

Trail Planning Report

*2008-09 OWP
Work Element S*

June 22 2009

*Prepared
for the:*



ACKNOWLEDGEMENTS



Commission

The Commission consists of three Crescent City Council members and three Del Norte County Board of Supervisors representatives. The Commissioners, with the addition of a representative from the California Department of Transportation, serve as the Policy Advisory Committee.

Technical Advisory Committee

The Technical Advisory Committee (TAC) provides technical advice to LTC. Members of the TAC are appointed by the LTC. The TAC currently consists of:

Two staff people from the City of Crescent City

Two staff people from the County of Del Norte

A representative from the California Highway Patrol

A representative from the California Department of Transportation

A representative from the Harbor District

A Yurok Tribe Government representative

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INTRODUCTION

This report was prompted by the need to coordinate trail planning and development efforts in Del Norte County in general, and in the Crescent City/Elk Valley/westernmost Redwood National Park & Mill Creek Addition area in particular. Several trail route planning and development efforts have been completed or are underway such as the Hobbs Wall Trail, the California Coastal Trail through the Crescent City Harbor, and two Coast to Crest railway alignments.

The planning and mapping coordination, for the linking and timely development of these and related trails, would be a benefit to the overall Del Norte circulation system. This is also consistent with the goals of the Del Norte Local Transportation Commission (LTC). This would benefit tourism and recreation facility development efforts being pursued by several agencies, governments and nonprofit organizations.

Trailway development is also an essential ingredient for community fitness, which is a critical issue facing the Del Norte population. Walking, cycling, jogging and running are some of the lowest cost and most effective fitness activities available to the community. The trails proposed in the Crescent City/ Elk Valley/ Redwood National Park area would offer safe and accessible facilities for fitness activities, in close proximity to a significant portion of the Del Norte County population, and would be a significant attraction to tourists and visitors.

This report is provided to fulfill the trail planning scope of work authorized by the Del Norte LTC. This includes:

Task 1 – Coordinate Trail Planning data with Redwood National and State Parks, Crescent City Harbor, and the Elk Valley Rancheria;

Task 2 – Prepare trail planning, development & connection strategy to connect trail systems and segments from the participating agencies, districts and governments;

Task 3- Present trail planning, development & connection strategy to connect trail systems and segments from the participating agencies, districts and governments; and

Task 4- Prepare trail planning, development & connection strategy report.

To coordinate trail planning data a series of meetings were held to discuss trailway coordination in the Elk Valley – Crescent City – Redwood Park region. Representatives from the following agencies participated in these discussions and are acknowledged here for their input and efforts.

- Del Norte Local Transportation Commission
- Redwood National and State Parks
- California Department of Fish and Game
- Elk Valley Rancheria
- California Department of Transportation – abbreviated as "Caltrans"

TRAIL SEGMENT DESCRIPTIONS

Proposed Hobbs Wall Trail East

The Proposed Hobbs Wall Trail East connects the Crescent City coastline with existing trails in the Redwood National and State Parks (RNSP) east of Crescent City. The Hobbs Wall Trail East connects the California Coastal Trail and other Crescent City bike and pedestrian trails with Rellim Ridge Trail and other existing RNSP trails. The Hobbs Wall Trail East includes four segments, described below, totaling 2.7 miles of trailway

Hobbs Wall Trail East: Downtown Crescent City Segment

Segment Distance 0.4 miles

Distance 0.4 miles

Starting Elevation 5 feet

Ending Elevation 13 feet

Highest Point 13 feet

Lowest Point 1 foot

Description: This segment begins in Crescent City at the intersection of Front and “K” Streets, allowing users easy access to lodging, food, and other recreational opportunities. Segment 1 runs east on Front Street; north on “N” Street; and east on 2nd Street to the Elk Creek Wetlands Wildlife Area parking lot. This segment follows along existing city roadways with Class III bike routes to the intersection of 2nd and “N” Streets.



User Groups: All existing portions of this segment are accessible to pedestrians and bicyclists.

Trail Types: Trail types within this segment consist of conventional city streets.

Existing Condition: Currently, this segment includes improved streets and roads.

Existing Level of Use: The city streets are used by motorists, pedestrians, and bicyclists.

Parking & Access: Parking is available in lots at the Chamber of Commerce Visitor’s Center, and between J and K Streets on the north side of Front Street. In addition to the planned trailhead location, access to the trail segment is available along the city and county streets that are part of the trailway and the Elk Creek Wetlands Wildlife Area parking lot.

Trailway Connections: This segment connects to existing bike routes in the Crescent City area including the Harbor Trail, Lighthouse Trail, and Pebble Beach Trail. This segment also connects with the California Coastal Trail, the Pacific Coast Bike Route, and the North fork of the Hobbs Wall Trail.

Key Features: Downtown Crescent City (shopping, dining, lodging), Crescent City Harbor, the Visitor Center, Elk Creek Wetlands Wildlife Area, California Coastal Trail, nearby beaches.

Portion of Trail Segment Complete: This entire trail segment is surfaced and accessible.

Ownership: This segment lies within the Crescent City boundary along existing city streets.

Hobbs Wall Trail East: Elk Creek Wetlands Segment (also Part of Coast to Crest Trailway Segment 1)

Segment Distance 0.3 miles

Cumulative Distance 0.7 miles

Starting Elevation 13 feet

Ending Elevation 14 feet

Highest Point 14 feet

Lowest Point 10 foot

Description: This segment runs east from the intersection of 2nd and “N” Streets in downtown Crescent City to the Union and Nelson Street intersection at the southwest corner of the Del Norte County Railroad right-of-way. This segment includes 0.1 miles of paved roadway leading from “N” Street to the Elk Creek Wetlands Wildlife Area parking lot, and 0.2 miles of Class I multi-use trail through the Elk Creek Wetlands Wildlife Area, which includes 160 acres of riparian, swamp, and marsh habitat, managed by the California Department of Fish and Game (DFG) and located at lower Elk Creek.

User Groups: All portions of this segment will be accessible to pedestrians, bicyclists, and equestrians.

Trail Types: Trail types within this segment consist of a paved roadway and a Class I multi-use asphalt trail.

Existing Condition: Currently, this segment consists of a paved roadway leading to the Elk Creek Wetlands Wildlife Area parking lot. The multi-use trail is currently undeveloped and the area is a protected wetland.

Existing Level of Use: The DFG allows fishing, bird watching, and wildlife viewing in the Elk Creek Wetlands Wildlife Area. The area has no existing facilities and the current level of use is unknown¹.

Parking & Access: Parking is available in the Elk Creek Wetlands Wildlife Area parking lot. Trail segment access is also available along public rights of ways near Union and Nelson Streets.

Trailway Connections: This segment connects to the Hobbs Wall Trail North, the Hobbs Wall Trail East, Downtown Crescent City Segment, and existing Crescent City Coastal Trails and bike trails.

Key Features: Downtown Crescent City, Elk Creek Wetlands Wildlife Area, California Coastal Trail, nearby beaches.

Portion of Trail Segment Complete: The western portion of this trail segment leading to the Elk Creek Wetlands Wildlife Area parking lot is complete.

Ownership: This segment lies within the boundary of Crescent City along existing city roadways and within the Elk Creek Wetlands Wildlife Area, managed by the California DFG.



Hobbs Wall Trail East: Del Norte County Railroad Right-of-Way to Union Street

Segment Distance 1.0 miles

Cumulative Distance 1.7 miles

Starting Elevation 14 feet

Ending Elevation 36 feet

Highest Point 36 feet

Lowest Point 14 foot

Description: This segment runs northeast from the intersection of Nelson and Union Streets to the intersection of Elk Valley and Howland Hill Roads. This segment will meander through the 100-foot wide Del Norte County railroad right-of-way (ROW), which runs through privately owned unincorporated county land.

User Groups: This segment will be accessible to pedestrians, bicyclists, and equestrians.

Trail Types: This segment will be a multi-use Class I trail.

Existing Condition: Currently, this segment consists of a partial dirt/gravel roadway and railroad ROWs that are overgrown with trees and shrubs of various types. The multi-use trail is currently undeveloped.

Existing Level of Use: There is currently little or no known use of the area.

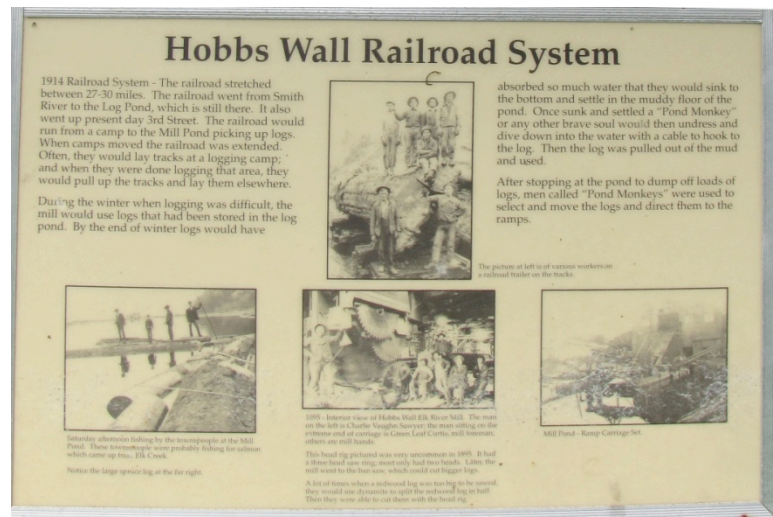
Parking & Access: Access to the trail segment is available along the county streets located near Nelson and Union Streets, and Elk Valley and Howland Hill Roads.

Trailway Connections: This segment connects to the Elk Valley Road bike trail and the Howland Hill Road bike trail.

Key Features: Elk Creek Wetlands Wildlife Area.

Portion of Trail Segment Complete: Construction has not yet begun.

Ownership: This segment is entirely within the 100' wide Del Norte County railroad right of way.



Hobbs Wall Trail East: Elk Valley Road / Howland Hill Road Intersection to Mill Creek Trailhead Segment

Segment Distance 1.0 miles

Cumulative Distance 2.7 miles

Starting Elevation 36 feet

Ending Elevation 114 feet

Highest Point 114 feet

Lowest Point 36 foot

Description: This segment begins at the intersection of Elk Valley Road and Howland Hill Road and runs 0.8 miles east along Howland Hill Road to its intersection with Bertsch Avenue. The trail follows southeast along Bertsch Avenue for 0.2 miles. This is the termination point of this segment and the Hobbs Wall Trail East. The trail connects here with the existing Mill Creek Horse Trail and Rellim Ridge Trail in the RNSP.

User Groups: This segment will be open to pedestrians, bicyclists, and equestrians.

Trail Types: This segment consists of Class II bike lanes, Class III bike routes, and an 8' wide Class I multi-use trail, on the south side of Howland Hill Road.

Existing Condition: Howland Hill Road currently has Class II bike lanes on the western portion of this segment, from Elk Valley Road to Humboldt Road. The section of Segment 4 from Humboldt Road to Bertsch Road currently has Class III bike routes. The Class I multi-use trail is currently undeveloped.

Existing Level of Use: Howland Hill Road is currently used by motorists, pedestrians, and bicyclists.

Parking & Access: Access to the trail segment is available at the Mill Creek Trailhead parking lot and along nearby county roadways.

Trailway Connections: This segment connects to the Elk Valley Road bike trail and the Mill Creek Horse Trail.

Key Features: RNSP, residential neighborhoods, Elk Valley Rancheria Casino and facilities.

Portion of Trail Segment Complete: The Class II and Class III bike lanes are complete. The Class I multi-use trail is undeveloped.

Ownership: This segment runs along existing county maintained roadways and right-of-ways.



Proposed Hobbs Wall Trail North

The proposed Hobbs Wall Trail North begins in downtown Crescent City and terminates at the Parkway Drive / South Railroad Avenue intersection. The westerly segment is the same as the HWTE Downtown Crescent City Segment; for a description see page 1. The trail forks on the south side of Oxbow Pond in the Elk Creek Wetlands Wildlife Area and turns north following a former railbed 1.3 miles to where it intersects with Parkway Drive and South Railroad Avenue.

Hobbs Wall Trail North: Northern Segment

Segment Distance 1.3 miles

Cumulative Distance 1.7 miles

Starting Elevation 13 feet

Ending Elevation 39 feet

Highest Point 39 feet

Lowest Point 13 foot

Description: This segment begins south of the Elk Creek Wetlands Wildlife Area Oxbow Pond, and runs north crossing Elk Creek and following a former railbed 1.3 miles, to the intersection of Parkway Drive and South Railroad Avenue.

User Groups: User groups not yet defined.

Trail Types: Trail types not yet defined.

Existing Condition: Currently, this segment consists of a former railbed that is overgrown with brush and a former railroad bridge that is in disrepair. The trail is currently undeveloped and will be constructed on the existing railroad levees, which are overgrown with brush and trees.

Existing Level of Use: The DFG allows fishing, bird watching, and wildlife viewing in the Elk Creek Wetlands Wildlife Area. However, the area has no existing facilities and the level of use is therefore uncertain.

Parking & Access: Parking is available in the Elk Creek Wetlands Wildlife Area parking lot. Access to the trail segment is also available along city and county streets located near Parkway Drive.

Trailway Connections: This segment connects to the Parkway Drive Class II bike lane, which runs from Highway 101 to Highway 199.

Key Features: Downtown Crescent City, Elk Creek Wetlands Wildlife Area, California Coastal Trail, nearby Pacific Ocean Beaches.

Portion of Trail Segment Complete: This segment's construction has not yet begun.

Ownership: This segment runs through the Elk Creek Wetlands Wildlife Area, which is managed by the California DFG, and a county railroad ROW.



Fairgrounds / Hobbs Wall North Circulation Study W-Trans Part 6 Concept Plan for Trail Extension Draft June 21 2006

The following text is from the above referenced report. The conceptual alignments are shown on the attached map figure.

“The Hobbs Wall Trail is a proposed Class I multi-use pathway that will link the northern and southern portions of the Crescent City Planning Area, and the City of Crescent City to residences in the Bertsch Tract and the Jedediah Smith Redwoods State Park. The project is planned to serve bicycle commuters, recreational bicyclists, hikers, and equestrians.

Plans for the project include east and north branches. The East Branch, which is funded for construction in 2006-2007, will extend from the Elk Creek Wetlands parking lot, located east of the intersection of 20 ' and N Streets in Crescent City, through the Elk Creek Wetlands on the abandoned Hobbs Wall railroad levee to the intersection of Elk Valley and Howland Hill Roads in Del Norte County. Class II bike lanes then extend east on Howland Hill Road to the Jedediah Smith Redwood State Park. An adjacent un-paved equestrian path is planned along the east branch of the trail from the Elk Creek Wetlands to Howland Hill Road.

The North Branch of the Hobbs Wall Trail, which is still in the planning stages, will extend north from the east branch of the trail at Elk Creek, on the abandoned Del Norte County Railroad Levee. The North Branch will pass by the Fairgrounds and extend approximately one mile to Railroad Avenue, near the intersection of East Washington Boulevard and Parkway Drive. A trail connection to the Del Norte County Fairgrounds has been proposed to improve non-motorized access to the Fairgrounds. As a component of this Circulation Study, two conceptual alignments have been identified for a connector trail that would extend between the Hobbs Wall Trail North and the Fairgrounds. These are shown in Figure 3.

Conceptual Alignment I: Western Route

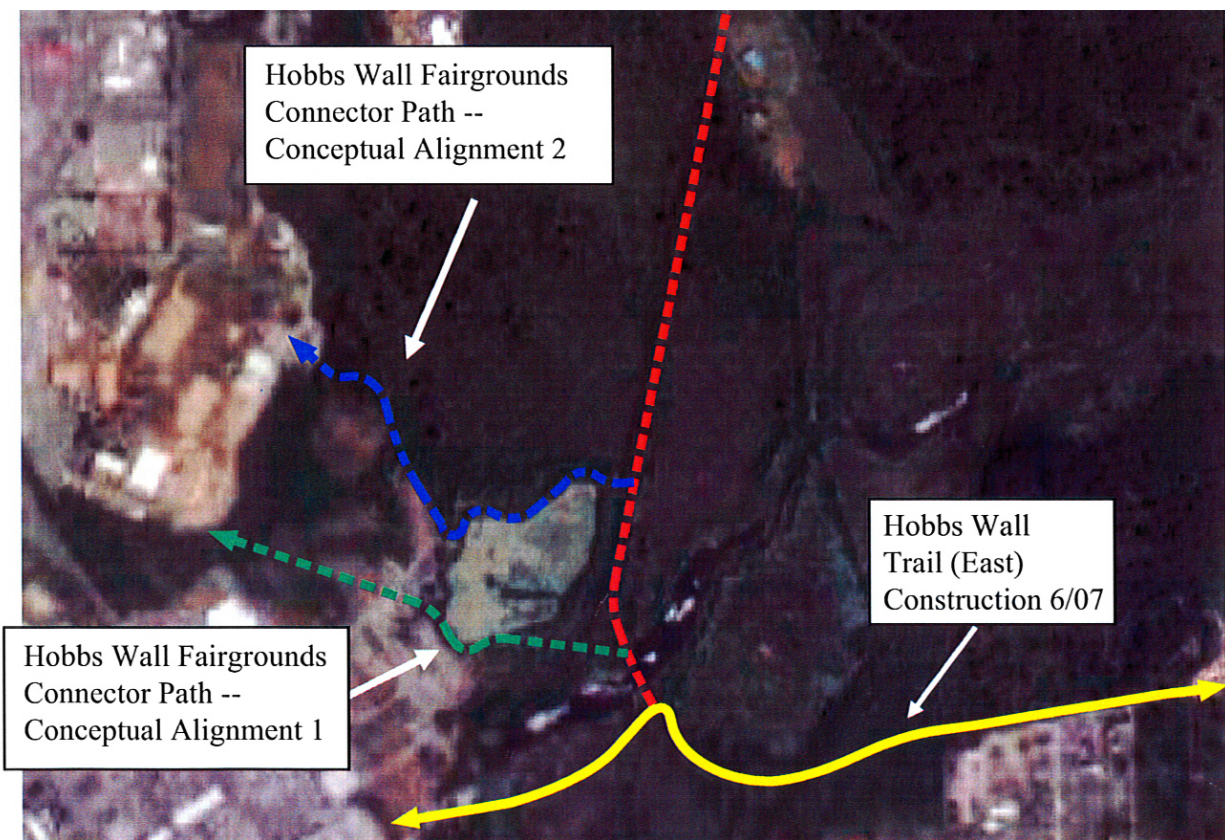
Alignment I would extend northwest from the Hobbs Wall Trail on the north side of Elk Creek, and would be routed along the southwestern perimeter Oxbow Pond. The proposed trail would then take a direct northwest route through the periphery of the Elk Creek Wetlands property to a connection with the Fairgrounds perimeter road at the southeast corner of the Fairgrounds property. Alignment I, which is approximately 2,000 feet long, would minimize environmental impacts in the Elk Creek Wetlands and provide a new non-motorized approach to the southern end of the Fairgrounds. Estimated Cost: \$160,000 (see Study for details)

Conceptual Alignment 2: Northern Route

Alignment 2 would extend west from the Hobbs Wall Trail approximately 1,000 feet north of Elk Creek. The proposed trail would circle around the east side of Oxbow Pond and then follow established gravel/dirt roads through existing clearings past the communications tower and then utilize an existing access road to reach the Fairgrounds. The trail would enter the Fairgrounds on the perimeter road between the stables and maintenance facilities. Alignment 2, which is approximately 2,400 feet long, would provide access to the Fairgrounds from a northern approach. It too would minimize environmental impacts by utilizing a series of existing gravel dirt roads through the Elk Creek Wetlands. Estimated Cost: \$195,000 (see Study for details)

Both conceptual alignments have been developed to minimize environmental impacts to the Elk Creek Wetlands Area. However, both have also been routed to offer trail users a quality experience with the potential to view Oxbow Pond and connect to the Fairgrounds via an off-street path. Furthermore, both alignments would provide an entirely new public connection on the east side of the Fairgrounds with the potential for equestrian access, and propose to utilize the Fairgrounds perimeter road to do so. Alignment I would provide a southerly approach, which would be convenient to trail users headed to the Fairgrounds from the east and the south. Alignment 2 would provide a more northerly approach, which would be convenient to trail users headed to the Fairgrounds from the north.

The Elk Creek Wetlands is currently owned by the State Department of Fish and Game; however negotiations are underway to transfer ownership of the property to the County of Del Norte. Both entities along with additional property owners and area stakeholders have been involved in the development of plans for the Hobbs Wall Trail and are supportive of the proposed project. It is anticipated that a connector trail to the Fairgrounds will be met with continued support.”



Source: Fairgrounds / Hobbs Wall North Circulation Study W-Trans 2006

Crescent City Coastal Trails

The Coastal Trail is a joint City, Harbor District, and County project. It includes three segments; Harbor Trail, Lighthouse Trail, and Pebble Beach Trail; these segments are consistent with the California Coastal Trail in most areas. The Coastal Trail provides a combination of class 1, 2, and 3 bikeways from south of the city limits, along the harbor, past the Battery Point Lighthouse parking lot, and north along Pebble Beach Drive to Point St. George. Some segments of the proposed trail follow existing streets; some segments have not yet been constructed. Improvements are planned for segments that follow the existing streetsⁱⁱ.

Points of interest along this trail include the marina, the Cultural Center/Visitor's Center, the municipal pool, Beachfront Park, Marine Mammal Center, Battery Point Lighthouse, Brother Jonathan Cemetery Park, Point St. George, and many scenic vistas north of Crescent City along the Pacific Coast. This trail system is will be used by commuter, recreational and touring bicyclists.

Crescent City Harbor Trail Segment

The Crescent City Harbor Trail begins at the Cultural Center and follows Front Street to Sunset Circle and Vance. The trail then follows along the harbor boat basin and connects with Citizen's Dock Road to Starfish Way. The trail follows Starfish Way to Arbor Way, where the trail turns west on the Anchor Way Groin leading to Whaler's Island. The trail also follows east on Anchor Way to a stairway that leads connects users with South Beach.

The stairway connecting the Harbor Trail to South Beach is currently in need of improvements. The Crescent City Harbor District has applied for a Coastal Conservancy grant to fund this stairway improvement and other Harbor Trail improvements.



Lighthouse Trail Segment



The Lighthouse Trail begins at the Crescent City Visitor's Center and follows south on 2nd Street to Front Street, west for one block to Play Street. The trail follows Play Street to Howe Drive passing Beachfront Park to the Battery Point Lighthouse.

Pebble Beach Trail Segment

The Pebble Beach Trail begins at the intersection of “A” Street and the Lighthouse Trail. The trail follows “A” Street north to 6th Street, then heads east meeting with Pebble Beach Road. The trail follows Pebble Beach Road to the city limits.

Del Norte Segments of the California Coastal Trail

The California Coastal Trail is largely complete throughout Del Norte County’s coastline and is broken down into 16 sections on the CCT’s websiteⁱⁱⁱ. Sections 7, 9, and 10 run through the Elk Creek/Crescent City area and provide potential access points to the region’s inland trails. These three sections are along the coast, (section 8 is located inland from sections 7, 9, and 10 and is not part of this report). For report purposes, these three sections have been consolidated and are described below as the California Coastal Trail Crescent City Area Segment.

California Coastal Trail: Crescent City Area Segment

Segment Distance 1 mile

Cumulative Distance 1 mile

Starting Elevation 10 feet

Ending Elevation 15 feet

Highest Point 45 feet

Lowest Point 3 foot

Description: The California Coastal Trail’s Crescent City Area Segment begins approximately 2.8 miles north of Point St. George. The trail follows along the coast through Tolowa Dunes State Park (TDSP) and North Beach to the Point St. George public access area. The trail then follows along North Pebble Beach Drive past Castle Rock and Gamma Beach (2.0 miles), past the Pebble Beach Public Fishing Access Point, Preston Island, Brother Jonathon Park, and Battery Point Island (Crescent City Lighthouse). The California Coastal Trail then winds around the Crescent City Harbor and down a (proposed) stairway to South Beach. The trail continues approximately 4.3 miles to Enderts Beach, where it connects to existing RNSP trails.

User Groups: Pedestrians, bicyclists, equestrians.

Trail Types: Existing roadways, Class II and III bike routes, and pedestrian trails.

Existing Condition: The California Coastal Trail currently follows Highway 101 from the Crescent City Harbor to Enderts Beach Road. A proposed stairway improvement connecting the Crescent City Harbor and South Beach would allow pedestrians to travel along the beach to



Enderts Beach rather than taking Highway 101 and Enderts Beach Road.

Parking & Access: Parking is available in lots at the Point St. George Reef Lighthouse and in downtown Crescent City at the Chamber of Commerce Visitor's Center, and on the north side of Front Street between J and K Streets. Parking is also available along existing city and county roadways.

Trailway Connections: This segment connects to existing bike routes in the Crescent City area, the Pacific Coast Bike Route; the Hobbs Wall Trail (North and East forks); RNSP's Crescent Beach Trail,

Key Features: Tolowa Dunes State Park, Point St. George Lighthouse, North Beach, Castle Rock, Battery Point Island and the Crescent City Lighthouse, Pebble Beach (public fishing access), Preston Island, Brother Jonathon Park, Crescent City Harbor, downtown Crescent City (shopping, dining, lodging), Chamber of Commerce Visitor's Center, Elk Creek Wetlands Wildlife Area, California Coastal Trail, nearby Pacific Ocean Beaches, Crescent City Marsh Wildlife Area, RNSP.

Portion of Trail Segment Complete: The majority of this trail segment is accessible; however some improvements are necessary to increase user safety and awareness of the trail.

Ownership: County of Del Norte, City of Crescent City, California DFG, Elk Valley Rancheria, and RNSP.



The Coast to Crest Trailway

The proposed “Coast to Crest and Coast to Caves Trailway” is a vision of the Del Norte County Resource Advisory Committee (RAC), in conjunction with the Redwood Economic Development Institute (REDI), to establish a preeminent recreational Trailway providing public access along a safe, maintained route that highlights the scenic beauty and natural assets of the Pacific Northwest^{iv}.

The Coast to Crest trail is a proposed 50-mile trail extending from the Battery Point Lighthouse in Crescent City, along the nationally designated Wild and Scenic Smith River, to the Crest of the Siskiyou Mountains. There, the Coast to Crest trail connects with the Pacific Crest Trail, which is a hiking trail that extends from Canada to Mexico. The Coast to Crest trail was planned in nine segments; the westernmost segment, Segment 1, is within the trailway coordination study region. The excerpt below describes this trail segment and was taken directly from the *Coast to Crest and Coast to Caves Trailway Study* prepared in 2005 for the Del Norte Resource Advisory Committee.



Segment 1: Pacific Ocean to Redwood National Park Boundary

Segment Distance 3.4 miles	Cumulative Distance 3.4 miles
Starting Elevation 10 feet	Ending Elevation 185 feet
Highest Point 185 feet	Lowest Point 10 feet
Cumulative Gain 211 feet	Cumulative Loss -36 feet
Average Gradient 1.4 %	Maximum Gradient 24.6 %

Description: The proposed Trailway begins at the Battery Point Lighthouse in Crescent City. Parking is available to trail users at the lighthouse. The trailhead places hikers near the center of Crescent City with easy access to lodging, food, and other recreational opportunities. The trail leaves the Battery Point Lighthouse and follows Front Street east to M Street (Hwy 101 North), and then east on 2nd Street. The trail route follows city streets for approximately 0.5 miles to the proposed Hobbs Wall Trail located within the Elk Creek Wetlands.

The Elk Creek Wetlands Area is comprised of 160 acres of riparian, swamp and marsh habitat, managed by the California Department of Fish and Game, located at lower Elk Creek. The Hobbs Wall Trail continues through the wetlands to a portion of the former Del Norte &

Southern Railroad alignment for about 1.1 miles to Howland Hill Road. The trail proceeds due east along Howland Hill Road and climbs at a moderate slope for approximately 1.5 miles to the Jedediah Smith Redwood State Park boundary.

User Groups. All existing portions of this segment are open to all user types. Upon completion of planned trail construction/restoration (Hobbs Wall Trail, Del Norte County Railroad ROW, and Howland Hill Road), this entire segment will be open to all user types.

Trail Types. Trail types within this segment consist of conventional city and county streets. Upon completion of the projects identified above, this trail will also include multi-use trails both separated from and adjacent to city and county roadways.

Terrain. This trail segment consists of flat to slightly rolling terrain, with a moderate climb on Howland Hill Road to the JSRSP boundary.

Existing Condition. Currently, this segment includes improved streets and roads, sidewalks, an existing trail that does not currently provide through-access to the rest of the segment, and an old railroad bed that is unimproved.

Existing Level of Use. Based on the Hobbs Wall Trail Project Feasibility Study, this is primarily a pedestrians and hikers segment projected to have approximately 25,000 users per year.

Ownership. This segment of the trail follows public road alignments through downtown Crescent City and the unincorporated area of Del Norte County. In addition, the trail crosses California Department of Fish and Game land, an old railroad alignment that is owned by Del Norte County, and State Park land.

Parking & Access. Parking is available in lots at the Battery Point Lighthouse, Elk Creek Wetlands, and the Mill Creek Trailhead, as well as on-street along N Street, Union Street, and Howland Hill Road. In addition to the planned trailhead location, access to the trail segment is available along the city and county streets that are part of the Trailway, the Elk Creek Wetlands and Mill Creek Trailhead.



Trailway Connections. This segment connects to various trails in the Crescent City area (Redwood Coastal Trail, Crescent City Harbor Trail, Elk Creek Trail, and the Hobbs Wall Trail) and to the RNSP trail network within Jedediah Smith Redwood State Park.

Key Features. Downtown Crescent City, Battery Point Lighthouse, California Coastal Trail, Hobbs Wall Trail, Pacific Ocean beaches, Jedediah Smith Redwood State Park.

Constraints. Howland Hill Road currently does not have an improved lanes or pathway. Also, the segment contains potential sensitive wetland habitat and a trail corridor located near residential property. Hobbs Wall Trail East construction depends upon a funding

allocation. Without a completed Hobbs Wall Trail East connection between Crescent City and Howland Hill Road, this trail segment would need to follow city streets and county roadways to Jedediah Smith Redwood State Park.

Portion of Trail Segment Complete. Approximately 75 percent of this trail segment is open to use. The trail segment is currently limited due to lack of a bridge over the Elk Creek Wetlands Wildlife Area. The Elk Creek Trail is open to the future bridge site within the Elk Creek Wetlands Wildlife Area. The Del Norte County Railroad right of way is currently overgrown with brush. The portions of the trail segment that follow roads are open to pedestrians; however, existing pedestrian and bicycle facilities are very limited.

Future Improvement Requirements. Completion of the proposed Hobbs Wall Trail.^v

Proposed Elk Valley Connector Trail

The proposed Elk Valley Rancheria/RNSP Connector Trail includes two segments that connect tribal lands with existing RNSP and coastal trails. One of the segments connects the Mill Creek Horse Trail in RNSP to Enderts Beach. The other segment connects the Rellim Ridge Trail in RNSP to the Crescent Beach Trail in RNSP. Both proposed segments cross Highway 101 connecting park and tribal lands on either side of the highway.

Mill Creek Addition to Martin Ranch Segment

A proposed trail would connect the Mill Creek addition of the Redwood National and State Parks (RNSP) with Elk Valley Rancheria's Martin Ranch and Enderts Beach. The proposed trail begins where the Hobbs Wall Trail East connects with the Mill Creek Horse Trail at the entrance to the RNSP. The trail would follow south about 1.7 miles to the southeast corner of the Martin Ranch, where the trail forms a T-intersection, one segment turning westward to meet with Sandmine Road and the other segment following southward an additional 0.2 miles then curving west to cross Highway 101 and continue to the coast at Enderts Beach. The Mill Creek Horse Trail connects with Hobbs Wall Trail East and Rellim Ridge Trails and other RNSP trails to the east.



Rellim Ridge Trail to Enderts Beach Segment

A proposed trail would connect tribal lands and RNSP lands on the coast with RNSP trails east of Highway 101. The proposed trail begins at an existing paved roadway, which is part of Jedediah Smith Redwoods State Park. The roadway runs east from Enderts Beach Road, north of the JSRSP Enderts Beach parking area. The trail winds northeast 0.2 miles before reaching its intersection with Highway 101. After crossing Highway 101, the trail continues winding eastward 0.7 miles until meeting with Rellim Ridge Trail in RSNP. This is the proposed trail's termination point.

Currently, a safe Highway 101 crossing for pedestrians, bikers, and horses does not exist. On March 31, 2009, the Elk Valley Rancheria submitted an application to Cal Trans for an Environmental Justice grant. The grant would fund a South Beach Trails Connector planning study to establish how to safely connect the trails for pedestrians, cyclists, and horseback riders encouraging recreation, ecotourism, and economic development. The project is a joint partnership between the Del Norte Local Transportation Commission, Redwood National Park, California State Parks, and the Elk Valley Rancheria. The safe crossing site under consideration is the stretch of Highway 101 between mile post 23.85 and 22.69, which is the portion of Segment 2, described above, that intersects with Highway 101.



TRAIL DEVELOPMENT MATRIX

Trail Name	Location		Length	Existing Condition	Trail User Type	Responsible Agency	Timeline
	Trailhead	Termination					
Hobbs Wall Trail East	On Front Street near its intersection with K Street, Southwest Crescent City	Bertsch Road, 0.2 miles southeast of Howland Hill Road at the Mill Creek Trailhead	2.3 miles	Segment 1 existing city streets, Segment 2: undeveloped wetlands and railbed, Segment 3: undeveloped, railbed Segment 4: existing County roadway	All Segments open to: Pedestrians Some Segments open to: Bicyclists Equestrians Motorists	Crescent City, DFG, and County	
Hobbs Wall Trail North	On Front Street near its intersection with K Street, Southwest Crescent City	Intersection of Parkway Drive and South Railroad Avenue	1.7 miles	Segment 1: existing city streets Segment 2: undeveloped railbed	All Segments open to: Pedestrians Some Segments open to: Bicyclists Equestrians Motorists	Crescent City, DFG, and County	
California Coastal Trail—Del Norte Segment	Tolowa Dunes State Park	Enderts Beach	miles	Existing city streets and undeveloped	Pedestrians	City, County, and State	

Trail Name	Location		Length	Existing Condition	Trail User Type	Responsible Agency	Timeline
	Trailhead	Termination					
Crescent City Coastal Trails	In Crescent City at the Intersection of Anchor Way and Starfish Way	Pebble Beach at the Crescent City limits on Pebble Beach Drive		Existing city streets except along the harbor, which is a multi-use trail.	Pedestrians, Bicyclists	Crescent City, Harbor District, and County	
Coast to Crest Trail—Segment 1	Battery Point Lighthouse in Crescent City	Entrance to Jedediah Smith Redwoods State Park	3.4 miles	Currently, this segment includes improved streets and roads, an existing trail that does not currently provide through-access to the rest of the segment, and an old railroad bed that is unimproved	All user types	Crescent City; Del Norte County; State Parks; DFG	
Elk Valley Rancheria/RNSP Connector Trail	Entrance to RNSP at the Mill Creek Trailhead	Southwest corner of Martin Ranch		Undeveloped	Pedestrians, bicyclists, equestrians	RNSP and the Elk Valley Rancheria	

IMPLEMENTATION STRATEGY

Implementation of the Elk Valley, Crescent City, Redwood Park Connecting Trailway strategy involves agency and property owner coordination and funding. Agencies involved in the trailway connection strategy include: Del Norte County, Crescent City, the Crescent City Harbor District, Redwood National and State Parks, the Elk Valley Rancheria, and the California Department of Fish and Game. This implementation strategy involves 1) selecting the study area's priority trail segments, 2) listing priority trail connectors for existing and proposed trails, 3) description featuring the trail loop that will connect Crescent City, local public park lands, and tribal lands, and 4) sources of funding for the proposed projects.

Selected priority trail segments provide the most benefit to all users in the trailway planning area. Three priority trail segments have already been proposed by various agencies, but are in need of additional funding for implementation. Agency coordination for completing each of these segments will avoid duplication of efforts and streamline trail segment financing/construction.

Priority trail connections have been selected that will provide new connections or improve existing connections between trails, allowing users increased access to the areas recreational facilities. These priority connectors will also enable a new trail loop running through Crescent City, RNSP, Elk Creek Wetlands Wildlife Area, Elk Valley Rancheria tribal lands, and Enderts Beach/South Beach. Financing options through federal and state programs are listed that are relevant to the projects discussed in this report.



Priority Trail Segments

The three trail segments described below are of primary importance to the Elk Valley, Crescent City, Redwood Park Connecting Trailways implementation strategy.

Hobbs Wall Trail East

The Hobbs Wall Trail East segment provides the most direct non-vehicular linkage between Crescent City and Redwood National and State Parks (RNSP). The Hobbs Wall Trail East will provide users with direct access to RSNP from Crescent City and all of its downtown amenities including:

- Crescent City beaches;
- Beachfront Park;
- Crescent City Harbor;
- Battery Point Lighthouse
- Visitor's Center, Cultural Center, and other public facilities; and
- Shopping, dining, and lodging opportunities.

The Hobbs Wall Trail East would be used by visitors and residents for recreation, fitness, and commuting. The trail provides a safe route from downtown, through a natural environment, for visitors and residents who wish to explore the Elk Creek Wetlands Wildlife Area, RNSP, and the Elk Valley Rancheria Casino. The Hobbs Wall Trail East would also provide a safe route for commuting to work or school from the residential neighborhoods located southwest of Crescent City.



Elk Valley Rancheria/Redwood National and State Parks Connector Trail

There is currently no safe Highway 101 crossing for pedestrians, bikers, and horses. On March 31, 2009, the Elk Valley Rancheria submitted an application to Cal Trans for an Environmental Justice grant to fund a South Beach Trails Connector planning study. The study would establish a safe highway crossing for pedestrians, cyclists, and horseback riders. The project is a joint partnership between the Del Norte Local Transportation Commission, Redwood National Park, California State Parks, and the Elk Valley Rancheria. The potential Highway 101 safe crossing would be located between mile post 23.85 and 22.69.

Priority Connectors

Two trailway connections are important to this strategy and are described below.

Crescent City Harbor Trail to South Beach Connector

A stairway connecting the Crescent City Harbor Trail with South Beach needs to be constructed to allow users a safe access point from the harbor to the beach. The CCT currently follows south along Highway 101, about 1.3 miles, from the Crescent City Harbor to Enderts Beach Road, then follows along Enderts Beach Road eventually connecting with trails in the RNSP.

An improved stairway connecting the Crescent City Harbor to South Beach near Anchor Way would allow pedestrians to follow a trail along the beach that would connect with existing trails in the RNSP near Enderts Beach. This would provide users a safer and more natural trailway environment than Highway 101 and Enderts Beach Road. The Crescent City Coastal Trail is a joint City, County, and Harbor District project. The agencies are in the process of applying for a Coastal Conservancy grant that would fund this stairway improvement project.

Highway 101 “Safe Crossing” Connecting Tribal and Parklands to South Beach/Enderts Beach

The proposed Highway 101 “safe crossing” for pedestrians, bicyclists, and equestrians is an important part of the trailway connection strategy. This would allow users safe access to and from tribal and park lands on either side of Highway 101. The highway crossing would form a portion of the trail connecting the Rellim Ridge Trail (in RNSP) with the Crescent Beach Trail (in RNSP). The proposed undercrossing is to be located between mile post 23.85 and 22.69. The Elk Valley Rancheria has applied for a Cal Trans grant to fund a South Beach Trails Connector planning study.

Trail Loop Development

The trails described in this report have been proposed by various local agencies including the Redwood National and State Parks, Crescent City, Del Norte County, the Crescent City Harbor District, and the Elk Valley Rancheria. Completion of the priority trail segments and priority connectors described above would form a trail loop connecting downtown Crescent City, the Elk Creek Wetlands, RNSP, and South Beach/Enderts Beach. The trail loop would also connect users to existing Crescent City trails leading to recreational areas north and east of the city.

Beginning in downtown Crescent City, the trail loop would follow the Hobbs Wall Trail East, connecting with the proposed Elk Valley Connector Trail. This trail follows south along the RNSP western border then curves westward, crossing Highway 101, to the coast at Enderts Beach. The Trail then connects to the California Coastal Trail, which follows northward along Enderts Beach/South Beach to the Crescent City Coastal Trail, which winds around the harbor and back to downtown Crescent City on Front Street. The total distance of the trail loop is approximately 10.0 miles.

Distinctive Signage Program

A distinctive trail signage program will enhance use of the proposed trails and trail loop by providing trail users with the following information:

- **Directional:** Directional signs will alert users to points where the trail changes direction. At points where users have more than one directional option to choose from, signage will provide distances, directions, and possibly maps showing various destinations.
- **Distance:** Distance signs will inform users of the distance (in miles) to various destinations along the trailway.
- **Landmark/Interpretive:** Signs will be placed along the trails describing local landmarks, wildlife, regional history, etc., to enhance the users' experience and understanding of the region.
- **Warnings/User Safety Guidelines:** Warning signs will alert users of any potential risk factors, such as tsunami zones, poisonous plants/animals, etc. User safety guidelines will be posted at various locations to avoid accidents.

A comprehensive signage program will lead users to other trails in the surrounding area increasing the level of awareness and the level of use of the regions various trail networks.

Funding Opportunities

The following describes possible funding opportunities for completion of the priority trail segments, priority trail connectors, and existing trail improvements.

Federal Funding

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), is being reauthorized for 2009. It is hoped that this reauthorization will allow funding for continuing and significantly building upon the projects funded under prior Transportation Equity Act programs. This would include continued funding, including dollars from highway authorization bills, to ensure bicycling and walking, garnered a more prominent role in our nation's transportation system.

To be meaningful, future SAFETEA-LU programs must provide broad funding eligibility for pedestrian and bicycle programs in addition to funding of roadways. The Non-Motorized Transportation Pilot Programs established under existing SAFETEA-LU has been an important source of pedestrian and bicycle program funding. The program purpose has been to demonstrate the extent to which bicycling and walking can carry a significant part of the transportation load, and represent a major portion of the transportation solution, within selected communities. The pilot program is being conducted in Marin County, California. A network of non-motorized transportation infrastructure facilities (including sidewalks, bicycle lanes, and pedestrian and bicycle trails) that connect directly with transit stations, schools, residences, businesses, recreation areas, and other community activity centers, will be built in each city. Statistical information will be gathered to provide information on changes in motor vehicle, non-motorized transportation, and public transportation usage in communities participating in the program, and assess how such changes decrease congestion and energy usage, increase the frequency of bicycling and walking, and promote better health and a cleaner environment.

Several roadway improvement projects programmed in the Statewide Transportation Improvement Program (STIP) include pedestrian and bicycle components. When new pavement is laid, some projects include pavement for bikeways. In addition, the passage of Proposition 42 in March 2003 could provide additional funding for roads, which could translate into additional funding for pedestrian and bicycle improvements.

Under SAFETEA-LU, Transportation enhancement activities continue to be funded through a set-aside of 10 percent, or the amount set aside in FY 2008, whichever is greater, from STIP funds. Assuming funding levels remain constant over 20-years, the amount would be \$6 million, which could implement a number of high-priority projects identified in the Action Element.

Several high-priority bikeway and pedestrian projects are identified, but not yet funded, or costs have not been assigned. These projects will be implemented as funding becomes available. The County can affect the amount of funding by aggressively pursuing competitive funding sources.

One technique to improve safety is to apply the Pedestrian Safety Guide and Countermeasure Selection System. This system is intended to provide practitioners with the latest information

available for improving the safety and mobility of those who walk. The online tools provide the user with a list of possible engineering, education, or enforcement treatments to improve pedestrian safety and/or mobility based on user input about a specific location (go to <http://www.walkinginfo.org/pedsafe/about.cfm> for more information).

The proposed trails included in this report are projects applicable to several of the FHWA's categories for bicycle safety improvements, such as:

- Provide new trails where possible throughout the community;
- Connect existing trail segments;
- Add shoulders to popular bicycling routes; and
- Widen outside through lanes or add bike lanes.

Construction of these improvements, along with bicycle safety education, is expected to increase bicycle safety, and reduce the potential for accidents involving bicyclists.

State

Bicycle Transportation Account (BTA): The BTA is intended to provide funds for bicycle transportation, which is recognized as an important and low cost mode of public transportation. The BTA provides funds to local agencies for projects that improve safety and convenience for bicycle commuters. With regards to State funding, counties that prepare, and adopt, a Bicycle Transportation Plan (BTP) are allowed to compete for BTA funds. These funds are available on an annual basis and are competitive throughout California.

California Office of Traffic Safety

The goal of the California Office of Traffic Safety (OTS) is to reduce deaths, injuries and economic losses resulting from traffic related collisions. They do this by funding traffic safety programs that have impact both state-wide and in individual communities. From impaired driving enforcement to encouraging seat belt usage, speed enforcement to bicycle safety, OTS funded programs are intended to save lives on California's roadways. For more information go to <http://www.ots.ca.gov/>.

Transportation Development Act (TDA) – Also known as SB 325, provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales, and transit performance. Local entities may reserve 2% of the TDA funds allocated annually for pedestrian and bicycle projects.

Local Transportation Fund (LTF) – The Transportation Development Act creates in each county a Local Transportation Fund for the transportation purposes specified in the Act. Revenues to the LTF are derived from 1/4 percent of the retail sales tax collected statewide. The 1/4 percent is returned by the State Board of Equalization to each county according to the amount of tax collected in that county. The LTC allocates the funds to claimants to provide public and community transportation services.

Department of Transportation – Section 887.8(b) of the California Streets and Highways Code permits the Department of Transportation to construct and maintain non-motorized facilities where such improvements will increase the capacity or safety of a State Highway. Section 888.4 requires an annual statewide budget of at least \$360,000 for new non-motorized transportation facilities to be used by Caltrans in conjunction with the State Highway System.

Proposition 116: Clean Air & Transportation Improvement Act of 1990 – Under Proposition 116, non-urban county transit funds can be made available for transit or non-motorized facilities. These funds are provided on a per capita basis, using the Federal census.

Non-Motorized Trails Grant Program – Under The Safe Neighborhood Parks, Clean Water, Clean Air, and Coastal Protection Bond Act of 2000, program funds are appropriated for the development, improvement, rehabilitation, restoration, and enhancement of non-motorized trails, and associated interpretive facilities for the purpose of increasing public access to, and enjoyment of, public areas for increased recreational opportunities.

Environmental Enhancement and Mitigation (EEM) Program – Offers funding to remedy environmental impacts of new or improved transportation facilities. State gasoline tax monies fund EEM. Grants are awarded in three categories. “Roadside Recreational” is applicable for bicycles including projects that provide for the acquisition and/or development of roadside recreational opportunities such as trails.

Community-Based Transportation Planning (CBTP) Grant Program – Provides funding for planning projects statewide that support livable communities, coordinate land use and transportation planning, and involve the community. Caltrans awards approximately \$1.5 million in projects that address concepts such as improved mobility and transportation choices for a wider range of users, increased transit- oriented/mixed use development, and/or enhanced community/economic development.

ⁱ California Department of Fish and Game. Accessed during April / May of 2009.
<http://www.dfg.ca.gov/lands/wa/region1/elkcreekwetlands.html>.

ⁱⁱ Del Norte County and Crescent City: 2007 Bicycle Facilities Plan. June 2007. Prepared by Planwest Partners for the Del Norte Local Transportation Commission.
http://www.dnlte.org/planningdocs/Bicycle_Facilities_Plan_2007.pdf.

ⁱⁱⁱ California Coastal Trail. Accessed in April / May of 2009.
<http://www.californiacoastaltrail.info/cms/pages/main/index.html>.

^{iv} Coast to Crest and Coast to Caves Trailway Study. September 2005. Prepared by Planwest Partners for the Del Norte Resource Advisory Committee.

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