

Humboldt Bay Trail: Eureka to College of the Redwoods Planning Study Community Engagement Materials

A. Community Outreach Plan Memo

Background:

The County of Humboldt Department of Public Works, with support from Redwood Community Action Agency, is leading a planning study for extending the Humboldt Bay Trail to improve safety and multi-modal connectivity between Eureka and College of the Redwoods. While the trail alignment is largely determined to be along the former rail corridor, now undermanagements of the Great Redwood Trail Agency, there are still important opportunities for community input to identify trial connectivity needs between the Eureka Waterfront Trail, College of the Redwoods and nearby schools and neighborhoods.

Community Outreach Plan Goals:

1. Engage community members, including vulnerable populations, adjacent landowners, students, and Tribes, in understanding the purpose and scope of the project to extend the Humboldt Bay Trail to College of the Redwoods
2. Provide a range of opportunities for community and tribal input to ensure that the trail facilities and road improvements serve the needs and interests of Tribes, landowners, south Humboldt Bay residents, College of the redwood students and K-12 students.
3. Solicit community and tribal input that supports the design of trail facilities and road improvements that are compatible with adjacent properties and could be integrated with concurrent development projects (if any).

Target Audiences:

- Adjacent landowners
- College of the Redwoods students and faculty
- South Bay School students, families, and faculty
- Tribes; Wiyot Tribe, Bear River Band, Blue Lake Rancheria
- Trail user groups including cyclists and hiking groups.

Performance Targets:

Outreach will be done in such a way as to reach vulnerable populations (e.g., low income households, unsheltered community members, monolingual Spanish speakers, Latino community members, and youth). Targets for outreach will aim to achieve a percentage within 3% of the demographic percentages for the city of Eureka.

- 15% low income (Eureka has 19 %)
- 20 % Latino
- 2% Native American
- 3 % houseless/houseless advocates
- 15% Youth under 18

Strategies and Activities

- Tabling events-September 2023-June 2024
 - September 16, 2023 Festejando Nuestra Comunidad/Celebrating Our Community at College of the redwoods.
 - Pine Hill School's Touch a Truck event, October 26, 4-6 to inform and encourage engagement in the survey
- On-line survey- September 2023-June 2024, available in both English and Spanish

- One-on-one meetings with partners-ongoing
- Presentations to community groups- September 2023-June 2024
- Community and in person and virtual workshops at the Ag Center, College of the Redwoods and South Bay School/Pine Hill School-late 2023/early 2024.
- Publicized activities through social media, websites, flyers posted in adjacent neighborhoods, PSA's and radio spots-on-going.
- Conduct a series of Community walks at key locations along the corridor- September 2023-June 2024
- Conduct a second series of in-person/virtual meetings and pop-up demonstration to get feedback on the draft plan-Spring/Summer 2024

Community outreach lead:

Carol Vander Meer, Projects Coordinator, Redwood Community Action Agency

cvandermeer@rcaa.org, (707)269-2068

B. Advisory Committee

Members:

Name	title/affiliation
Stevie Luther	HCAOG associate regional planner
Gregg Pratt	General Manager, Humboldt Transit Authority
Rob Holmlund	Harbor District Development Director
Adam Cantor	Wiyot Tribe
Colin Fisk	Citizens for Alternative Transportation Priorities
Karen Underwood w/ Bruce Silvey alternate	Humboldt Trails Council
Michael Van Hattem	CA Dept. of Fish and Wildlife
Teri Waterhouse	South Bay School Superintendent
Allison Talbot	PG&E public affairs
Katie Marsolan	City of Eureka project manager
Saskia Rymer Burnett	Caltrans transportation planner
Jason Storlie	Humboldt Bay National Refuge, deputy refuge manager
Louisa Morris	Project Manager, State Coastal Conservancy
Bruce Silvey	Humboldt Trails Council alternate
Valerie Elder	Assistant Professor, Forestry and Natural Resources
Kerry Mayer	Sr. Vice President, Strategic Initiatives
<u>Marnie Atkins</u>	Secretary, Wiyot Tribal Council
<u>Michelle Hernandez</u>	Treasurer, Wiyot Tribal Council
	Wiyot Tribe Chair, and Tribal Historic Preservation Officer
Ted Hernandez	
Leslie Marshall	Director of Facilities and Planning
Jerome Quiriazzi	Humboldt Transit Authority

Charter:

Humboldt Bay Trail Planning Study: Eureka to College of the Redwoods

Advisory Committee

CHARTER

Purpose

The purpose of the Advisory Committee is to support the County of Humboldt Department of Public Works and Redwood Community Action Agency develop a planning study for extending the Humboldt Bay Trail to improve transportation safety and connectivity between Eureka and College of the Redwoods. The study area includes the railroad corridor, the northern portion of Tompkins Hill Road, and connections with the Eureka Waterfront Trail, Highway 101, local streets and roads, and transit stops.

Primary Objectives

- (1) Identify a preferred location and design for an active transportation route between Eureka and College of the Redwoods that integrates utilization of the railroad corridor for a multi-use trail with “complete streets” improvements on connecting roadways.
- (2) Create opportunities to replace vehicle trips with active modes of transportation and reduce vehicle miles traveled, fuel consumption, and combustion emissions.
- (3) Enhance safety for all modes of travel between Eureka and College of the Redwoods.
- (4) Serve the needs of diverse south Humboldt Bay residents, College of the Redwoods students, and K-12 students within the study area.
- (5) Engage with adjacent landowners to understand their concerns and interests. Identify trail facilities and road improvements that are compatible with adjacent properties and can be integrated with development projects.
- (6) Avoid or minimize impacts to sensitive natural resources, identify needs and opportunities for habitat restoration, and address risks associated with sea level rise and tsunami.
- (7) Explore needs and opportunities for bike-share programs and bike parking.
- (8) Ensure consistency with the Great Redwood Trail master plan (in development) and create a priority project for implementation of the Great Redwood Trail.

Role The role of Advisory Committee members is to represent the interests of your organization or community by sharing information, ideas, questions, and concerns. Committee members will provide input on public outreach strategies and help review public feedback. Committee members will help the County of Humboldt and RCAA understand the various interests and identify feasible measures to address those interests in the planning study and optimize the public benefits of the proposed trail and road improvements. Committee members will help the County and RCAA develop strategies for implementing the proposed improvements.

Expectations (1) Participate in a majority of the Advisory Committee meetings. A total of five 90-minute meetings is anticipated between June 2023 and May 2024. Meetings will be held at the

Humboldt County Association of Governments office at 611 I Street in Eureka, with a video-conference option.

(2) Review and comment on draft exhibits and documents.

(3) Share information with your organization or community and synthesize feedback.

Timeline

May/June 2023	First Advisory Committee meeting
August/September 2023	Second Advisory Committee meeting
November 2023	Third Advisory Committee meeting
February 2024	Fourth Advisory Committee meeting
Spring 2024	Draft plan completed
May 2024	Fifth Advisory Committee meeting
July 2024	Final plan completed
August 2024	Presentation of plan to Humboldt County Board of Supervisors

Invitation List California Department of Fish & Wildlife

- Caltrans, District 1
- City of Eureka
- Coalition for Responsible Transportation Priorities
- College of the Redwoods
- County of Humboldt Department of Health and Human Services
- Humboldt Bay Harbor, Conservation and Recreation District
- Humboldt County Association of Governments (HCAOG)
- Humboldt Trails Council
- Humboldt Transit Authority
- Pacific Gas & Electric
- South Bay Union School District
- U.S. Fish & Wildlife Service
- Wiyot Tribe

Meeting Minutes:

Eureka to CR Trail Planning Study Advisory Committee #1 Meeting Notes June 13, 2023

In Attendance:

Hank Seemann (Humboldt County), Stevie Luther (HCAOG), Colin Fiske (CRTP), Terri Waterhouse (South Bay School Superintendent), Valerie Elder (Assistant Professor, Forest and Natural Resources, CR), Saskia Rymer Burnett, (Cal Trans District 1 Transportation Planner), Bruce Silvey (Humboldt Trails Alliance) Jason Storlie (Humboldt Bay National Wildlife Refuge Deputy Manager), Katie Marsolan (City of Eureka Project Manager), Gregg Pratt, (General Manager, Humboldt Transit Authority), Rob Holmlund (Humboldt Bay Harbor District Development Director) Andrea Hilton (Project Manager GHD), Kerry Mayer (Sr. Vice President, Strategic Initiatives CR), Louisa Morris (Project Manager,

California State Coastal Conservancy), Mike Van Hattem (CDFW) Adam Cantor (Wiyot Tribe), Carol Vander Meer, (Redwood Community Action Agency).

Project Overview

The concept for the Humboldt Bay Trail Planning Study: Eureka to College of the Redwoods, started in 2021, shortly after the legislature passed Sen. McGuire's bill to transform the North Coast Railroad Authority corridor into the Great Redwood Trail. The County in collaboration with Redwood Community Action Agency (RCAA) submitted a Caltrans Grant for the planning study, with cost-share from HCAOG. The project was put on hold until the railbanking process was completed, which ensures that the corridor is available for trail development. RCAA will be leading the community outreach component of the project. Professional planning and technical support services will be provided by GHD and Northern Hydrology and Engineering. GHD was selected after a committee including RCAA, County, HCAOG, and Caltrans staff reviewed respondents to a RFP.

The goal of the planning study is to develop a detailed plan that looks to enhance active transportation facilities between Eureka and CR and with connections to local roads and integrating with current or future transportation services. The plan developed in this study will hopefully position the project to move into some mode of implementation. This project is happening in parallel with development of the Great Redwood Trail master plan and will need to be consistent with that process.

Kudos to the City of Eureka and Project Manager Katie Marsolan for their successful Elk River estuary project that provides a jumping off point to move southward.

Visual tour of the study area-(slides)

- Striving to use the rail corridor where feasible.
- Compatibility with adjacent land use is important- respect autonomy of adjacent landowners. We want a collaborative process. Will talk to adjacent landowners and land managers about how concepts are presented on maps, if the proposed facilities being considered would extend onto their property.
- Open to one-on-one conversations.

3 phases of the project

- Preliminary technical analysis (sensitive resources, sea level rise, tsunami)
- Alternative alignment analysis
- conceptual design with the final plan completed by September 2024

The study area can be subdivided into 4 segments:

- Eureka to King salmon
 - Starts where the recent City of Eureka bike path ends on Tooby Road
 - Rail corridor is in bad shape, but the sea wall appears to be in good shape (reinforced ~20 years ago). You can see wash out of the ballast, twisting of the rail line.
 - Nice view of the mouth of Humboldt Bay
 - Southward towards King Salmon, the sea wall winds towards Buhne point.
 - Adjacent to PG&E power generating station
- King salmon to Fields Landing
 - Very overgrown, Pampas Grass, Monterrey Pine
 - Fields landing – residences on the east side of the corridor
 - Runs near the Jimmy Smith Boat launch facility
- Fields Landing to Tompkins hill road
 - Corridor near HBNWR

- A few spots of substantial erosion
- The Rail corridor goes under 101 to run parallel to Tompkins hill road
- Tompkins Hill to CR
 - The corridor goes near a CR wastewater treatment facility, along a strip of HBNWR land east of 101 with wetlands and tidewater gates
 - Looking southward; plenty of non-native tree encroachment
 - There is a berm south of the treatment facility that runs E-W bordered by pasture to the south (owned by CR, rented to a rancher for pasture)

Review Charter:

- Purpose: Advance Transportation and recreation, while being open to looking at restoration opportunities. Trail projects can be complicated, that is why a study is appropriate, and we should not assume a particular outcome.
- Series of 6 Advisory Committee meetings
- As we develop products for comments we will circulate to the advisory committee for comment
- Can schedule one-on-one meetings, based on interest.
- The study will look at what is feasible and what maximizes the community benefits. The goal is to get a feasible project (or projects) ready, then there will be a decision on who advances the project.

Round-robin style response to open discussion questions:

Mike Van Hattem- Super exciting project, CDFW is focused on conservation for the use and enjoyment of the public. Fits with their mission. Very helpful that it is mostly on the rail corridor. To whatever degree we can utilize a pre-disturbed segment the better. Nothing stands out as a glaring problem. Make sure we don't design something expensive that will make it harder to do a restoration piece in the future. He will help with all aspects of planning as it relates to CDFW code. He is the right person to start with at CDFW. He raised the question of how CEQA will be addressed.

Greg Pratt- Agreed with Mike. Interested in finding point of interest locations for the public. He has been working on identifying point of interest RGTS can feed into the other apps. Interested in making trail heads accessible. There is bus service to CR every 30 min.

Rob Holmlund- The Harbor District is supportive. The Harbor District encourages using the rail corridor. The Harbor District is a Recreation district by state statute. The project will require a permit from the district after CEQA is done. The Harbor District is working on a AB525 report will identify all the needs for off-shore wind. Looking at developing Harbor District parcel for ship repair. While most large wind industry items will be delivered by sea, employee traffic could affect traffic volume.

Carol Vander Meer- Carol will be working on community outreach for the project. RCAA has a long history of trail development and engaging the community. This project dovetails with the outreach efforts that Carol has been doing on behalf of the Great Redwood Trail Master Planning Project.

Andrea Hilton- While Andrea is not on the advisory committee, she the project manager from GHD and is here to support and make sure the project is successful

Alison Talbot- PGE- Personally excited about the trail. PG&E will want the trail to be compatible with maintaining access to infrastructure. Key to success- make sure the language in discussions is accessible to those without a trail planning background.

Stevie Luther- Very excited- Aligns with Regional Transportation Plan. A lot of the corridor goes through areas that haven't been open in the past. He wants to be sure that Fields Landing and King Salmon are reached. Education and shared use around e-bikes. Mitigation bank for the GRT? There may be opportunities to identify needs for restoration projects along the corridor.

Katie Marsolan City of Eureka- While the City is not a property owner, she is very interested in supporting the project since she has recent experience with the recently completed City of Eureka Trail. Drawn to the trail model of looking at neighborhood connection, connecting people and spaces, not just looking at it as a through trail. She could bring feedback from the recent railroad extension. Encampment, trail maintenance, materials, etc... She also brings experience navigating where wetlands and infrastructure are located around the Elk River estuary. She has a lot of info on soils and Geotech.

Jason Storlie- USFWS- Enthusiastic. Refuge is very supportive of the project. Their mission is to support wildlife and public use. Will be adjacent to White Slough Unit. White Slough is currently closed to the public. There is a gate under the overpass. USFWS can contribute to fencing. They have a gate west of the overpass. This area could be a great spot for a small overlook. USFWS can develop interpretive signs at White Slough. Work on refuge property would require special use permits. They can further open up vegetation to enhance the view shed. They have heavy equipment they can contribute. USFWS was a partner on Humboldt Bay Trail South.

Bruce Silvey- HTC- Very enthusiastic and supportive.

Saskia Rymer Burnett - Cal Trans- Extremely enthusiastic. She will be providing grant administration oversight. Meets so many regional and state goals, ATP plan, Multi-modal. CalTrans now has a strong focus on multi-modal and how it ties in with transit. There are lots of units to coordinate- complete streets, transit etc.. She is here to supply support and advice. When there a question, we can draw upon a whole slew of expertise. Interested in seeing alternatives, and this plan being a springboard for implementation.

Terry Waterhouse-The first segment would connect her two schools-Pine hill and South Bay. Our community doesn't have access via walking and biking. This project will provide potential to develop walking and biking connections. The community would be very interested in this. Community connections and involvement in local area was on the top of the list during recent strategic planning. Very exciting. Connection to the County ag office at Spruce Point would be great. She can connect the project to the Safe Routes to schools organization through the County office of Education. She sees plenty of fun opportunities for family bike rides to school.

Kerry Mayer- CR- Super excited about this project. She has been at CR for 34 years. Even though we are only 6 miles away from Eureka, it feels like those are the longest 6 miles making CR feeling isolated from Eureka. Dorm students often don't have cars and this could give them access. Aligns with new the Educational Master Plan. Recreational and Education opportunities for staff and students. Faculty can be leveraged for their expertise.

Valerie Elder- Lots of opportunity for students to use. Perhaps students can get involved in the process of developing the trail. This fits in well with their campus trail plan. It would be great to provide connectivity to refuge and botanical garden.

Adam Cantor-with Wiyot Tribe- Super excited. Adam spoke with the Tribal Council about this. It is appropriate to get a council member and someone from the cultural department to participate in the

Advisory Committee. Members will be appointed at the July council meeting. While a trail project can open up access it can also introduce risk to cultural sites.

Colin Fisk- CRTP- Excited about the project. CRTP is about encouraging more walking and rolling and improving transportation safety. The Highway 101 corridor in this region has an increased incidence of pedestrian/bike issues. It is important to connect population centers along the route. Think long-term about the resilience of the trail, sea-level rise and storm surge, especially since it is a transportation corridor as well as recreation trail. It will be important for the trail to stay open during severe weather and tidal events.

Louisa Morris-SCC Great Redwood Trail Master Plan. The goals of the project overlap with the goals of SCC- restoration, climate change adaptation, public access. It is important that the GRT Master Plan coordinates with this project. The Master Planning process is a little bit ahead of this process, so if it needs to be more high level about this section to be consistent, it should be. Where the GRT is damaged, we need good workarounds. Not too hard or too expensive. It is okay to have segments for planning but consider constructing it as one segment. Think bigger than segments. Looking at crossings with safety in mind, integrate in the GRT. Talk to politicians, tribes, agency reps. She is super excited and here to help.

Challenges Ahead-Hank

Appreciate thoughtful input. This project places an important emphasis on equity. We want to make sure that investment in infrastructure is encompassing our full community.

Segment 1:

- South of City of Eureka trail, it is private land next to the railroad corridor. We haven't talked to the landowner yet. This is an area to look at alignment alternatives. The presumptive approach would be to off-set the trail similar to what Eureka did. Research will be needed to assess how wide the corridor is.
- Challenge: Road Crossings. How do we make a connection off the rail corridor to South Bay School- this requires a complete streets approach.
- Resilience of the Trail-As we are building out the trails, we are having a footprint on the shoreline and be aware of the cumulative impacts. Intact areas for wildlife habitat will continue to be important.

On section 4:

- Where do we jump off the corridor and connect with Tompkins hill road? Minor failure on the Railroad right of way is indicated on GRT maps- Louisa can supply GRT maps.

Questions/Comments:

Mike Van Hattem- Vegetation is ruderal- weedy, visibility is important. We should take a long view of trail maintenance- open up visual viewshed

Who might have concerns or opposition?

The Timber Heritage Association has advocated for rail in other sections, but not interested in this section. Individual voices sometimes object to investment in trails, concerned that funds are taken away from other needs. Some local residents objected to paving the recent City of Eureka addition since they felt it was already accessible by foot. They expressed concerns to wildlife. It can be challenging to strike the right balance between natural trails and active transportation. Some user groups like it the way it is. People sometimes don't understand how funding is done for trails. Bruce recently wrote a commentary on this in the Times-Standard.

Adjacent private property owners are important stakeholders. Hank and Carol will be reaching out to be sure we address the legitimate issues.

Are there wetlands adjacent to Tompkins Hill Road and how large is the right of way?

- Louisa shows wetlands mapped between the rail and Tompkins hill road. This makes the case stronger for the existing corridor that has been designated for a trail.

Next steps:

- Perform an initial field review with GHD in July and start working on alternatives.
- Follow up on map resources with GRT agency
- If desired, set up one-on-one meetings with members of the Advisory Committee over the next 2-3 months as appropriate to make sure we are addressing important issues. Advisory Committee members are welcome to reach out to Carol or Hank to request a meeting.

NEXT ADVISORY COMMITTEE MEETING: Thursday August 24, 1pm-2:30 HCAOG office with virtual option.

**Humboldt Bay Trail Planning Study: Eureka to College of the Redwoods
Meeting # 2 Thursday, August 24, 2023,**

In attendance:

Bruce Silvey, Humboldt Trails Council, Stevie Luther HCAOG, Colin Fisk, Coalition for Responsible Transportation Alternatives, Saskia Rymer Burnett, CalTrans, Hank Seemann, Humboldt County, Carol Vander Meer, RCAA, Rob Holmlund, HBHD, Katie Marsolan, City of Eureka, Hannah Bartee, GRT Project Manager, SCC, Valerie Elder, CR, Terri Waterhouse, South Bay Elementary, Jerome Qiuriazzi, HTA, Jason Storlie, HBNWR, Alison Talbott, PG& E, Lousia Morris, SCC GRT Project Manager Mendocino,

Introductions

Participants introduced themselves and their roles. Hannah Bartee, SCC Great Redwood Trail Program Manager for Humboldt County, joined for the first time and will serve as the SCC/GRT representative in future meetings and Lousia will no longer be attending.

Reviewed project concept and role of advisory committee-Hank

This project entails a detailed, on the ground, planning study to extend the Humboldt Bay Trail (HBT) from Eureka to CR, ~4-mile segment. Hopefully, this project will be identified as a priority project of the Great Redwood trail and will be on the top of the list for implementation funding. The project will continue into 2024.

A set of 9 maps was shared showing existing condition details going from north to south. The project is in the beginning stages of mapping community and natural landscape features, including surface and sub-surface infrastructure. Hank asked committee members to review these maps and let the project team know if there are any additional features that should be included or if the maps prompt any concerns or ideas.

Observations from field visits of the study area

Field visits were conducted with the team, staff from College of the Redwoods and Rob Holmlund of the Harbor District looking at 4 segments.

Segment 1: Eureka to King Salmon

South of Tooby Road, adjacent to the seawall across from the mouth of Humboldt Bay. This segment is a dynamic environment with evidence of wave over wash and will require addressing considerations including safety, looking at topography, wetlands and infrastructure. During the field visit, a group of senior hikers was encountered adjacent to the rail. They were planning to take a right on a natural surface trail that loops west of the power plant and heads to Gills by the Bay. South of the seawall (near the power plant), the rail corridor is on a fill prism adjacent to wetlands and it makes sense to keep the trail on the prism. One key design objective will be to try to avoid or minimize widening of the prism.

Segment 2: King Salmon to Fields Landing

There is a need and opportunity to have connectivity between the future trail and south bay school. Hank asked who is the best contact at CalTrans for evaluating potential improvements for walking and biking along the Highway 101 undercrossing near King Salmon Avenue? Saskia recommended talking to the Complete Streets Unit and will follow up with scheduling a meeting. Kenmar Road in Fortuna has a design solution for a similar issue. GHD is working with the City of Fortuna to develop their project. The City of Roseville also has a good example of this type of improvement.

Segment 3: Fields Landing to Tompkins Hill Road

Hank shared a historic photo of the south side of Fields Landing. In 1970 Pacific Lumber Company had a log deck along the shoreline. This area has a main rail line and a spur line. One of the parcels to the south is owned by the Harbor District. The Harbor District expressed their intention to develop this area in the future for possible offshore wind related needs. In anticipation of offshore wind the boat yard at the north end of this property will need to be expanded. Hank expressed that it makes sense to use the main rail line for the trail.

A photo of South Bay (Fields Landing) from 1911 shows a railroad depot at the south end of Fields Landing. The current project is an example of converting infrastructure to meet modern transportation needs. Much of the line at this point is overgrown with pine trees. This is an area that does not get a lot of public use, although there are some encampments. Further south, there is a point into the bay that is fairly stable and creates a cove with a beach and some salt marsh habitat.

There are some localized spots of erosion. Small sections of the shoreline received concrete blocks and a web of rebar. The project provides an opportunity to replace material with more appropriate material for stabilizing.

Segment 4: Tomkins Hill Road to College of the Redwoods

One of the key questions this project will need to address is how to connect from the rail corridor to the College of the Redwoods. Hank and Carol met with Leslie Marshall, Facility Manager, and Johanna Helzer, Maintenance manager and asked the key question: Where does CR want to receive bicyclists and pedestrians? While the rail corridor is flat, CR is not. Topography raises interesting challenges. Another important question is how to safely cross Tompkins Hill Road. People drive fast, and sight distance is an issue. Leslie and Johanna indicated that under existing policies bicycle use on campus is discouraged.

Review of campus maps

There are 3 entrances to CR. The north entrance leads into botanical gardens. The main entrance and south entrance lead to the center of campus. A lot of facility modernization is happening. The project team looks forward to having more conversations about integrating with the transportation network and understanding how they envision connecting to the trail corridor.

Hank shared some initial concepts about how to connect the trail to CR. There is a levee feature south of the wastewater treatment plant that could be used to cross along the north side of the pasture area on the west side of Tompkins hill road. It will take some time to meet with CR staff to identify the best way to connect. Carol shared that it would be good to get some feedback from staff and students to have a better understanding about the interest in biking to campus if a safe route were available. Valerie is happy to work with the project team to determine the best way to reach out to staff and students and get feedback about future trail use.

Questions

Do the photographs and maps prompt any concerns/questions?

Tompkins Hill Road- Undercrossing of Tompkins hill road where it goes under 101. The trail will stay on the corridor. The rail corridor is separated from the overcrossing.

Colin: Whatever the connection is, be sure that once bicyclists/pedestrians get to the main entrance there are accommodations for non-motorized travel once students hit the parking lot. Accommodations will need to integrate with their master plan.

Bruce: Consider that there may be users from the south that may use CR as a jumping off point for the use of the trail north. Should we be thinking about the area as a trail head? With appropriate trail head improvements. More discussions need to be had with CR Staff on their desires and implications of using the area as a trailhead.

Saskia- Kenmar road project is consistent with the GRT facilities and signage. We want to be consistent with the GRT. Caltrans is moving towards park and ride sites becoming multi-modal. There could be an opportunity for a park and ride at improvement near south bay school.

Katie- nice to see the progress. Still curious how the interaction with the seawall will work. Focus on how to get on and off the trail. Great progress.

Jerome- HTA has proposed ideas for park and rides. Multi-modal hub initiative is coming from Caltrans headquarters. Proposed locations are in the draft Transit Development plan. Saskia suggested that mobility hubs would be nice to include in the GRT Masterplan. There may be lands that provide that opportunity. Hannah and Saskia should follow up on this topic.

Bruce said knowing where the GRT corridor is wide might be helpful.

Carol said the Wiyot Tribe has designated two representatives from their Tribal Council to serve on this committee.

NEXT MEETING, #3 Thursday, November 9, 1-2:30,

**Humboldt Bay Trail Planning Study (Eureka- CR) Advisory Committee Meeting # 3 Notes
11/9/23**

Introductions:

Mike Van Hattem, CDFW, Saskia Rymer Burnett, CalTrans, Stevie Luther, HCAOG, Allisson Talbot PGE, Jason Storlie, Humboldt Bay National Wildlife Refuge, Colin Fisk, Coalition for Responsible Transportation Alternatives, Marnie Atkins, Wiyot Tribe, Leslie Marshall, CR, Carol Vander Meer,

RCAA, Hank Seemann, County of Humboldt, Katie Marsolan (City of Eureka) Andrea Hilton (GHD), Valerie Eider, CR., Bruce Silvey, Humboldt Trails Council

New advisory committee members Leslie Marshall and Marnie Atkins were welcomed and provide opening statements.

Hank reviewed the project area and shared recent drone Imagery.

Summary of outreach efforts to date:

College of the Redwoods Listening Session (October 18)

- Approximately 35 students and staff attended. They received a brief presentation and worked in small groups to discuss questions regarding needs/concerns/ideas. Carol can provide detailed notes from the session but some key takeaways included:
 - Preference for option 1 connections to CR, maximizing time off the road.
 - Speeds on Tompkins Hill Road are dangerous, there needs to be a clear, safe crossing of Tompkins Hill road.
 - Entering at the central entrance is preferred. President Flamer, who stopped by, said it was possible to consider making this entrance a pedestrian/bicycle entrance.
 - Safety considerations: lighting, call boxes (poor cell reception on CR campus)

Tabling:

- Tabled at CR's Festenjando Neustra Comunidad in September. Very supportive of trail.
- Great Redwood Trail Celebration- Dyerville Loop- October 14
- Pine Hill Elementary- Outreached to families attending "Touch a Truck" event on October 26. Lots of excitement for the trail, encouraged participation in the survey. Will follow up with the family resource center.

One-on-one meetings:

- Carol met with Met with Shannon Rennie, Coordinator of Maintenance, Operations and Transportation at South Bay School. Very excited about seeing a connection from school to the new trail. She mentioned that there are more kids coming from Fields Landing to school rather than King Salmon. There is no connection between King Salmon and the school other than 101.
- Meeting planned with Silas Sarvinski at CR to discuss potential ag land impacts of Option one

Trail survey. A trail survey in both Spanish and English is available on-line. Please share this survey with your networks:

- English: https://docs.google.com/forms/d/1uMRL6Snc-KSHtqYzjhx8DRVSwNPmbtTmXagVW9U_0iE/edit
- Spanish: https://docs.google.com/forms/d/1jG75AJco41sGFwnK4mY5GnBr-9a6TUcIDiNWmx08ZX4/viewform?ts=65398f4e&edit_requested=true

Meeting with the Wiyot Tribe

- Hank met with Chairman Hernandez and Council Secretary Marnie Atkins. The main message is that there are many cultural sites along the study area. Chairman Hernandez requested that there be an archeological survey done for the area. While this would typically be done in a later phase of the project, Hank agreed to find funding to do the archeological survey during this phase.
- Marnie commented that the Tribe would like to lead any ethnographic work that is done. If there will be any plants removed or downed wood during construction, be sure to contact the tribe with a list of what plants would be removed, available firewood etc.. Elders could use wood. Hank will

be following up with Chairman Hernandez regarding roles and coordination on the archeological survey report.

Meetings with Caltrans

Hank and Carol met with Caltrans staff at South Bay school looking at the King Salmon Avenue-Connection to south bay school and nearby neighborhoods. Caltrans has already been looking at Complete Streets improvements at 101 and King Salmon avenue. Those initial improvements will be on Caltrans own time schedule. There may be a need for further improvements once the Bay Trail is built on the rail corridor.

Hank had a meeting with the Caltrans project team working on the replacement of the two bridge structures that pass over the offramp connecting to Tompkins Hill Rd. The project is in the Project Initiation Document phase. Caltrans is looking at an opportunity to incorporate the bay trail within the state right-of-way as part of that project, approximately 200-250 ft. A small perennial spring-fed creek would need some sort of small bridge structure. Hank and Caltrans staff did some brainstorming re: how to address issues in this area.

Marnie: Has Caltrans considered a path for animal movements? Perhaps a land bridge? Saskia offered to relay this question to the appropriate units at Caltrans.

Stevie asked about sea level rise. Hank indicated that sea level rise will be addressed during the design process and stated that the County Building & Planning and Public Works) teamed up with CalPoly Humboldt to submit a sea level rise adaptation plan grant proposal to SCC for King Salmon and Fields Landing.

Conor Shea of USFWS shared with Hank that while restoration of the middle unit of White Slough is complete, the northern unit (adjacent to the railroad) was also previously identified as having potential for restoration. Hank plans to continue to have discussions about what the Humboldt Bay National Wildlife Refuge envisions for its property near the study area.

Colin- The stretch of 101 adjacent to this project has seen multiple accidents. Colin recommends outreach to residents along that stretch who are biking and walking along the highway currently.

Allison went to a meeting in Fields Landing hosted by Supervisor Bohn and the Sherriff and the issue of safety in public areas came up. There were big concerns about houseless individuals and wanted to be sure the project team was aware of this issue. Carol and Hank will work to make more community/business contacts in the Fields Landing community to better understand the issues.

Design criteria

A summary table of design criteria was sent out to the committee prior to the meeting. Any feedback on the design criteria is welcome. Please send any comments by the end of the month. The memo includes a summary of applicable design standards and some discussion about how these standards would be applied to the study area. In general, there will be two five-foot lanes with 2ft gravel shoulders. There is also a plan to look at nature-based concepts and living shoreline approaches where there is erosion along the shoreline. The memo shares some Initial thinking about minimum elevations for the trail, directly linked to thinking about sea level rise.

The study area generally contains three geomorphic areas: – the northern section adjacent to the sea wall; low-elevation inland areas protected by levees or other landforms; and a section in the south where the rail corridors is directly adjacent to the Humboldt Bay shoreline. Initial design elevations for each area have been identified.

Initial Comments/questions re: design criteria

Width- The Arcata portion of the Humboldt Bay Trail has 10ft of pavement parallel to the highway, but may be narrower in the marsh area. Katie: The City of Eureka's Elk river extension is wider than 10 ft, up to 12 in some sections. They only used the wider width where they were placing fill.

Colin: Hazardous materials- The rail corridor may go through old mill sites. Hank noted that addressing how to deal with potential contamination will be part of a subsequent phase.

Entry control- what design features will be used at road crossings to prevent vehicles from traveling on the trail? The traditional method of a single bollard is problematic due to the risk of cyclists colliding with them. Hank invited ideas or suggestions re: entry control. Colin would be happy to talk more about it. Andrea showed a design concept developed for the Little River Trail which may be transferrable (i.e., splitting the lanes and having them separated by landscaping and/or boulders). This could be appropriate if there is space for the widening. Katie- bollards have been used because it's important to keep vehicles out, but they are imperfect. Also consider ways to slow traffic when you approach an intersection.

Lighting: Is there any way to provide lighting along the trail? Lighting helps improve nighttime visibility at road crossings and also provides a general sense of comfort and safety. Perhaps consider lighting if the trail goes through any cover. For reference, there will be a solar light on Humboldt Bay Trail South at Bracut at an intersection with cars. Ground visibility is also important, take care not to have vegetation growing into the trail.

Colin- Noted that there is an issue of traffic safety and then there is perceived safety. Light at intersections of roads should be prioritized, but some bike commuters want to see their surroundings in order to feel comfortable using the trail.

Alignment Options

- The bulk of the trail is on the rail prism. We discussed the northern connection. It is important to note that the Humboldt Community Services District does not want to have the trail directly on their high-pressure pipeline, or to at least minimize placement over their pipeline.
- On the southern end, the question continues to be: how do we best connect to the College of the Redwoods? Hank reviewed the setting and discussed two options: option 1 (using more of the rail corridor, then departing the corridor on an older levee and continuing north of the existing agricultural land to the center entrance) and option 2 (directly adjacent to Tompkins Hill Road). Option 2 has some out-of-direction travel and trail users would need to make a 90 degree turn.

Colin- from a trail user perspective, option 1 would be preferred. Colin briefly reviewed levels of traffic stress ranking 1-4, lower numbers are more comfortable, higher numbers are more stressful. Colin would like to see the trail stress kept low at a 0-1. Avoid suddenly changing of stress ranking levels. Consider traffic calming steps to slow traffic.

Next week Carol and Hank will be meeting with CR staff who manage a strip of agricultural land west of Tompkins Hill Road to get a better idea of CR's needs, ideas and desires for this area.

Leslie: The middle entrance is preferred to access campus.

What about continuing the trail? There is a lot of interest in Loleta in having a connection. Continuation further south will be a part of future projects on the Great Redwood Trail.

Timeline: Draft project report early spring or summer

Action Items:

- Allison would like to talk about the gas transmission line at King Salmon- Hank will follow up.
- Carol will make sure that the drone photos are forwarded to the group.
- Hank will follow up with Chairman Hernandez to discuss roles
- Carol and Hank will follow up with CR staff to further consider issues and opportunities related to option 1 approach to CR

Next Advisory Meeting, March 14, 2024, 1pm- 2:30 at HCAOG and available virtually

**Humboldt Bay Trail Planning Study- Eureka to College of the Redwoods
Advisory Committee #4:**

3/14/24, 1pm-2:30 pm at HCAOG and via zoom.

In attendance: Katie Marsolan, Andrea Hilton, Saskia Rymer Burnett, Mike Van Hattem, Hank Seemann, Colin Fisk, Hannah Barte, Leslie Marshall, Elaine Hogan, Kerry Meyer, Stevie Luther, Allison Talbot, Carol Vander Meer

Presentation by Hank Seemann (see attached slides for more details re: the topics below)

Overview of project to connect communities in south Humboldt Bay with a safe path for non-motorized travel. Planning study complete in 2024, hopefully construction in 4-5 years.

10% Design Plans and sea-level rise planning

The study area is divided into 35 different plan sheets. The focus of the 10% designs is on establishing the alignment. The 10% designs include cross sections and a comparison of original grade and proposed grade and the constructed trail elevation. Design criteria to account for flooding and sea-level rise with proposed elevations between 10.5 feet for inland protected segments 11.5 feet for shoreline segments. The northern segment depends on the seawall, but it is porous and over wash has eroded the rail corridor in places. This segment will be 14 ft and will need to be off-set from the seawall.

The next iteration will have more specific features that will give a better idea of a cost estimate. 30% design will include preliminary design for the crossing of Tompkins Hill Road.

Community and Stakeholder Engagement

Hank and Carol met with College of the Redwoods Executive Cabinet 2/12/24

- Members were enthusiastic about the project and the opportunity to provide a safe non-motorized route for students and faculty to connect to campus.
- When discussing the best entrance to CR, the committee confirmed they agree with the Central Entrance.
- When asked about designating the central entrance as pedestrian/bicycle only, there was some support, but one staff member brought up her hesitancy since Thompkins Hill Road can flood, and having an additional entrance is useful in an emergency. There was some discussion about maintaining that entrance and having a gate on it, but in general, maintaining redundancy is important.
- The committee was supportive of not only having the trail connect to CR but also serving as a trail head for other recreational users.

Community Workshop, February 27, Ag Center in Eureka

- About 45 people attended the community meeting. Hank gave a brief presentation followed by community feedback in response to questions and drone images of trail sections. Carol summarized the key takeaways:
- Most would use the trail for recreational purposes including birdwatching, dog walking, roller skating workouts, nature therapy.
- Several commented they would ride to school (x2), the Botanical Garden (3), Gills by the Bay, Ferndale (x2) Loleta (x3) Eureka (x3)
- Barriers for using the trail included: Need for restrooms, personal safety concerns, parking,
- Other concerns include: Maintenance, crime/heedlessness, the need for law enforcement, funding for clean ups (don't rely too heavily on volunteers, add connection to Humboldt Hill, King Salmon needs a bike path or sidewalk, residents from Fields Landing were especially concerned about increased trash and maintenance. Add a connection to HBNWR, include parking at CR for people accessing the trail from the south.

Meeting with adjacent landowners

- Hank and Carol met with the CR Farm Manager and lessee and walked the area during winter flooding. The lessee seemed amenable to a trail and appreciated being updated.
- Met with two other business owners in Fields landing, both were good with the trail as long as steps were taken, such as fencing, to prevent trespass.

Future Activities

- Outreach to additional land owners
- Possible pop-up demonstration about potential access improvements near south bay school to help safely facilitate crossing under 101 to get to the trail. This would be done in partnership with CalTrans and there is still work to do to determine if this is feasible given staffing, safety concerns.

Discussion

- Mike Van Hattem asked clarifying question about entry into CR. Hank explained that the most recent iteration developed by speaking CR staff and the lessee of the agricultural area. The current thought is to stay on high ground as much as possible with a separated path, parallel to Tompkins Hill road, using the central entrance for bicycles and pedestrians.
- Leslie-CR has a large amount of fill available if needed for trail construction
- Colin-Will there be bike paths on CR campus? Hank said that through the study there will be some concepts developed for earmarked parking, trail head paths. but CR staff will have to work on incorporating what they need into their facility master plan as part of a subsequent effort.
- Allison suggested that it might be helpful to reach out to the Sheriff to give them a heads up about the planned trail and get their thoughts on how to respond to neighborhood concerns about trash and houselessness.
- Katie M. shared that the City of Eureka does use a range of strategies for addressing concerns about encampments and trash. They have a Ranger, community service officers, parking enforcement, trail volunteer clean up days, brush clearing, trash removal, CSET team under the police unit, help people who are unhoused. Multiple components, there is a sense of strain, community watch groups need to be developed to help support the services.
- Natalie Arroyo's thesis on perception of safety on trails could be helpful.
- Sea Level Rise adaptation planning for King Salmon and Fields Landing kicking off soon. Understand historic and pre-historic conditions.

- The 30% design will identify restoration opportunities- habitat enhancement including modern erosion control
- While there will be a 14 ft elevation at the seawall.- 10.5 feet minimum inland, , 11.5 feet along the shoreline, the plan won't preclude future retreat options.- For example, the refuge may want to think about this in their future.
- The seawall segment gets ocean swell, high energy waves. More intense than wind waves. Wind waves are fetch limited. The city of Eureka has drainage for when there is over wash from the seawall. There are drainage passages to prevent standing water. Distance is from the seawall is helpful. This would involve right of way acquisition. The GRTA seawall is an asset.
- There are early studies with preliminary designs that included parcels for the south of the Tooby Road Trail Head.
- In terms of sea-level rise protection, this project would have similar benefits as the Humboldt Bay Trail.

Next Steps:

- Wiyot Tribe wanted a cultural assessment. Saskia was able to authorize work to be done as part of this grant. Will be working with Bill Rich and Associates. Draft planning study in early summer, finalizing the plan in the fall. .
- Project may be built all at once or in phases. Being developed in parallel with the GRT master plan.
- GRT will have a public workshop at Sequoia Conference center. April 9 5:30-7:30, Online Workshop April 16, 2024: 6:00 pm – 7:30 pm [REGISTER](#)
- GRTA will Start a programmatic environmental impact review, on-line scoping meeting. (mid May) – which will be a companion to the draft master plan. Each segment will have site specific studies. Stand-alone AB52 consultation- support continuity between segments

NEXT MEETING: June 13, 1pm-2:30pm, (Last Advisory Committee meeting_ -MOVED TO August 15.

Feedback and review of the draft planning study report. In person at HCAOG, or on-line:

**Humboldt Bay Trail Planning Study- Eureka to College of the Redwoods
Advisory Committee #5. August 15, 2024- to be uploaded**

C. One-on-one and small group meetings:

September 29 Scoping meeting with CalTrans at South Bay Elementary

CalTrans staff included- Julie East- Env.,(also a Humboldt Hill Resident) Alexis Kelso, Safe Routes, Joseph Caminiti, Brandon Larson, Jayne Nordstrom (Work Zone Operations & Mobility Programs) and Steven Hopper (Complete Streets/Advance Planning).(get from invite) Hank Seemann, Carol Vander Meer

Purpose of the meeting:

Brief CalTrans on the County's Sustainable communities grant for a planning study to extend Humboldt Bay Trail from Tooby Road to CR using the old rail corridor (now GRTA). As part of the study, the County is also interested in looking at connectivity options along the corridor, gain a better understanding

of projects taking place in the study area and discuss how best to advance these projects. (Brandon will be talking to Huffman on Thursday and will highlight this area).

- Carol will be checking in with South Bay staff about usage, what they see as barriers for walking/riding to school, what do they perceive as barriers, what do they want? Are there staff helping kids there in the morning?
- There is a transit stop with much room for improvement
- Wiyot Murashua property next to school- learn more about their plans? (perhaps check in with Marnie Atkins, member of the advisory committee.)
- Hank is looking into SCC sea level rise funding to improve King Salmon Avenue (Tsunami evacuation site a prime site along the trail)
- The group took a look at undercrossing. Plenty of room on the North side for a walkway, consider bulb outs and narrowing crossings. Possibly eliminating the free right on the exit ramp towards King Salmon, consider easy additions included signs to encourage folks to slow down. Possible flashing light at GRT crossing. Consider murals under the 101 overpass. (Is this area an opportunity for Dan Burden, walkability assessment?)
- The group took a look at south Broadway and how to connect neighborhood. Possibly just use part of the road (on the east side) but this could have the potential of creating issues with truck traffic. While it may be the easiest approach, Alexis questioned if that would be the way to do it right. Keep class one trail on the east side of South Broadway to the county right of way. Dianne Edwards may have some safety funding for this.
- There are projects in development for the overpass at Humboldt Hill, as well as King Salmon Road (need more clarification)

Action Items:

- There are several projects- Brandon- it would be good to have these in one report
- Carol will meet with school representatives to talk about walk/ride activity to and from school and to King Salmon Avenue and King Salmon.
- GRT portion of trail
- Connect to south Broadway

Sequencing:

1. Connecting S. Broadway to School
 2. Rail to Trail
 3. Improving King Salmon Road
- Signal at Tooby Road- 2-4 years. Taking up part of the road will off-set impacts.
 - Diane has a narrative for the Tooby Road project- Julie East will provide?
 - Meet with the school to discuss the best way to connect to the trail
 - Sidewalk could be one project? (Alexis had a way to approach this?)
 - Alexis would like to be included in future meetings.
 - Community meeting at Ag Center, or grange, Farm Bureau has a room that could hold extra folks.

November 1, 2023, meeting with Shannon Rennie, Coordinator of Maintenance, Operations and Transportation at South Bay School.

Shannon is very excited about seeing the connection from school to the new trail. She mentioned that there are more kids coming from Fields Landing to school rather than King Salmon. There is no connection between King Salmon and the school other than 101. One student, who was not behaving could no longer ride the bus and now she sees him walking on 101 (they are hoping to change that soon). South Broadway, cars go very fast. There is no speed limit sign on the last section of south Broadway. She thinks that would help. Kids are dropped off in the morning at the gravel pull through, put in by the

county. They are picked up at the front of the school. There are no staff helping kids outside the entrance. There are some kids who ride their bike from Humboldt Hill area to the main entrance, but many take advantage of the small path on the east end of the parking lot that connects to Purdue (which then connects to south Broadway).

She encouraged reaching out to Kassie who runs the Family Resource Center (who I met at the Touch a Truck event at Pine hill) to get more input on local needs. Also to reach out to Academy of the Redwoods for input.

Contact:

Shannon Rennie, Coordinator of Maintenance, Operations and Transportation
South Bay Union Elementary School District
6077 Loma Ave.
Eureka, Ca. 95503
Office: 707-443-4828 ext. 4229 ,Cell: 707-267-8700
srennie@southbayusd.org

Meeting with College of the Redwoods Executive Cabinet, Monday, February 12, 9:30-10:00

Executive Cabinet Members:

Keith Flamer, President
Kerry Mayer, Sr. VP, Strategic Initiatives
Julia Morrison, VP, Administrative Services
Crystal Morse, VP, Student Services
Lisa Gaetje, VP, Instruction
Alia Dunphy, Director, Human Resources
Amy Moffatt, Director, Institutional Research

Carol Vander Meer, RCAA, Hank Seemann, Humboldt County presenting.

The purpose of the meeting was to ensure that the Executive Cabinet understood the scope of the planning study and had an opportunity to ask questions and give input about the connection to CR. The Executive Cabinet received a brief presentation about the planning study to extend the Humboldt Bay Trail to the College of the Redwoods focusing on the vision, community consultation to date, design approach and next steps. Drone imagery was used to ensure the cabinet understood the location of the rail corridor relative to campus.

Key takeaways from the cabinet meeting included:

1. Members were enthusiastic about the project and the opportunity to provide a safe non-motorized route for students and faculty to connect to campus.
2. When discussing the best entrance to CR, the committee confirmed they agree with the Central Entrance.
3. When asked about designating the central entrance as pedestrian/bicycle only, there was some support, but one staff member brought up her hesitancy since Thompkins Hill Road can flood, and having an additional entrance is useful in an emergency. There was some discussion about maintaining that entrance and having a gate on it, but in general, maintaining redundancy is important.
4. The committee was supportive of not only having the trail connect to CR but also serving as a trail head for other recreational users.

Eureka-CR Trail Community Input Meeting: Tuesday 02/27/24, Ag Center Conference Room, 5:30-6:30,

Approximately 45 in attendance.

After a brief presentation about the planning study by Hank Seemann, participants were asked to share their responses to questions and maps of trail segments posted in the room using sticky notes. A summary of participant input is captured below.

How might you use the trail? (to get to school, work, recreational destinations etc..)

- To get to the National Wildlife Refuge (x2)
- Recreation(x6)
- Safe Biking
- School
- Long roller-skating workouts
- Bird watching
- Dog walkers
- Errands
- Work
- To see the views
- Use the trail for biking to classes at CR, Botanical Gardens, nature therapy, dates, plant ID, animal ID
- Ride to Ferndale
- Ride to Loleta
- Gills by the bay
- “I am retired. I biked all my life and want to continue biking for fun, health etc...”
- Ride without getting on the highway

Where would you like to get on the trail and what destinations would you like to reach?

- I would connect at the Eureka trail
- College of the Redwoods (x2)
- Botanical Gardens. (x3)
- Elk River
- Loleta (x3)
- Ferndale (x2)
- Eureka (x3)
- Humboldt hill (x2)
- Hikshari (x2)
- Is there any way to make Humboldt Hill safer traveling over bridge to get to trail?
- “As far as I can go!!!!” “seconded!”
- What a Great view of Humboldt Bay

What barriers, if any, might there be to you using the trail?

- “It takes too long to be implemented”
- Parking
- “Laziness!”
- “Consideration: My senior friends say place a few benches along the four miles. Seniors want to walk and want rest.”
- Personal safety concerns

- Need for restrooms!
- I might be too old to ride a bike by the time it is created--“Me too”
- Weather

What concerns do you have about this trail, and how might they be addressed?

- That it won't materialize
- Public negativity
- Maintenance (x4)
- Trash into bay crime increase, being safe while using.
- Regarding homeless and unhoused will there be funding for any future cleanups and included
- What about sea level rise changes? What will that affect in the future?
- Evidently crime/ homelessness in Fields Landing. Rangers/ deputy/ bike patrol.
- Law enforcement (true need for)
- There needs to be small amounts of parking at each trail entry points. Parking should not spill into residents and business street parking.

How could this trail benefit the community?

- Bike riders off of 101
- “I Love the option of a multi-path all the way to CR
- Providing a safe option to get to CR
- Commuting Cycling Safety, Safe outdoors. Recreation benefits a community
- “Care us to get to EKA Grocery stores”
- Less driving, more outdoor activity for the entire family.
- Safe travel along south bay for students and all ages + Evac Route
- One less Car! For the climate! Bicycles don't cause potholes, Safe for kids.
- Experience new point of view of the bay.
- Get us out of our cars.

Who else should we be talking to about this trail planning study?

- More student outreach.
- The county can not expect volunteers to maintain the trail. The country needs to trim trees and bushes.
- Volunteers local
- Dog walkers will love the trail as well.

Other questions you may have?

- Will there be a place for bike storage @CR for students and employees?
- Add safer Crosswalk on Humboldt Hill road by Country Club
- Add dedicated bike lane on So. Broadway.

Misc

- Safe way to Humboldt hill for travel.
- Dogs
- More dogs than ppl- Houseless.
- Parking
- Connection to King Salmon Rd
- Electric bike

- Rails clear on sides
- Safety for visual -Herrick to Shamus -Remove brush
- Encroachment E-Bike
- King Salmon Level study +Fields Landing

Comments were also collected on the project area maps and drone photos, illustrating the corridor. Comments are summarized below:

Map 1 (Humboldt Hill to King Salmon):

- At the current endpoint/new start, an area with outdoor exercise equipment could be placed
- Add connection to Humboldt hill

Drone shot looking at power plant facing south:

- A viewpoint on the shoreline where a visitor can enjoy a view of the bay and waves.

Drone shot looking northeast of power plant and highway 101

- This road (King Salmon Ave) needs a bike path or at least a sidewalk
- Access from King Salmon is VERY important.

Drone shot facing Northwest looking at power plant (King Salmon Ave)

- Elevated bike path along roadway
- Slightly elevated road crossings. Raised crosswalks to slow drivers.

Map 2: (Fields Landing)

- Law enforcement presence needed, or economic investment or both.
- How is law enforcement going to respond in an effective manner?
- Fields landing is trashed; we want accountability and waste infrastructure.
- This trail will explode the issues of trash

Drone shot viewing Fields Landing facing southwest:

Prioritize bike and pedestrians at road intersections. For example, require drivers to stop, rather than trail users.

Map 3

- add connection to NWR
- Why/ how will they cross Hw101 to College of the Redwoods

Drone shot facing south along railway and highway 101 near Humboldt Bay National Wildlife Refuge

- Local Jobs for servicing. Non-profit community council, accountability.
- Sunsets from here would be beautiful!
- Great spot for a vista point. Also, is there no way to avoid this section?

Drone Shot CR facing south:

- Will be coming from south to recreate on the trail. Will need parking at CR for them too.



Extending the Humboldt Bay Trail between Eureka and College of the Redwoods



CR Students, Staff and Faculty:

You are invited to learn about and provide input for a planning study to extend the Humboldt Bay Trail from Eureka to College of the Redwoods. Meet the project team working to develop a paved multi-use path on the former rail corridor, now managed by the Great Redwood Trail Agency.

Wednesday, October 18th, 2023

10-11 Presentation and facilitated session

**11:30-12 Drop-in Question & Answer
(Room HU 110)**



Trail corridor near College of the Redwoods.

Take our project survey:



For more information, contact:

Hank Seemann, Deputy Director
Environmental Services, Humboldt County
hseemann@co.humboldt.ca.us
(707) 268-2680

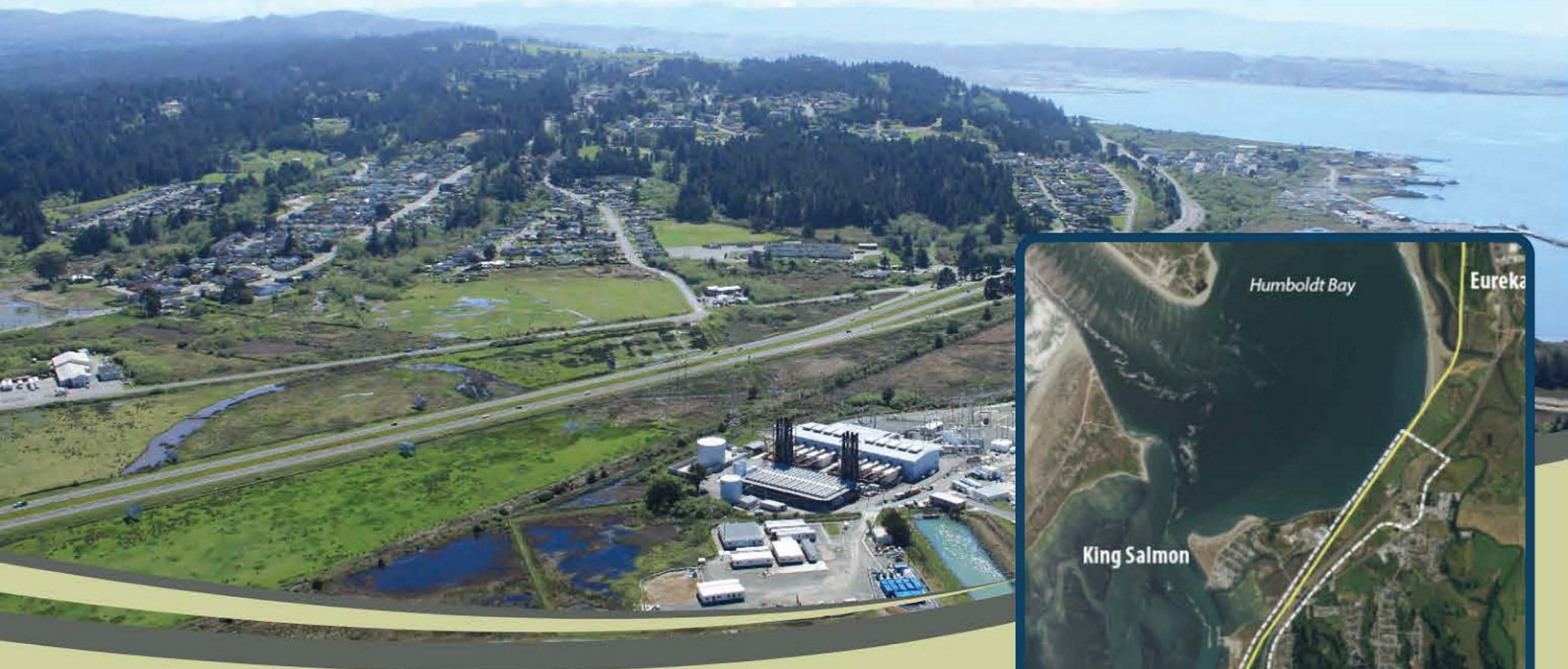
To be added to the project update list, contact:

Carol Vander Meer, Project Coordinator
Redwood Community Action Agency
cvandermeer@rcaa.org
(707) 269-2068



Humboldt Bay Trail Planning Study: Eureka to College of the Redwoods.

Imagine a trail that would connect Eureka to the College of the Redwoods...



- **What:** Community Input Workshop
- **When:** Tuesday, February 27, 5:30-6:30 pm
- **Where:** Agricultural Center Conference Room, 5630 South Broadway, Eureka
- **Why:** To learn more, ask questions, and provide input about the Humboldt Bay Trail planning study focused on extending the Humboldt Bay Trail from Eureka to College of the Redwoods (CR).

The Eureka to CR planning study focuses on using the former rail corridor, now managed by the Great Redwood Trail Agency, to create a paved, multi-use trail for walking, biking, and other forms of active transportation. The study will also evaluate opportunities to connect schools, neighborhoods, transit stops, and other community assets. Community involvement is key to developing a community-supported project proposal that is a priority for future funding and construction.

Light snacks and kid-friendly activities will be provided.

The option of English-Spanish interpretation will be available.



Extending the Humboldt Bay Trail between Eureka and College of the Redwoods



CR Students, Staff and Faculty:

You are invited to learn about and provide input for a planning study to extend the Humboldt Bay Trail from Eureka to College of the Redwoods. Meet the project team working to develop a paved multi-use path on the former rail corridor, now managed by the Great Redwood Trail Agency.

Wednesday, October 18th, 2023

10-11 Presentation and facilitated session

**11:30-12 Drop-in Question & Answer
(Room HU 110)**



Trail corridor near College of the Redwoods.

Take our project survey:



For more information, contact:

Hank Seemann, Deputy Director
Environmental Services, Humboldt County
hseemann@co.humboldt.ca.us
(707) 268-2680

To be added to the project update list, contact:

Carol Vander Meer, Project Coordinator
Redwood Community Action Agency
cvandermeer@rcaa.org
(707) 269-2068

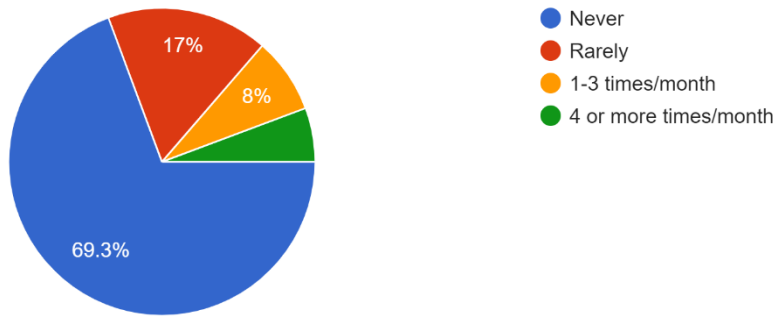


Humboldt Bay Trail Planning Study: Eureka to College of the Redwoods.

E: Survey Results

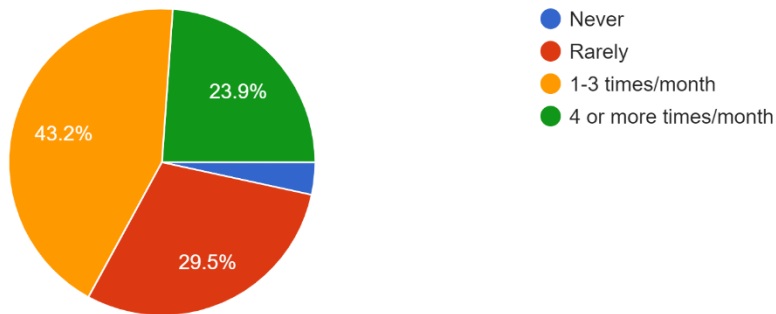
1. Currently, how often do you walk or bike between Eureka and CR?

88 responses



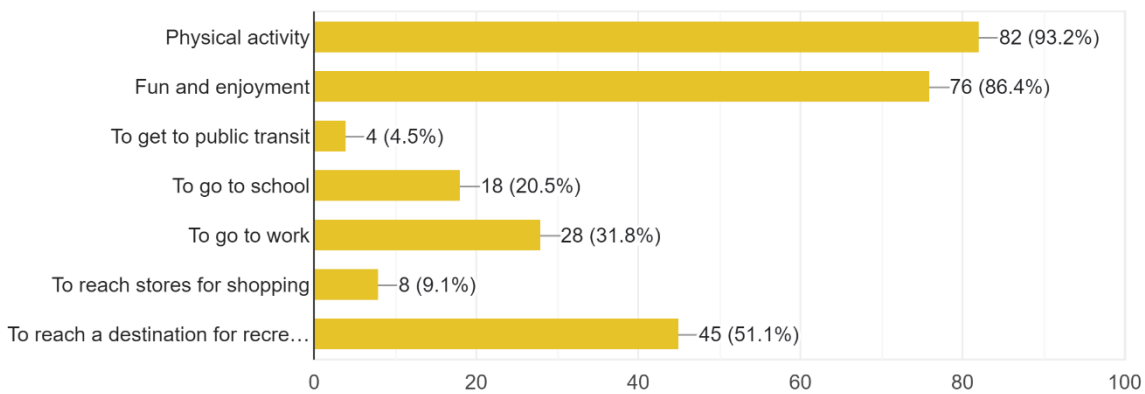
2. How often would you want to walk or bike between Eureka and CR if there was a separated, non-motorized paved trail as an alternative to 101?

88 responses



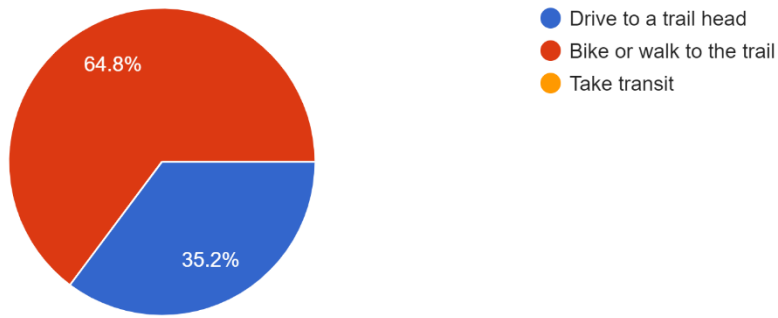
3. For what purpose(s) would you walk or bike along all or part of the future Eureka CR trail segment? Choose all that apply:

88 responses



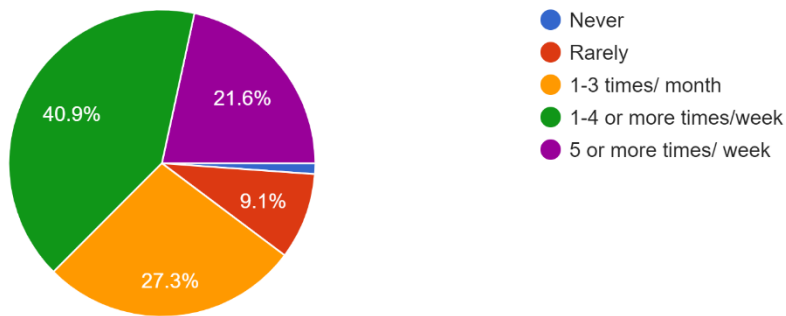
4. How would you envision traveling to the trail?

88 responses



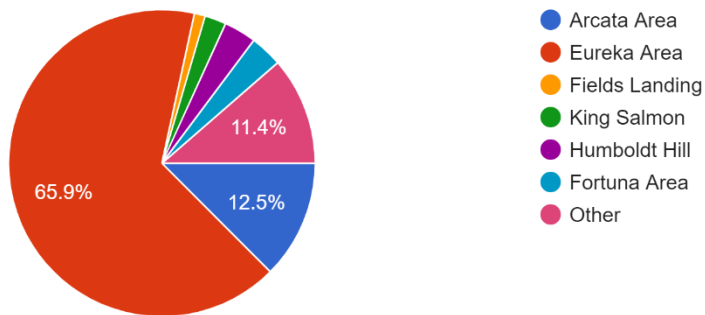
5. How often do you walk or bike on trails in Humboldt County?

88 responses



6. Where do you live?

88 responses



Arcata Area 12.5% Eureka Area 65.9% Fields Landing 1.1% King Salmon 1.1% Humboldt Hill 2.3% Fortuna Area 2.3% Other 11.4%

Arcata Area	11
Eureka Area	58
Fields Landing	1

King Salmon 2
Humboldt Hill 3
Fortuna Area 3
Other 10

7. Please share any ideas, suggestions, or concerns regarding the proposed Eureka-CR trail segment. 42 responses

No ideas, suggestions, or concerns, I just want to say that a protected bike way between Eureka and CR would be a HUGE quality of life increase for me. Currently I regularly take the bus to campus and back, but it would be tremendous to have the freedom to commute to and from work without having to worry about the bus schedule. I would look to an example like Eugene, OR for how bikeways can be integrated into city spaces and along roadways such that they enjoy regular and substantial use throughout the year (regardless of weather) As we all know, transients roam the current trails, leaving unsafe garbage, etc. I believe it is important to the community to regularly patrol, and or have publicly announced trail cameras in specific areas of trails. Let get this done! Thank you.

Currently none -- I am excited to attend the listening/info session.

Maybe a lane for electric bikes and/or mopeds, the highway commute is impossible for these. Or at least allow electric bikes.

Lighting and maintenance

My main concern is safety. While I frequent Humboldt trails, they tend to have a population of housing insecure individuals that live off the trails. I worry for our students that are not as familiar with our area or how to traverse a secluded trail safely. I would love for this trail to become a reality as it will be an asset to not just CR's growth, but also Eureka and the County in general.

night lighting in appropriate sections
safety in isolated areas.

Don't connect it with CR and don't build it at all.

I LOVE the idea of having a trail that stays off of the highway for bikers to use. Although I have not biked the Eureka/CR route, I do know people who have done it regularly. I think more people would do it if it was safe.

Safe trailhead parking, bathroom

Please provide adequate lighting, emergency call boxes, and easy access for Law Enforcement and other First Responders so that this trail doesn't become the next Devil's Playground and become a trail only used by transients, addicts, and the mentally ill.

I have a scheduling conflict for the Oct. 18th presentation, but I am thrilled to see that Humboldt Bay Trail is being considered from Eureka to CR. Creating safe alternatives to driving is essential to our health and the health of our planet. This will also be helpful for students, or potential students, who have financial or transportation struggles that keep them from school.

Riding along the bay is a draw for most people. Mixing that with forest riding or hiking (on the trail or at destinations on the trail) will draw many users. BTW - I live in Blue Lake.

Would be nice if they had gazebos or overheads for rest stations on the bike trails, for rainy days to get out of the weather and have a place to stop, till the rain calms down.

Get it done. I try to commute by bike from Eureka to CR

Cr does not have good bike storage.

Completing the trail between Eureka and CR will increase safety for cyclists. When I ride from Arcata to Loleta, the Eureka to CR is the most hazardous portion of the ride. This will also be helpful for touring cyclists.

Concerns regarding safety

publish proposed trail route map

This would be particularly great for CR students!

Would love to be off freeway to get to CR

Thank you for doing this.

Please build the trail and provide safe access away from 101!

It's hard to wait for this trail segment, which makes so much practical sense and seems to be far in the future. I'm not a CR student but it will really help to connect CR to Eureka for those who don't have a car or simply want to bike to school. For recreational cyclists like me, it will mean we don't have to run the gauntlet of on/off-ramps on the highway, where conflicts are common. We should make this a reality as soon as possible. For bike parking, we might need a more secure facility, such as Bike Link lockers. It's really hard to focus when you're wondering whether someone's in the process of stealing your bike. (No lock is 100% theft-proof.)

We're thrilled with the trail and eagerly await the completion of the Eureka-Arcata segment. We also realize the question of managing public spaces like trails, including the potential for encampments, remains a complex challenge. Certain sections of the Eureka trail pass through areas with dense brush where unhoused and transit persons congregate. While we haven't personally experienced any incidents, the presence of individuals occupying the brush can understandably make some users feel unsafe. We hope that ongoing efforts to address the needs of the unhoused population and continued trail safety management can create a more inclusive and secure environment for all trail users.

Safety of my parked car at trailheads.

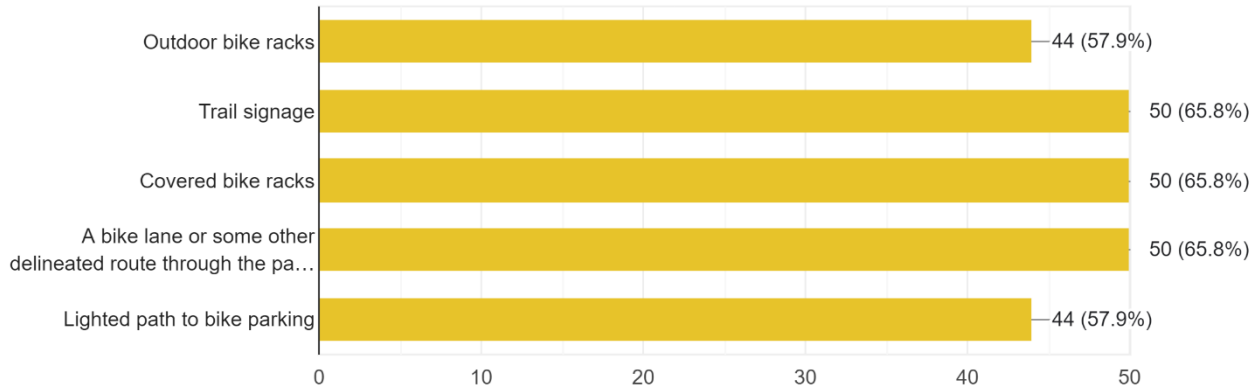
Please get this done as soon as possible

Need wider surface for mixed use. Thanks for avoiding motorized vehicles

To me, a trail is mostly to make the trip more enjoyable. Many people don't know it (including Google Maps), but the 101 shoulder on this stretch is pretty decent - part of the Pacific Coast Bike Route and the Kinetic Championship route. But I love off-road trails and would ride this route more frequently.

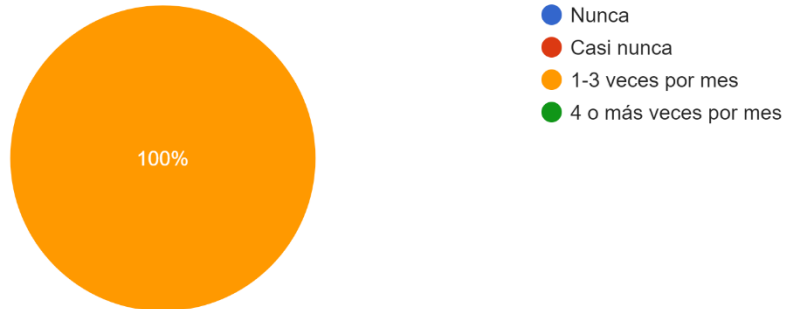
8. Additional CR specific question If you were to use a bike to get to campus, what amenities would you like to see once you arrive at one of CR's entrances? Choose all that apply:

76 responses



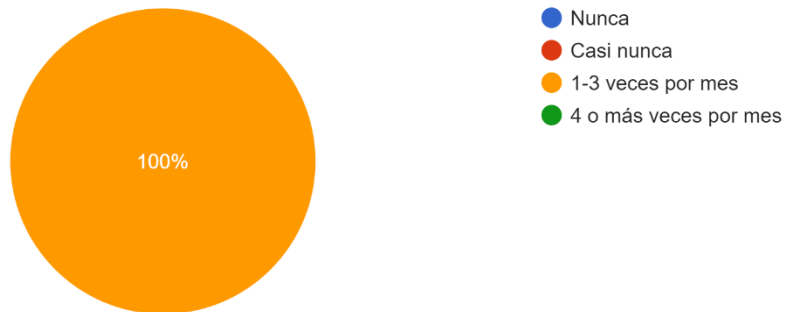
2. ¿Con qué frecuencia le gustaría caminar o andar en bicicleta entre Eureka y CR si hubiera un sendero pavimentado, no motorizado, como alternativa a la 101?

1 response



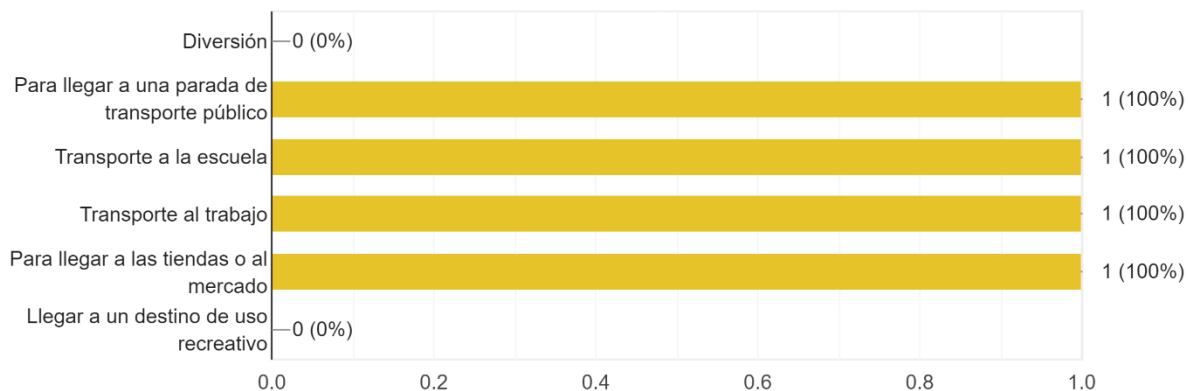
2. ¿Con qué frecuencia le gustaría caminar o andar en bicicleta entre Eureka y CR si hubiera un sendero pavimentado, no motorizado, como alternativa a la 101?

1 response



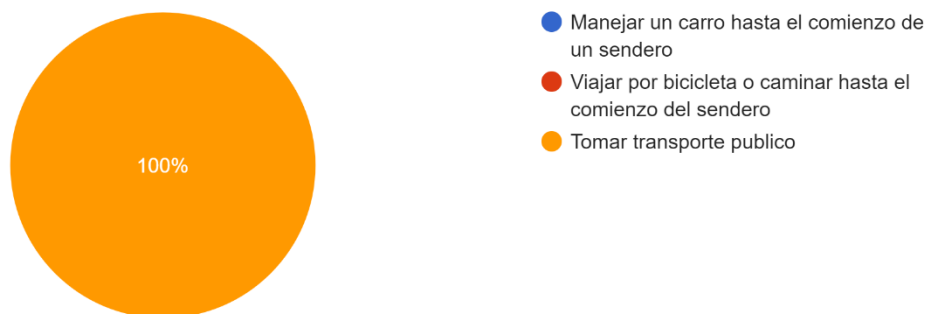
3. ¿Con qué propósito(s) caminaría o andaría en bicicleta por todo o parte del futuro segmento del sendero Eureka-CR? Elija todo lo que le corresponda:

1 response



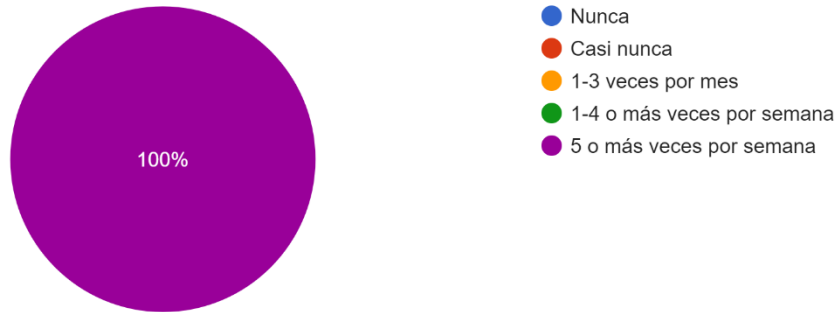
4. ¿Cómo se imagina viajar al sendero?

1 response



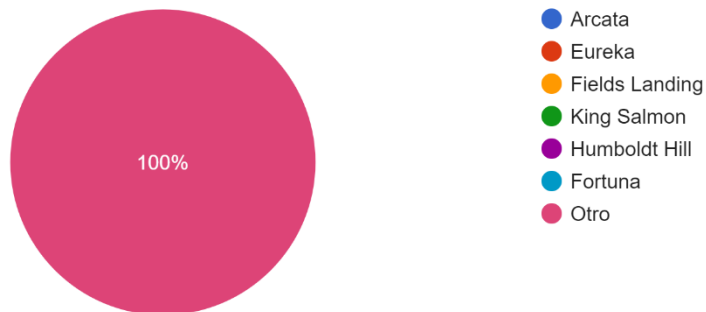
5. ¿Con qué frecuencia camina o anda en bicicleta por los senderos del condado de Humboldt?

1 response



6. ¿Dónde vive?

1 response



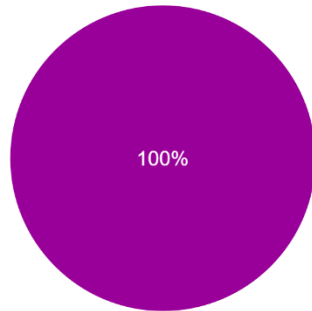
7. Comparta cualquier idea, sugerencia o inquietud con respecto al segmento propuesto del sendero Eureka-CR.

1 response

Fortuna

8. Pregunta adicional específica sobre CR: Si usted usara una bicicleta para llegar al campus, ¿qué servicios le gustaría ver una vez que llegue a una de las entradas a CR? Elija todo lo que corresponda:

1 response



- Portabicicletas al aire libre
- Señalización del sendero
- Portabicicletas cubiertos
- Un carril de bici o algún otro recorrido por el estacionamiento de autos
- Camino iluminado al estacionamiento de bicicletas