43 SHOULD BE LOW PRIORITY AS
ONE CAN ONLY HIKE/BIKE TO SANDX AND STOP.
A MEANS TO CROSS THE BAY WILL NEVER HAPPEN.

TRAIL # 38 IS IMPORTANT AS IT WILL SERVE
ARCATA, MCKINLEYVILLE, AND BLUE LAKE.

I appreciate the Plan document; its attractive, easy to navigate, comprehensive, well-thought out and honest.

I'm impressed by the level of detail and thoughtfulness. The decision-making flowchart for major barriers is a good example of that detailed thoughtfulness. I was also pleasantly surprised by some of the names - I trust and respect Elaine Hogan and Jen Rice. There are exceptional ^{local} leaders and experts working to make this a reality! Very exciting!

I am really excited about this trail and have used "rails to trails" in Virginia and VT, WA etc.

I know there are concerns of landowners who find it invasive to have random access at any hour through their property.

I want to trust that models of recreation and non-carbon emitting transport that give people a greater experience of the sense of place can be transformative and moving towards the culture I hope to promote and leave as a legacy for future generations.

Humboldt Trails Council
would like a hard copy
of the draft master plan



Thoughts: forgive if these issues are accounted for, theres a lot of info (all very exciting)

1. On the trail, will there be emergency call buttons such as exist on campus paths & parking lots?
2. Will there be allowances for e-bikes, bikes with trailers? ~~Camping~~
3. Will there be access for pedestrians/bikers on Eureka → Samoa bridge?
4. Color scheme - does this provide easy to read signage for color blindness, Choose blue?
5. Need community ambassadors?

Please Do a lot More
Work on the Middle Fee/
Section with Tunnels washouts
& challenging terrain of About
100 miles of Semi Wilderness
& get the tribes in on Consultation
& ProSits & Protection of Cultural
& Burial Resources. Make sure the cultural
Wylaki & Pomo Bensitt Econ
on malk

address adjoining land issues and explain
what you are claiming for those land areas
we don't understand

Very opposed to the Great Redwood Trail. Major areas of concern are:

- private property rights vandalism
trespass
litter
- safety for those that live along the trail routes due to influx of traffic
- liability concerns for property owners
- emergency services
- economic impact - ~~stems very~~ ^{negative}
- expense
- funding
- mitigation

~~Before the adjacent property owner gets to "claim their land" and raise a fuss about private property - they should explain how that said land became theirs.~~

I find the process of working with adjacent land owners nonsense, especially if they owned the land, passed down through the family, from early settlers that "claimed" the land.

Tree maintenance

How can I get involved now?

What wild life protection habits can we
add to protect plants and animals

There need to be various
accommodations - Municipal hostels
Campgrounds and private ritzy
accommodations for rich hikers
like various European hiking trails.

All level of accommodation +
Access

Please have print copies ↙ (of the
draft +
final
plan)
available in public libraries!

Ad a Swimming Pool the whole way.

- Really well presented
- Phenomenal work to date
- Thank you!!

What are some options for trail Testers and routing.


What can we do as a community to help make this possible

Where does the majority of the funding coming from

~~What is this project supposed to~~

How will this affect the Natives

How do I get Eel Rock placed on all your maps? I am running an ARB+B and want people to know where Eel Rock is.

- We also have trail to pavement access.
(ie trailhead)
 - We may operate a hot tub or cabin rental.
 - We want to be one of the main trailheads!
- 

Eel Rock is a safe place to park a car for many nights in a row. Alderpoint is not a safe place to park your car for many days.

Loleta is very excited about the opportunities the trail offers. Our town is well-positioned to become a great trail town with parking and facility opportunities. Community support is high, some stakeholders have expressed frustration about not feeling heard.

Ideas In El River Canyon,
only allow access with paid
local sherpas. No individual access,
(except by property owners). This would
provide employment opportunities for locals,
prioritizing Native Americans. Require
said sherpas to be locally born^{or} raised,
and be trained.

Concern about tribal approval
Which tribe will be affected?

What Aid is available for tribes?

In what ways can youth get involved?

No!

There are existing trails and land
CA state parks that are in disrepair and greatly
underfunded.

Fund the existing trails FIRST!

You have no funding source. There is
no staffing plan.

All Volunteer organizations are understaffed
already.

It is irresponsible to take on new projects
while you ignore existing ones.

This is a political ploy for Heber's
campaign.

Excellent presentation!

Good use of Maps. People Love Maps.

Keep up the good work.

This trail will happen and it will be great.

→ MLPA restricted access to the coast and we fought them and won. As we will against this GRTA.

→ Manifest destiny all over again

→ 1850 D.C. gave C.A. 1.6 million dollars as Indian bounty - scalps for land.

There is so much blood on this land -

* What are the plans to make sure this story is told?

Will there be markers? Historical signs are paramount

→ Place names in native language.

Please ensure equestrian access
through the entire trail. We see equestrians
are looking forward to using the trail.

UKIAH

COMMENTS

Questions

- 1) How was the economic benefits starts collected?
- 2) ~~were~~ ^{Have} all tribes (federally recognized and unrecognized) had a vote, voice, and genuine chance to ^{*give} permission for this project?
- 3) Have all tribes expressed the OK for this project?
- 4) Has enough listening and research been conducted ~~that any of the proposed trails~~ to ensure any of the proposed trails are NOT being built over native burial grounds?
↳ This would also include unofficial burial grounds.
- 5) Is this project needed right now? There are other community needs that need more focus right now.
- 6) Are funds for this project reflecting the needs and wants of the community?
- 7) Thank you for giving people the opportunity to voice their opinions/questions.

Would like a true community
forum w/ a panel and a
chance to ask questions.


Town Hall style

- Concern w/ what can be perceived as running housing insecure persons from encampments

Who is going to
Dump Garbage and
Maintain Bathrooms?

Comments on trail

1. I feel like we can use the money for this elsewhere, like our growing housing problem or like a billion different things
↳ (random example, everyone is affected by seasonal allergies because we have an unbalance of pollinator trees and fruit trees, why can't we plant more fruit trees for that pollen to go too and move some pollinator trees to other areas for balance? (its random but would affect a ton of people with less pollen in the air, and it wouldn't be building over others lands and sacred spaces))
2. Is it building over native grounds? There were only 7 tribes talked for, I feel like there should be more ^{talked too} talked too, also there were only around 700 people ^{talked too} so I feel like there should be more coverage on this
3. I don't want to just build more cement and take down trees for it, so if this path is to be made, are there going to be a lot of trees/nature cut down for it?



can help w/ cultural & rare plants
along RR ROW.

EIK Logo

On T-Shirts

I don't see much about the future of the Willits Rail Yard, like leasing most of it being leased to the Shunk Train for the expansion they want to do west of Willits.

please consider a parallel
NEPA process, with CEQA,
as federal funds will
likely be needed in future
build out of segments.

Thank you,

great
draft plan!



I love the idea of the GRT. Can't wait to see segments come to completion.

- A community presentation would be appreciated vs. reading information panels.

I absolutely love the GRT.

~~and~~ I ride my bicycle on it

(in ukia).
~ 3x per week, and it has

improved my life. I can feel
my stress level drop when I
enter the trail, what a relief to
have a path for pedestrians &
bicyclists only. Please build more!

Enlist as many different groups of people as possible ~~to~~ and diversify uses. River access; camping, fishing, river floats, biking, walking.

Fishing access should be more emphasized. Charge for access? Permits for guide's use? camping permits or reservations.

Places to eat & get supplies along the way should be included

Put the slideshow + pictures
on the ^{QRTA} website so people
can see the line +
imagine what the
trail will be like

Want to talk
about river access.

34 years leading
rafting trips.

Mapbook Comments (both)

UKIAH

Segment 4



SEGMENT EXTENTS

Plant Rd, Ukiah to Brush St, Ukiah



COUNTY

Mendocino County



LENGTH

3.3 Miles
Planned: 0.8 Miles
Existing: 1.5 Miles



TRAIL TYPE

Paved Multi-use Trail



PRIORITIZATION

Tier 1

SEGMENT DETAILS

- Segment Breakpoint
- Design Concept
- GRT Milepost

TRAIL TYPES

- Paved Trail
- Connector
- Loop, non-GRT

TRAIL STATUS

- Existing
- Planned

TRAIL AMENITIES*

Existing amenities

- Trailhead

Trailheads

- Community Trailhead
- Community Access Point

Potential Opportunity Sites

- Trail-Oriented Development
- River Access
- Parks / Rest Areas

INFRASTRUCTURE

Roadway Crossings**

- Crossing, Major Public
- Crossing, Minor Public
- Underpass

Infrastructure Conditions***

- Hazardous Materials

BOUNDARIES

- City/Town/Place
- Tribal
- Parks & Public Lands

OWNERSHIP

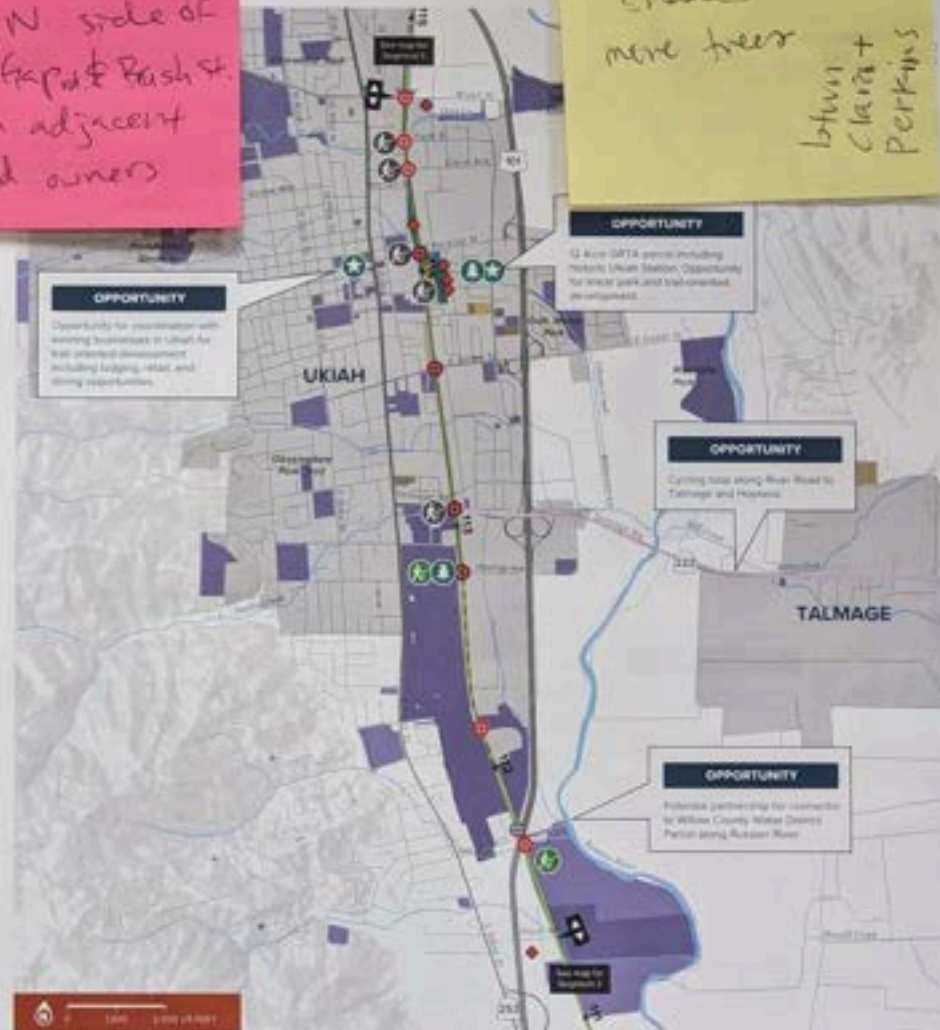
- GRTA
- State
- Nonprofits
- Tribal
- Local

ENVIRONMENTAL

- Water

Unpermitted encroachments on N side of low impact Brush St. both adjacent land owners

@ Clara Ave there isn't shade - more trees between Clara + Perkins



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The Master Plan trail segments are delineated for prioritization and high-level planning purposes only. They may be used to develop individual projects for advanced planning, environmental review (including CEQA), and design study in the future. However, individual projects might be comprised of an entire Master Plan segment, multiple segments, or portions of segments depending on a variety of factors including partner agencies (i.e., project proponents), funding, permitting, and additional engineering analysis.

*No amenities are potential opportunities for the planning purposes only.

**Private crossings may or may not be shown.

***Conditions reflect data available as of 2022. It is understood that conditions are rapidly changing based on 2020 report data. Subject to future data being updated based on new information.

NORTH UKIAH

Segment 5



SEGMENT EXTENTS

Brush St. Ukiah to Moore St. Calpella



COUNTY

Mendocino County



LENGTH

5.2 Miles

Planned: 0.0 Miles

Existing: 0.0 Miles



TRAIL TYPE

Paved Multi-use Trail



PRIORITIZATION

Tier 1

SEGMENT DETAILS

Segment Breakpoint

Design Concept

GRT Milepost

TRAIL TYPES

Paved Trail

Connector

TRAIL STATUS

Existing

TRAIL AMENITIES*

Existing amenities

Campground

Trailheads

Community Gateway

Community Trailhead

Community Access Point

Potential Opportunity Sites

Trail-Oriented Development

Campground

Parks / Rest Areas

INFRASTRUCTURE

Roadway Crossings**

Crossing, Major Public

Crossing, Minor Public

Crossing, Private

Underpass

Infrastructure Conditions***

Bridge

Hazardous Materials

BOUNDARIES

City/Town/Place

Tribal

Parks & Public Lands

OWNERSHIP

GRTA

State

Federal

Nonprofit

Tribal

Local

ENVIRONMENTAL

Water



*All amenities are potential opportunities for planning purposes only.

**Private crossings may or may not be licensed.

***Conditions reflect best available data as of 2021. It is understood that conditions are rapidly changing based on 2020 report data. Future points have been updated based on new information.



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Unpermitted encroachment (RR corridor blocked) from Masamite Industrial Rd. to Ford Rd.

FARLEY TO DOS RIOS

Segment 13



SEGMENT EXTENTS

Farley Station to Laytonville Dos Rios Rd, Dos Rios



COUNTY

Mendocino County



LENGTH

8.3 Miles
Planned: 0.0 Miles
Existing: 0.0 Miles



TRAIL TYPE

Crushed Stone Multi-use Trail



PRIORITIZATION

Tier 3

SEGMENT DETAILS

Segment Break

Design Concept

GRT Milepost

TRAIL TYPES

Crushed Stone Trail

Backcountry Trail

Connector

TRAIL AMENITIES*

Existing Amenities

River Access

Trailheads

Backcountry Trailhead

Backcountry Access Point

Potential Opportunity Sites

Campground

River Access

Parks / Rest Areas

Creek Restoration

Bridge, Damaged

Tunnel

Tunnel, Damaged

Hazardous Materials

BOUNDARIES

Parks & Public Lands

OWNERSHIP

GRTA

Federal

Local

ENVIRONMENTAL

Water

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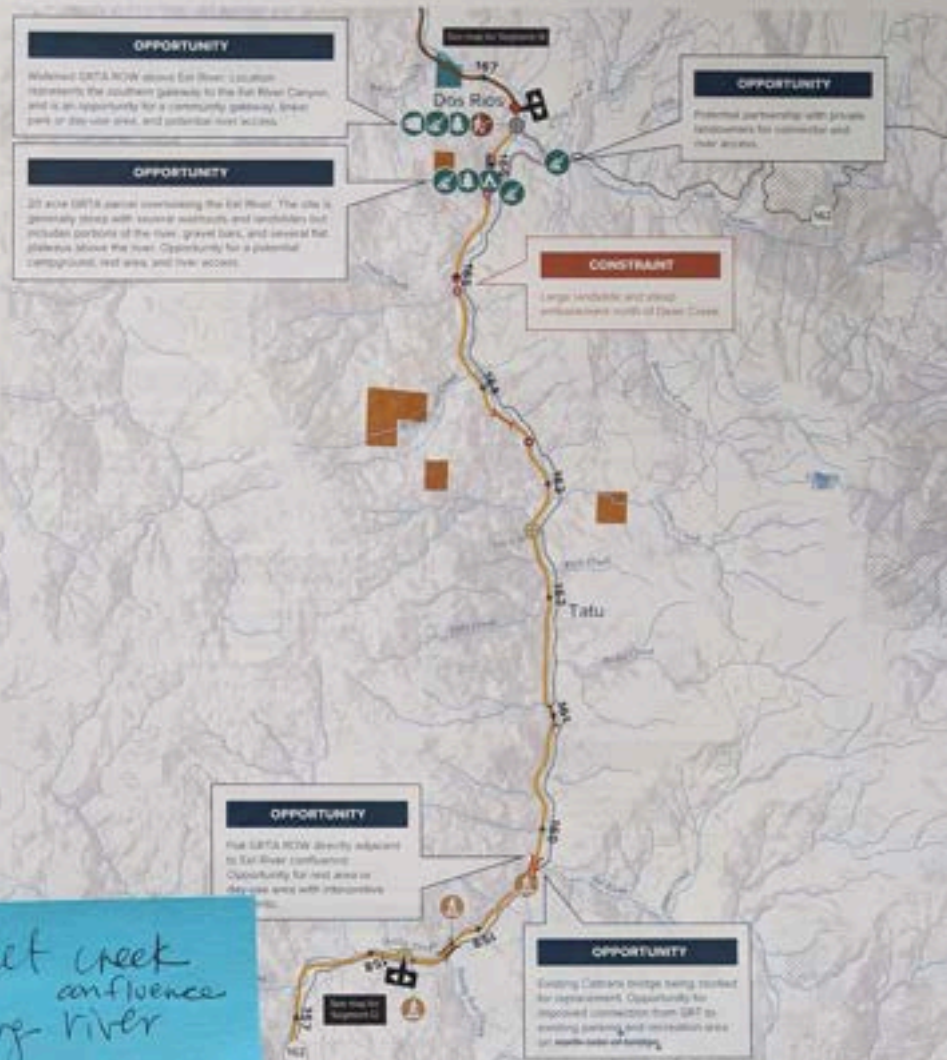
*All amenities are potential opportunities for planning purposes only.

**Route crossings may or may not be licensed.

***Conditions reflect best available data as of 2023. It is understood that conditions are rapidly changing based on 2020 report data. Section points have been updated based on new information.

@middle fork
confluence
- gravel bar
currently used
→ potential
launch sites

@outlet creek
confluence
adding river
access



and therefore, they are not shown on these maps. Before constructing any portion of the trail, an inventory and evaluation of cultural resources is required. Cultural resources are protected under state and federal law, and include Native American archaeological sites and areas with traditional cultural significance.

SHELL ROCK TO ISLAND MOUNTAIN

Segment 17



SEGMENT EXTENTS

Blue Rock Creek to Island Mountain Rd



COUNTY

Mendocino/Trinity County



LENGTH

117 Miles
Planned: 0.0 Miles
Existing: 0.0 Miles



TRAIL TYPE

Backcountry Trail



PRIORITIZATION

Tier 3

SEGMENT DETAILS

Segment Breakpoint

Design Concept

GRT Milepost

TRAIL TYPES

Backcountry Trail

TRAIL AMENITIES*

Trailheads

Backcountry Trailhead

Backcountry Access Point

Potential Opportunity Sites

Campground

River Access

Creek Restoration

INFRASTRUCTURE

Roadway Crossings**

Crossing, Private

Infrastructure Conditions***

Geomorphic, Major

Geomorphic, Minor

Bridge

Tunnel

Tunnel, Damaged

Rail Debris

Hazardous Materials

BOUNDARIES

Tribal

Parks & Public Lands

OWNERSHIP

GRTA

Federal

Nonprofit

Tribal

ENVIRONMENTAL

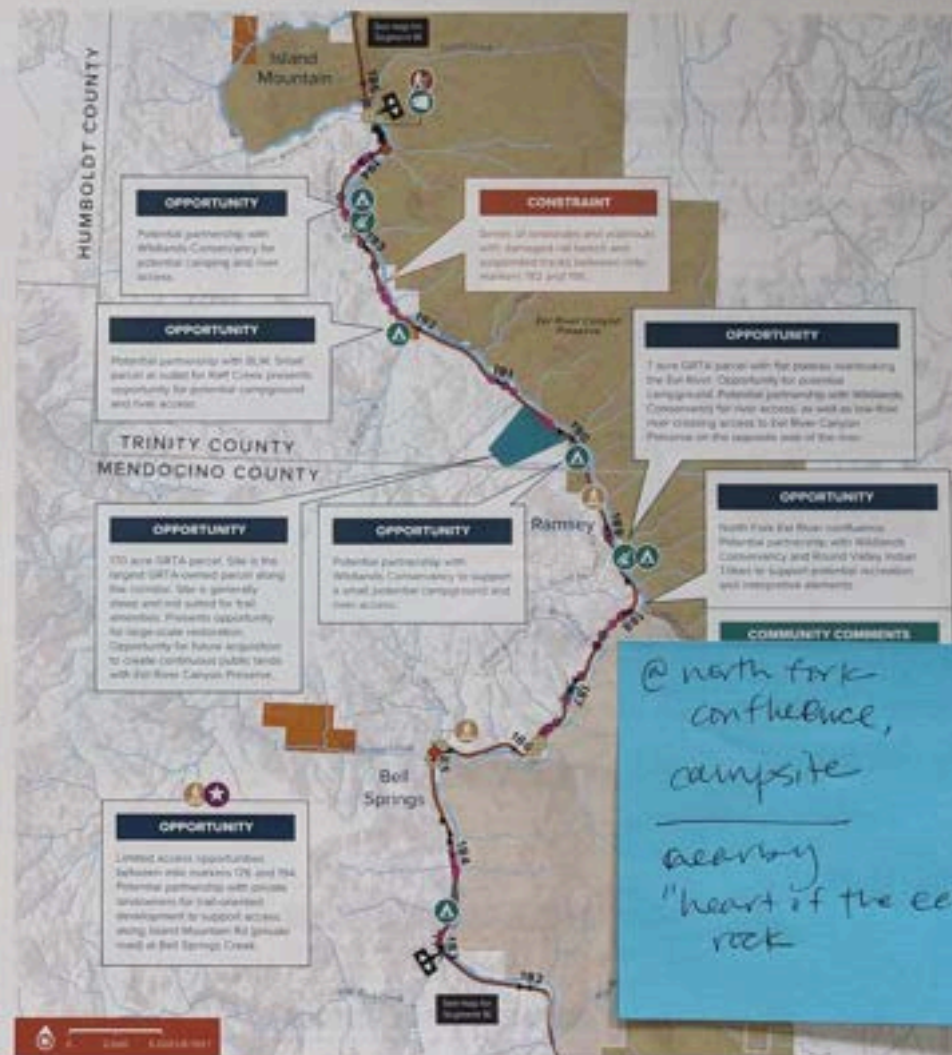
Water



*All amenities are potential opportunities for planning purposes only.

**Private crossings may or may not be licensed.

***Conditions reflect best available data as of 2020. It is understood that conditions are rapidly changing based on 2020 report data. Select points have been updated based on new information.



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EEL RIVER CANYON PRESERVE

Segment 18



SEGMENT EXTENTS

Island Mountain Rd to
Cain Rock Railroad Bridge, Alderpoint



COUNTY

Trinity/Humboldt County



LENGTH

12.1 Miles
Planned: 0.0 Miles
Existing: 0.0 Miles



TRAIL TYPE

Backcountry Trail



PRIORITIZATION

Tier 1

SEGMENT DETAILS

Segment Breakpoint

Design Concept

GRIT Milepost

TRAIL TYPES

Backcountry Trail

Parallel Route

TRAIL AMENITIES*

Trailheads

Backcountry Trailhead

Backcountry Access Point

Potential Opportunity Sites

Campground

River Access

Creek Restoration

INFRASTRUCTURE

Roadway Crossings**

Crossing, Private

Infrastructure Conditions***

Geomorphic, Major

Geomorphic, Minor

Bridge

Tunnel

Tunnel, Damaged

Rail Debris

Hazardous Materials

BOUNDARIES

City/Town/Place

Parks & Public Lands

OWNERSHIP

GRTA

Federal

Nonprofit

ENVIRONMENTAL

Water

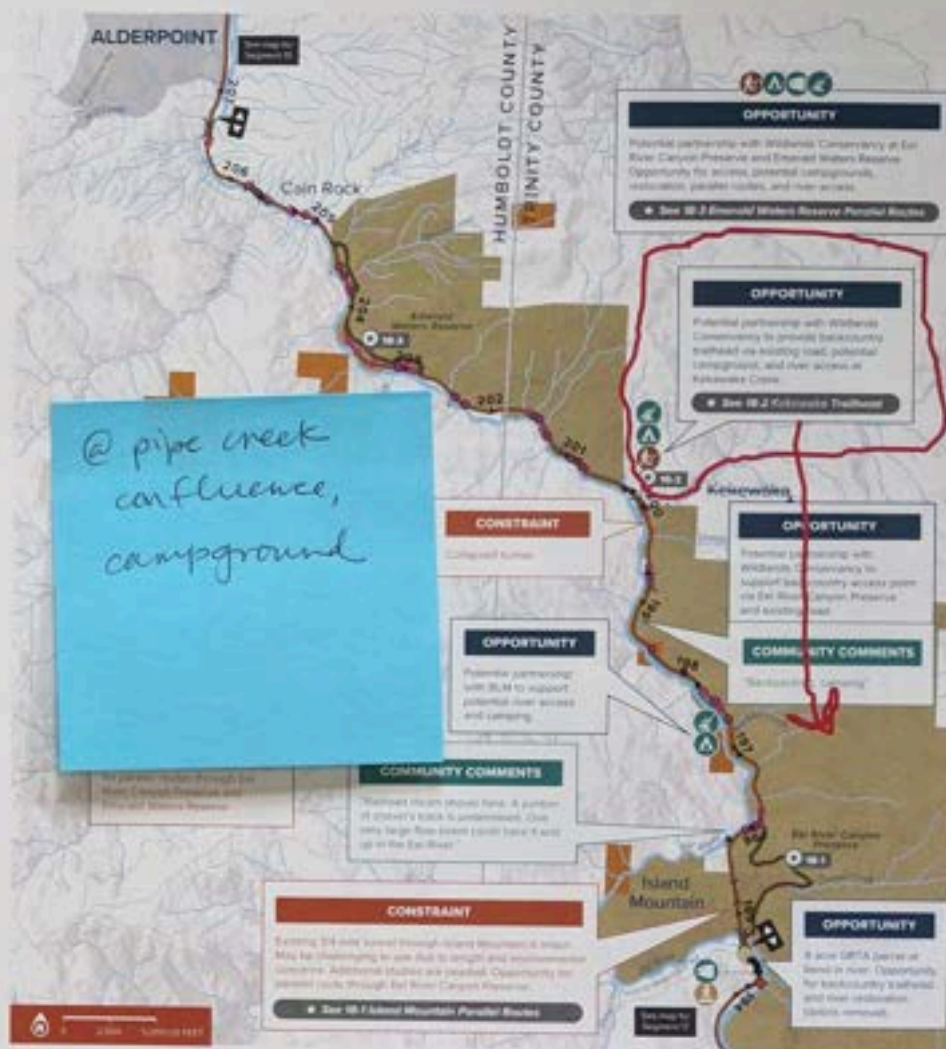


The Master Plan trail segments are delineated for prioritization and high-level planning purposes only. They may be used to develop individual projects for advanced planning, environmental review (including EIR/EA), and design study in the future. However, individual projects might be comprised of an entire Master Plan segment, multiple segments, or portions of segments depending on a variety of factors including partner agencies (i.e., project proponents), funding, permitting, and additional engineering analysis.

*All priorities are potential opportunities for planning purposes only.

**Private crossings may or may not be traversed.

***Conditions reflect best available data as of 2023. It is understood that conditions are rapidly changing based on 2020 report data. Recent updates have been updated based on new information.



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EEL ROCK TO MCCANN

Segment 23



SEGMENT EXTENTS

Eel Rock Rd to Dyerville Loop Rd, McCann



COUNTY

Humboldt County



LENGTH

72 Miles
Planned: 0.0 Miles
Existing: 0.0 Miles



TRAIL TYPE

Backcountry Trail



PRIORITIZATION

Tier 2

SEGMENT DETAILS

- Segment Breakpoint
- Design Concept
- GRT Milepost

TRAIL TYPES

- Backcountry Trail

TRAIL AMENITIES*

- Trailheads
- Backcountry Access Point

Potential Opportunity Sites

- Trail-Oriented Development
- Campground
- River Access

INFRASTRUCTURE

- Roadway Closure
- Crossing
- Geologic Hazard
- Bridge
- Bridge, Damaged
- Tunnel
- Tunnel, Damaged
- Rail Detour

BOUNDARIES

- Parks & Public Lands

OWNERSHIP

- GRTA
- Federal
- Local

ENVIRONMENTAL

- Water

Can Eel Rock be placed on the map? I want to have a A+B+B there.



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*Not all amenities are potential opportunities for planning purposes only.

**Where crossings may or may not be licensed.

***Conditions reflect their available data as of 2023. It is understood that conditions are rapidly changing based on 2020 report data. Subject points have been updated based on new information.

Would be great
if Eureka +
Arcata pages
were here
p. 392
Please include
existing.

NORTH ARCATA

Segment 37



SEGMENT EXTENTS

Sunset Ave, Arcata to Humboldt Bay Municipal
Water District Park 1



COUNTY

Humboldt County



LENGTH

3.3 Miles

Planned: 0.0 Miles

Existing: 0.0 Miles



TRAIL TYPE

Paved Multi-use Trail



PRIORITIZATION

Tier 1

SEGMENT DETAILS



Segment Breakpoint

+ GRT Milepost

TRAIL TYPES

Paved Trail

TRAIL STATUS

Existing

Planned

TRAIL AMENITIES*

Existing amenities

Community Trailhead

River Access

Parks / Rest Areas

Trailheads

Community Trailhead

Community Access Point

Potential Opportunity Sites

Trail-Oriented Development

INFRASTRUCTURE

Roadway Crossings**

Crossing, Major Public

Crossing, Minor Public

Crossing, Private

Underpass

BOUNDARIES

City/Town/Place

Parks & Public Lands

OWNERSHIP

GRTA

Local

State

Federal

Nonprofit

ENVIRONMENTAL

Water



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*All amenities are potential opportunities for planning purposes only.

**Private crossings may or may not be identified.

GLENDALE

Segment 38

SEGMENT EXTENTS

Humboldt Bay Municipal Water District Park 1 to
Gentle Dr, Glendale



COUNTY

Humboldt County



LENGTH

17 Miles

Planned: 0.0 Miles

Existing: 0.0 Miles



TRAIL TYPE

Paved Multi-use Trail

1

PRIORITIZATION

Tier 2

SEGMENT DETAILS

Segment Breakpoint

GRT Milepost

TRAIL TYPES

Paved Trail

TRAIL STATUS

Planned

TRAIL AMENITIES*

Existing Amenities

River Access

Parks / Rest Areas

Trailheads

Community Trailhead

Community Access Point

Potential Opportunity Sites

Parks / Rest Areas

INFRASTRUCTURE

Roadway Crossings**

Crossing, Minor Public

Underpass

Infrastructure Conditions***

Bridge, Damaged

BOUNDARIES

City/Town/Place

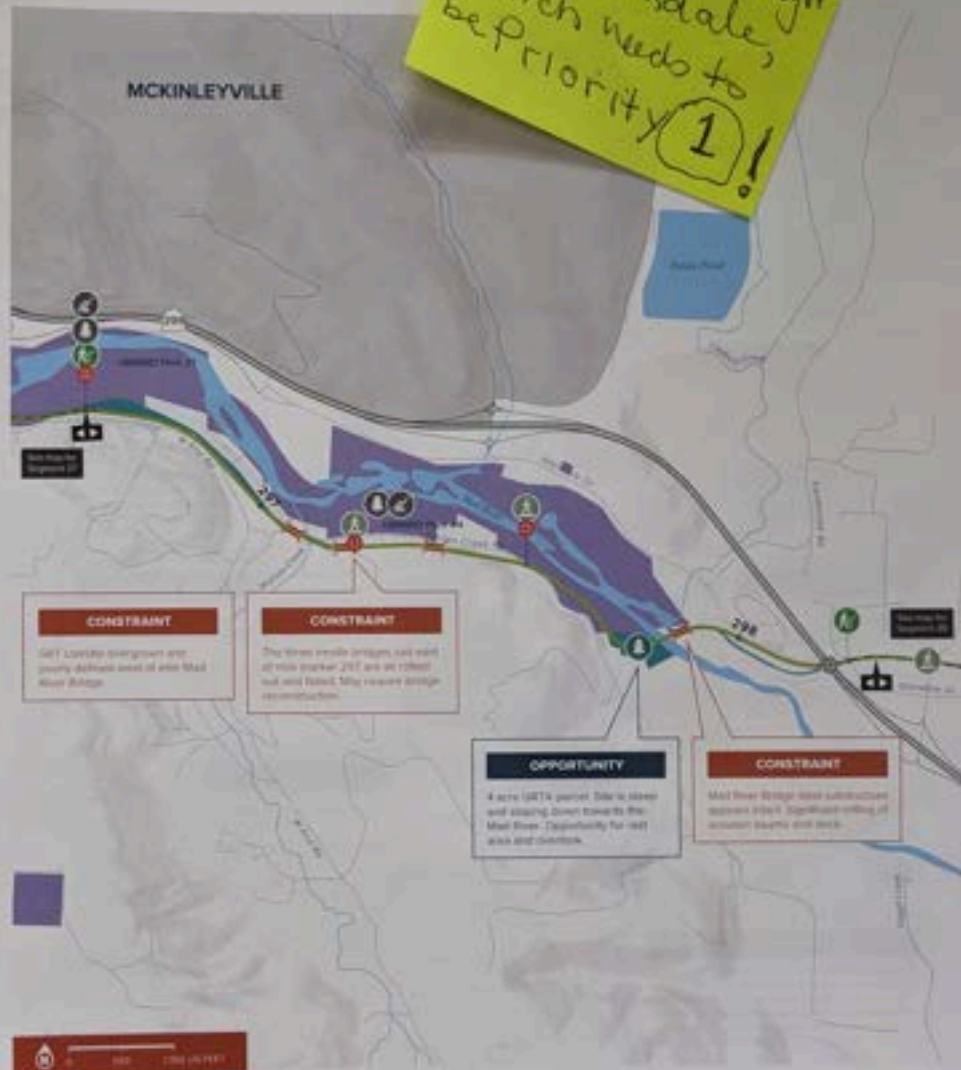
OWNERSHIP

GRTA

Local

ENVIRONMENTAL

Water



Most important is the section between McKinleyville and Glendale, which needs to be priority 1!

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*All amenities are potential opportunities for planning purposes only.
**Private crossings may or may not be located.
***Conditions reflect best available data as of 2023. It is understood that conditions are rapidly changing based on 2020 report data. Select points have been updated based on new information.

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BLUE LAKE PHASE 1

Segment 39



SEGMENT EXTENTS

Glendale Dr, Glendale to Mad River Levee, Blue Lake



COUNTY

Humboldt County



LENGTH

3.5 Miles
Planned: 2.16865484488636 Miles
Existing: 0.435132310795455 Miles



TRAIL TYPE

Paved Multi-use Trail



PRIORITIZATION

Tier 1

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SEGMENT DETAILS

Segment Breakpoint

End

GRT Milepost

TRAIL TYPES

Paved Trail

Connector

Parallel Route

TRAIL STATUS

Existing

Planned

TRAIL AMENITIES*

Existing amenities

Community Trailhead

Trailheads

Community Trailhead

Community Access Point

Potential Opportunity Sites

Trail-Oriented Development

Infrastructure Conditions**

- Bridge, Damaged
- Hazardous Materials

BOUNDARIES

City/Town/Place

Tribal

Parks & Public Lands

OWNERSHIP

GRTA

Local

Federal

Tribal

ENVIRONMENTAL

Water



*All amenities are potential opportunities for planning purposes only.

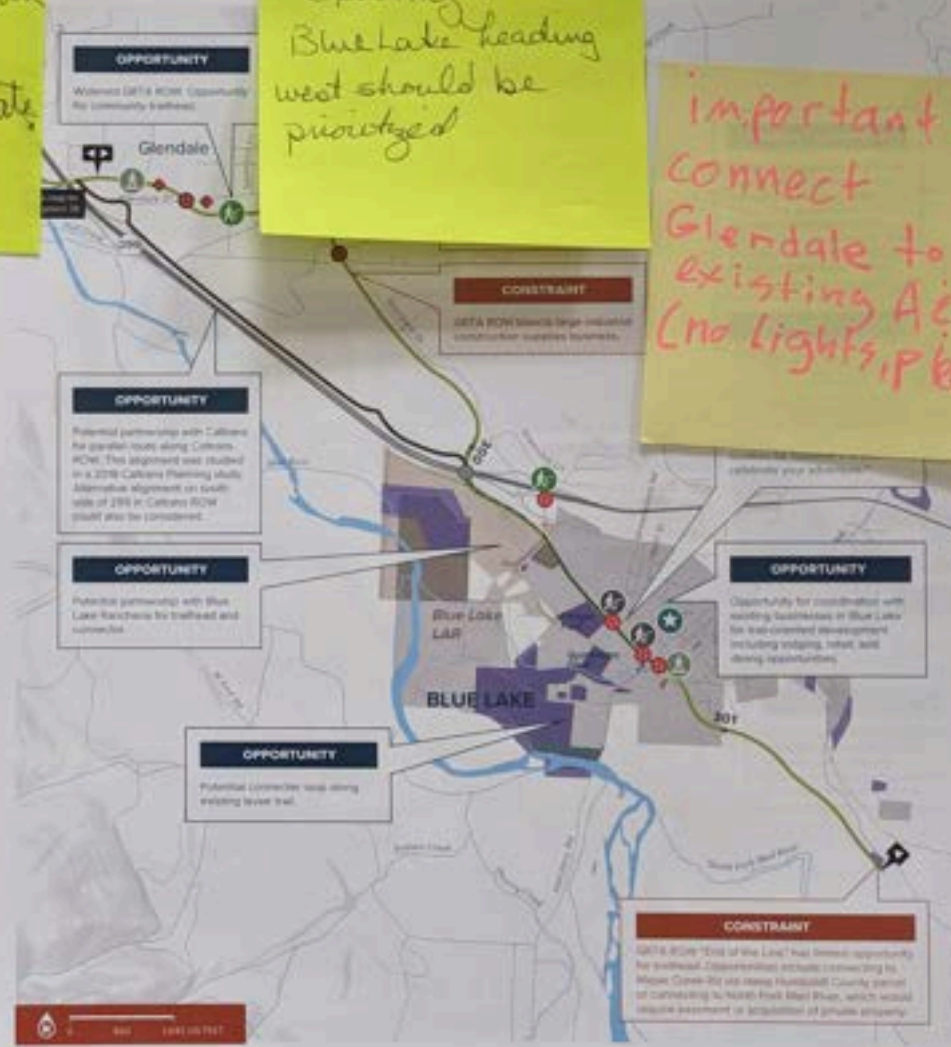
**Route crossings may or may not be required.

***Conditions reflect best available data as of 2023. It is understood that conditions are rapidly changing based on 2020 report data. Select points have been updated based on new information.

The slide show skips the entire area from Arcata to Blue Lake! Sooo unfortunate.

Connecting with the existing trail in Blue Lake heading west should be prioritized

important to connect Glendale to existing AEM (no lights, please)



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SAMOA AND FAIRHAVEN

Segment 43



SEGMENT EXTENTS

Rocket Park, Manila to Bendixon St, Fairhaven



COUNTY

Humboldt County



LENGTH

4.5 Miles

Planned: 0.0 Miles

Existing: 0.0 Miles



TRAIL TYPE

Paved Multi-use Trail



PRIORITIZATION

Tier 2

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SEGMENT DETAILS

- Segment Breakpoint
- End
- GRT Milepost

TRAIL TYPES

- Paved Trail

TRAIL STATUS

- Existing

TRAIL AMENITIES*

- Existing amenities
- Community Trailhead
- Trailheads
- Community Trailhead
- Community Access Point
- Potential Opportunity Sites
- Parks / Rest Areas

INFRASTRUCTURE

- Roadway Crossings**
- Crossing, Minor Public
- Crossing, Private
- Underpass
- Infrastructure Conditions***
- Hazardous Materials

BOUNDARIES

- City/Town/Place
- Parks & Public Lands

OWNERSHIP

- GRTA
- Local
- State
- Federal
- Nonprofit
- Tribal

ENVIRONMENTAL

- Water



*All amenities are potential opportunities for planning purposes only.

**Roadway crossings may or may not be widened.

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Where is the trail north of Fairhaven?



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