

# The Great Redwood Trail Master Plan Workshop Summary

**VIRTUAL**  
**Online Workshop**  
with 32 Attendees  
over Zoom  
on April 16, 2024

*Zoom recording  
available on the GRT  
website*

## Q&A

Online workshop participants submitted several questions about the draft Master Plan using Zoom's Q&A feature and verbally during the discussion portion of the workshop. A summary of questions and answers are listed below.

**1. The SMART trail ends in Cloverdale. The Master Plan shows the SMART trail ending at the Sonoma/Mendocino County Line. There is a 3.5-mile gap between Cloverdale and the County line that is unaccounted for. Who is responsible for this 3.5-mile gap in the Great Redwood Trail?**

- We are aware of this issue. When nearby trail segments are being planned, we will coordinate with partner agencies to make sure there is no gap in the trail.

**2. How has the disability community been engaged in the Master Planning process?**

- On 6/23/23, we held a meeting with Richard Skaff, a disability and accessibility advocate, as part of stakeholder engagement efforts associated with the draft Master Plan. We heard that it is important to include older adults, people with disabilities of various types, including blind, wheelchair users, and others in trail planning, as well as throughout trail development/operations so accessibility concerns can be anticipated and integrated into trail design. We also discussed design elements for trails that support users with disabilities, such as signage that works for all (e.g., audible options for people who are visually impaired), picnic tables that accommodate wheelchairs and other mobility devices, and kiosks that are the correct height for people using wheelchairs. Richard Skaff also recommended various new technologies that can help make trails more accessible, including the TerrainHopper device that can go up and down some stair types.

**3. What recommendations are in the draft Master Plan that address access for disabled trail users?**

- We are incorporating design recommendations from multiple accessibility standards and guiding documents, such as the California State Parks Trails Manual, which is an all-access manual that prioritizes access for disabled trail users wherever possible. Chapter 4: Trail Use & Design of the draft Master Plan includes guidance on universal design (starting on page 100), which focuses on creating facilities and experiences that are usable by all people, to the greatest extent possible, without the need for adaptation or specialized accommodations. The trail will maximize accessible and equitable experiences where practical and avoid barriers to access that are easily avoidable. Universal design principles are integrated throughout the design guidelines for the GRT, including:
  - **Trail design:** Over 160 miles (68% of total trail) of the GRT is proposed multi-use trail, which offer a more accessible trail experience than single-track or backcountry trails, and are designed per Caltrans and ADA standards for width and surface. Paved multi-use trails account for 85 miles (36%), and in high demand areas, these trails are designed for people rolling, walking, or biking without conflict.

- **Trail support facilities and amenities:** To the greatest extent possible, facilities and amenities along the GRT will be universally designed to provide adequate size and space for approach and use, clear communication of amenity locations, and simple and intuitive layouts that are easy to use.
- **Access & road crossings:** Wide curb ramps with detectable warning surfaces will be provided at all trail crossings. The trail features numerous underpasses and bridges that will allow trail users to cross roadways entirely separated from vehicles. Trailheads across the corridor will provide new access to previously inaccessible destinations. Select backcountry trailheads along the Eel River Canyon will create new universally designed viewpoints, day-use areas, and interpretive elements.
- **Wayfinding:** Wayfinding signage will be both universal and usable for the widest possible use and with special consideration for those without English language proficiency or map-reading skills. In many locations, wayfinding may be multi-lingual. Fonts will be high contrast and legible for users with limited visibility or color blindness. Wayfinding will provide clear communication of destinations, distances, and difficulty. At interpretive locations, panels should be made broadly accessible regardless of physical or sensory ability. Audio or tactile communication should be integrated into the design to the greatest extent possible.

#### 4. How are tunnels addressed in the draft master plan?

- We used data from the Great Redwood Trail Feasibility Report to categorize tunnels into three categories, based on their structural condition. The feasibility of structures are part of the ranking criteria for prioritizing trail (see Chapter 6 starting on page 253). The more tunnels in structural condition (i.e., not collapsed), the higher the prioritization score segments received (pg. 256). Tunnel conditions along the corridor are shown in the trail segment maps starting on page 263. Additionally, in Chapter 5 Trail Operations & Management, there are tunnel-related recommendations, including preventative maintenance (MA-1 on page 238) and potential reroutes due to collapsed tunnels (MA-11 on page 248).

#### 5. Will there be opportunities for volunteers to participate? Could students get college credit for volunteering?

- Although we do not currently have any volunteer positions available, this is something we are looking to implement in the future as the vision of the Great Redwood Trail moves towards implementation. The draft master plan provides some recommendations around roles for volunteers and the agency staff that would be needed to manage a volunteer program. Most major trails in the United States have a strong volunteer corps that assists with various aspects of trail maintenance and operations, through day-to-day activities like clean-ups, visitor service, stewardship/trail maintenance, or project work, such as planning enhancements, trail programming, and administrative tasks. Recommendation G-5 suggests that the Great Redwood Trail Agency could develop and implement training programs to engage volunteers and partner organizations. Partner organizations could include universities and options for students to receive college credit

for volunteering could be explored. Recommendation G-1 provides a suggested internal staffing structure with an Operations Manager and Field Staff that could help train volunteers and coordinate and oversee their efforts.

**6. How are environmental concerns addressed in the draft master plan?**

- Environmental restoration is an important benefit of the development of the Great Redwood Trail. Cleaning up hazardous materials left from the railroad industry can be integrated into future trail projects as individual segments are built. Many of the intended benefits noted on page 36 of the draft Master Plan relate to environmental restoration: “The Great Redwood Trail will be planned, designed, and constructed to create multiple and overlapping community benefits, including:
  - Creating a world-class recreational experience that accommodates many different users (hikers, bikers, equestrians, rafting, and more)
  - Providing access to State Parks
  - Expanding fire resilience and vegetation management access
  - Protecting and restoring cultural resources
  - Protecting known sensitive plant and animal species
  - Restoring habitat for wildlife and increasing native landscaping
  - Watershed Improvement/Restoration
  - Creating economic development opportunities (trail amenities and accommodations)
  - Expanding green infrastructure and sustainable transportation
  - Cleaning up hazardous materials
- The draft Master Plan also recommends that “Early in project implementation planning, the GRTA and local partners...identify opportunities for and invite tribal participation in ecological restoration activities.” Environmental restoration may include the removal of the following:
  - Collapsed rail infrastructure, depots, and failed tunnel portals
  - Rail cars, cranes, and excavators
  - Railroad track switches
  - Communication poles and lines
  - Grease boxes and other toxics
  - Displaced culverts and culvert debris
  - Scattered metal debris





# THE GREAT REDWOOD TRAIL

Get to know the  
Draft Master Plan  
April 16, 2024

alta



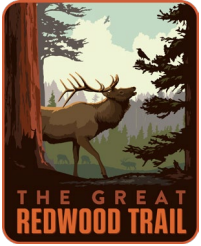
# Agenda

1. Introductions
2. Draft Plan Overview
  1. Trail Vision
  2. Tribal & Community Engagement
  3. Existing Conditions
  4. Trail Design & Corridor Concepts
  5. Trail Operations & Maintenance
  6. Project Prioritization
  7. Implementation
3. How to Provide Comments
4. Questions / Comments





# Introductions



**Elaine Hogan**  
Executive Director  
Great Redwood Trail Agency



**Louisa Morris**  
Mendocino & Trinity  
Project Manager



**Hannah Bartee**  
Humboldt Project  
Manager

# Introductions

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Jeff Knowles, AICP  
Project Manager

## Task 1: Master Plan



Zander Westbrook  
Design

Michael Jones



## Task 2: Tribal & Community Engagement



Jen Rice





An aerial photograph of a coastal trail, likely the Eureka Waterfront Trail. The trail is a paved path with a yellow line down the center, winding through a landscape of green grass, shrubs, and a rocky shoreline. A large, semi-transparent teal circle is overlaid on the center of the image, containing the chapter title. The background shows a mix of natural vegetation and man-made structures like a stone wall and a paved path.

# Chapter 1: Trail Vision





# GRT 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.

# GRT Trail Vision (cont'd)

- 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.



# GRT Master 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 have shaped the region.



## **Respectful**

The GRT will be a good neighbor and work to maintain respectful relationships with adjacent landowners, Tribes, 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.



A photograph of a community meeting taking place outdoors at the Alderpoint Volunteer Fire Hall. A group of people are seated in white folding chairs, some with their hands raised as if participating in a discussion. A woman stands on the right, holding a clipboard and gesturing. Two dogs are visible in the foreground. A large teal circle is overlaid on the center of the image, containing the chapter title.

## Chapter 2: What we Heard Tribal Engagement & Community Engagement



# 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

# Tribal Engagement

## What we've heard so far:

- Deep pain has occurred around displacement from ancestral lands and sacred sites crossed by the railroad line, and there are concerns about continued displacement.
  - Some Tribes are interested in land back opportunities.
  - Some Tribal communities requested that the trail not be built across their ancestral lands.
  - Tribes and Tribal communities want to be more involved in decision-making about the GRT.
- Some Tribal communities believe the GRT could offer opportunities for access & to honor their sacred lands through education.
- Tribes could lead/participate in cultural and natural resource protection, preservation, & stewardship along the GRT.



GRT alignment along Eel River

# Tribal Engagement

## Draft Master Plan Recommendations:

<b>Stewardship &amp; Partnership</b>	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.
	Consider creating a memorial to Murdered and Missing Indigenous People (MMIP).
<b>Protection &amp; Restoration</b>	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.
	Take steps to ensure the trail is as safe as possible for all.
<b>Economic Development</b>	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 Engagement

## Events

### In-Person Community Workshops

- **Fortuna** (March 2023): 98 attendees
- **Willits** (March 2023): 69 attendees
- **Alderpoint** (July 2023): 70 attendees
- **Hopland** (July 2023): 57 attendees
- **Eureka** (April 9, 2024): 119 attendees
- **Ukiah** (April 10, 2024): 42 attendees

### Virtual Community Workshops

- April 2023: 45 attendees
- August 2023: 32 attendees
- *April 2024: today's workshop*

### Tabling at Community Events

- 26 school events, festivals, celebrations, block parties, community walks, etc. as of March 2023



# Community Engagement

## Equity-Focused Engagement

### Arbor Youth Resource Center

- Weekly trail clean-ups along the GRT

### Boys and Girls Club of Ukiah

- Partnered to offer tabling opportunities such as a Back to School Bash (August 2023)



Community walk with PCC, March 2023

### Peninsula Community Collaborative

- Community walk along GRT segment near Manilla Park (March 2023)

### Ukiah Vecinos en Acción (UVA)

- Series of three events on the GRT, Viernes con UVA (June, July, August 2023)



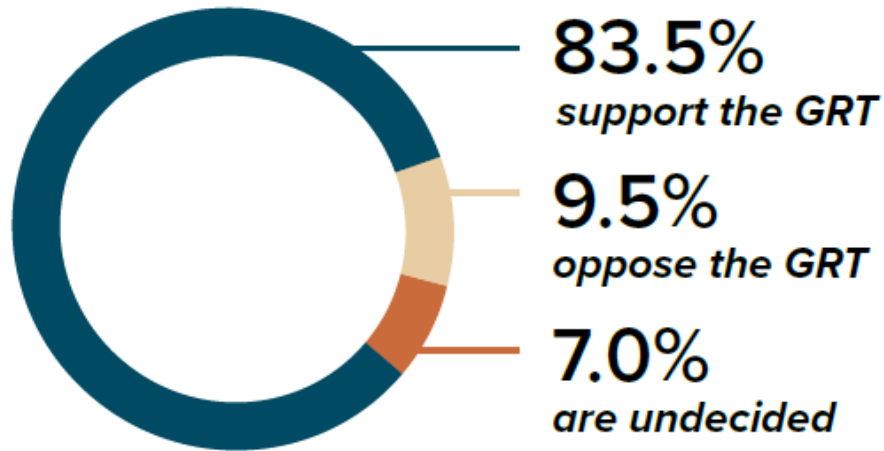
Viernes con UVA, June 2023



# Tribal Engagement

## Community Survey Results (767 responses)

### General Support/Opposition



**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%**

# Community Engagement

## Most Requested Amenities:



56% of respondents requested restrooms



46% of respondents requested directional signs

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## Most Common Concerns:



Encampments or Littering



Maintenance



Impacts on the Environment



Accessibility



Personal Safety



Trespassing or  
Property Crime



Emergency Access



Impact on Privacy



# Existing Conditions

- Physical and Environmental Constraints
  - Geomorphic Conditions
    - Landslides/Washouts
- Historic Rail Infrastructure
  - Bridges
  - Tunnels
- Hydrological Conditions
  - Rivers
  - Streams
  - Wild and Scenic River Designation
- Existing and Planned Great Redwood Trails
- Land Ownership and Management
  - Zoning
- Railbanking Status







## Chapter 4: Trail Design & Corridor Concepts



# Trail Use & Design

## Trail Types



Backcountry trail



Crushed stone multi-use trail



Paved multi-use trail





# Trail Use & Design

## Trail Support Facilities

Figure 66: Community access point - generic layout plan

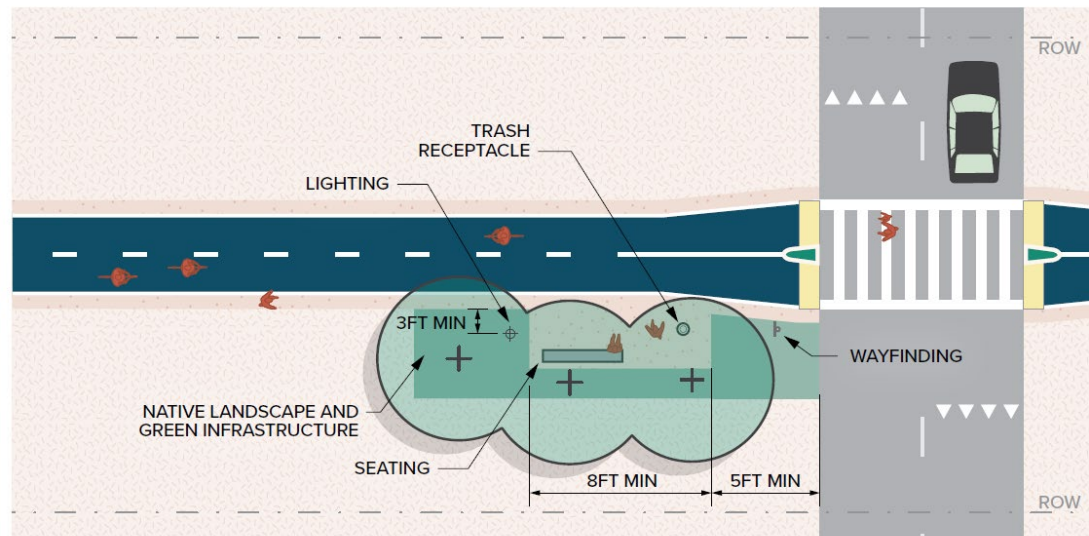





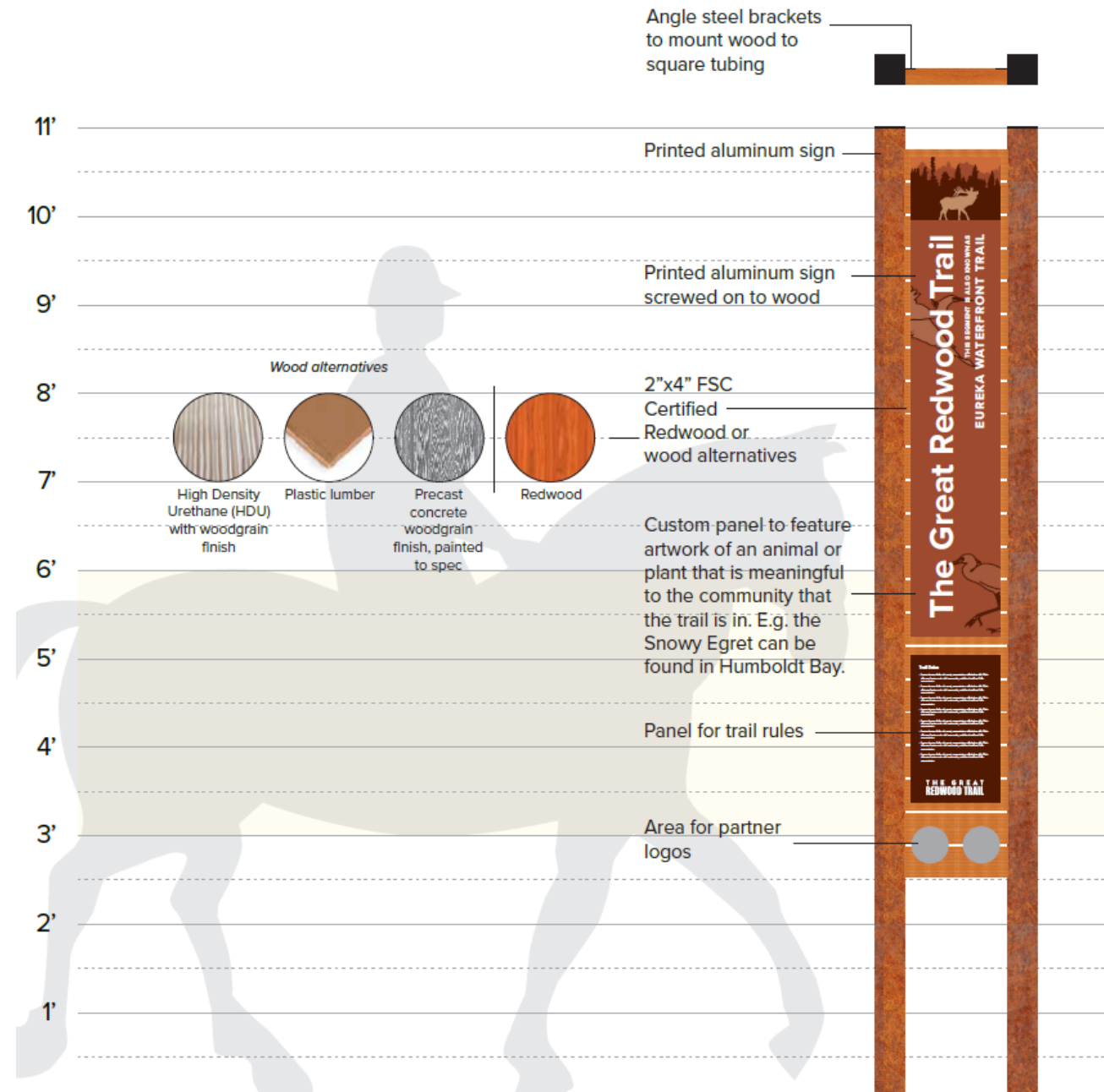
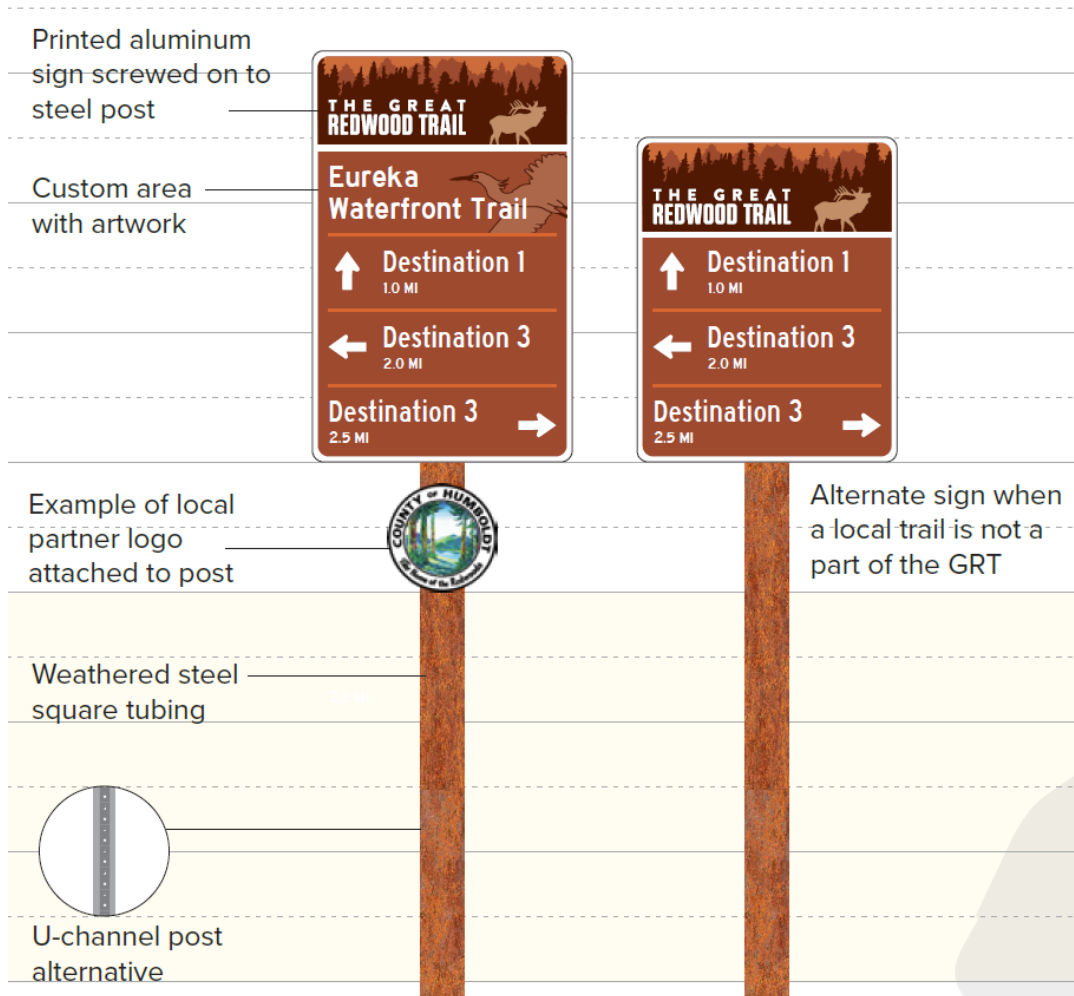


Table 11: An overview of the trail support facilities for the Great Redwood Trail


CATEGORY	TYPE	CONTEXT	SIZE (SQUARE FEET)	LOCATION & ACCESS	SPACING
 <b>Trailheads</b>	Community Gateways	Urban and Rural	15,000 to 25,000	Centrally located in community with access to business district	One per community
	Community Trailheads	Urban and Rural	5,000 to 15,000	At road crossing	No spacing recommendations
	Community Access Points	Urban and Rural	Less than 5,000	At road crossing	No spacing recommendations
	Backcountry Trailheads	Backcountry	5,000 to 25,000	Accessible via road	No spacing recommendations
	Backcountry Access Points	Backcountry	Less than 5,000	Accessible via road, often county road or state highway	No spacing recommendations
 <b>Campgrounds</b>	Developed Campground	Backcountry	Greater than 10,000	Accessible via road, co-located with backcountry trailheads	No spacing recommendations
	Backcountry Campground	Backcountry	1,000 to 10,000	Accessible via trail	< 8 miles
 <b>Parks &amp; Open Spaces</b>	Rest Areas	Urban and Rural	Less than 5,000	Along trail, located to align with views, shade, or gaps in amenities	1/2 mile in urban and rural areas
	Linear Parks	Urban and Rural	5,000 to 25,000	Co-located with community trailheads or gateways	No spacing recommendations
	Day-Use Areas	Backcountry	5,000 to 25,000	Co-located with backcountry trailheads or access points	No spacing recommendations
 <b>River Access</b>	River Launch	Rural and Backcountry	N/A	Accessible via road, co-located with trailheads, where feasible	No spacing recommendations
	River Access	Rural and Backcountry	N/A	Accessible via trail, co-located with rest areas or backcountry campgrounds, where feasible	< 15 miles
 <b>Restrooms</b>	Developed Area Restroom	Urban and Rural	N/A	Co-located with trailheads, campgrounds, linear parks, and nearby trail-oriented development, where feasible	Access to one per community
	Backcountry Restroom	Backcountry	N/A	Co-located with trailheads and campgrounds and along the trail, where feasible	< 8 miles

# Trail Use & Design

## Branding & Wayfinding





A photograph of a paved trail in a sunny, wooded area. A woman with long brown hair, wearing a blue shirt and black leggings, is walking away from the camera. A young child in a pink shirt and white shorts is running ahead of her. A large teal circle is overlaid on the center of the image, containing the chapter title in white text. The background features lush green trees and a chain-link fence on the right.

## Chapter 5: Trail Operations & Management



# Trail Operations & Management

## Governance

- GRTA staffing
- Tribal consultations - early and often
- ID opportunities for Tribal co-management
- Right-of-way agreements
- Resource protection (cultural and natural)
- Connecting trail users to local communities

## Operations

- Tribal, community, and neighbor relationships
- Emergency response
- Wildfires
- Trail closures
- Rules and regulations/fencing
- People experiencing homelessness
- Trail and camping permits

## Maintenance

- Tribal and community stewardship opportunities
- Inspections and structure management
- Maintenance of different trail types
- Vegetation maintenance
- Litter/dumping

# Governance



**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.



# Governance



**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



**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.

# Operations



**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 effective response to emergencies on the trail.



**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



**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.

# Operations



**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



**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.

# Maintenance



**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



**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.



# Maintenance



**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.

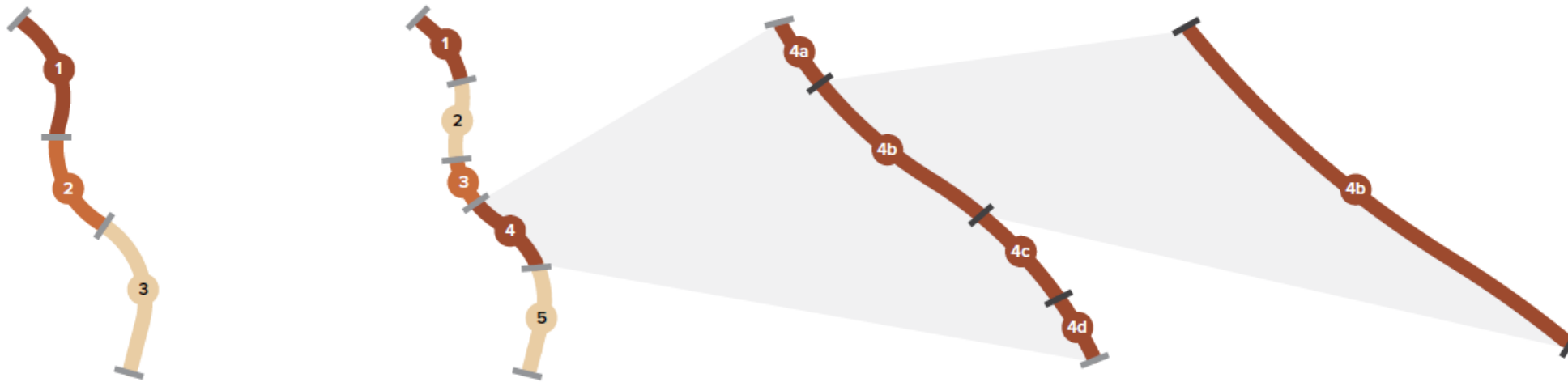




# Chapter 6: Project Prioritization



# Project Prioritization



## Feasibility Report (Previous Delineation)

Feasibility report segments were based on even spacing and independent utility of jurisdictions. The prioritization was largely informed by corridor conditions and constructability in relation to failed bridges, tunnels, and landslides.

## Master Plan (Current Delineation)

Master Plan segments are informed by the feasibility report and refined based on access points, connecting towns, context, and ongoing planned projects. Prioritization expands upon the feasibility report to consider access, trip demand, railbanking, continuity, and ecological restoration.

## Planning (Future Delineation)

Master plan segments could be used to develop projects for advanced planning, environmental clearances (including CEQA), and design study. Projects might be comprised of the entire segment length, multiple segments, or portions of segments depending on a variety of factors related to permitting, funding, and additional engineering analysis.

## Design & Construction (Future Delineation)

Projects that advance to final design and construction will vary in length based on local factors. Planned projects may be constructed in their entirety or phased as a series of smaller projects.

# Project Prioritization




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

Figure 75: Map of Segment Prioritization





# Corridor Concepts

## HOPLAND

### Segment 2



#### SEGMENT EXTENTS

Hwy 101, South of Hopland to Nelson Ranch Rd



#### COUNTY

Mendocino County



#### LENGTH

8.0 Miles  
Planned: 0.0 Miles  
Existing: 0.0 Miles



#### TRAIL TYPE

Paved Multi-use Trail



#### PRIORITIZATION

Tier 1

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.

#### SEGMENT DETAILS

- Segment Breakpoint
- Design Concept
- GRT Milepost

#### TRAIL TYPES

- Paved Trail
- Crushed Stone Trail
- Connector
- Loop, non-GRT

#### TRAIL AMENITIES\*

##### Trailheads

- Community Gateway
- Community Trailhead
- Community Access Point

##### Potential Opportunity Sites

- Trail-Oriented Development
- Campground
- Parks / Rest Areas

#### INFRASTRUCTURE

##### Roadway Crossings\*\*

- Crossing, Highway
- Crossing, Minor Public
- Crossing, Private
- Underpass

##### Infrastructure Conditions\*\*\*

- Geomorphic, Major
- Bridge

#### BOUNDARIES

- City/Town/Place
- Parks & Public Lands

#### OWNERSHIP

- GRTA
- State
- Tribal
- Local

#### ENVIRONMENTAL

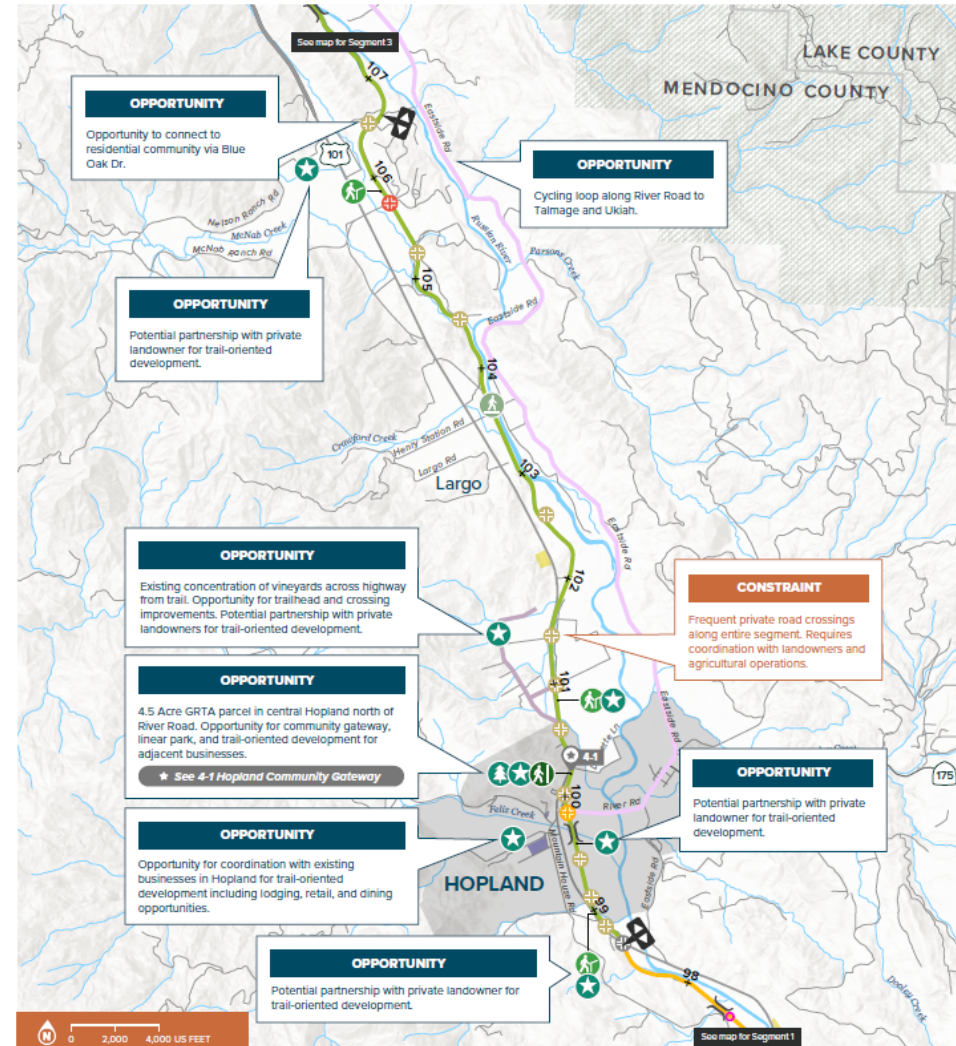
- Water



\*All amenities are potential opportunities for planning purposes only.

\*\*Private crossings may or may not be licensed.

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



The location of culturally significant resources is confidential and therefore, they are not shown on these maps. Before constructing any portion of the trail, an inventory and evaluation of cultural resources will be conducted in collaboration with California Native American tribes. Cultural resources are protected under state and federal law, and include Native American archaeological sites, historic archaeological sites and buildings, and natural areas with traditional cultural significance.

# Corridor Concepts: Hopland



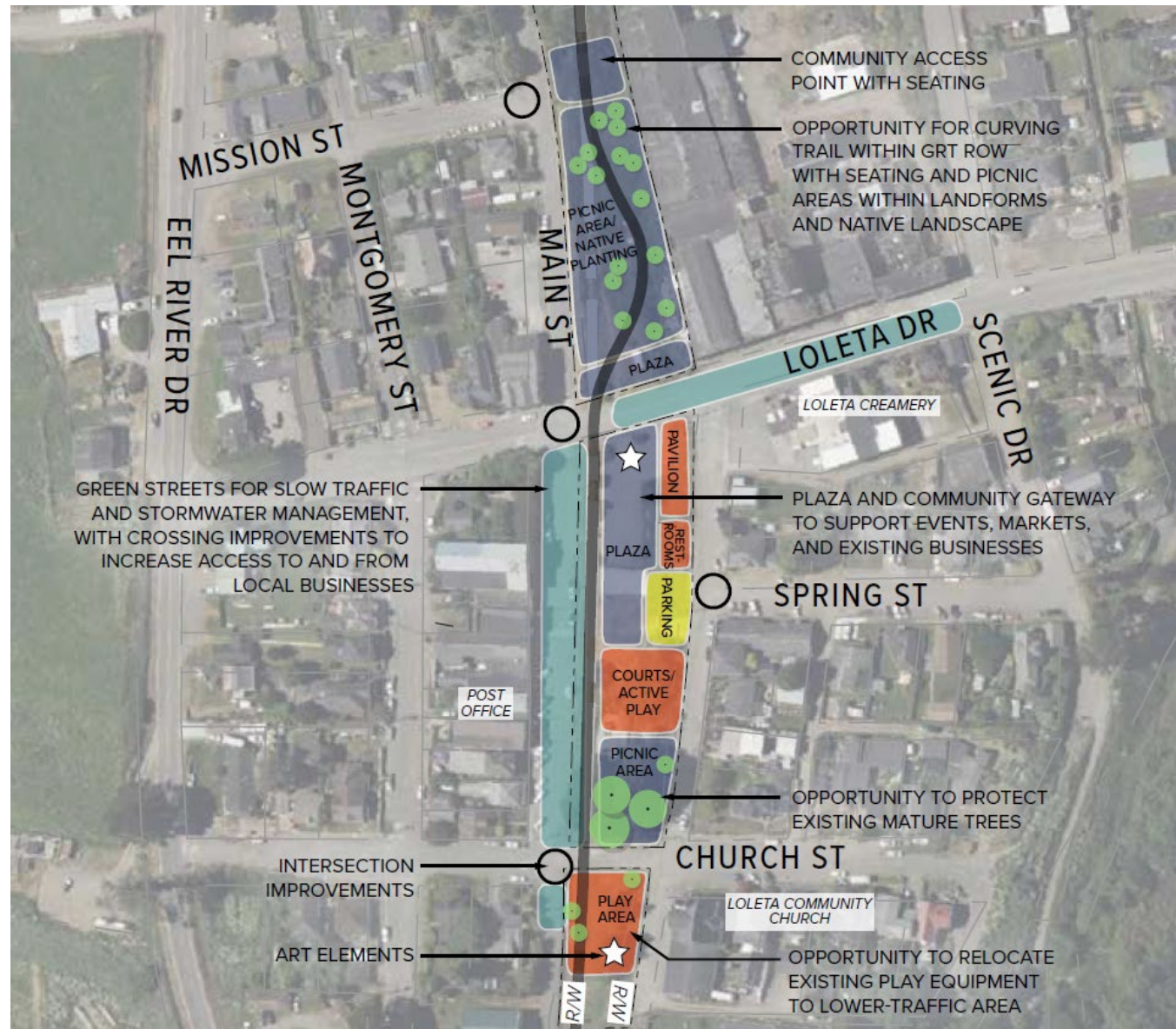
Existing Conditions



Artistic rendering of a reimaged Hopland Depot and plaza



# Corridor Concepts: Loleta



## LEGEND:

- GREAT REDWOOD TRAIL, PAVED
- TRAILHEAD AMENITIES
- TRAILHEAD RECREATION SPACES
- TRAILHEAD ACCESS IMPROVEMENTS
- TRAILHEAD PARKING



# Corridor Concepts: Loleta



Existing Conditions



Artistic rendering of an updated Main Street with a community plaza

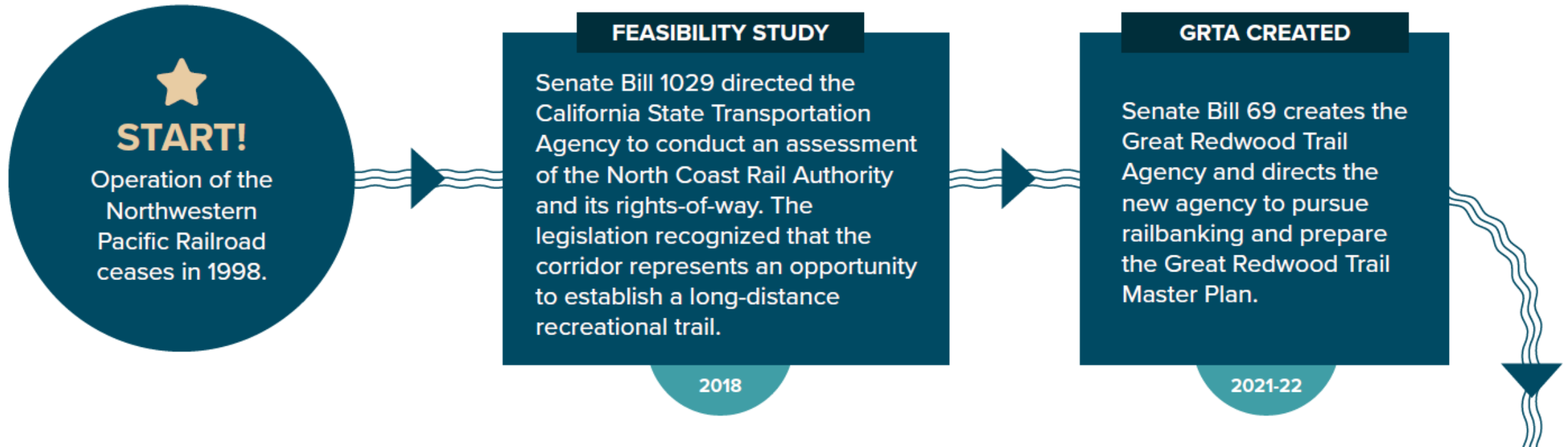


The background of the slide is a photograph of a field of orange poppies with green foliage. A large, semi-transparent teal circle is centered on the slide, containing the chapter title in white text.

## Chapter 7: Implementation

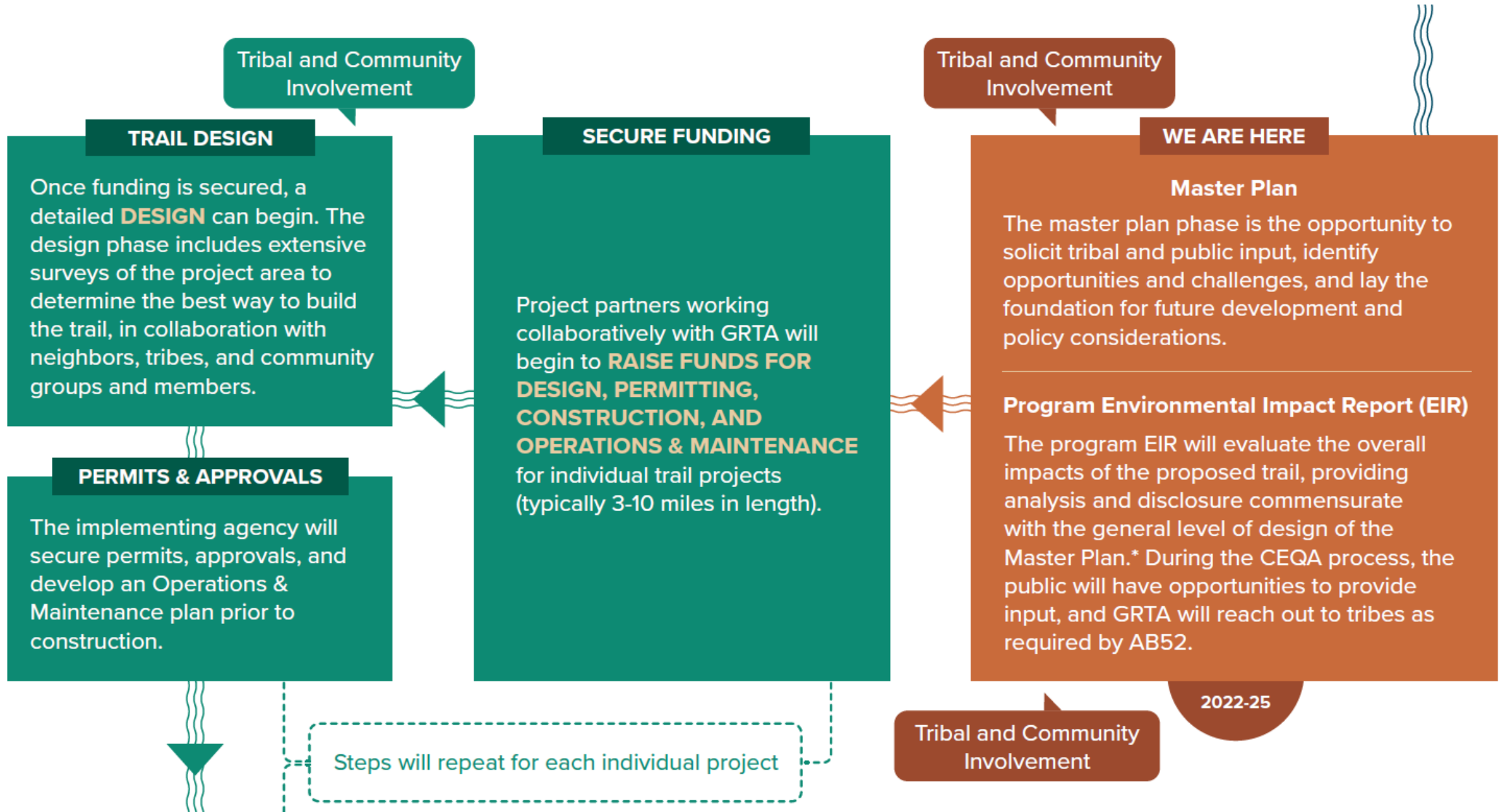


# Where we've been...





# What's Next?



# What's Next?

## CONSTRUCTION

Finally, **CONSTRUCTION** can begin on the trail segments to bring the Great Redwood Trail vision into reality. During construction, a project manager will ensure that plans, environmental mitigation measures, and permit conditions are followed as approved.

## FINISH!

The trail is complete!



## ONGOING MANAGEMENT & MAINTENANCE

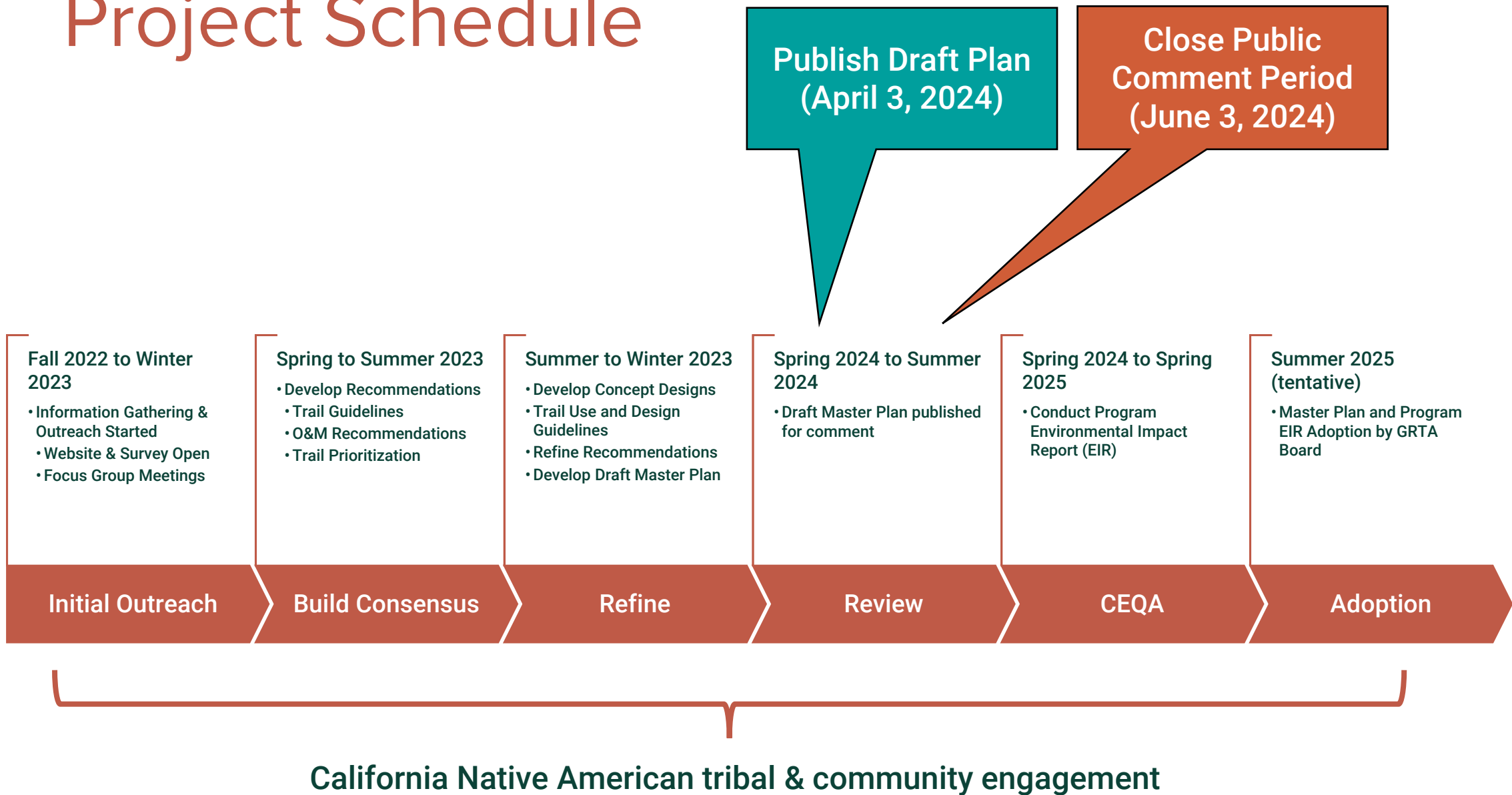


The background of the slide is a photograph of a field of orange poppies. The flowers are in various stages of bloom, with some fully open and others as buds. The green stems and leaves of the plants are visible. In the background, there are trees and a clear sky. A large, solid teal circle is centered on the slide, containing the text.

# Comment Review Period & Next Steps



# Project Schedule



\*The schedule is subject to change. See the project website for the latest information.



# Upcoming PEIR Meeting

PEIR Project Scoping  
Meeting  
(May 14, 2024)

For more details, visit  
[GreatRedwoodTrailPlan.org/#events](https://GreatRedwoodTrailPlan.org/#events)



California Native American tribal & community engagement

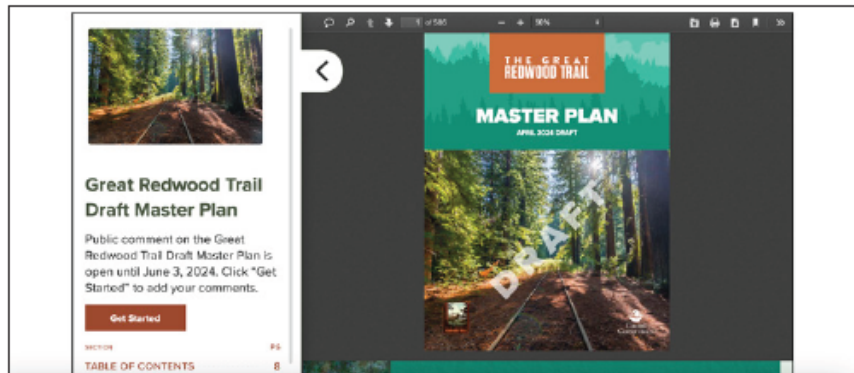
# We want your feedback!

## OPTION 1

### WEB COMMENT TOOL



Use the webtool found at [GreatRedwoodTrailPlan.org](https://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](https://GreatRedwoodTrailPlan.org).

Contact Us

Name \*

Email \*

Question, comment, or feedback \*

SUBMIT



# We want your feedback!



**EMAIL** 

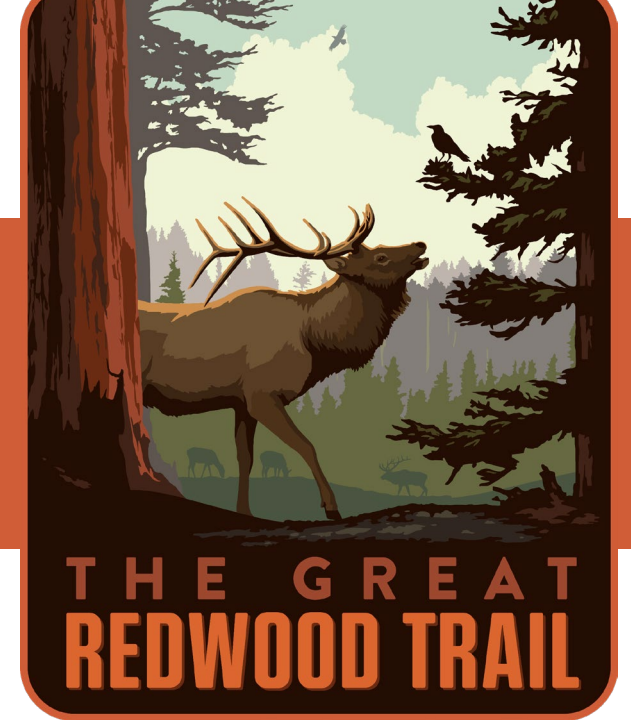
Send comments by email to  
[info@greatredwoodtrailplan.org](mailto:info@greatredwoodtrailplan.org)



**VOICEMAIL** 

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

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**GreatRedwoodTrailPlan.org**



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# Questions & Comments