

Strategic Plan for the California Coastal Trail in Mendocino County

September 2010



Belinda Point Trail, Fort Bragg. Photo by Janie Rezner, 2008

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- Tamira Jones, Coastal Access Program Manager
Mendocino Land Trust
February 2, 2010

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EXECUTIVE SUMMARY

The purpose of this California Coastal Trail Strategic Plan for Mendocino County is to serve as a planning document that lays out options for the future location of the California Coastal Trail, a 1,200 mile trail running the length of the coast from Oregon to Mexico. It will be used to identify Phase II funding projects and implement particular segments of the California Coastal Trail in Mendocino County. The scope of this strategic planning document is the entire 130 miles of coastline and 95 miles of existing CCT within Mendocino County within the primary CCT planning corridor, extending from the shoreline to the first public road. This CCT Strategic Plan also describes spur trails off the main coastal trail route, including coastal access trails and viewpoints, as well as inland connector trails.

This plan is a snapshot in time of CCT work accomplished to date in Mendocino County. It proposes and prioritizes next steps to continue progress on Mendocino Coast coastal access trails. Specific recommendations for projects in discrete sections can be found in Chapter III, Section 2 and Chapter IV, Sections 1 through 15. Maps and photos of many of the project areas help the reader visualize proposed CCT segments and understand some of the planning and terrain challenges.

To develop this plan, MLT staff completed outreach to agency and nonprofit partners, private landowners, and community groups. As part of the CCT Strategic Plan Report process, MLT also coordinated regional meetings to engage focus groups and discuss local CCT opportunities and challenges. MLT's Coastal Access Program projects have raised awareness and visibility of trail and coastal access work along the Mendocino coast. Both locally and statewide, non-motorized transportation has become a more popular topic of discussion and part of community planning. All of these factors combine to create a more solid foundation of support for creative collaboration regarding regional trail planning in Mendocino County.

In addition, a 2010 Mendocino Trail Symposium brought together CCT planners, users, and agencies. This Symposium gave participants an opportunity to share mutual goals and brainstorm how to work together to better meet the varied needs of user groups, planners, and funders.

At present, there are 40 miles of existing off-highway CCT in Mendocino County. Due to the opportunity to enhance user experience, planning for an off-highway CCT alignment continues to be the highest priority, wherever feasible. This Strategic Plan identifies 12 high priority projects, 3 medium-high priority, 22 medium priority, 3 medium-low priority, and 3 low priority CCT projects. If all of the high priority projects recommended in this Strategic Plan were completed, this would result in 18 miles of additional off-highway CCT; addition of the medium-high projects would bring the total to 32 miles. Once all of the projects proposed in this strategic plan are completed, approximately 62 miles of off-highway CCT will be created. There are approximately 50 miles of CCT still to plan in Mendocino County.

This CCT Strategic Plan proposes \$7.41 million in construction, \$235,550 in planning and \$23.23 million in acquisition costs. MLT estimates a figure of \$400/mile/year basic trail maintenance costs; State Parks' estimate for comparable work is \$8000/mile/year. This estimate is for a basic trail tread surface, with a minimum of trail structures needing maintenance. Where access trails connect a public road to a beach or rocky cove, infrastructure and ongoing maintenance costs would likely be higher as a result of higher use and environmental impacts, as well as the need for necessary structures requiring maintenance for beach access on the rocky and rugged Mendocino coast.

One lesson learned from undertaking coastal access and coastal trail planning in Mendocino County has been the impossibility of building the CCT all at once. It is necessary to problem-solve many obstacles on

a segment-by-segment basis, in order to complete a trail of this magnitude. The process for completing the CCT statewide has involved numerous agencies and nonprofit partners working together to implement segments that are immediately feasible. The challenge of this approach is that each segment must be justified on its own merits, independent of its strategic relevance to the CCT as a whole. This segment-by-segment approach has been a challenge both technically and philosophically, as not all coastal access opportunities are equal, but all are valuable.

This seemingly fragmented approach to planning and construction of new coastal trail segments remains an issue statewide. As new segments of trail are dedicated and opened, they should be integrated into existing trail systems. In Mendocino County, where there is no governmental entity responsible for public access or recreation planning, the coastal trail effort has been multi-agency and multi-organizational and has therefore varied somewhat in design from one segment to another.

Thus, partnerships are essential to successful implementation of this plan; partners include but are not limited to state, local, and federal governments, municipalities, local and state-wide nonprofit organizations, resource management professionals, and private landowners. These partners will need to continue their ongoing dialogue, look for solutions to issues, and brainstorm creative ways to pay for trail maintenance and stewardship costs. Some possible ideas include: partnerships with the business and tourist network on the coast, a nonprofit umbrella trail organization, County oversight, a State-run CCT “organization,” or a “trails forever” fund. We need to continue to build a CCT constituency and community to support the CCT concept in perpetuity. This constituency is a resource (both in terms of volunteers and money) for coastal trail operations, maintenance, and continued development.

Section 1: Purpose of this Report

In February 2007, the Mendocino Land Trust (MLT) received a grant from the State Coastal Conservancy (Conservancy) to work collaboratively with the State Coastal Conservancy, City of Fort Bragg, California State Parks, California Coastal Commission, Coastwalk California, private landowners, and other stakeholders, to plan for California Coastal Trail (CCT) segments on the Mendocino Coast. MLT undertook a strategic-level analysis, resulting in recommendations for developing the Coastal Trail system on public lands and investigations of connectors to fill CCT gaps, both evident now and those needing additional research.

The culmination of the planning process for the CCT is this Strategic Plan for the California Coastal Trail in Mendocino County. The purpose of this Strategic Plan is to serve as a planning document that can be used to identify Phase II funding projects and construct segments of the California Coastal Trail in Mendocino County. This Strategic Plan includes selection criteria for suitable projects and priorities for implementation. The Plan includes GIS maps of proposed conceptual CCT alignments in Mendocino County, an inventory of CCT current conditions and proposed improvements to existing trails, estimated costs of necessary technical studies, and prioritized projects.

Section 2: Project Scope

The scope of this project is the entire 130 miles of coastline within Mendocino County. The primary CCT planning corridor extends from the shoreline to the first public road. The Strategic Plan also describes spur trails off the main CCT route, which includes coastal access and viewpoints, as well as inland connector trails.

Chapter IV of this Strategic Plan is organized by sections of the CCT in Mendocino County from north to south, beginning with the Lost Coast Trail, which travels through both Humboldt and Mendocino Counties. Each section described in this report is distinguished by significant landmarks or changes in ownership.

The focus of this Strategic Plan is to describe current conditions and make recommendations for improvements to non-motorized access to and along the coast. Primarily, this discussion focuses on pedestrian access, addressing bicyclist, equestrian, and disabled access where appropriate. Along the study area, the Pacific Coast Bicycle route is designated as a Class One path along State Highway One. Caltrans and the City of Fort Bragg are concurrently planning for bicycle needs along Highway One within city limits. In some areas, pedestrian access improvements can be developed alongside other uses.

We received comments on the draft version of this plan from both equestrian and bicycle users. Even if a specific trail segment isn't recommended for equestrian and/or bike access at present, trail facilities accommodating these user groups could be part of future or final trail plans. While horses may be able to ride a given trail, staging areas are generally needed to allow for equestrian use. As planning and design work move forward for specific CCT segments, each segment's feasibility will be assessed for pedestrian as well as equestrian, bicyclist, and disabled user groups. Trail planners will work with all CCT user groups in future Mendocino Coast planning and design efforts, to ensure a variety of user group interests and needs are represented.

CHAPTER II - CONTEXT

Section 1: What is the California Coastal Trail?

The California Coastal Trail concept began with the passage of Proposition 20, the “Save the Coast” Initiative, approved by the California voters in 1972, which stated “a hiking, biking, and equestrian trails system shall be established along or near the coast,” and stated “ideally, this trail system shall be contiguous and located near the shoreline.”

The vision for the California Coastal Trail (CCT) is a continuous interconnected public trail system along the California coastline. The goal of this trail is to foster appreciation and stewardship of scenic and natural coastal resources. The CCT serves to implement aspects of Coastal Act policies promoting non-motorized transportation. The Trail system is located on a wide variety of terrains, including the beach, bluff edge, hillsides providing scenic vantage points, and within the highway right-of-way. It may take many forms, including informal footpaths, paved sidewalks, and separated bicycle paths. When no other alternative exists, it sometimes travels along the shoulder of the public road. While primarily for pedestrians, the CCT also accommodates a variety of additional user groups, such as bicyclists, wheelchair users, equestrians, and others as opportunities allow. The CCT consists of one or more parallel alignments, often called a “braided alignment.” It is intended that the CCT system shall be designed and implemented to achieve the following goals and objectives:

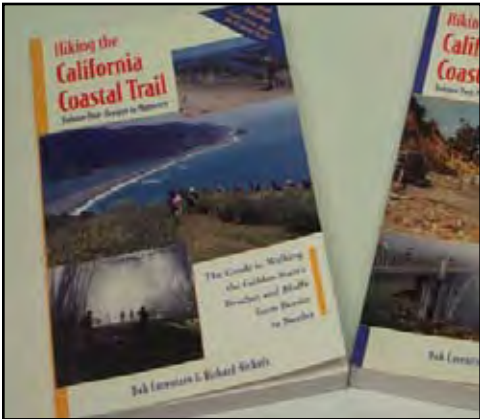
- Provide a continuous walking and hiking trail as close to the ocean as possible;
- Provide maximum access for a variety of non-motorized uses, by utilizing parallel trail segments where feasible;
- Maximize connections to existing and proposed local trail systems;
- Ensure that the trail has connections to trailheads, parking areas, transit stops, inland trail segments, etc. at reasonable intervals;
- Maximize ocean views and scenic coastal vistas; and,
- Provide an educational experience where feasible, through interpretive programs, kiosks, and other facilities.

The California State legislature passed a resolution in 2000, which declared the CCT an official state trail system. The trail gained federal recognition the same year when the CCT was declared by the White House Millennium Trail Council to be a Millennium Heritage Trail. In 2001, the Senate passed legislation that directed the State Coastal Conservancy, in cooperation with the California Coastal Commission and California State Parks, to determine



*CCT Emblem
MacKerricher State Park, Ward Avenue*

what was needed to complete the CCT. In 2003, *Completing the California Coastal Trail*, a strategic blueprint for completing the trail, was published by the State Coastal Conservancy.



Hiking the California Coastal Trail
by Bob Lorentzen and Richard Nichols

A shared goal of CCT planners is to design the trail system so that it provides a valuable experience for the user, by protecting the natural environment and cultural resources, while also providing public access to beaches and scenic vistas. It is important in CCT planning to select locations and designs that are consistent with the California Coastal Act and local planning programs, as well as respectful of the rights of private landowners.

Currently, the CCT hiking route through Mendocino County is 60% on paved and secondary roads; of which 55 miles are along the Highway One right of way. Accordingly, it is a high priority to relocate the CCT off -highway, for safety reasons and so the public can experience the awe-inspiring beauty of one of the world's finest coastlines. Where this proves impossible, work can still focus on improving the ability of pedestrians and cyclists to travel the highway right-of-way.

The California Coastal Trail website (www.californiacoastaltrail.info) states:

“The benefits of completing the CCT system cannot be understated. The completion of a Coastal Trail, running continuously from Oregon to Mexico, contributes to our quality of life in terms of: recreation; access to the shoreline and its extraordinary scenic and natural surroundings; and encouragement to use of non-motorized transportation.

These will benefit both our mental and physical health. These virtues are not abstract but can be documented in such observations as: Americans spent \$213 million on hiking boots in 2000, \$284 million on backpacks, \$78 million on tents and \$86 million on sleeping bags, according to the American Hiking Society; and in a 2002 survey of potential home purchasers conducted by the American Association of Homebuilders, recreational trails were described as the second most important community amenity.

The CCT will have a beneficial environmental effect, both directly in procuring a natural corridor along the coast and indirectly by promoting the educational benefits derived from broadened public access to the shoreline. And insofar as the guidelines call for developing connections to inland population centers, it will bring such advantages to those communities.”

And finally, the completion of the trail should have significant

California Coastal Act, Section 30001.5 states:
“The legislature further finds and declares that the basic goals of the state for the coastal zone are to: . . .
(c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.”

economic benefits given that California is already the most visited state in the nation, and outdoor recreation—and particularly walking—is high among visitors’ recreational choices. On the rural North Coast, where traditional resource dependent economies are in decline, scenic and open space values are high and tourism is on the rise. Continuing public investment in accessible recreational amenities improves communities and enhances quality of life for both residents and visitors.

Section 2: Concurrent Planning for Access

2.1 State Coastal Conservancy

The State Coastal Conservancy (Conservancy), established in 1976, is a state agency that “uses entrepreneurial techniques to purchase, protect, restore, and enhance coastal resources, and to provide access to the shore” (Conservancy website, 2008). The Conservancy has funded hundreds of public-benefit projects, enabling partner organizations such as local governments, public agencies, nonprofit organizations, and volunteer groups to plan and implement trail projects.

Conservancy staff, in consultation with the California Coastal Commission, Coastwalk, and California State Parks, prepared Completing the California Coastal Trail in January 2003, following the 2001 directive SB908 from the Legislature and Governor to report on the current conditions of the CCT and identify gaps and opportunities for completing a contiguous trail along the coastline. Coastwalk is a nonprofit group dedicated to completing the CCT who contributed to the report.

The Conservancy is the primary funding source for dozens of coastal access projects currently underway throughout the state. The Conservancy works with the California Coastal Commission, Caltrans and the California Department of Parks and Recreation to address constraints to completing new coastal trail segments. The Conservancy funds acquisition of private property for public access from willing sellers, development of standards for trail signing, operation and maintenance of existing trails, and design and construction of new trail segments.

2.2 California Coastal Commission

The California Coastal Commission (CCC) is the State agency responsible for coastal planning and regulation, and it was instrumental in acquiring the first public access easements under the California Coastal Act, in order to protect and provide public access to the coastline. These offers-to-dedicate public access

*Assembly Bill No. 1396 Chapter 375
(AB 1396, Laird, California
Coastal Trail):*

This bill would require those transportation planning agencies whose jurisdiction includes a portion of the California Coastal Trail or property designated for the coastal trail, as specified, to coordinate with specified agencies regarding development of the coastal trail, and to include provisions for the coastal trail in their regional transportation plans.

easements can provide important links in the CCT system.

The Commission has published several books documenting existing conditions and recommending improvements to coastal access, in each of the 15 coastal counties. These include the Public Access Action Plan (1999) and the California Coastal Access Guide (2003), which catalogues over 850 coastal access points along the entire California coast. A newer and more comprehensive Commission publication, Experience the California Coast, A Guide to Beaches and Parks of Northern California (2005), focuses on the North Coast, including Mendocino County, and inventories coastal access points and trails between San Francisco and Oregon.



*Coastwalk's Central Coast hike
Pt. Cabrillo Light Station SHP, 2009.
Photo: David LaFollete*

It is the role of the Commission to oversee implementation of the Coastal Act, specifically the Coastal Access component, through coastal permit administration, certifying Local Coastal Programs, a Prescriptive Rights program, and a public education program. Through its regulatory actions, the Commission is the State agency that officially designates segments of the CCT.

2.3 Mendocino County Planning & Building Services

The Mendocino County Coastal Zoning Code requires coastal access regulations and open space easements where possible, as conditions of permit approval. The Mendocino County General Plan's Coastal Element, adopted in 1985 and revised in 1991, identifies planning areas where coastal access points and accessways could be required as permit conditions under the California Coastal Act of 1976. The Coastal Element policies and recommendations are cited throughout this report, as they relate to specific locations regarding public access.

The Mendocino County General Plan is currently being updated, and the Coastal Element is overdue for revision. In 2008, Mendocino Land Trust (MLT) staff met with County Counsel Jeanine Nadel, Fourth District Supervisor Kendall Smith, and Fifth District Supervisor David Colfax to discuss a more systematic approach for permit review of consistency with County coastal access policies. At this meeting, it was recommended that General Plan updates include a statement requiring that California Coastal Trail planning be considered when reviewing all permit applications in the Coastal Zone.

2.4 City of Fort Bragg

The City of Fort Bragg's revised Local Coastal Program was certified by the Coastal Commission in August 2008. The Fort

Bragg General Plan's Conservation, Open Space, Energy and Parks Element provides a clear directive for facilitating development of a continuous trail throughout the city, through acquisition of easements, trail management, signage and planning for multiple user groups. The trail system identified by the City's General Plan shows a CCT alignment from MacKerricher to Hare Creek with alternative inland trails.

In early 2010, the City of Fort Bragg acquired 92 acres of parkland at the former Georgia-Pacific Mill site through a \$4.2 million dollar grant from the Coastal Conservancy and donation of a 110 foot coastal trail corridor along the bluff edge by Georgia-Pacific (GP). Currently, the City is developing a Coastal Trail Master Plan as well as detailed designs for the former GP Mill site property acquisitions and their interface with Glass Beach State Park. This project will be completed in phases, likely beginning with the southern section of the trail stretching from the Noyo River north. The timeline for completion of the first sections of this coastal trail is late 2012 to early 2013. The City currently also manages a coastal trail segment south of the Noyo River, at Pomo Bluffs Park.

2.5 California Department of Transportation

The California Department of Transportation's (Caltrans') mission is to improve mobility across California. Along the coast, much of Caltrans' effort centers on the transportation corridors of Highway 1, 101 and Interstate 5. In some cases, because of terrain or other limitations, the highway right of way provides the only currently feasible location for the CCT route, at least on an interim basis. This is most likely to occur at bridges or other structures that cross challenging terrain, which is the case in certain areas of the Mendocino coast. Coordination of CCT projects with Caltrans will be essential as they plan for complementary improvements to the highway system.

Through their community-based planning grants program, Caltrans has funded several non-motorized transportation planning projects on the Mendocino Coast, in Gualala, Point Arena, Fort Bragg, and Westport. These projects include community outreach, multi-agency and organization collaboration, and field mapping, each resulting in a feasibility study of how to serve non-motorized users in the Caltrans Highway One right-of-way. These community-based planning efforts are an essential component of Caltrans' efforts to improve CCT facilities in their Highway One right-of-way.

Caltrans has a history of being supportive of non-motorized users on their road facilities and has worked to establish safe travel conditions for all users. Past projects include the Pacific Coast

City of Fort Bragg's website for GP Mill site Parklands and Trail information:
<http://city.fortbragg.com/pages/viewpage.lasso?pagename=4%7CMill%20Site%20Parkland>

Policy OS-16.17 Coastal Trails: Develop a continuous trail system throughout the City which connects to the California Coastal Trail system.

Program OS-16.17.1: Ensure that City trails connect with the California Coastal Trails system, as shown on Map OS-3. Acquire rights-of-way through Offers to Dedicate; easements; land transfers; and land acquisition, as appropriate.

bicycle route; supporting documents include the publication *Accommodating Non-motorized Travel (DD-64)*, as well as State and Federal legislation that allocates transportation funds to support infrastructure for non-motorized travel, in particular the “Complete Streets” program and the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, 2005). Caltrans is currently investigating a feasibility analysis for non-motorized highway user improvements within the Highway One corridor in Mendocino County.

Designated by the California State Legislature, the “Pacific Coast Bike Route” begins on Highway 101 at the California/Oregon State Line, and ends adjacent to Interstate 5 at the Mexican Border. This challenging route passes through some of the nation’s most beautiful scenery, including vast redwood forests and spectacular ocean views. Popular with touring cyclists, the Pacific Coast Bike Route is generally traveled from North to South, and terrain conditions vary greatly throughout the route, from level grades with wide shoulders (appropriate for most cyclists) to steep grades with narrow or no shoulder (appropriate for more experienced cyclists).



*Navarro Stewards,
Navarro Point workday*

2.6 Non-governmental Organizations

In planning a given segment of the CCT, nonprofit non-governmental organizations make every effort to accommodate disabled trail users. The Mendocino Coast’s rugged topography makes it difficult to achieve trail gradients appropriate for disabled users; wherever feasible, nonprofit trail managers endeavor to make their trails accessible, per the Americans with Disabilities Act (ADA). New trails are held to the highest standard in terms of accessibility and protection of sensitive resources, and the Mendocino County Planning Department permit process reviews each trail permit application to meet these standards.

Statewide

Coastwalk California, a non-profit organization based out of Sonoma County, has raised awareness about the CCT statewide for decades by hosting coastal trail hikes and annual through-hikes of the entire 1,200 miles of California coastline. Coastwalk has partnered with the Coastal Conservancy to place official emblem signs on the CCT, worked with lawmakers to support CCT legislation, and coordinated trail maintenance volunteers.

Mendocino County

In Mendocino County, local nonprofits work tirelessly to open public access trails that provide public access to and along this spectacular coastline. These nonprofits include:

The Redwood Coast Land Conservancy (RCLC) was established in 1992. RCLC has accepted and opened five public easements on the southern Mendocino coast, with their first trail constructed along the Gualala Bluff in 1998. In addition, RCLC made their first land purchase in 2001, at Hearn Gulch. Since then, RCLC has expanded the Gualala Bluff Trail, made improvements to the Hearn Gulch access, and opened a trail at Bonham Landing and Cooks Beach. RCLC is based in Gualala, with a large membership and active board who have been able to operate primarily with volunteers. RCLC received additional Conservancy funding in 2007 and 2008 to improve access at St. Orres Creek, Bourns Landing/Cooks Beach, and to complete Phase II of the Gualala Bluff Trail. This organization owns a second blufftop parcel between Anchor Bay and Point Arena, which will be opened to the public soon.

The Coastal Land Trust (CoLT) of Mendocino County has also been working on coastal access for many years. CoLT manages beach access and an invasive plant removal program at Seaside Beach and Meadow, located ten miles north of Fort Bragg. CoLT is also working with Save-the-Redwoods League to plan for public access at Cape Vizcaino. CoLT has received a grant from the Coastal Conservancy to assist with transfer of about 80 public access easements to local CCT managing nonprofits. In addition, CoLT is the primary subcontractor to Mendocino Council of Governments (MCOG) for a Caltrans Planning grant to develop design recommendations for multi-modal transportation on Highway One between Usal Road and the southern bank of the Ten Mile River.

Moat Creek Managing Agency (MCMA) is a public access organization specifically focused on shoreline access around Point Arena. MCMA incorporated specifically for the purpose of managing several coastal access and trail areas near Moat Creek, for both visitors and local residents. Local volunteers have maintained access at Moat Creek since 1989, with assistance from the Coastal Conservancy to operate a parking lot and restroom. In 1998, the Conservancy and MCMA entered into a management agreement for the Moat Creek-Ross Creek trail, as well as provided grant funds to MCMA for the construction of additional improvements and signage. MCMA opened the Moat to Ross Creek blufftop trail in 1999, which connects Moat Creek Beach to the northern end of Bowling Ball Beach, south of Point Arena. MCMA recently completed a Conservancy-funded CCT Feasibility Study for the area between Arena Cove and Moat Creek.

Mendocino Land Trust (MLT) has pioneered the way in California for nongovernmental organizations to open and operate public



*Belinda Point Trail Opening,
Mendocino Land Trust*

access trail easements required primarily by the Coastal Commission's permit process, as well as through County permits. MLT was the first nonprofit organization statewide to open a trail easement to the public, at Mendocino Bay Overlook, in 1996. MLT operates more trail easements to and along the coast than any other nonprofit in California. MLT currently manages four trails within public access easements, and is in the process of opening seven additional trails on easements and properties they hold along the central Mendocino coast. In addition, MLT accepted 19 more trail easements in 2009, to hold them in perpetuity and to evaluate them for eventual public trails. MLT recently received additional funding from the Conservancy to construct, open, and manage seven new coastal trails, as well as negotiate easements in key sections and complete planning and permitting work for 4 additional public access easements.



Little River Public Meeting, 2009

2.7 Partnerships

For the CCT planning, construction, and infrastructure progress to be successful, collaboration between all partners is essential. In the immediate future, the CCT planning process can only continue with dedicated and knowledgeable trail advocates that have access to reliable funding sources and predictable permitting paths. The next step in completing the CCT in Mendocino County will involve tackling high priority projects with limited funding. It is hoped that this Strategic Plan will help target funding toward trail opportunities that will result in strategic segments of coastal trail being built.

In the next two to four years, many portions of the Coastal Trail will be completed on the Mendocino Coast. These include the City of Fort Bragg's Coastal Trail project at the former GP Mill site, MLT's Kibesillah Vista Trail and MLT's Caspar Beach Trail. These projects have mostly been funded by Conservancy grants and other State Proposition funding. It appears that the funding trend towards access projects may have peaked, but the desire for these projects is growing. Given this, meeting the increasing need for well-stewarded access on the coast will likely remain a challenge.

Caltrans is an important partner in CCT planning and implementation; however, they have been affected by a lack of continuous CCT planning and implementation money. Caltrans owns much of the CCT planning corridor on the Mendocino Coast, and it will be necessary for CCT advocates to work within the Caltrans permitting framework to implement segments of trail. That said, it is also necessary for Caltrans to build a permitting and maintenance framework that allows for CCT work to be completed, either by other governmental agencies, nongovernmental organizations, or by Caltrans themselves.

The need for ongoing management money to operate and maintain existing trails is also a constant issue. This is nowhere more obvious and critical than within California's State Parks, which has been hit hard by state budget woes. In addition, deferred maintenance has taken its toll on State Parks trails.

There is also a need for more trail capacity on the part of Mendocino County government. The Mendocino Coast needs its trails for recreational development, which benefits both residents and visitors alike. Ultimately, trails advocates, managers, funders, and user groups will benefit from working collaboratively to problem solve and plan for the future.

Section 3: Summary of Investigation and Coordination

3.1 Coordination Meetings with Partners

California Department of Parks and Recreation (DPR)

A series of nine meetings were held to review current hiking route conditions and develop recommendations for each of the coastal State Parks in Mendocino County. Attending those meetings were State Parks' District Superintendent, Environmental Scientist, District Maintenance staff, District Park Rangers, and other resource staff and nonprofit partners such as Point Cabrillo Light Keepers and Mendocino Area Parks Association (MAPA). These meetings included site visits and mapping exercises, review of Parks General Plans (where available) and identification of potential projects.

State Parks, lands protected for public use and enjoyment, are logical places to implement new CCT segments, since State Parks are in public ownership and often have developed trail systems with ongoing maintenance. One challenge in planning for trail systems within the Parks system is Parks' regulatory requirements for new development, which include a General Plan. Of ten State Parks along the Mendocino coast, only MacKerricher State Park, Mendocino Headlands, and portions of Van Damme and Manchester State Beach have adopted General Plans. Improvements to existing trails are allowed within State Parks, to maintain visitor safety and resource protection. In many cases, however, in order to have continuous north to south trails, new trail development is necessary.

Due to budget constraints, it is unlikely that General Plans will be drafted for the remaining State Parks within Mendocino County



MLT Staff with Little River landowner, 2008

in the near future. Informal use of many trails continues, which, on the positive side, allows public access to these areas and, on the negative side, often creates maintenance and resource protection issues. New and innovative approaches to creating and maintaining State Park trails must be considered if the CCT is to link through and between public lands.

Caltrans

In the course of planning for Coastal Access in Mendocino County, MLT has worked closely with Caltrans District 1 staff to develop an approach for identifying potential CCT segments in the state right-of-way, when no other alternative locations exist, including creation of viable pedestrian trails and bike lanes. Planning by nonprofits for segments of the CCT in the State highway right-of-way has proven to be a trail blazing endeavor in itself. There is not much precedent for non-governmental organizations building and operating trails facilities in portions of the State right-of-way. While the long term goal is to locate the CCT off the highway right of way, segments may by necessity need to utilize the right of way (e.g. due to topography, geography, land ownership patterns, etc), at least for an interim period.



A coordination meeting, held at District 1 headquarters in Eureka in September 2008, discussed obstacles to permitting a non-governmental agency to operate and maintain pedestrian and non-motorized user trails in the state right-of-way. Caltrans requires a Maintenance Agreement between parties undertaking construction of a facility in state right-of-way. However, they are currently only authorized to enter into such agreements with other public entities, such as municipalities, counties and special districts.

Partnerships play a crucial role in working with Caltrans to facilitate use of the highway right-of-way on a case-by-case basis. One successful example is CCT planning at Navarro Creek in Albion, where a Caltrans' culvert remediation project was designed to accommodate a pedestrian walkway as a component of the remediation project. MLT staff and adjacent landowners worked with Caltrans' Hydrology and Design Department to craft a project with multiple objectives, including cost sharing to accommodate the walkway infrastructure for future CCT construction. In this way, pre-planning meetings allowed Caltrans staff to steward the project internally, with cost-sharing an incentive for project approval.

It is recommended that the Coastal Commission, Coastal Conservancy, Mendocino County Planning, and nonprofit trail managers continue to work with Caltrans to promote the CCT, including development of working agreements that streamline and create a more predictable encroachment permit process

for trail construction projects. It is recommended that Caltrans District 1 Regional and Community Planning staff be included in implementation efforts for the California Coastal Trail, so that they may offer input and suggest possible solutions to help streamline the Caltrans permitting process.

GeoGraphics

The Conservancy funded Coastwalk's update of their version of the CCT maps throughout the state. Coastwalk contracted with GIS consultant GeoGraphics to complete these Coastwalk route maps, which have not yet been adopted by the State of California. These maps can be found on the Coastwalk and Coastal Conservancy websites. Coastwalk's CCT alignment maps show data at the parcel level and are to be used for planning purposes. GeoGraphics has compiled data for each coastal county, updating these maps as needed for internal and public use. Coordination meetings were held by GeoGraphics and MLT, to determine specific conditions of the current CCT route through Mendocino County.

3.2 Public Meetings

The planning process for specific segments of the CCT relies on local knowledge of on the ground conditions, politics, history of the planning effort, and willingness of local citizens to voluntarily work for public access. Many informal meetings with landowners and the public took place from 2003-2009 to document CCT current conditions, ongoing efforts and future plans/goals.

Reconnecting to the Coast

Under its Coastal Trail Planning grant from the Conservancy, MLT was able to participate in planning efforts for a public meeting and planning workshop on coastal trail access at the former Georgia-Pacific mill site and Glass Beach. The document *Reconnecting to the Coast* (City of Fort Bragg, 2008) was the result of input from this meeting and designs developed by landscape architects and City of Fort Bragg staff to capture the public input from the two-day workshop. The results of that workshop have provided the foundation for the City and State Park's coastal trail designs at the Mill Site and Glass Beach (see Chapter IV Section 4).

Glass Beach Community Meetings

A Glass Beach Coastal Trail public meeting was held on November 17, 2007 to share preliminary plans for the coastal trail design and features in this area. Subsequent site visits were made with members of the public and agency representatives to discuss alignment issues. The majority of public concerns and formal input centered around sensitive plant communities at Glass Beach



Flier for Reconnecting to Our Coast workshops, Fort Bragg

Headlands and the impact that a paved or graveled trail could have on these protected native plant areas (for more information on Glass Beach see Chapter IV Section 4).

South Coast

A South Coast Planning Meeting was held November 12, 2008 in Point Arena with groups and individuals working on coastal access planning and protecting customary public use. In attendance were many of the organizations previously mentioned in Section 2.5, including Redwood Coast Land Conservancy, Coastal Land Trust, Moat Creek Management Agency, Friends of Schooner Gulch, GeoGraphics, Coastwalk, staff from the Coastal Conservancy, and former Point Arena Mayor Leslie Dahlhoff. The meeting began with an overview of current route conditions, followed by updates by each of the organizations currently working on public access. Recommendations from this meeting are included in Chapter IV of this Strategic Report. An email list of those attending the meeting and those interested in the planning process was developed to facilitate information sharing and to gain feedback on the south coast section of this report.



*MLT CCT Strategic Plan (draft)
Mendocino Trail Symposium
January 9, 2010*

Caspar Headlands and Trail Advisory Group

MLT staff attended two regular Caspar Community meetings in order to present preliminary trail route concepts to the community and gain input to final trail design and management goals for the proposed CCT through Caspar. The former Caspar Management Advisory Committee developed a Management Plan for Caspar Beach and Associated Lands in 1999, which included overall management goals for the property acquired by MLT in Caspar. These goals included: (1) continuing public access to Caspar Beach; (2) providing a management presence and infrastructure as needed to respond to problems as they occur; (3) increasing recreational opportunities on a limited basis, particularly hiking trails; and (4) encouraging educational uses, such as birding and nature study. Following the second Caspar Community trail meeting, community members recommended the reconvening of an advisory committee for both the Caspar Uplands Trail and the Caspar Headlands property owned by State Parks.



*Cyclist outing, Fort Bragg's bike lanes
Mendocino Trail Symposium, 2010*

The newly formed Caspar Headlands and Trail Advisory Group met twice in 2008-2009 to review access goals for Caspar and the Caspar Beach Trail plan. This group keeps in contact regarding Caspar Beach Trail progress via an email list.

Mendocino Trail Symposium

A Mendocino Trail Symposium was held on January 9, 2010 in Fort Bragg. This event brought together many of the groups working locally on local trail planning, including outdoor recreational

users, recreation-related businesses, tourism promotion groups, as well as user groups such as equestrians, hiking, kayakers, and mountain bikers. Coordinated planning allowed this event to appeal to many different groups. Outings offered in the morning included a hike on the GP Mill site with the City of Fort Bragg, a historic tour of Fort Bragg with the Native Daughters of the Golden West, a Noyo River paddle with Liquid Fusion Kayaking, an equestrian ride with Ricochet Ranch, a bike ride organized by Fort Bragg Councilman Dan Gjerde, and a hike and workday at Otis Johnson Park, a small urban park owned and managed by the City of Fort Bragg. These outings brought out more than a hundred people the morning of the event. An open house in the afternoon included twenty booths hosted by various trail-related businesses, services, agencies, and organizations. Presentations in the afternoon covered existing and planned trails and highlighted upcoming trail opportunities. Keynote speaker Marlene Padilla shared her recent experience hiking the CCT. Over one hundred people attended the open house and trail event.

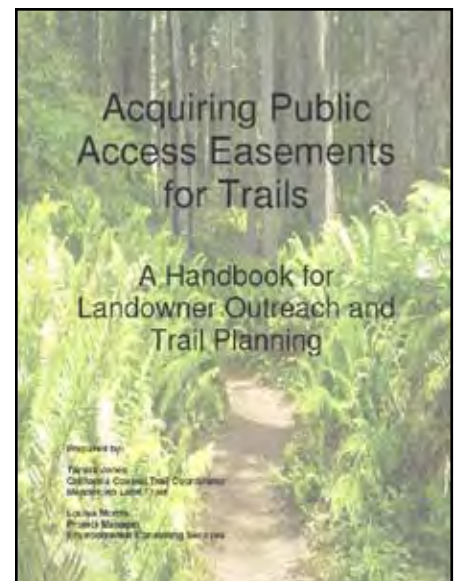
The goal of the Symposium was to inform the public and elected officials about the need for trails systems throughout the County and allow trail advocates to meet one another and share their enthusiasm.

MLT had an information booth at the event, with the Strategic Plan Draft, maps and recommendations available for public review. Comment cards were available, with corresponding maps. Comments received at the event were filed with the Strategic Plan edits and were analyzed, as were comments received during the public review period for this Strategic Plan.

3.3 Landowner Outreach

Steps to Outreach

MLT staff undertook systematic landowner outreach to those landowners with property identified as high priority located within the CCT planning corridor with initial letter contact and phone call follow-up. Initial contact included a letter informing the landowner of the planning process for CCT in their vicinity and an invitation to be involved in this process. Following subsequent phone contact with landowners, a second letter was sent to outline the advantages of donating public access easements, preliminary proposed trail routing and alternatives, and an offer to answer any questions they may have had. Challenges to this approach are the prevalence of local landowners being second homeowners and the practical difficulty of making contact. In order to facilitate this outreach approach, MLT staff drafted *Acquiring Public Access Easements for Trails: A Handbook for Landowner Outreach and*



Landowner Outreach Handbook, prepared by MLT

Trail Planning. The Handbook includes basic information about the CCT statewide and locally; incentives for donating or selling a public access easement and types of easements; steps to donation or purchase of an easement; liability statutes; steps to planning a trail and samples of trail management plans; articles on the benefits of trails to landowners; and examples of Easement Agreements. This Handbook proved useful for initial meetings with landowners as well as with assisting other groups in developing their landowner outreach programs.



Meeting with Landowners, Lost Coast

It takes time to develop relationships with landowners and incentives for considering a trail easement on their property varies greatly. Many people believe that a trail close to their home invites nuisances such as trespassing, property damage, and liability. Alternatively, other people believe that a trail adds amenity value to their home and allows for their own recreational opportunities. Again, it takes time to build trust with landowners and for them to decide if a trail easement is right for them and what kind of trail they would like to see. Unfortunately, very few willing landowners are ready to dedicate a trail easement without a guarantee that a completed trail will be realized in the short-term. Under the terms of this planning grant, initial contact was made with over 40 landowners to begin the process of negotiating an easement. The result was four landowners who offered to dedicate an easement. Additional work is needed to pursue easements where needed and to continue outreach to landowners who initially were not supportive of the idea of donating or selling a trail easement.

County Recorders Office

The offer-to-dedicate public access easement program, overseen by the Coastal Commission, required easements to be recorded on the property deed by landowners as a condition of permit approval for development of their property in the coastal zone (primarily in the 1970s and 1980s). The Coastal Commission keeps a record of every PAE required by a Commission permit with easement descriptions and maps depicting their location. The utility of these existing easements for the Coastal Trail has been evaluated in this report and varies widely. In determining the development potential of each easement, it is important to carefully review all title reports and deed restrictions in order to determine the location, terms and any special conditions identified in the recorded document which describes the location of the easement. There are also easements that predate Coastal Commission PAE exactions which can only be uncovered by doing a search of the original title report. The Mendocino County Recorder's office in Ukiah houses all legal documentation on property owned in Mendocino County, and research of full title reports was conducted throughout the planning process to uncover any unknown easements in the CCT planning

corridor.

Coastal Development Permit Process

The coastal development permit review process is also a key avenue to monitor for appropriate public access as mitigation for new development permits in the coastal zone. In Mendocino County, the Local Coastal Element outlines priority access areas that typically result in an easement requirement for a landowner obtaining a permit within the Mendocino County Planning & Building Department’s jurisdiction. MLT staff developed a listing for parcels located within the CCT planning corridor for the County Planning & Building Services for notification if a permit is submitted for those parcels. MLT staff worked with County Planning staff to review permit applications that may warrant an easement dedication as a condition of approval. MLT also worked with private landowners interested in donating an easement as part of their permit process or for future development mitigation.

3.4 Identification of Community and Landowner Concerns

These are a number of concerns that commonly arise regarding public trails, particularly where they interface with private property. This Strategic Plan recommends that in implementing any trail project, the following issues be taken into consideration:

a. Public Access Impacts to Sensitive Resources:

The impact of public access on resources (especially abalone) is of concern to many landowners and community members. Given the perceived impact of the public on abalone in Mendocino County, this is a real concern that must be considered and addressed. The Marine Life Protection Act (MLPA) planning efforts attempt to address some of the impacts of public access on resources.

Some potential methods of addressing this concern include: interpretive signs regarding sustainable abalone harvest (in English, Spanish, and Asian languages), regular patrols by Fish and Game wardens, citizen patrols and monitoring (as instituted further north near the town of Mendocino), and public education and outreach. The impact of the public on fragile coastal resources is a real concern, and ongoing, adaptive management philosophies and techniques must be institutionalized to address this issue.

Protection of cultural and historic resources is another key concern when planning new trail alignments. The Mendocino coast has been continuously inhabited by native peoples for thousands of years, and signs of previous human settlement and use are regularly encountered when working along the coast. Under



Little River Public Meeting Postcard

federal and state law, these resources must be evaluated, planned around and protected during construction, through consultation with qualified cultural resource professionals, local tribal representatives, and officials. Successful trail siting involves early consultation and regular communication throughout the design process.



Mendocino Bay Viewpoint Trail

Recent work undertaken by Sonoma State University and the Coastal Conservancy may assist in evaluating trail alignments for the potential to impact cultural resources. A Century after Barrett, A Village and Trail Network Model for the Northern Pomo Coastal Division (Newland 2009) analyzed historic records of Native American encampments, trails and village sites to determine potential locations of sensitive resources. The findings of the model have been incorporated into regional archaeological databases and can be accessed by a licensed professional archaeologist and/or Sonoma State University when working to evaluate cultural resources at a site.

b. Public Safety and Liability Issues:

The goal of a trail manager is to provide a safe trail experience for users, and regular monitoring enables trail managers to identify any hazards on existing trails and conduct necessary repairs. However, public trails on private property can be of concern to private landowners, who worry about their liability should a trail user be injured while using a trail traversing their property. The California Recreational Use Statute (Civil Code Division 2, Part 2, Title 3, Chapter 2) provides all private landowners with immunity from liability for injuries sustained by persons using private property for recreational use. These broad protections apply whenever the landowner has not committed a willful or malicious failure to warn or guard against a peril, granted permission in exchange for consideration, or extended an express invitation to the injured party. In addition, non-profit land managers can benefit from additional state liability protections when they agree to provide non-discriminatory public access, via a special agreement with the Conservancy.



*California Coastal Trail
Mendocino County*

Mendocino County conservation nonprofits have established a track record as conscientious and responsible trail managers, and will continue to operate all of their public trails professionally, maximizing both public safety and resource protection. Coastal trail managers also need to continue to work cooperatively with emergency rescue personnel (local fire departments and public safety agencies) to design trails that provide safe access for emergency evacuation operations.

c. Fire Hazard:

Central to the protection of homes and open space in and around the CCT route is defensible space at individual home sites. Camping, fireworks, and campfires are prohibited on most public trails. Any future public trail will be operated according to a management plan, with the nonprofit trail manager, the State Coastal Conservancy, and the California Coastal Commission as signatories. This management plan should address fire safety in more detail. The local Fire Departments and other public safety agencies should be consulted to develop the fire prevention and emergency response section of the trail management plan. Outreach, education, and signage addressing prevention of potential fire hazards are also essential.

d. Privacy Issues:

Living with a trail on or near your property can be highly rewarding. A nearby trail provides access to a number of recreational activities and the opportunity to experience the natural beauty and scenery near one's home. In many surveys, people living near trails reported that they believed the trail enhanced their quality of life. For example, in a 1997 Sonoma County survey of people living near parks or trails, 67% of respondents said that they believed the park or trail had improved the quality of life in their neighborhood (Value of Recreation to Sonoma County, Benefits and Impacts, Draft, March 2003). Although landowners often fear that trails will bring an increase in crime, vandalism and trespassing, several studies have found that property owners adjacent to trails experience little or no crime or vandalism as a result of the trail.

Private landowners are often concerned about the impacts of public access on or near their property to their personal safety and privacy. Where practical, a trail alignment should be designed to mitigate privacy issues, and privacy fencing or vegetative screening can be placed between the public trail and private residences. Signs should be posted to indicate trail boundaries. Upon request, adjacent landowners should be given contact information for the trail manager to report any trespass issues.

In every case, private landowners should be consulted throughout the trail planning process, and their concerns incorporated into trail design.

e. Livestock Grazing and Public Trails:

In many places coastal trail segments may adjoin, or run through, active grazing operations. Wildlife-friendly fencing, self-closing and locking gates, and dogs on leash (or not at all) are potential ways to manage trail/livestock conflicts. There are also livestock hazards to humans (e.g. bulls) that must be addressed by any trail alignment adjacent to grazing cattle. Signs and education, as well as regular



Grazing Livestock, south of Westport

trail monitoring, are essential to minimize issues between livestock and human trail users. Communication and collaboration between landowners, livestock owners, and trail planners are essential to designing a trail that addresses the needs of all partners.

CHAPTER III - PRIORITIES FOR IMPLEMENTATION

Section 1: Project Selection Criteria

Potential and proposed projects have been prioritized to enable trail planners and potential funders to identify a sequence of tasks resulting in maximum benefit.

In January 2010, a committee comprised of trail planners, agencies, and local resource experts reviewed proposed projects and prioritized them based on a project ranking criteria. These criteria examined several factors, including expense, feasibility, availability of a willing and capable implementing agency, and strategic project value in terms of completing the CCT. It was decided that projects should be separated into (1) new trail construction and (2) improvements to existing trails. Improvements, while important and necessary in the long-term, are not on equal footing with new segments of trail; therefore, it was deemed appropriate to analyze and prioritize these two types of projects separately. Many projects the committee found valuable scored lower, due to lack of funding and relative expense compared to actual trail length gained. In other cases, a project may be highly strategic in terms of closing gaps between existing trail segments, but requires cooperation of a willing private landowner (or several landowners) in order to be feasible. Taking all current conditions into consideration, the project prioritization below reflects the committee's application of the criteria at the present time. If conditions were to change - if, for example, funding became available or a landowner became a willing partner - project prioritization could be affected. Therefore, proposed project prioritization is a snapshot in time and should be re-evaluated periodically.

Project Ranking Criteria

- **Feasibility:** Ability of a designated manager to complete the necessary technical studies, permits, and landowner access agreements required for the proposed project.
- **Linkages:** Does the project represent a significant linkage in coastal trail or connect to other regional trails or destinations, such as parks, public lands, recreation areas, commercial, or residential areas?
- **Cost:** Are there available funding sources for pre-construction, construction and maintenance of the trail project?
- **Long-term Maintenance:** Is there a commitment to long-term maintenance of the project? How will maintenance be accomplished and who will be responsible? Are the long-term costs of the project prohibitive or unable to be met?
- **No Alternative:** Are there other less costly, more feasible alternatives to the proposed project?
- **Resource Protection:** Does the project protect and enhance resources, avoid sensitive areas, or require mitigation for unavoidable damage to the resources?
- **Meets Strategic Goals:** Is the project consistent with other planning documents?
- **User Demand:** Is there a clear user demand, proven by letters of support or matching contributions from collaborating organizations? Priority should be given to projects with projected high usage in the short to long term (greater than 10,000 visitors/month).
- **Support:** Is there assistance from willing partners or non-traditional labor, including public funds, private funds, donations, and/or in-kind services?
- **Access:** Assess the degree to which the project addresses access, use and benefits of trails by persons with disabilities, senior citizens, and other user groups.
- **Capacity:** Is there a clear and willing lead agency/applicant for the project, which will operate and maintain the proposed trail project?
- **Recommendations:** This section summarizes the CCT Strategic Plan's recommendations, consistent with the narrative for each specific CCT segment.

Section 2: Matrix of Prioritized Projects

2.1 Construction Projects Matrix with Prioritization (North to South)

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED-HIGH	Trail Easement Negotiation with three private land owners	Usal to Union Landing: Maps 1, 2, 3	<i>Studies Needed:</i> Management plan for public access guidelines; trail feasibility study for RFFI's Usal Redwood Forest.	<i>Potential Funding:</i> Conservancy, private	<i>Lead Partner:</i> Save-the-Redwoods League, MLT, CoLT, other?	<i>Significance:</i> This trail alignment is the preferred CCT alignment from Lost Coast Trail to Highway One	Concerns over abalone resources. Concern over public access at Rockport Beach and impact to migratory birds and marine mammals.	1. Initiate more formal CCT/access negotiations with private landowners south of Usal Road and west of Highway One between Lost Coast and Hardy Creek.
		<i>Trail Length:</i> Usal Road to public lands at Union Landing: approximately 7.3 miles	<i>Permits Needed:</i> N/A	<i>Long-term Management:</i> NGO partnership with landowner	<i>Other Partners:</i> MLT, CoLT, Save the Redwoods League; Conservancy; CA State Parks	<i>User Demand:</i> Low in the short term, high in the long-term	<i>Other:</i> Safe alternative to Hwy 1	2. Encourage RFFI to initiate a trail feasibility study for their Usal Redwood Forest property.
		<i>Ownership:</i> Private	<i>Consistency with other planning documents:</i> Conservancy's Completing the California Coastal Trail			<i>Linkages:</i> Usal Road (RFFI) to private landowner. Rockport (MRC) to private landowners to Hardy Creek.		3. Assess potential public parking for future CCT segments and make recommendations for staging areas.
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i> Highway One		4. MLT, CoLT, MCOG, Caltrans, WMAC to work together to recommend non-motorized trail design and location for this CCT section.

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED	Cape Vizcaino Trail Construction	Cape Vizcaino Map 1	<i>Studies Needed:</i> To be completed by 2010.	<i>Potential Funding:</i> Save-the-Redwoods, Conservancy	<i>Lead Partner:</i> Save-the-Redwoods League, CoLT	<i>Significance:</i> Not an immediate CCT link. This trail alignment could become a future segment of the CCT.	<i>Other:</i>	1. Support SRL's efforts to create a new CCT segment at Cape Vizcaino and link to north and south.
		<i>Trail Length:</i> 3.5 miles (loop trail)	<i>Permits Needed:</i> CDP may be approved by summer 2011.	<i>Long-term Management:</i> State Parks, BLM, CoLT	<i>Other Partners:</i> Conservancy; CA State Parks	<i>User Demand:</i> Low in the short term, high in the long-term		2. MLT, CoLT, MCOG, Caltrans, WMAC to work together to recommend non-motorized trail design and location for this CCT section.

		<i>Ownership:</i> Save the Redwoods League	<i>Consistency with other planning documents:</i>			<i>Linkages:</i> Loop trail between MRC Rockport property and private property at Hardy Creek.		
			Access: Multi-use			<i>Is there an alternative?:</i> No		
Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
LOW-MED	Chadbourne Gulch Trail Feasibility Study	Chadbourne Gulch, Westport Maps 3, 4	<i>Studies Needed:</i> Archeological; botanical and wetlands; geotechnical.	<i>Potential Funding:</i> Caltrans TE money	<i>Lead Partner:</i> Caltrans	<i>Significance:</i> This trail alignment is the preferred CCT alignment from Hwy 1 to Chadbourne Beach	Crosses two major creeks needing bridges and some mitigation	1. Improve access to Chadbourne Gulch on north and south.
		<i>Trail Length:</i> .42 miles	<i>Permits Needed:</i> CDUP or CDP, Caltrans Encroachment Permit	<i>Long-term Management:</i> Caltrans	<i>Other Partners:</i> WVS, CoLT	<i>User Demand:</i> Low	<i>Other:</i> Pedestrian safety at this section of highway	2. Identify management entity for property and develop management plan and strategy to deal with trash and enforcement issues.
		<i>Ownership:</i> Caltrans	<i>Consistency with other planning documents:</i> Caltrans Bike & Pedestrian Needs Assessment		<i>Public Support:</i>	<i>Linkages:</i> Hwy 1 shoulder to Blues Beach		3. Obtain necessary funding to complete relevant studies and permits for development of site.
			Access: Pedestrian only			<i>Is there an alternative?:</i> Highway One		4. MLT, CoLT, MCOG, Caltrans, WMAC to work together to recommend non-motorized trail design and location for this CCT section.

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
HIGH	Acquisition of PAE at Kibesillah	5 miles north of Fort Bragg Map 4	<i>Studies Needed:</i> Boundary Survey, Botanical and Archeological	<i>Potential Funding:</i> Conservancy	<i>Lead Partner:</i> MLT	<i>Significance:</i> These PAEs could connect the Kibesillah Vista Trail to Bruhel Point and Abalobadiah	Crosses two major creeks needing bridges and some mitigation	1. MLT to continue negotiations with two private landowners for public access easements. If unsuccessful, explore other avenues.
		<i>Trail Length:</i> 1 mile	Permits: N/A	<i>Long-term Management:</i> MLT	<i>Other Partners:</i> County of Mendocino	<i>User Demand:</i> Medium once the K.V.T is opened	<i>Other:</i> Provides safer alternative to Highway One; utilize old roadbed and PAE on Pacific Star Winery property	2. MLT, CoLT, MCOG, Caltrans, WMAC to work together to recommend non-motorized trail design and location for this CCT section.
		<i>Ownership:</i> Two private landowners	<i>Consistency with other planning documents:</i>		<i>Public Support:</i>	<i>Linkages:</i> Connects Bruhel Point to Kibesillah Fishing Access (3 miles)		
			<i>Access:</i> Pedestrian and bicyclists			<i>Is there an alternative?:</i> Highway One		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
HIGH	Construction of Kibesillah Vista Trail	5 miles north of Fort Bragg Map 4	<i>Studies Needed:</i> Completed, CEQA complete	<i>Potential Funding:</i> Conservancy	<i>Lead Partner:</i> MLT	<i>Significance:</i> These PAEs will be a 1.5 mile section of CCT	Crosses two major creeks needing bridges and some mitigation. Wetlands enhancement and drainage protection from cattle.	1. Support MLT in meeting all conditions of CDP.
		<i>Trail Length:</i> 1.5 miles	<i>Permits Needed:</i> Streambed Alteration Agreement; Building Permit	<i>Long-term Management:</i> MLT	<i>Other Partners:</i> County of Mendocino	<i>User Demand:</i> Medium	<i>Other:</i> Provides safe alternative to Highway One.	2. Continue process of securing funds for construction and management of trail.
		<i>Ownership:</i> Private Landowner	<i>Consistency with other planning documents:</i>		<i>Public Support:</i>	<i>Linkages:</i> Connects 90% of the distance between Bruhel Point to Kibesillah Fishing Access		3. Continue to work on connecting new segment to staging areas at north and south.

			Access: Pedestrian and bicyclists			<i>Is there an alternative?:</i> Highway One		4. MLT, CoLT, MCOG, Caltrans, WMAC to work together to recommend non-motorized trail design and location for this CCT section.
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Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
HIGH	Glass Beach Trail Construction	Glass Beach, Fort Bragg Maps 6, 7	<i>Studies Needed:</i> completed, EIR in process	<i>Potential Funding:</i> Ped. Trail and bikeway may be funded from different sources	<i>Lead Partner:</i> State Parks	<i>Significance:</i> CCT from Pudding Creek to Elm Street	<i>Other:</i>	1. State Parks should continue to work cooperatively with the public, City of Fort Bragg on CCT design, environmental documentation, parking design and location, signage, and other trail-related issues at Glass Beach.
		<i>Trail Length:</i> 1 mile	<i>Permits Needed:</i> CDP	<i>Long-term Management:</i> State Parks	<i>Other Partners:</i> Conservancy	<i>User Demand:</i> High		2. State Parks should integrate public input from the trail design workshops into their Glass Beach plans.
		<i>Ownership:</i> CA State Parks	<i>Consistency with other planning documents:</i> Trail will require careful planning in conjunction with several special status plants and sensitive archaeological resources.		<i>Public Support:</i> High	<i>Linkages:</i> N/A		3. State Parks should work with the City of Fort Bragg to provide parking and rest room facilities for the Glass Beach/ northern mill site trails.
			Access: Multi-use			<i>Is there an alternative?:</i> Unimproved trail in use, currently not fully accessible		4. State Parks should work with staff and volunteers to develop and implement a comprehensive invasive plant management program at Glass Beach.

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
HIGH	Coastal Trail Construction on north end of GP Mill site	Elm Street to Soldiers Point, Fort Bragg Map 7	<i>Studies and Permits Needed:</i> In process.	<i>Source of Funding:</i> Federal and State	<i>Lead Agency:</i> City of Fort Bragg	<i>Significance:</i> This trail alignment is the preferred CCT alignment from Glass Beach to Soldier's Point.	Provide restoration of trail and parklands portion of GP mill site. Includes mitigation for trail construction.	1. Integrate public input from design workshops.
		<i>Trail Length:</i> 2 miles	<i>Consistency with other planning documents:</i> Coastal Trail Master Plan	<i>Long-term Management:</i> City of Fort Bragg	<i>Partners:</i> Conservancy	<i>User Demand:</i> High	<i>Other:</i>	2. Work with State Parks to coordinate trail planning efforts and prepare joint environmental document and management agreement.
		<i>Ownership:</i> City of Fort Bragg	<i>Access:</i> Multi-use		<i>Public Support:</i> High	<i>Linkages:</i> To north, links to Glass Beach. This trail would be an out and back trail until the middle portion of the mill site property is remediated.		3. Work with State Parks to provide parking and rest room facilities.
						<i>Is there an alternative?:</i> Highway One		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
HIGH	Coastal Trail Construction on south end of GP Mill site	Noyo Bay to Reflection Point, Fort Bragg Map 7	<i>Studies Needed:</i> Underway.		<i>Lead Partner:</i> City of Fort Bragg	<i>Significance:</i> This trail alignment is the preferred CCT alignment from Bent Grass Point to Noyo Harbor	Provide restoration of trail and parklands portion of GP mill site. Includes mitigation for trail construction.	1. Integrate public input from design workshops.
		<i>Trail Length:</i> 2 miles	<i>Permits Needed:</i> CDP, same as for north section of GP Mill Site.	<i>Potential Funding:</i> Federal and State	<i>Other Partners:</i> Conservancy	<i>User Demand:</i> No historic public use; could be integrated into Coastal Trail from the north- future high demand		2. Connect south end of trail to Noyo Beach and Noyo Bridge
		<i>Ownership:</i> City of Fort Bragg	<i>Consistency with other planning documents:</i> Coastal Trail Master Plan	<i>Long-term Management:</i> City of Fort Bragg	<i>Public Support:</i> High	<i>Linkages:</i> This segment could link the center of the former Mill Site to Noyo Harbor.		

			Access: Multi-use			Is there an alternative?: Highway One	
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Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
HIGH	Hare Creek Public Access Planning	Hare Creek, Fort Bragg Map 7	<i>Studies Needed:</i> Botanical and Archeological	<i>Potential Funding:</i> Conservancy; Private Endowment	<i>Lead Partner:</i> MLT	<i>Significance:</i> This trail alignment is the preferred CCT alignment from Pomo Bluffs to Hare Creek.	Restoration and mitigation of current impacts. Weed abatement and wetlands restoration.	1. Design trail to provide public access and beach improvements.
		<i>Trail Length:</i> 0.25 miles	<i>Permits:</i> CDP	<i>Long-term Management:</i> MLT	<i>Other Partners:</i> College of the Redwoods	<i>User Demand:</i> High	<i>Other:</i> Collaboration with CR Natural Resources program to use Hare Creek as a demonstration area.	2. Design trail to connect to existing infrastructure at Pomo Bluffs, College of the Redwoods, and to south.
		<i>Ownership:</i> MLT	<i>Consistency with other planning documents:</i>		<i>Public Support:</i> High	<i>Linkages:</i> Connects Bay View Dr. and Carlson/RCC OTD to Hare Creek Beach.		3. Raise stewardship fund for ongoing management of Hare Creek Beach.
			<i>Access:</i> Undetermined			<i>Is there an alternative?:</i> Current informal use. Highway One		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
LOW	Schoefer Lane Trail Feasibility	Fort Bragg	<i>Studies Needed:</i> Botanical and archeology. Property survey.		<i>Lead Agency:</i> SCC	<i>Significance:</i> This trail alignment could connect a coastal trail from Botanical Gardens to Ocean Dr. Would require additional easements to be opened.		
		<i>Trail Length:</i> .25 miles	<i>Permits:</i> CDP	<i>Source of Funding:</i> County	<i>Partners:</i> MLT, SCC, Botanical Gardens	<i>User Demand:</i>		
		<i>Ownership:</i> Private	<i>Consistency with other planning documents:</i>	<i>Long-term Management:</i> County; other Public Agency	<i>Public Support:</i> Low	<i>Linkages:</i> Connects Botanical Gardens to Schoefer Lane to Ocean Dr to Belinda Point.		
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i> Highway One to Ocean Drive		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED	Mitchell Creek Public Access Feasibility Study	Fort Bragg	<i>Studies Needed:</i> Property surveys. This project requires willing landowners, which is not currently the case.	<i>Potential Funding:</i>	<i>Lead Partner:</i>	<i>Significance:</i> This trail alignment could connect Ocean Drive to Mitchell Creek Beach.	<i>Other:</i>	1. Work on CCT route between Boice Lane and southern entrance to Ocean Drive; private landowner outreach and negotiations, Caltrans, County DOT, and Pine Beach Inn.
		<i>Trail Length:</i> 0.5 miles	<i>Permits Needed:</i> N/A	<i>Long-term Management:</i>	<i>Other Partners:</i> Mendocino County	<i>User Demand:</i>		2. Work with Pine Beach Inn to obtain public access to Mitchell Creek Beach.
		<i>Ownership:</i> Private	<i>Consistency with other planning documents:</i>		<i>Public Support:</i>	<i>Linkages:</i> Connect Fort Bragg to Jughandle State Park		3. State Parks shall continue their gorse removal efforts at Jughandle State Reserve.
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i> Highway One		4. Improve parking area on Ocean Drive (State Parks)

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
HIGH	Caspar Beach Trail	Caspar Map 9	<i>Studies Needed:</i> Completed, CEQA complete, CDP obtained	<i>Potential Funding:</i> Conservancy; Prop 40	<i>Lead Partner:</i> MLT	<i>Significance:</i> This trail alignment could connect Jughandle to Point Cabrillo Light Station.	Removal of invasive plants. Mitigation for trail construction.	1. Obtain funds and construct Caspar Beach/Uplands Trail, prior to conveyance from MLT to DPR (if possible).
		<i>Trail Length:</i> 1 mile	<i>Permits Needed:</i> County DOT Encroachment Permit	<i>Long-term Management:</i> CA State Parks	<i>Other Partners:</i> DOT; CA State Parks; Caspar Community	<i>User Demand:</i> Medium	Slide stabilization along Pt Cabrillo Dr.	2. Construct portions of trail in County right-of-way (retaining wall, crosswalk).
		<i>Ownership:</i> MLT	<i>Consistency with other planning documents:</i> Caspar Management Plan		<i>Public Support:</i> High	<i>Linkages:</i> Connects Caspar Beach to Russian Gulch.	<i>Other:</i> Safe alternative to Point Cabrillo Drive	3. Engage community in trail construction and ongoing stewardship of trail.
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i> Pt. Cabrillo Dr.		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED	Point Cabrillo Light Station, Caspar Map 10	Point Cabrillo Light Station, Caspar	<i>Studies Needed:</i> Identification of a trail route from lighthouse to southeast property corner; botanical evaluation.	<i>Potential Funding:</i>	<i>Lead Partner:</i> State Parks	<i>Significance:</i> This trail alignment could connect the existing trail system to a southern trail, which could link to Pt. Cabrillo Dr.	<i>Other:</i> Safer alternative than county road	1. Complete planning documents for Point Cabrillo Light Station State Historic Park, including trails planning and design.
		<i>Trail Length:</i> 0.5 miles	<i>Permits Needed:</i> none for design; CDP for construction	<i>Long-term Management:</i> State Parks	<i>Other Partners:</i> MAPA, Pt Cabrillo LightKeepers	<i>User Demand:</i> medium to high		2. Develop ADA-accessible loop trail at Point Cabrillo State Historic Park.
		<i>Ownership:</i> State Lands	<i>Consistency with other planning documents:</i>		<i>Public Support:</i>	<i>Linkages:</i> Connects Russian Gulch to 500D Rd.		3. Develop plans to connect Point Cabrillo SHP to Caspar Beach/Uplands Trail and Russian Gulch (to north and south).
			<i>Access:</i> fully accessible			<i>Is there an alternative?</i> Pt Cabrillo Dr.		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
HIGH	Peterson Lane Property Line Survey & Entry Placement	Spring Ranch, Little River Map 13	<i>Studies Needed:</i> Licensed survey of CA State Parks boundary with Little River Headlands Association and Peterson Lane right-of-way boundary.	<i>Potential Funding:</i> CA State Parks General Funds	<i>Lead Partner:</i> CA State Parks	<i>Significance:</i> This trail alignment is the preferred CCT alignment from Spring Ranch to Peterson Lane		1. Survey south boundary at Spring Ranch, work with neighbors to place opening in fence to access from Peterson Lane parking area.
		<i>Trail Length:</i> 1.5 miles with spur trail options.	<i>Permits Needed:</i> N/A	<i>Long-term Management:</i> CA State Parks	<i>Other Partners:</i>	<i>User Demand:</i> Low-Medium		
		<i>Ownership:</i> CA State Parks; Little River Headlands Association; private road	<i>Consistency with other planning documents:</i> none		<i>Public Support:</i>	<i>Linkages:</i> The alternative is the Hwy 1 shoulder to Peterson Lane. Hikers also "get lost" on unmarked trails and trespass on private property.		
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i> Peterson Lane from Hwy One		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED	Stairway and Trail Feasibility At Van Damme State Park	Van Damme Beach, Little River Map 13	<i>Studies Needed:</i> Botanical, Archeological and Geotech. Engineering Specs	<i>Potential Funding:</i> Conservancy; CA State Parks General Fund	<i>Lead Partner:</i> CA State Parks	<i>Significance:</i> Look at feasibility of several access solutions from Van Damme to Little River. This trail alignment could connect hikers from the beach to a safe section of Hwy One.	Could have an impact to drainage along highway shoulder.	1. Contact underlying landowner (of path to Van Damme Beach behind Little River Market) to negotiate access improvements, including signage, maintenance, etc.
		<i>Trail Length:</i> 150 feet	<i>Permits Needed:</i> CDUP for construction	<i>Long-term Management:</i> CA State Parks	<i>Other Partners:</i>	<i>User Demand:</i> High	<i>Other:</i> Safe alternative to Hwy shoulder.	2. As an alternative to (1) above, consider stairway from south end of Van Damme Beach parking uphill to Highway One/ Caltrans pullout.
		<i>Ownership:</i> CA State Parks	<i>Consistency with other planning documents:</i> none		<i>Public Support:</i>	<i>Linkages:</i> Connects beach to Caltrans pullout at the top of the hill, west of the highway or Little River store.		
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i> Highway One		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED	Little River Blowhole Trail	Little River OTD	<i>Studies Needed:</i> Completed, CEQA complete, obtained CDP	<i>Potential Funding:</i> Conservancy; donations	<i>Lead Partner:</i> MLT	<i>Significance:</i> This trail alignment is a hiking alternative to the current customary use trail through the Cemetery. This project is strategic in opening the area to public access and allowing for further trail negotiations.	Construction of new trail will be mitigated by closing trails down to the creek.	1. Obtain funding to construct, operate, and maintain Little River Blowhole Trail (MLT).
		<i>Trail Length:</i> 0.25 miles	<i>Permits Needed:</i>	<i>Long-term Management:</i> MLT	<i>Other Partners:</i> volunteers	<i>User Demand:</i> High	<i>Other:</i> Installation of safety features around the blowhole	
		<i>Ownership:</i> Private	<i>Consistency with other planning documents:</i>		<i>Public Support:</i> High	<i>Linkages:</i> Connects the highway R/W to Little River Blowhole		

			Access: Pedestrian only			<i>Is there an alternative?:</i> Little River Cemetery, Highway One		
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Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED	Little River Public Foottrail	Little River	<i>Studies Needed:</i> Botanical and Arch at new PAEs	<i>Potential Funding:</i> Conservancy	<i>Lead Partner:</i> MLT	<i>Significance:</i> This trail alignment would connect the Little River Blowhole Trail to Buckhorn Cove		1. Negotiate with private landowners to obtain connective PAEs to fill in missing links in Little River Foot Trail.
		<i>Trail Length:</i> 1 mile	<i>Permits Needed:</i> CDP, possibly Caltrans encroachment permit	<i>Long-term Management:</i> MLT	<i>Other Partners:</i>	<i>User Demand:</i> High	<i>Other:</i> Pedestrian safety through Little River	2. Obtain funding for planning, permitting, design, construction, and maintenance of this trail.
		<i>Ownership:</i> Private	<i>Consistency with other planning documents:</i>		<i>Public Support:</i>	<i>Linkages:</i> String existing and new PAEs to create a mile section of CCT		
			Access: Pedestrian only			<i>Is there an alternative?:</i> Highway One		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
HIGH	Albion Headlands	Albion, West of Highway One	<i>Studies Needed:</i> Appraisal. Landowner needs to be a willing seller or donor.	<i>Potential Funding:</i> Unknown	<i>Lead Partner:</i> CoLT, MLT	<i>Significance:</i> This trail alignment is the preferred CCT alignment from Albion to Salmon Creek.	Wetlands protection, scenic views, and coastal prairie protection.	1. Work with landowner and County to acquire public access at Albion Headlands, with parking.
		<i>Trail Length:</i> 1.5 miles	<i>Permits Needed:</i> N/A	<i>Long-term Management:</i> Unknown	<i>Other Partners:</i> Conservancy; County	<i>User Demand:</i> Medium	<i>Other:</i> Acquire parking easement at Albion Harbor.	2. Consider demand for water taxi across Albion River to ferry hikers, and offer this service should demand exist.
		<i>Ownership:</i> Private	<i>Consistency with other planning documents:</i> Consistent with Public Access Component of the County General Plan. Work with County on any permit approvals.		<i>Public Support:</i> High	<i>Linkages:</i> Connects Spring Grove road to Salmon Creek Bridge.		
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?</i> Easement on east side of property along Hwy I; It is possible to connect Spring Grove Road to R/W on the south side of Salmon Creek.		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED	Public Access Easement Purchase on Spring Grove Road	Spring Grove Road, Albion	<i>Studies Needed:</i> Property boundary survey. Easement Appraisal. Landowner would need to be willing.	<i>Potential Funding:</i> Conservancy; Prop 40	<i>Lead Partner:</i> MLT	<i>Significance:</i> This trail alignment is the preferred CCT alignment from Albion to Salmon Creek.		1. Negotiate public access easements with landowner(s) between Spring Grove Rd and Salmon Creek bridge.
		<i>Trail Length:</i> 565 feet	<i>Permits Needed:</i> N/A	<i>Long-term Management:</i> MLT; other NGO	<i>Other Partners:</i> Conservancy; County	<i>User Demand:</i> Low		

		<i>Ownership:</i> Private	<i>Consistency with other planning documents:</i> 1. Public Access Component of the County General Plan		<i>Public Support:</i>	<i>Linkages:</i> Connects Spring Grove road to Salmon Creek Bridge.		
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?</i> It is possible to connect Spring Grove Road to R/W on the south side of Salmon Creek.		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
LOW-MED	CCT planning for Caltrans R/W from Salmon Creek to Navarro Blufflands Trail	Albion	<i>Studies Needed:</i> Botanical and Archeological. Contour profiles. A trail design site plan needs to be prepared.	<i>Potential Funding:</i> Caltrans TE; Prop 40	<i>Lead Partner:</i> MLT	<i>Significance:</i> This trail alignment is the preferred CCT alignment from Salmon Creek to Navarro Point.	<i>Other:</i> Provide safe alternative for non-motorized users along Hwy 1.	1. Work with Caltrans to plan for non-motorized trails within their right-of-way between Salmon Creek, Navarro Blufflands, Navarro Point, and the Navarro River.
		<i>Trail Length:</i> 0.65 miles	<i>Permits Needed:</i> None for planning efforts.	<i>Long-term Management:</i> MLT; County	<i>Other Partners:</i> Mendocino County	<i>User Demand:</i>		2. Negotiate PAEs with private landowners wherever possible in this section.
		<i>Ownership:</i> Caltrans	<i>Consistency with other planning documents:</i> Conservancy Completing the CCT; Caltrans Bike & Pedestrian Needs Assessment		<i>Public Support:</i>	<i>Linkages:</i> Connects Pacific Reefs along embankment and Hwy slope to OTD out to the bluff.		
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i> Highway One		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED	Construction of Navarro Blufflands Trail	Patrick PAE, Albion	<i>Studies Needed:</i> Completed, CDP obtained from Mendocino County	<i>Potential Funding:</i> Conservancy	<i>Lead Partner:</i> MLT	<i>Significance:</i> An out and back spur trail to the bluff.		1. Obtain funding to construct this trail within PAE on private property.
		<i>Trail Length:</i> 0.6 miles	<i>Permits Needed:</i> Caltrans Encroachment Permit, Building Permit	<i>Long-term Management:</i> MLT	<i>Other Partners:</i>	<i>User Demand:</i> Low		2. Work with Caltrans to explore potential partnerships that will facilitate non-motorized trail access.
		<i>Ownership:</i> Private	<i>Consistency with other planning documents:</i>		<i>Public Support:</i>	<i>Linkages:</i> Trail segment along property boundary to lateral along bluff.		
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i> Highway One		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED	Navarro Bluffs Trails Planning and Feasibility Study	Navarro Point Preserve to Navarro State Beach, Albion Map 14	<i>Studies Needed:</i> Botanical and archeological. Easement Appraisals. Property Surveys.	<i>Potential Funding:</i> Conservancy	<i>Lead Partner:</i> MLT	<i>Significance:</i> Connects trails at Navarro Point to Navarro State Beach.	<i>Other:</i> Provide safe alternative to Hwy 1 shoulder.	1. Work with private landowners and Caltrans to connect Navarro Point Preserve and Public Trail to Navarro River, either on west or east side of Highway One.
		<i>Trail Length:</i> 0.6 miles	<i>Permits Needed:</i> None for feasibility study	<i>Long-term Management:</i> MLT	<i>Other Partners:</i> CA State Parks	<i>User Demand:</i> Low		
		<i>Ownership:</i> Several private owners; CA State Parks; MLT	<i>Consistency with other planning documents:</i>		<i>Public Support:</i>	<i>Linkages:</i> Trail segment could follow bluff to existing private trail down to Navarro River.		
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i> Highway One		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED	Navarro Beach Old Coast Highway	Albion	<i>Studies Needed:</i> Botanical, Archeological and Geotech. Engineering Specs	<i>Potential Funding:</i> Caltrans TE	<i>Lead Partner:</i> CA State Parks	<i>Significance:</i> The project is worth investigating to see if the old roadbed can accommodate a trail. This trail alignment could connect non-motorized users from Navarro Beach to Highway One.	Could provide the basis for bank stabilization and/or erosion control project along ROW to prepare for trail construction.	1. Complete geotechnical study of this potential CCT segment and assess for feasibility.
		<i>Trail Length:</i> 1 mile	<i>Permits Needed:</i> N/A	<i>Long-term Management:</i> CA State Parks	<i>Other Partners:</i> Caltrans	<i>User Demand:</i>		2. If feasible, take next steps to design, plan, permit, construct, and manage this trail as a new segment of the CCT.
		<i>Ownership:</i> CA State Parks; Caltrans	<i>Consistency with other planning documents:</i>		<i>Public Support:</i>	<i>Linkages:</i> Connects beach with Navarro Bluff Rd along Old Coast Hwy.		
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i> Highway One		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED-HIGH	Roth Ranch Coastal Trail Feasibility Study	Roth Ranch, north of Elk	<i>Studies Needed:</i> Work with landowners to determine location of access and management.	<i>Potential Funding:</i> Conservancy	<i>Lead Partner:</i> Sonoma Land Trust	<i>Significance:</i> Could provide access along scenic portions of the coast and potential beach access at Cavanaugh Gulch.	<i>Other:</i> Provide safe alternative to Hwy 1 shoulder.	1. Work with private landowner(s) to negotiate PAEs.
		<i>Trail Length:</i> 1.5 miles	<i>Permits Needed:</i> None for feasibility study	<i>Long-term Management:</i> MLT	<i>Other Partners:</i> MLT, RCLC	<i>User Demand:</i>		
		<i>Ownership:</i> Private	<i>Consistency with other planning documents:</i>		<i>Public Support:</i>	<i>Linkages:</i>		
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i> Highway One		

Priority	Project	Location	Feasibility	Cost Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED-HIGH	Outreach and Easement Negotiation from Elk to Mallo Pass	Properties west of Highway One from Elk Creek to Mallo Pass	<i>Studies Needed:</i> Botanical and wetlands; GIS	<i>Potential Funding:</i> Conservancy	<i>Lead Partner:</i> MLT, RCLC	<i>Significance:</i> This is the preferred CCT alignment from Elk Creek to Mallo Pass (off Highway One).	<i>Other:</i> Provide income to landowners from trail related activity: there is equestrian trail use already, on private property.	1. Work with private landowner(s) to negotiate PAEs.
		<i>Trail Length:</i> 5 miles	<i>Permits Needed:</i> N/A	<i>Long-term Management:</i> County, MLT, other nonprofit	<i>Other Partners:</i> Mendocino County; Farm Bureau	<i>User Demand:</i> Low		2. Investigate feasibility of through trail connection at mouth of Greenwood Creek State Beach.
		<i>Ownership:</i> Private	<i>Consistency with other planning documents:</i> Consistent with public Access Component of the County General Plan		<i>Public Support:</i>	<i>Linkages:</i> Connects Elk Creek to Mallo Pass coastal access along the shoreline.		
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i> Highway One		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED	Acquisition of Elk Creek	Elk	<i>Studies Needed:</i> Botanical, Archeological and Wildlife Surveys. A trail design site plan needs to be prepared. Appraisal.	<i>Potential Funding:</i> TPL; Wildlife Conservation Board; Conservancy	<i>Lead Partner:</i> TBD	<i>Significance:</i> An out-and-back spur unless a trail is developed to the north and south.	Access may need to be mitigated and managed for impact to wildlife/wetlands areas.	1, Develop and pursue strategy to acquire Elk Creek Beach parcel(s).
		<i>Trail Length:</i> 0.34 miles	<i>Permits Needed:</i> None for acquisition	<i>Long-term Management:</i> TBD	<i>Other Partners:</i> Audubon	<i>User Demand:</i> Low, but would increase if publicly owned.	Significant resources on the property could make it a high priority for resource protection.	
		<i>Ownership:</i> Private	<i>Consistency with other planning documents:</i>		<i>Public Support:</i>	<i>Linkages:</i> Connects Highway One to Elk Creek Beach and estuary.		
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i> No		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
HIGH	Stornetta Ranch BLM CCT Planning	Stornetta Ranch, Point Arena Map 16	<i>Studies Needed:</i> Planning document only. Botanical, Archeological and Wildlife Surveys to be completed by BLM for Management Plan.	<i>Potential Funding:</i> Conservancy; BLM	<i>Lead Partner:</i> BLM	<i>Significance:</i> This trail alignment is the preferred CCT alignment from Manchester State Beach to Loran Station.	Trail alignment planning should avoid existing resources and improve trail conditions.	1. Participate in CCT planning efforts on Stornetta BLM lands.
		<i>Trail Length:</i> 3.3 miles	<i>Permits Needed:</i> N/A	<i>Long-term Management:</i> BLM	<i>Other Partners:</i> MLT; State Parks; MCMA	<i>User Demand:</i> Medium		2. Plan for connections to DPR land to north and Loran Station to south, as well as new TPL purchase.
		<i>Ownership:</i> Bureau of Land Management	<i>Consistency with other planning documents:</i> 1. Public Access Component of the County General Plan; 2. State Coastal Conservancy's <u>Completing the CCT.</u>		<i>Public Support:</i>	<i>Linkages:</i> Connects Manchester State Beach to Point Arena Lighthouse and Loran Station. Could connect future trail segment to Arena Cove.		3. Work with multi-agencies, Audubon, and public to develop Garcia River crossing that is ecologically appropriate and safe for CCT users.
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?</i> Trail segment in use.		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
HIGH	Acquisition of Trail Easement from Loran Station to Arena Cove	Loran Station to Arena Cove, Point Arena Map 16	<i>Studies Needed:</i> Title Reports; Botanical and wildlife studies. Easement Appraisal.	<i>Potential Funding:</i> Conservancy	<i>Lead Partner:</i> City of Point Arena, MCMA	<i>Significance:</i> This trail alignment is the preferred CCT alignment from Loran Station to Arena Cove		1. Work with landowners to acquire public access easements between Loran Station and Arena Cove.
		<i>Trail Length:</i> 1.7 miles	<i>Permits Needed:</i> N/A	<i>Long-term Management:</i> BLM, City of Point Arena, MCMA	<i>Other Partners:</i> MCMA, City of Point Arena, CA State Parks, BLM	<i>User Demand:</i>		
		<i>Ownership:</i> Private Company	<i>Consistency with other planning documents:</i> 1. Public Access Component of the County General Plan; 2. State Coastal Conservancy's Completing the CCT.		<i>Public Support:</i>	<i>Linkages:</i> Could provide shoreline access connecting Stornetta to Point Arena.		
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i> Loran Station road to Highway One		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED	Acquisition of Trail Easements from Arena Cove to Moat Creek	Point Arena to Moat Creek	<i>Studies Needed:</i> Proposed trail design. Appraisals (9 landowners w/out OTDs)	<i>Potential Funding:</i> Conservancy	<i>Lead Partner:</i> MCMA	<i>Significance:</i> This trail alignment is the preferred CCT alignment from Arena Cove to Moat Creek.	Resource concerns regarding public access impacts to abalone along shoreline. May not be an issue following Marine Protected Area closure.	1. MCMA will consider accepting the public access and open space easements just north of Moat Creek Beach. If MCMA decides not to accept these easements, another nonprofit group will need to accept them before their January 23, 2011 expiration date.

		<i>Trail Length:</i> 3.3 miles	<i>Permits Needed:</i> N/A	<i>Long-term Management:</i> MCMA	<i>Other Partners:</i> City of Point Arena, Conservancy	<i>User Demand:</i> Low-Medium		2. Continue to work with landowners on Blufftop Road to negotiate public access easements for loop trail connecting public land or roads in Point Arena to a pedestrian trail loop in the Blufftop Road vicinity (with focus on landowners that have indicated their willingness to donate a public trail easement).
		<i>Ownership:</i> Private Ownership (15+ parcels)	<i>Consistency with other planning documents:</i> Moat Creek to Arena Cove Feasibility Study		<i>Public Support:</i>	<i>Linkages:</i> Could connect Arena Cove to existing OTDs and trail at Moat Creek to Ross Creek.		3. Continue to work with landowners to negotiate public access easements to connect to existing public access easements (blufftop laterals) in the central portion of this area. Locate funds for fencing along north boundary of APN 027-151-08 (landowner request).
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i> Highway One		4. Continue to collaborate with City of Point Arena, Caltrans, MCOG, and partners in Point Arena Community Action Plan on trails for this area.

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED	Hearn Gulch Expansion	Hearn Gulch Map 17	<i>Studies Needed:</i> Appraisal. Botanical and archeological. Property survey.	<i>Potential Funding:</i> Conservancy	<i>Lead Partner:</i> RCLC	<i>Significance:</i> This trail alignment is the preferred CCT alignment from Saunders Landing to Hearn Gulch.		1. Continue to explore potential for expanding Hearn Gulch and CCT to north and south.
		<i>Trail Length:</i> 1000+ feet	<i>Permits Needed:</i> none for acquisition	<i>Long-term Management:</i> RCLC	<i>Other Partners:</i> Caltrans; Conservancy	<i>User Demand:</i>		2. Work with Caltrans to connect Saunders Landing to Hearn Gulch.
		<i>Ownership:</i> Two private landowners; Caltrans; RCLC	<i>Consistency with other planning documents:</i>		<i>Public Support:</i>	<i>Linkages:</i> This segment could connect Saunders Landing to the private parcel north of Hearn Gulch. This project could also explore the potential for a trail south on private property.		3. Negotiate with private landowner to purchase property in fee or public access easement north of Hearn Gulch.
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i> Highway One		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED	Getchell Gulch Trail	South of Anchor Bay Map 17	<i>Studies Needed:</i> Botanical and archaeological, survey.	<i>Potential Funding:</i> Conservancy	<i>Lead Partner:</i> RCLC	<i>Linkages:</i> to downtown Anchor Bay on southwest side of town		1. Work with private landowner to design trail for this PAE.
		<i>Trail Length:</i> 5000 feet	<i>Permits Needed:</i> CDP, Caltrans Encroachment permit will be necessary	<i>Long-term management:</i> RCLC	<i>Other Partners:</i> Caltrans, GMAC, Conservancy, County	<i>User Demand:</i> Medium		2. Work with Caltrans to accommodate parking and loop return trail.
		<i>Ownership:</i> one private landowner	<i>Consistency with other planning documents:</i>		<i>Public Support:</i> Yes	<i>Linkages:</i>		
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i>		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED	Milano Hotel Access Negotiation	South of Cook Beach, Gualala Map 17	<i>Studies Needed:</i> property survey.	<i>Potential Funding:</i> Conservancy	<i>Lead Partner:</i> CoLT, RCLC	<i>Significance:</i> Historic public access from Old Coast Highway to Hwy One	<i>Other:</i> Install CCT signage south of Cooks Beach into Gualala.	1. Negotiate for CCT access trail and signage: current landowner may be willing.
		<i>Trail Length:</i> 500 feet	<i>Permits Needed:</i> N/A	<i>Long-term Management:</i> RCLC, CoLT	<i>Other Partners:</i> County	<i>User Demand:</i> Low		
		<i>Ownership:</i> Private	<i>Consistency with other planning documents:</i>		<i>Public Support:</i>	<i>Linkages:</i> Could provide alternative access from Hwy 1 along Old Coast Highway.		
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i> No		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
HIGH	Gualala Bluff Trail Extension-Phase II	Gualala Map 17	<i>Studies Needed:</i> Botanical, Wetlands, Archeological, property survey	<i>Potential Funding:</i> Conservancy, City of Gualala	<i>Lead Partner:</i> RCLC	<i>Significance:</i> Additional access along Gualala bluff.		1. Expand GBT to south.
			<i>Permits Needed:</i> CDP may be necessary	<i>Long-term Management:</i> RCLC	<i>Other Partners:</i> County; GMAC; Chamber of Commerce	<i>User Demand:</i> High		
			<i>Consistency with other planning documents:</i>		<i>Public Support:</i> High	<i>Linkages:</i> This segment could connect the Gualala Bluff trail south along the Gualala River where the trail currently dead ends.		
			<i>Access:</i> Pedestrian only.			<i>Is there an alternative?:</i> No		

2.2 Improvement Projects Matrix with Prioritization (North to South)

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED	Coastal Trail signage at Westport Union Landing Station	Westport Union Landing Station Maps 2, 3	<i>Studies Needed:</i> none	<i>Potential Funding:</i> CA State Parks budget; MAPA, Coastwalk, Water Safety Coalition	<i>Lead Partner:</i> State Parks	<i>Significance:</i> This could be a pilot project for public information related to access routing and establishing use patterns. Provide monitoring of effectiveness.	<i>Other:</i> Provide public safety information	1. Place safety signage at Westport-Union Landing State Beach for CCT beach route, with emergency contact information.
		<i>Trail Length:</i> 3.5 miles (beach route)	<i>Permits Needed:</i> CDP may be necessary	<i>Long-term Management:</i> State Parks	<i>Other Partners:</i> MAPA, Coastwalk; MLT	<i>User Demand:</i> Low		2. Provide camp hosts with tide tables for sale.
		<i>Ownership:</i> CA State Parks	<i>Consistency with other planning documents:</i> Water Safety Coalition		<i>Public Support:</i>	<i>Linkages:</i> Beach Route and Old Coast Hwy for 3.5 miles		3. Provide contact information for non-motorized users, with information about ocean and local trail conditions.
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i> Signage only		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED	Haul Road Improvement Project	Ward Avenue to Pudding Creek Beach Map 6	<i>Studies Needed:</i>	<i>Potential Funding:</i>	<i>Lead Partner:</i> State Parks	<i>Significance:</i> This trail alignment is the CCT and used by all user types.	Improvements to road surface, drainage, wetlands.	1. Improve signage and repair haul road surface, as well as consolidate social trails and restore closed spur social trails.
		<i>Trail Length:</i> 3 miles	<i>Permits Needed:</i> not known at this time	<i>Long-term Management:</i> State Parks	<i>Other Partners:</i>	<i>User Demand:</i> High		2. Resume project scoping process to obtain public input on haul road CCT needs.
		<i>Ownership:</i> CA State Parks	<i>Consistency with other planning documents:</i>		<i>Public Support:</i>	<i>Linkages:</i> Ten Mile Dunes to Pudding Creek Trestle		3. Protect endangered species, particularly federally listed snowy plover and dune plants.
			<i>Access:</i> Multi-use			<i>Is there an alternative?:</i> Currently in use		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED	Pudding Creek Stairway	MacKerricher Haul Road to Pudding Creek Beach Map 6	<i>Studies Needed:</i> Botanical, maybe geotechnical	<i>Potential Funding:</i> State Parks	<i>Lead Partner:</i> State Parks	<i>Significance:</i> This trail alignment allows access to Pudding Creek from the north west side.		1. Plan for and improve access from Haul Road to Pudding Creek Beach.
		<i>Trail Length:</i> 300 feet	<i>Permits Needed:</i> CDUP, Building Permit will be necessary	<i>Long-term Management:</i> State Parks	<i>Other Partners:</i>	<i>User Demand:</i> High		1. Plan for and improve access from Haul Road to Pudding Creek Beach.
		<i>Ownership:</i> CA State Parks	<i>Consistency with other planning documents:</i>		<i>Public Support:</i>	<i>Linkages:</i> Haul Road north of Trestle to Beach		
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i> Informal trail in use		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
LOW-MED	Glass Beach Stewards Group	Map 7	<i>Studies Needed:</i> completed	<i>Potential Funding:</i>	<i>Lead Partner:</i> State Parks	<i>Significance:</i> Mitigation for trail project.	Protects and enhances resources. Avoid sensitive areas.	
		<i>Trail Length:</i> 0.5 mile	<i>Permits Needed:</i> N/A	<i>Long-term Management:</i> State Parks	<i>Other Partners:</i> volunteers	<i>User Demand:</i> High		
		<i>Ownership:</i> CA State Parks	<i>Consistency with other planning documents:</i> CA State Parks Glass Beach Restoration Project		<i>Public Support:</i> High	<i>Linkages:</i> N/A		
			<i>Access:</i> N/A			<i>Is there an alternative?:</i> Parks staff		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED	Caspar Headlands and Riparian Area Trail Planning Project	Caspar Headlands State Park Map 9	<i>Studies Needed:</i> Botanical; Archeological; geotechnical. Wildlife surveys and trail design.	<i>Potential Funding:</i> State Parks	<i>Lead Partner:</i> State Parks	<i>Significance:</i> This trail alignment is the preferred CCT alignment from Jughandle State Park to Caspar Beach	Improvements to existing trail to address invasives and erosion.	1. Sign and improve Caspar Headlands Trails system.
		<i>Trail Length:</i> 0.5 mile	<i>Permits Needed:</i> CDP will be necessary.	<i>Long-term Management:</i> State Parks	<i>Other Partners:</i> State Parks, Caspar Community	<i>User Demand:</i> High		2. Design parking area to serve Caspar Headlands on State Parks property.
		<i>Ownership:</i> State Parks	<i>Consistency with other planning documents:</i> 1. Public Access Component of the County General Plan; 2. State Coastal Conservancy's <u>Completing the CCT</u> ; 3. Caspar Headlands and Riparian Corridor Management Plan		<i>Public Support:</i> High	<i>Linkages:</i> Caspar Road to Caspar Creek and Beach. Connect to future Caspar Beach Trail and Pt. Cabrillo Lighthouse		3. Assess best crossing method for Caspar Creek (to connect Caspar Headlands to Beach) and develop design, secure permits.
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?</i> Informal use of alignment now.		4. Caspar Community and State Parks shall collaborate to design access plans for Caspar area parks.

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
LOW	Point Cabrillo Light Station Trail	Point Cabrillo Light Station, Caspar Map 10	<i>Studies Needed:</i> A Trail Log and Condition Assessment have been completed to inventory needed trail improvements. Archeological and botanical surveys; trail design site plan.	<i>Potential Funding:</i>	<i>Lead Partner:</i> State Parks	<i>Significance:</i> This trail alignment is the preferred CCT alignment from Pt Cabrillo State Park south to Russian Gulch.	Improvements could address impacts to wetlands area, invasive removal and drainage improvements.	1. Complete General Plan for Point Cabrillo Light House State Historic Park, with trails plan and design that will link to existing CCT to north and south.
		<i>Trail Length:</i> 0.5 miles	<i>Permits Needed:</i> N/A (Design only)	<i>Long-term Management:</i> State Parks	<i>Other Partners:</i> MAPA, Pt Cabrillo Light Keepers	<i>User Demand:</i> ADA trail construction is required for new projects.	Project could mitigate current impacts.	2. Complete, plan and design for ADA accessible trail south of Light House.

		<i>Ownership:</i> State Lands	<i>Consistency with other planning documents:</i>		<i>Public Support:</i>	<i>Linkages:</i> Connects shoreline trail to Loop Trail and south to Pt Cabrillo Drive (another potential mile section)		3. Incorporate signage into trails plans to address management concerns.
			<i>Access:</i> ADA			<i>Is there an alternative?</i> Loop Trail in use; informal use south. Non-motorized users travel Pt Cabrillo Dr.		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED	Russian Gulch Trail	Russian Gulch Map 11	<i>Studies Needed:</i> N/A	<i>Potential Funding:</i>	<i>Lead Partner:</i> State Parks	<i>Significance:</i> This trail is already in use.	Address erosion and safety along the bluff.	1. Install more visible signage for South Headlands Loop Trail.
		<i>Trail Length:</i> 0.5 miles	<i>Permits Needed:</i> N/A	<i>Long-term Management:</i> State Parks	<i>Other Partners:</i> MAPA, Pt Cabrillo Light Keepers	<i>User Demand:</i>		
		<i>Ownership:</i> State Lands	<i>Consistency with other planning documents:</i>		<i>Public Support:</i>	<i>Linkages:</i> Connects existing informal trail from RV Park to property boundary with Indian Shoals.		
			<i>Access:</i> Pedestrian			<i>Is there an alternative?:</i> Pt Cabrillo Dr.		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED	Mendocino Headlands Trail Feasibility Project	A bluff top trail within Mendocino Headlands State Park Map 12	<i>Studies Needed:</i> A Trail Log and Condition Assessment should be completed, to inventory trail improvements needed. Archeological and botanical surveys need to be completed. A trail design site plan needs to be prepared.	<i>Potential Funding:</i> Conservancy; Lodging Association	<i>Lead Partner:</i> State Parks	<i>Significance:</i> This trail alignment is the preferred CCT alignment from Lansing Street to Big River Beach. Unimproved trails already in use.	Correct resource issues with current alignment- informal trail crosses archeological sites and wetlands.	1. Install directional signs at Lansing/ Hwy One and Lansing/Heeser Drive. Widen shoulder on Lansing Street. Design and install interpretive panels at Ford House and at Heeser Drive bathroom area.
		<i>Trail Length:</i> 1.5 miles	<i>Permits Needed:</i> CDP may be necessary	<i>Long-term Management:</i> State Parks	<i>Other Partners:</i> MAPA, Mendocino County Lodging Association	<i>User Demand:</i> High	<i>Other:</i> Public safety improvements to trails along bluff edge.	2. Consolidate social trails and restore closed trails. Work with Coastwalk.
		<i>Ownership:</i> CA State Parks	<i>Consistency with other planning documents:</i> There is no existing General Plan.		<i>Public Support:</i> High	<i>Linkages:</i> Lansing Street connection to Russian Gulch to the north and Big River Beach and Big River watershed to the south.		3. Close dangerous bluff edge trails.
			<i>Access:</i> ADA Feasibility			<i>Is there an alternative?</i> Along Heeser Drive to Main Street. Lansing Street		4. Create access trail connecting Big River Beach to west side of Hwy One.

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
LOW	Spring Ranch Trail Improvement Project	Spring Ranch, Van Damme State Park, Little River Map 13	<i>Studies Needed:</i> Botanical, Archeological and Wildlife Surveys. A trail design site plan needs to be prepared.	<i>Potential Funding:</i> CA State Parks General Fund	<i>Lead Partner:</i> State Parks	<i>Significance:</i> This trail alignment is the preferred CCT alignment from Chapman Point to Peterson Lane.	Address bluff erosion, water crossings and protection of cultural resources.	1. Plan trails at Spring Ranch, including pedestrian entry to Spring Ranch at Chapman Rd and Peterson Way connection.

		<i>Trail Length:</i> 2 miles	<i>Permits Needed:</i> CDP will be necessary	<i>Long-term Management:</i> State Parks	<i>Other Partners:</i> MAPA; MLT; Audubon	<i>User Demand:</i> Medium	<i>Other:</i> Signage needed in both directions between Van Damme Beach and Petersen Way/ Spring Ranch.	2. Improve creek crossings (foot bridges) and install boardwalk where necessary.
		<i>Ownership:</i> CA State Parks	<i>Consistency with other planning documents:</i> Van Damme State Park General Plan		<i>Public Support:</i>	<i>Linkages:</i> Connects Brewery Gulch Road to Van Damme State Park.		3. Survey south boundary between DPR and Peterson Way; work with neighbors to place opening in fence to access Spring Ranch from Peterson Way.
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i> Trail segment in use.		4. Install signs at Spring Ranch, to denote sensitive habitat, private property, and trail path of travel (directional signage).

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
MED	Manchester State Beach CCT	Manchester Map 15	<i>Studies Needed:</i> none	<i>Potential Funding:</i> CA State Parks General Fund	<i>Lead Partner:</i> CA State Parks	<i>Significance:</i> Signage only	Could direct people away from sensitive habitat areas.	1. Work with partners to develop seasonal, ecologically appropriate, safe crossing of Garcia River for CCT users.
		<i>Trail Length:</i> 4 miles	<i>Permits Needed:</i> N/A	<i>Long-term Management:</i> CA State Parks	<i>Other Partners:</i> Audubon on signage	<i>User Demand:</i> Medium		2. Improve signage for CCT users at Manchester State Beach.
		<i>Ownership:</i> CA State Parks	<i>Consistency with other planning documents:</i> Manchester General Plan		<i>Public Support:</i>	<i>Linkages:</i> Connects Irish Beach to Stornetta Ranch.		
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i> Trail in use.		

Priority	Project	Location	Feasibility	Funding/ Management	Support	Linkages	Resource Protection and Enhancement	Recommendations
LOW	Stoneboro Day Use	Stoneboro Road, Manchester Map 15	<i>Studies Needed:</i> none	<i>Potential Funding:</i> CA State Parks General Fund	<i>Lead Partner:</i> CA State Parks	<i>Significance:</i> User amenities and signage only	<i>Other:</i> Could direct people from Manchester Beach to Miners Hole Road to avoid Garcia River wet crossing.	1. Work with partners to develop seasonal, ecologically appropriate, safe crossing of Garcia River for CCT users.
		<i>Trail Length:</i> 0.2 miles	<i>Permits Needed:</i> N/A (Temporary Structure)	<i>Long-term Management:</i> CA State Parks	<i>Other Partners:</i>	<i>User Demand:</i> Low		2. Improve signage for CCT users at Manchester State Beach.
		<i>Ownership:</i> CA State Parks	<i>Consistency with other planning documents:</i> Manchester General Plan		<i>Public Support:</i>	<i>Linkages:</i> Connects beach route to day use and back to Hwy One.		
			<i>Access:</i> Pedestrian only			<i>Is there an alternative?:</i> Trail segment in use.		

CHAPTER IV - CALIFORNIA COASTAL TRAIL AND COASTAL ACCESS DESCRIPTION

Section 1: Lost Coast to Westport-Union Landing (Maps 1, 2, 3)

1.1 Segment Overview

- Connect Usal Road to Rockport Beach and south to Cape Vizcaino.
- Complete the Cape Vizcaino Trail.
- Connect Cape Vizcaino to Hardy Creek.
- Widen Highway One shoulder between Cape Vizcaino driveway and Hardy Creek.
- If feasible, work with landowners to improve access to Hardy Creek.

1.2 Current Conditions

The Lost Coast Trail section of the California Coastal Trail (CCT) travels through the Sinkyone Wilderness State Park, from Humboldt County to Mendocino County, ending at its south end at the Usal campground trailhead. From here, the hiking route follows a Mendocino County road, known as Usal Road, back to Highway One. In 2007, the Redwood Forest Foundation (RFFI) bought the Usal Redwood Forest from Hawthorne Timber Group, and RFFI now owns land south and east of Usal Road, adjacent to Sinkyone Wilderness State Park and the Intertribal Sinkyone Wilderness Area. Approximately one mile south of Usal Creek, RFFI's property borders land leased to Wilderness Unlimited. This land is closed to public access, though Usal Road runs through this ownership. RFFI retains the Campbell Group as their forestland manager.

From the Usal Road/Highway One junction, the existing CCT route is on the highway shoulder for approximately 10 miles, until Westport Union Landing Station State Park. In this region, the South Fork of Cottoneva Creek runs west of Highway One to Rockport Beach, which is owned by Mendocino Redwood Company (MRC). Rockport Beach is closed to public access. At Rockport Beach, MRC maintains a campground facility for its employees. Just south of Rockport is Cape Vizcaino, recently purchased by Save-the-Redwoods League. A few miles further south is Hardy Creek, which is privately owned. South of Hardy Creek is Westport-Union Landing State Park.

1.3 CCT Potential

This area marks the south end of 226 miles of CCT, approximately



*Lost Coast Trailhead
Usal Beach Campground*



*Views from Cape Vizcaino to south
towards Westport Union Landing*

15 to 25 miles of which is along the rugged Lost Coast in Mendocino County. By working with private landowners on the seven mile stretch of the Lost Coast between Usal and Hardy Creeks, a great opportunity exists to relocate the CCT off Highway One.



Historic DeVilbiss Ranch property looking north towards Usal Road

Approximately 0.3 miles west of its junction with Highway One, Usal Road makes a sharp switchback descent. At this location and several hundred feet to the south is an old ranch road on private land used to access several dirt roads and pastures. Currently, this land is leased to Wilderness Unlimited, whose members use the property for abalone diving and rock fishing. A road along the bluff follows the contour of the hillside and travels to the ridge top, and MRC land north of Rockport Beach. A lower road parallels Highway One west of Cottoneva Creek, emerging at Rockport Beach Landing, north of the creek.

MLT staff approached Wilderness Unlimited to discuss the potential for public access linking Usal Road to the bluff road (which is currently closed to vehicles). Several alternatives could provide public access at this location, including seasonal access that might be compatible with Wilderness Unlimited member activities, including development of the historic sites on the former DeVilbiss Ranch as part of a guided tour program. This connection is strategic to linking the Usal-Lost Coast Trail to Rockport Beach, by using an existing road system (with the exception of the last quarter mile). The lower road could also be used to connect Cottoneva Creek to Rockport Beach Landing. MLT and Coastwalk also discussed the possibility of using a permit system for the CCT at Rockport Beach with Mendocino Redwood Company.



Cape Vizcaino

Cape Vizcaino

In 2007, the Save the Redwoods League acquired the 420-acre Cape Vizcaino property, which was formerly a private ranch. Land uses on this ranch included grazing on coastal prairies, forest management, several residences, an abandoned CDF barracks, as well as an existing road network. There are three houses, several barns and storage facilities, and an old CDF barracks. Most of the structures will be removed by 2012, and a 3.5-mile loop trail is currently planned for the property. At this time, it is uncertain how the property will be managed for public access, but the trail has potential to become a staging location for future CCT connections.

Cape Vizcaino is surrounded on three sides by corporate timber lands and the fourth side by the Pacific Ocean. A dirt road connecting the South Fork of Cottoneva Creek at Rockport Beach to the area just northeast of Cape Vizcaino is visible on aerial photos and shown on topographic maps of the area. This link

could become a segment of the CCT, allowing non-motorized users to remain on the ridge top, with spectacular views along the coast and off some very dangerous and narrow sections of Highway One. There is also a road on private property south of Cottoneva Creek/Rockport Beach and parallel to Highway One, which eventually intersects Highway One northeast of the Cape Vizcaino property driveway.

Hardy Creek

Currently, the access to Hardy Creek Beach from the south begins at a Caltrans right-of-way and is then on private land. This access from the Highway One pullout south of Hardy Creek is vertical and steep. There is no access along the beach southbound, as the beach narrows and Caltrans has placed large rocks to prevent erosion of the roadway above; this beach area to the south is also privately owned. Thus, non-motorized users must remain on the highway another mile until they reach Westport-Union Landing State Beach.

1.4 Recommendations

A. Alignment

It is recommended that more formal landowner negotiations be initiated to connect Usal Road to private property to the south, with an access agreement. A designated trail corridor could use the existing bluff road, which is currently closed, in disrepair, and needing drainage improvements.

RFFI should initiate a trail feasibility study for their Usal Redwood Forest to identify potential alternative routes through the area between Highway One and the Usal section of the Lost Coast.

It is recommended that negotiations with timber company MRC be initiated to connect a trail from the north side to the south side of Rockport Beach.

Further investigation should be conducted, to evaluate existing unused logging roads that could connect to the Cape Vizcaino loop trail from the south side of Rockport Beach. Further investigation and outreach of potential for connecting the Cape Vizcaino loop trail south to Hardy Creek through an access agreement with MRC should also be initiated or continued.

It is recommended that further work be completed with private landowners at Hardy Creek to manage access concerns in the area.



Lost Coast, Mendocino County



Lost Coast, Mendocino County

B. Signage

The Lost Coast Trail was signed with CCT emblems in 2007 between Shelter Cove and Usal Beach Campground. Between Usal Road and Hardy Creek, there is no CCT signage, as there is no designated off-highway trail. Save the Redwoods League, with their local partner Coastal Land Trust is planning the trail for Cape Vizcaino, which will include signage plans.



*Historic schoolhouse,
former DeVilbiss Ranch*

C. Parking

Public parking is limited for this segment and is only present at MRC's demonstration site on Highway One. Private parking exists at Rockport Beach campground and at Cape Vizcaino.

There is a Caltrans pullout west of the Highway and adjacent to Hardy Creek that can accommodate at least five cars.

D. Management

A number of major gaps in the CCT need to be addressed, where no access easements exist. Recommendations for this section are conceptual and reflect ideas and options expressed in planning meetings and elsewhere. A Management entity for this section of CCT has not been identified, but a number of nonprofits have been working on public access in the area, including MLT, Coastal Land Trust, and Save-the-Redwoods League. It is recommended that these organizations coordinate and continue to work with private landowners in this area to develop potential CCT strategies for this section.

In addition, Mendocino Council of Governments (MCOG) has recently (2010) been awarded a Caltrans Multi-Modal Transportation Community Planning Grant to investigate and recommend CCT alignments to serve non-motorized users, for the area between Usal Road/Highway One and the Ten Mile River. Subcontractors to MCOG include the Coastal Land Trust, MLT, and the Westport Municipal Advisory Council (WMAC). The outcome of this grant will be a non-motorized trail feasibility study that will explore in more detail what is possible in the study area, including design recommendations that incorporate community input.



*Mendocino Redwood Company's
Rockport Beach usage rules*

1.5 Proposed Projects

Trail Easement Agreement Negotiation with Private Landowners

- Staff Time
- Recording fees

Deliverables:

1. Proposal for steps towards planning for managing public access on private property, with recommended use and enforcement guidelines.

2. Where landowners are willing, identification of potential CCT easement locations on the ground.
3. Where landowners are willing, develop access agreements for trail easements between Usal Road and Hardy Creek.
4. Identify Management entity for any public access easements.
5. Prepare cost estimates for planning and construction of proposed trail segments.

Cape Vizcaino Loop Trail Construction

Deliverables:

1. Three and a half mile pedestrian trail.

This project is underway, with Save the Redwoods League overseeing and Coastal Land Trust the local partner. Save the Redwoods League, the landowner, will continue to manage planning, construction, and management for this new CCT segment.

Section 2: Westport-Union Landing to Ten Mile River (Maps 2, 3, 4)

2.1 Segment Overview

- Improve signage and hiker information regarding beach route in Westport-Union Landing State Beach.
- Widen and improve Highway One shoulder in this section, to allow interim pedestrian access and improve Pacific Coast Bicycle Route.
- Work with private landowner to negotiate CCT through Wages Creek.
- Work with private landowners and Caltrans to connect Bruhel Point to Kibesillah Fishing Access Area.
- Complete Kibesillah Vista Trail.

2.2 Current Conditions

CCT travelers must remain on Highway One south of Hardy Creek until the entrance to Westport-Union Landing Beach, a distance of approximately 1.5 miles. The shoreline west of the highway in this section cannot be accessed from the road; there is a steep bluff with rip-rap along its toe, making a beach route south of Hardy Creek impossible. Access from the highway on the north end of Westport Union Landing begins at a Caltrans Vista Point (milepost 81.25). Hikers can access the beach at Howard Creek, where there are a parking lot and restroom facilities. From Howard Creek Beach south, hikers can remain along the shore until Wages



North end of Westport-Union Landing Station looking north



Stairway to Howard Creek, Westport-Union Landing Station



*Westport Headlands,
managed by Westport Village Society*

Creek, almost three miles (if low tide allows, hikers can continue along the shore to “Pete’s Beach,” another 0.3 miles). This is a nice alternative to traveling the Old Coast Highway west of existing Highway One, which is now closed due to erosion, within the Westport-Union Landing State Beach Campgrounds. This park road is in disrepair, with several large washouts.

If high tide prevents access further along the beach route, numerous trails connect the roadway to the beach, at Howard Creek, Abalone Point, Dehaven Creek, and Wages Creek. Wages Creek is a private campground that charges a day-use fee to access the beach. An alternative access from Highway One is used by surfers to gain entrance to Wages Creek Beach, but no formal public access has been arranged with the campground owners. If hikers walk along the beach south to the campground, they need to use a social trail from the beach to return to the highway shoulder. Accordingly, the current CCT alignment follows the old abandoned highway to Dehaven Creek (with no public access at Wages Creek) and then along the Highway One shoulder to Pete’s Beach and the town of Westport.

Westport Village

If non-motorized users travel the Highway One shoulder from Wages Creek south, or take the beach route to Pete’s Beach, it is a short distance to the town of Westport, where the first right leads to Omega Drive and the Westport Headlands. There are two public access easements (PAEs) along Omega Drive, which Westport Village Society now holds.



*Road washouts, old Coast Highway,
Westport-Union Landing State Park*

Just past the southern intersection of Omega Drive and Highway One is the Westport Headlands, an open space area owned and managed by the Westport Village Society. There is beach access from this community park. South of Westport, the route continues along Pacific Street (a county road), where there is a small shoulder that could provide sufficient right-of-way for a hiking route. The Highway One shoulder south of Westport varies in width, but for the most part it is narrow for the next 10 miles. Eventually, the highway may need to be relocated further east, at which time accommodating bicyclists, pedestrians, equestrians, and other non-motorized trail users can be considered.

At Chadbourne Gulch, a spur road west of Highway One heads west to the beach. There is access from the south end of the beach up the bluffs during extremely low tides. Just south of Chadbourne Gulch is Bruhel Point, a state-owned recreation area west of the highway, with parking for at least 15 cars and several buses, as well as ADA trails. From the highway south of Chadbourne Beach, through-hikers can immediately access the

headlands on social trails west of Highway One. This trail system travels 1.5 miles south to private property just north of Pacific Star Winery. South of Bruhel Point, non-motorized users must return to the old road bed paralleling the highway to Pacific Star Winery's entrance, and then along the highway shoulder until Seaside Beach. From Seaside Beach, owned and managed by Coastal Land Trust (CoLT), hikers can remain on the beach and cross the mouth of the Ten Mile River during low summer flows. If the river is too deep to ford, hikers can return to Highway One and cross the Ten Mile Bridge. An access trail southwest of the bridge leads back to the beach south of the Ten Mile River, at the north end of MacKerricher State Park.

2.3 CCT Potential

Two parallel routes were identified for access north to south at Westport-Union Landing State Beach. The first and primary access is located along the Old Coast Highway, from the Caltrans pullout at milepost 81.25 to Dehaven Creek. The Old Coast Highway has a number of large washouts between Howard and Dehaven Creek and has been determined beyond repair by State Parks. State Parks staff has submitted a Facilities Improvement Project Proposal allowing for relocation of the road east at Abalone Point. The new alignment could travel east of Abalone Point campsites, which are west of Highway One. A grant could also improve existing vault restrooms, so they could be reopened.

From Howard Creek to Dehaven Creek, there are safety issues surrounding directing people along a beach route that is tide-dependent. During low tide, hikers can walk along the beach, which is rocky in places (especially between Abalone Point and Dehaven Creek). There are no access trails back to the road above this route, which means people must use extreme caution in determining the time and distance they must travel in order to safely access this entire route on the beach (a distance of about one mile).

The beach route from Dehaven Creek to Wages Creek requires a low tide crossing. There is a rock outcropping just south of Dehaven Beach which can only be traversed at low tide. If the tide does not allow passage, hikers must re-trace their steps to the access trail from Dehaven Beach to the Highway One shoulder. The next section of Highway One is very narrow and treacherous. It is important to move the CCT west of Highway One wherever possible.

Several miles south of Westport are two 15 foot wide lateral easements, located at Pacific Star Winery and the Orca Inn. These



*PAE at Pacific Star Winery,
near Kibesillah*



Wages Creek Beach Campground



Highway One shoulder near Westport

easements are held by MLT, who is in the process of meeting their permit conditions and has secured construction funds to build this public trail. A completed trail within these easements will create a new CCT segment between Bruhel Point and Kibesillah Boat Launch, a distance of approximately two miles. This public access trail will travel through open pasture land east of the Orca Inn. Once completed, this section of trail will connect 90% of the distance between Bruhel Point and State and County property at Kibesillah Fishing Access. Non-motorized users must return to the highway shoulder for small pieces of this segment, until such time that private landowners are willing to donate or sell an easement along the highway right-of-way.

The four acre parcel owned by State of California Division of Fish & Game is called Kibesillah Fishing Access. There is a parking lot and beach access at this location, but the trail is steep and eroded. Non-motorized users must travel the highway shoulder between Abalobadiah Creek Gulch and Seaside Beach, a distance of approximately one mile. Should the parcel including the mouth of Abalobadiah Creek become available for sale, this would be a priority for CCT connection north of Seaside Beach and south of Kibesillah.

2.4 Recommendations

A. Alignment

South of Westport-Union Landing State Beach is a privately held parcel which, if acquired by State Parks, could allow for a contiguous trail from Dehaven Creek to Wages Creek along the bluff. Social trails through the thick coastal scrub already exist on this 26 acre parcel, including a trail from the highway down to the beach. It is recommended that State Parks prepare a first right of refusal request for the property.



Chadbourne Gulch, also known as "Blues Beach"

The trail from the highway north of Wages Creek to the beach, which is used by surfers, could be improved to allow for better access from the beach to a public road. This trail is on the Wages Creek Campground property, and landowner permission may be necessary to improve the existing trail.

If possible, pedestrian access from Wages Creek Beach should be formalized with the Wages Creek Campground owners, allowing hikers to use this driveway to return to Highway One.

Mowing of the Caltrans right-of-way between the village of Westport and Chadbourne Gulch could greatly increase non-motorized users' sense of safety. A level five-foot wide corridor parallels the highway in this section, before dropping off into steep

poison-oak undergrowth. Regular maintenance of the shoulder west of the Highway could allow hikers to walk and bikers to ride in a wider shoulder area west of the highway.

At mile marker 75.43, the Chadbourne Gulch (Blues Beach) access road heads west. Just north of this access road, a trail leaves the highway before the steep descent to Chadbourne Gulch. This trail could allow hikers an alternative to Highway travel between Westport and Bruhel Point. The area west of the highway in this area is owned by Caltrans, and the steep social trail could be improved along the utility corridor to the beach. It is recommended that further investigation regarding the CCT be initiated with Caltrans at this location.

Chadbourne Beach extends south and north on the beach during very low tides. Access to Caltrans land at Bruhel Point is sometimes possible during these low tide events, and hikers can climb a trail on the south end of the beach to Bruhel Point. Most of the time, however, non-motorized users have to return to Highway One and travel a narrow shoulder to a Caltrans pullout at the top of the hill just south of Chadbourne Gulch. A number of trail entry points at this pullout access the Bruhel Point headlands and the trail down to the cove south of Blues Beach. The Bruhel Point recreation area itself has a large parking area with one main trail leading from the lot to the bluff.

MLT has obtained a Coastal Development Permit to build the Kibesillah Vista Trail within a public access easement on private property, which will create a 7000 foot long section of CCT just west of Highway One. This trail will be accessed on the north and south ends through a gap in an existing fence. Planning is underway to connect this public trail to a public access easement on Pacific Star Winery as well as Bruhel Point.

To create a continuous trail from Bruhel Point to Kibesillah Fishing Access area, some sections of the CCT will either be located on Caltrans-owned property or within public access easements on willing private landowners' property. Acquisition of at least two PAEs could facilitate moving the hiking route off Highway One between Pacific Start Winery and Kibesillah Fishing Access. Negotiations with two landowners in this area are in process, but have not yet resulted in dedication or purchase of trail easements. It is recommended that these easement negotiations continue in order to connect the Kibesillah Vista Trail north and south. The Coastal Commission recently approved a permit at the Orca Inn location, which includes conditions requiring a 5-car parking area and vertical access trail, which will connect the parking area to a viewpoint overlooking the Ocean.



Old Highway R/W: south end of Bruhel Point Recreation Area



Bruhel Point Parking lot and ADA trail

B. Signage

There is very little signage along the Westport-Union Landing State Beach route, due to maintenance issues. The only existing signs are at the Howard Creek entrance where the Ranger Station and camp host are located. The bulletin board there is currently empty, but Park information such as trail and ocean safety guidelines could be posted. The State Parks Interpreter is developing educational materials for this sign board.

Trail and ocean safety signage is recommended at Howard Creek, with directional signs showing the alternative CCT route along the shoreline. Addition of CCT trail logos to existing State Beach signs is recommended.

Directional signage is critical south of Bruhel Point, where the public land (owned by Caltrans) borders private property. At one time, access continued south along the bluff to Kibesillah Creek. A fence now blocks this access, and hikers must follow the fence line back to Highway One. Bruhel Point's rocky shoreline is a popular seal pullout, and proper signage should be considered to educate the public regarding marine life protection guidelines.

The Kibesillah Vista Trail will have a number of signs directing people to stay on the trail, follow use guidelines, as well as MLT contact information.

CoLT intends to place more signage at Seaside Beach to include CCT route logos in 2010.

C. Parking

Parking along this section of the route is currently adequate to serve day use and through-hiking needs, starting at the Caltrans pullout on the north end of Westport Union Landing Station, the Howard Creek day use area, and at Pete's Beach on the south end in the town of Westport.

Parking is also present at Chadbourne Gulch, Bruhel Point Vista Point, Kibesillah Boat Launch and Seaside Beach. Additional parking, accessory to a CCT segment and viewpoint, will be provided at the Orca Inn in the future.

D. Management

State Parks has identified a number of concerns regarding the proposed CCT alignment and alternative route at Westport Union Landing Station. Designating a beach trail alignment that is tide-dependent raises safety concerns, which will need to be addressed as part of the future Coastal Trail Safety Signage Project. Hikers must be provided with adequate information on tide schedules and



*Westport-Union Landing Station
Rocky shoreline at low tide*

alternative routes, so they do not find themselves in a dangerous situation requiring rescue. Several suggestions arose from planning meetings, including:

1. Providing tide tables for sale or tide information at the Westport Union Landing Ranger Station.
2. Having signs that indicate alternative routes and safety issues related to the beach route.
3. Providing instructions for hikers on what to do in an emergency situation.
4. Providing contact information for hikers to obtain information about ocean conditions and local trail conditions.

Bruhel Point Vista Point Area is owned and managed by Caltrans. Maintenance of the beach area at Chadbourne Gulch (north of Bruhel Point) has been an ongoing issue, as illegal camping and dumping are common. The Westport Village Society has offered assistance in monitoring this property, and local volunteers have cleaned up illegal dump sites. It is recommended that if trail planning is prioritized for this area, that Caltrans work with local nonprofits with trail experience, such as Westport Village Society, CoLT and MLT, to determine practical management solutions for this site.

MLT will manage the proposed Kibesillah Vista Trail on private property, in accordance with an approved trail management plan.

2.5 Proposed Projects

Coastal Trail Signage and Safety Features at Westport-Union Landing State Beach

Deliverables:

1. Place safety signage at Westport-Union Landing State Beach for CCT beach route.
2. Provide camp hosts with tide tables for sale.

Chadbourne Gulch Coastal Trail Feasibility Study

- Botanical/Wetlands study
- Geotechnical reconnaissance of slope from Highway One to Chadbourne Gulch
- Archeological Survey
- Permit fee
- Staff Time
- Signs (4)

Deliverables:

1. Trail design from Highway One to Chadbourne Beach.
2. Complete needed technical studies for proposed trail corridor.
3. Encroachment Permit.



Jackson-Grube public access easement, 15-foot wide easement west of Highway One



Seaside Beach, managed by CoLT

4. Coastal Development Permit.
5. Cost estimates for trail construction.

Acquisition of Public Access Easements at Newport to extend Kibesillah Vista Trail

- Purchase of easements from two private landowners (if possible)
- Appraisals (if landowner willing)
- Staff Time

Deliverables:

1. Two Easement Agreements for 15-25 foot wide public access easements to connect Kibesillah Vista Trail to Bruhel Point and Kibesillah Fishing Access area.

Construction of Kibesillah Vista Trail

- Building Permit
- Two Trail Bridges
- Fencing and Boardwalk
- Native Plants
- Signs
- Labor
- Project Manager and Supervisor

Deliverables:

1. Approved Building Permit for 1.5 miles of trail.
2. Installation of two bridges, 7000 feet of fencing, 350 feet of boardwalk and three stream crossings.
3. Restoration of 1600 square/feet of wetlands.
4. Brushing of trail and installation of signs.



Ten Mile River mouth at high flows



*Pudding Creek Trestle,
Pudding Creek Beach*

Section 3: Ten Mile River to Pudding Creek (Maps 5, 6, 7)

3.1 Segment Overview

- Trail improvements to MacKerricher Haul Road, equestrian trails and informal pedestrian trail along headlands.
- Construct trail or stairs from the Pudding Creek headlands to Pudding Creek Beach.

3.2 Current Conditions

From Seaside Beach, the hiking route is located along the beach to the Ten Mile River, and when river crossing conditions exist at the mouth of this river (usually July to November), through-hikers may walk along the sandy shoreline all the way to Ward Avenue, a distance of four miles. Ward Avenue is the next northerly coastal access point. At the west end of Ward Avenue is a County-owned

parking lot. There is also equestrian access at Ward Avenue, with a ramp to the beach, and the MacKerricher Haul Road travels south from this point. State Parks will continue to maintain the Ward Avenue to Ten Mile Dunes access, as long as is feasible. Most of this four mile long portion of CCT is currently located on the sandy beach next to the Pacific Ocean.

From Ward Avenue south, the Haul Road has a number of washouts near Mill Creek and Lake Cleone. A trail detour is planned south of the former Mill Creek Bridge to avoid these washouts. This detour will travel west of the Haul Road to the equestrian trail along the beach and then return to the Haul Road south of Mill Creek.

The existing CCT route has two alignments at Laguna Point. Non-motorized users can either (a) remain on the Haul Road all the way south to Pudding Creek or (b) use a spur trail on boardwalk to Laguna Point and then follow headlands social trails connecting from Laguna Point south to Pudding Creek. The majority of foot and bike traffic takes option (a) along the Haul Road to a large parking lot north of the Pudding Creek Trestle. Equestrian users most commonly ride between Ten Mile River and Ward Avenue in MacKerricher State Park; however, some equestrians also ride the southern section of the MacKerricher Haul Road, between Pudding Creek and Ward Avenue.

The Pudding Creek Trestle repairs were completed in November 2007, restoring public access from MacKerricher State Park south to Glass Beach. Glass Beach was acquired by State Parks in 2004, with assistance from the State Coastal Conservancy. Almost immediately following this purchase, both the Glass Beach headlands and the MacKerricher headlands north of Pudding Creek experienced a dramatic increase in visitors.

State Parks had begun a planning process for the Haul Road Improvement Project, to upgrade the MacKerricher Haul Road between Pudding Creek and Laguna Point. Currently, the Haul Road is anywhere from 12 to 18 feet wide, with sporadic asphalt surfacing in need of repair.

3.3 CCT Potential

This section of the CCT hiking route probably experiences more public use than any other section in Mendocino County. Seaside Beach is easily accessible from Highway One, and the Coastal Land Trust is planning for improved parking and public access facilities. Most people do not continue hiking south across Ten Mile River to access the Ten Mile Preserve from Seaside. There are



*Coastwalk hikers,
Ten Mile Dune Preserve*



*2008 Ten Mile-MacKerricher State Park
CCT signing event*

two primary trailheads for the Ten Mile area of MacKerricher State Park: (a) from the parking lot at Ward Avenue, and (b) south of the Ten Mile River Bridge, where people travel the old Haul Road or through the dunes to reach the beach. A recently improved parking area is located at the southwest end of the Ten Mile Bridge. Fish and Wildlife Services have instructed State Parks to not develop the north end of the Ten Mile Preserve or improve access through the dune system, though there is some pedestrian use in this area at present (Draft Feasibility Study of the Northern Segment of the MacKerricher Coastal Trail Project, 2000). It is not recommended that existing access points into the preserve from Highway One be designated as spur trails, since they could impact the sensitive dune habitat area, which is home to several endangered species.



Trail from Haul Road to Pudding Creek Beach

3.4 Recommendations

A. Alignment

The CCT alignment from Ten Mile to Ward Avenue should remain on the beach and away from the sensitive dune area, which is nesting habitat for the federally listed endangered snowy plover and is closed to the public during their nesting season. After the CCT leaves the beach at Ward Avenue, it remains primarily on the Haul Road all the way south to Pudding Creek and Glass Beach, where State Parks is planning a coastal trail improvement project.

A Haul Road Improvement Project was presented to the public for comment in August 2007. It is recommended that this project scoping process be resumed, to gain broader public input. It is recommended that Haul Road improvements be designed to accommodate increased visitor usage and multiple user groups.

It is recommended that beach access from the Haul Road to Pudding Creek be improved. The current access from the Haul Road to the parking lot at Pudding Creek is closed for mitigation related to the construction of the Pudding Creek Trestle. The alternative trail west of the trestle is steep and well used. Improved routing or a stairs should be a priority at this location, as increased usage from the opening of the trestle and Glass Beach coastal trail improvements warrant safer and more permanent access to this popular beach. If feasible and in agreement with the General Plan for MacKerricher State Park, State Parks may want to consider working with equestrians to improve access for this user group in the portions of the MacKerricher Haul Road where there are maintenance issues.

B. Signage

Existing interpretive signs are located at Ward Avenue, and new interpretive panels have been placed at Laguna Point, with a new

kiosk at the parking lot. CCT emblems were placed along this route in November 2007 by Coastwalk, State Parks, MLT staff, and volunteers. This eight mile section of the CCT was the first State Park to be signed in Mendocino County. An interpretive kiosk is also proposed for the Glass Beach parking lot.

Two interpretive panels and a bike safety sign will be placed at the Pudding Creek Trestle. These signs will include the CCT emblem markers.

C. Parking

Adequate parking currently exists at Laguna Point, Lake Cleone, Silver Gate, Ward Avenue, Virgin Creek, Pudding Creek Trestle's south end, and Pudding Creek Beach. The Virgin Creek parking used by surfers is on private land east of Highway One and on Caltrans property west of the highway. Parking on the east side of the highway is not secure, and could be lost when this parcel is sold. State Parks is working with the Coastal Conservancy to explore acquiring the parcel west of the highway for parking, if feasible. An alternative parking location could be the pullout west of the highway north of the surfer access on State Parks property, which already has a trail to the Haul Road and Virgin Creek Beach. This parking lot is used infrequently, due to its distance from Virgin Creek and flooding in the winter. The existing parking could be expanded west to accommodate more cars, as long as resource issues do not prevent this expansion.

D. Management

State Parks is the managing agency for MacKerricher State Park, Glass Beach and Ten Mile Dune Preserve. Coastal Land Trust is the nonprofit manager of Seaside Beach.

Coastal Land Trust received a State Coastal Conservancy grant to improve Seaside Beach and has started a monthly stewards group, composed primarily of Ocean Meadows subdivision residents.

3.5 Proposed Projects

Haul Road Improvement Project

Deliverables:

1. Public Scoping process for Haul Road improvement recommendations.
2. Needed technical studies for corridor.
3. Cost comparisons for different improvement scenarios.
4. Selection of preferred alternative with construction cost estimates.



*Discussion with agency partners,
Glass Beach*

Puttering Creek Beach Trail Improvements

- Staff time
- Trail Crew

Deliverables:

1. Non-engineered trail improvement design for beach access.
2. Implementation of trail improvements.



*Informal trail,
Glass Beach Headlands*

Puttering Creek Beach Stairway

- Engineering Designs
- Building Permit
- Coastal Development Use Permit
- Technical Studies (Botanical, Archeological)
- Construction & Materials
- State Parks Staff Time

Deliverables:

1. Completed technical studies
2. Stairway engineering speculations.
3. CDUP and Building Permit.
4. Completed Puttering Creek Beach Stairway.



*GP Mill site City of Fort Bragg
Parkland and trail acquisition map*

Section 4: Glass Beach and former Georgia-Pacific Mill Site (Maps 6, 7)

4.1 Segment Overview

- Complete joint EIR/EIS for project construction of trail and visitor infrastructure from Glass Beach to Soldiers Point.
- Complete Glass Beach Trail Improvement Project.
- Complete City of Fort Bragg Coastal Trail and Parkland Acquisition Trail planning at the former G-P mill site.
- Connect Noyo Harbor into Coastal Trail.
- Revitalize Noyo Harbor and develop visitor points of interest.

4.2 Current Conditions

The Glass Beach Unit of MacKerricher State Park is a 38-acre coastal property conveyed to State Parks in 2002. State Parks is the lead agency for the Glass Beach Trail Improvement Project, an effort to construct an ADA-compliant trail along the west side of the property from the Puttering Creek Trestle to a proposed joint parking lot and restrooms on the City of Fort Bragg's former Georgia-Pacific Mill site property. An existing social network of trails serves the large visitation to this popular destination, where most people park and travel from the newly constructed north end parking lot and the unimproved roadside parking at the west end of Elm Street. Existing trails follow the bluff edge and also run east-west across

the property. The intent of the proposed State Parks trail project is to construct a five foot wide paved or graveled trail away from the bluff edge and out of sensitive plant communities, in conjunction with closing and re-vegetating unwanted social trails.

Non-motorized users traveling south on the Pudding Creek Trestle can access the headlands trail or remain on the road (Glass Beach Drive) south to Elm Street and into downtown Fort Bragg.

Non-motorized users can follow city streets south, the main street being Fort Bragg’s Main Street/Highway One corridor, to the Noyo River Bridge, which has pedestrian/non-motorized user sidewalks on either side of the bridge.

The former Georgia-Pacific Mill site is also undergoing a separate but coordinated coastal trail planning effort, with the City of Fort Bragg as the lead agency. The City has recently purchased 35 acres of parkland and also received a donation of a 110-foot wide strip along the entire 3 miles of shoreline, connecting Glass Beach to the Noyo River bluffs. This Coastal Trail project has been divided into phases, with the south end of the property scheduled first for implementation. This site will require extensive cleanup and restoration before construction can take place. Interpretive sign and specific site design took place in 2009, with construction designs underway and a predicted construction start date for the CCT in 2012. The northern segment of trail includes the parking lot on the north end and a multi-use trail to Soldiers Bay lookout. Similarly, the southern trail will leave a parking area near the Noyo River Bridge and follow a network of alignments towards Soldier’s Point. Each trail will be an “out and back” trail, until contamination of the middle section of the property is remediated and until lateral streets are designed into the site from downtown.

4.3 CCT Potential

Many public forums have taken place, facilitated by the City of Fort Bragg, CA State Parks, National Parks Service’s Rivers, Trails and Conservation Assistance Program, Conservancy, and MLT, to plan the CCT between Pudding Creek and Noyo Harbor. Georgia-Pacific and their consultants have also hosted informational meetings. The Department of Toxic Substances Control, the lead agency for the site characterization and cleanup, has also held public meetings. Beginning in September 2006, a joint design workshop was organized to gain input into design and features for public access at the site. Subsequent meetings were held to obtain public feedback regarding the design for both the coastal trail at Glass Beach and former G-P property.

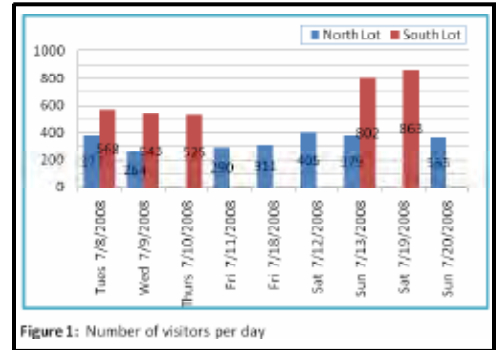


Figure 1: Number of visitors per day

A Glass Beach Visitation Survey was conducted in 2008 for MLT. The study looked at user patterns between Pudding Creek Trestle and Elm Street. The full report can be accessed at www.mendocinolandtrust.org



Glass Beach is home to several rare plants, including this potential candidate: a hybrid Menzies' Wallflower

The current plan for trail planning and construction for the City of Fort Bragg's mill site acquisition is to use existing funding to complete planning for a twelve foot wide multi-use path on the northern portion of the property. Preparation of planning, engineered designs, and construction estimates for the south section of the site began in fall 2009, with an estimated planning completion date of spring 2011. The City will need additional funding once remediation has been completed, in order to complete trail construction between Glass Beach and Soldiers Point, as well as from south of Soldiers Point to Noyo Bay. In the future, the City will complete the planning process for the middle section of the mill site, to connect to the CCT on the north and south once remediation issues have been fully addressed.



Noyo Harbor and Bay

4.4 Recommendations

A. Alignment

It is recommended that State Parks continue with their Glass Beach Trail improvement project to construct a low impact accessible trail. It is recommended that the City of Fort Bragg continue to work closely with State Parks to interface the Glass Beach CCT with the future City CCT on the G-P mill site, and that trails be designed for multiple users, using the concept of a braided trail system to serve bikes and pedestrians.

The future southern trail on the G-P property should also strive to connect to Noyo Harbor west of the Noyo River Bridge, to allow non-motorized users to access this harbor and County-owned beach. The southern mill site trail should also link back to the west side of the Noyo River Bridge, to allow non-motorized users to continue south at this bridge. It is recommended that the City of Fort Bragg require and develop a vertical access from the end of South Street to the north bank of the Noyo River, as described in their General Plan.

B. Signage

The City of Fort Bragg's Coastal Trail Master Plan and CA State Parks' Glass Beach Restoration and Trail Plan will make specific signage recommendations. An extensive interpretive plan has been drafted, with public input, identifying interpretive features from Noyo River to Pudding Creek. The City of Fort Bragg's trail design consultants will propose recommendations for signage, landscaping and interpretation.

C. Parking

Current parking exists on the south end of the Pudding Creek Trestle and along Glass Beach Drive at the west end of Elm Street. Parking recommendations are being developed for the south end of

the City’s trail corridor on the mill site property. It is recommended that planning for the City of Fort Bragg’s parklands and coastal trail include parking and staging areas at the south end of the completed mill site trail, near Noyo Bay headlands.

D. Management

It is recommended that CA State Parks and the City of Fort Bragg continue to work closely to complete a joint environmental document and management agreement for their trail construction projects at Glass Beach and the north end of the mill site property.

It is recommended that public input from the design workshop and community meetings be integrated into the final trail design between Pudding Creek and Soldiers Bay.

It is recommended that State Parks address concerns regarding the sensitive plant communities on the Glass Beach Headlands through trail design and management. At the time of this report, State Parks had expressed interest in organizing an invasive weed removal program at Glass Beach. It is recommended that State Parks use volunteers to continue their invasive plant removal and monitoring efforts at Glass Beach.

4.5 Proposed Projects

Glass Beach Stewards Group (Two year support)

- Coordinator
- Tools
- Mapping and Reporting

Deliverables:

1. Bi-monthly weed management workdays.
2. Annual re-vegetation monitoring and mapping.

Glass Beach State Park Coastal Trail Implementation

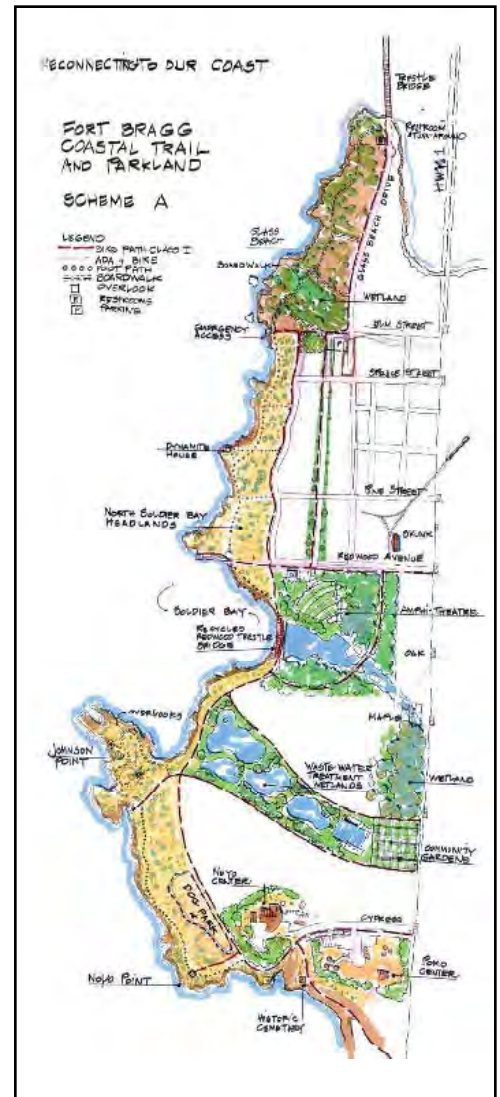
Deliverables:

1. Completed multi-use trail from Elm Street to Pudding Creek Trestle.
2. Spur trails to coastal view points.
3. Signage for 1.5 mile trail.
4. Interpretive elements, benches, trash receptacles, and bike racks.

Glass Beach to Soldiers Point Coastal Trail Construction

Deliverables:

1. Completed section of the CCT from Elm Street to Soldiers Point.
2. Lookout platform and interpretive panels.
3. Native plant plantings along trail corridor.



Landscape details from Reconnecting to Our Coast Workshop, Winter 2007

4. Signage, including interpretive panels.
5. Associated parking lots and rest room facilities.

Soldiers Bay to Noyo Bay Coastal Trail Implementation

Deliverables:

1. Construction of coastal trail from south of Soldiers Point to Noyo Bay including interpretive elements, restoration, and parking facilities.
2. Construction of beach access from Noyo Headlands to Noyo Beach.



*City of Fort Bragg's Pomo Bluffs Park:
0.5 mile paved multi-use trail,
parking lot, and restrooms*

Section 5: Noyo River to Mitchell Creek (Maps 7, 8)

5.1 Segment Overview

- Manage public access easement connecting Noyo Bridge to Pomo Bluffs Park.
- Hare Creek Beach public access planning by Mendocino Land Trust.
- Open public access easement from Bay View Avenue to Hare Creek.
- Acquire public access easements to Mitchell Creek Beach.

5.2 Current Conditions

The City of Fort Bragg acquired and opened a public access easement along the southern bluff of Noyo Bay, which connects the south end of the Noyo River Bridge to Pomo Bluffs Park. The City received State Coastal Conservancy support to construct a Pomo Bluff Trail Extension for a pedestrian walkway and fencing from the eastern edge of Pomo Bluffs Park to the Cliff House restaurant and pedestrian walkway along Highway One. The construction of the Pomo Bluff extension trail was completed in early 2010, and this trail is now open to the public.

From Pomo Bluffs, non-motorized users can travel on county roads in the Todd Point Subdivision back to Highway One south.

5.3 CCT Potential

This section of trail is currently non-contiguous, with developed sections of trail interspersed with segments that are on the highway.

The College of the Redwoods campus is well-situated to allow access through their campus to Bay View Avenue as an alternative



*Hare Creek Beach
Photo courtesy of Coastal Records*

to using residential roads as a CCT alignment. The Coastal Element of the General Plan includes Policy 4.4.12, stating that “as part of its planned development, the College of the Redwoods shall be required to provide for an internal pedestrian pathway and a public parking area conveniently situated on its property.” MLT has worked with the college to develop a site plan to accommodate parking and access to a trail easement held by MLT that is just south of the College campus, connecting Bay View Avenue to Highway One.

The property between Highway One and the college campus is undergoing planning and permitting for a large scale development, though this project is currently on hold. It is recommended that any future development of this site require construction of a public trail within the public access easement held by MLT as a condition of project approval. This 10 foot wide easement could skirt the south side of the development on a paved walkway connecting Bay View Avenue to the Hare Creek Beach property, which is now owned by MLT. MLT has asked the City to require a small parking lot adjacent to this trail, preferably near MLT’s access road to the Hare Creek Beach property.

MLT purchased the 5.6-acre Hare Creek Beach parcel in January 2010. This purchase secured access on the north side of Hare Creek. Using this existing access road, a pedestrian trail will be developed to the beach, connecting to a currently used trail to this beach from the Cypress Road subdivision. The family who previously owned the Hare Creek Beach parcel wants to sell 110 acres along Hare Creek corridor, which could connect Hare Creek Beach to Jackson State Forest. This potential east-west connection could be developed as an inland trail.

West of Highway One between Old Coast Highway and Ocean Drive is the Mendocino Coast Botanical Gardens. The 47-acre Botanical Gardens charges admission and has a network of trails leading out to the coast. There are PAEs from the end of Schoefer Lane along the coast to the Botanical Gardens, which were accepted by the State Coastal Conservancy. The Conservancy evaluated the feasibility of opening these PAEs and determined that an extensive planning process may be required.

Ocean Drive provides coastal access by way of residential roads to the Belinda Point Trail, managed by MLT. This 0.4 mile trail leads to a pocket beach which is popular with locals and abalone divers. Ocean Drive dead ends at private property at its south end. The road once continued to Mitchell Creek Beach, and as recently as the nineties, access was possible along an old road (now closed to vehicles). Access is now closed to the public, with a gate and



Hare Creek-Babcock parcel purchased by MLT with Coastal Conservancy and private funds

signage. Attempts to contact property owners bordering Mitchell Creek beach to negotiate public access have been unsuccessful to date. A footpath does access the beach from the north side, which is used by the adjacent property owners.

5.4 Recommendations

A. Alignment

The Conservancy provided partial funds for a Management Planning process for Hare Creek Beach, which may include opening access along the existing PAE from Bay View Avenue. It is recommended that the trail be designed to provide access and beach improvements that allow the public to access the beach from the north, while protecting sensitive beach and riparian resources.

The City of Fort Bragg and MLT should continue working with developers north of Hare Creek to integrate public access and trail development into any site design and construction proposed in the future. In the interim, public access should be facilitated to the Hare Creek Beach property either from Highway One or Bay View Avenue, with connections north where possible to the College of the Redwoods and Pomo Bluffs Park.

Hare Creek is easily forded, and a private accessway from the Cypress Road subdivision is used by the public to access the beach from the south side. The CCT returns to Highway One between Cypress Road, Old Coast Highway and Ocean Drive; no feasible off-highway trail alignment is apparent at this time. Additional research should be done to determine the feasibility of CCT use free-of-charge at the Botanical Gardens, as well as the status and feasibility of the Schoefer Lane public access easements.

Just past the entrance to the Botanical Gardens, Ocean Drive parallels Highway One until Mitchell Creek, where it dead ends at private property. Two alternatives for the CCT could provide access in this area. The first alternative is to utilize the wide Caltrans right-of-way on the west of Highway One to allow non-motorized users to stay a safe distance above the highway. The embankment starts a short distance south of Boice Lane and runs south to Ocean Drive. Non-motorized users could return to the highway shoulder 1000 feet south at the southern Ocean Drive entrance, accessing State Parks property north of Jughandle State Park.

The second, more long-term CCT goal, is to bypass Highway One altogether by establishing a public access easement on the north and south sides of Mitchell Creek. From the north end, this may



Access road descends to Hare Creek on the north side



North Ocean Drive dead end

require negotiating with one or more landowners, as well as one or more landowners on the south end. The largest parcel on the north end is mostly undeveloped, and a trail corridor could be set far enough away from homes to make little visual impact, crossing Mitchell Creek high up in the stream channel with a footbridge within the highway right-of-way.

MLT holds three PAEs on the south side of Mitchell Creek Beach from mean high tide to the bluff, but these easements do not currently connect to a public road.

B. Signage

Signage with trail guidelines and MLT contact information will be posted at Hare Creek Beach.

C. Parking

There are parking and restrooms at Noyo Harbor Beach, where there is a City-managed dog park. There are also parking and restrooms at Pomo Bluffs Park. There is informal parking west of Cliff Way, along the Noyo headlands. There is also parking along Cypress Road above the south trail to Hare Creek Beach.

An eight to ten car parking lot has been required by the City of Fort Bragg for the proposed Group II development north of MLT’s property at Hare Creek Beach, to serve the pedestrian trail and access on the north side of Hare Creek.

College of the Redwoods has agreed to dedicate public parking in their existing campus lot for access to the future Hare Creek Beach Access Trail.

D. Management

The City of Fort Bragg owns and manages Pomo Bluffs Park and the connecting trail segment to the Noyo Bridge.

MLT will be responsible for planning, permitting, construction, and maintenance of the CCT connecting Bay View Avenue to Hare Creek Beach, unless the portion of trail within a public access easement on the adjoining property is built and maintained when the adjacent property is developed. The Conservancy provided MLT with funding to purchase Hare Creek Beach and complete the needed technical studies for a Management Plan for the property. MLT intends to fundraise to develop this site for public access, restoration activities, and ongoing monitoring.



Highway One R/W near Pine Beach Inn north of South Ocean Drive



Mitchell Creek Beach access from Pine Beach Inn

5.5 Proposed Projects

Hare Creek Beach Public Access Improvements

- Staff Time
- Surveys
- Trail Construction

Deliverables:

1. Trail design and mitigation plan.
2. Draft Management Plan for Hare Creek Beach.
3. Approved CDP.
4. Construction of access trail from road to beach.
5. Monthly monitoring of trail and beach.

Schoefer Lane Trail Feasibility Study

- Staff Time
- Survey
- Technical Studies:
 - Botanical
 - Archeological
- CDP

Deliverables:

1. Negotiate additional PAE to complete a viable trail.
2. Trail design and Access Agreement with Botanical Gardens.
3. Cost estimates for trail construction.

Mitchell Creek Public Access Feasibility Study

- Staff Time
- Survey
- Technical Studies:
 - Botanical
 - Archeological
- CDP

Deliverables:

1. Outreach to landowners adjacent to Mitchell Creek.
2. Negotiation of two or more PAEs for access from Ocean Drive to Mitchell Creek Beach.
3. Research history of Ocean Drive and determine if additional steps could restore this public road right-of-way to public pedestrian and non-motorized user use.
4. Trail design and Management Plan for public access trail.

Section 6: Mitchell Creek to Caspar Creek (Maps 8, 9)

6.1 Segment Overview

- Acquire an easement from Ocean Drive on the south side of Mitchell Creek.
- Improve CCT from Bromley Cove to Jefferson Way on State Parks property.
- Remove gorse between Jefferson Way and Jughandle.
- Sign State Parks boundary and trail corridor (in Caspar area) around private property to delineate public access.
- Connect Jughandle State Park to Pacifica Drive in Caspar.
- Develop visitor infrastructure and restoration plans for Caspar Headlands State Park.

6.2 Current Conditions

South of Mitchell Creek, there are several private residences, as well as the Pine Beach Inn. This Inn has a paved walkway down to the beach, which is for guests only. There are three public access easements along the southern shoreline at Mitchell Creek Beach, held by MLT, which are not currently accessible to the public.

Located south of the Pine Beach Inn off Ocean Drive is a small parking area and trailhead for access to the northern portion of Jughandle State Park. A trail travels through pine and cypress to the bluff edge, and then southwest to Bromley Cove. A steep climbing trail returns to the headlands at the south side of the cove, where there is a trail to the next cove west of Jefferson Way. From the headlands, there is a trail to the parking area at the west end of Jefferson Way. A trail also follows the bluff edge south to a private parcel. Hikers must follow this private property line to a driveway closer to the highway, which is on State Parks property, in order to access the central Jughandle Headlands. In order to access Jughandle Beach by way of the ecological staircase trail, hikers must cross under the Highway One Bridge to join the trail to Jughandle Creek. The trail on the south side of the creek leads to the beach, headlands, parking lot and restrooms. A trail to the southwest can be taken either to the headlands or to Caspar Road, which is the north entrance to the town of Caspar.

From Jughandle State Park's southern boundary and parking lot, non-motorized users can travel along Caspar Road into the heart of Caspar. The Caspar community has installed a gravel shoulder west of Caspar Road to accommodate pedestrians. This walkway has overgrown in recent years and is difficult to find. The Caspar Headlands State Park is at the south end of Caspar Road, and



Entrance to northern section of Jughandle State Park from Ocean Drive



Bromley Cove Beach

includes the Caspar Headlands as well as the riparian corridor up to the Highway One Bridge and down to Caspar Creek. Hikers can walk along informal trails on the headlands and the old roadbed down to the creek, where a crossing is possible most of the summer and fall.



Gorse infested trail at Jefferson Way

The Caspar Headlands and Caspar Creek North Riparian Area became a State Park through a Caspar community effort that began in 1997. The Caspar Community Fund was formed to negotiate purchase of the property, with the assistance of the Trust for Public Lands. In 1998, UC Berkeley Professor of Landscape Architecture Randy Hester and his graduate students developed plans for 300 acres of property to be sold by the Caspar Cattle Company. From those plans, Guidelines for Access to and use of Caspar Headlands and the North Riparian Area of Caspar Creek was drafted and approved by Caspar community members. These guidelines and landscape designs were created through consensus and community input.

6.3 CCT Potential

Without formal public access from Mitchell Creek, there is no CCT access to State Parks' land at the north end of this section, other than the Highway One shoulder. Therefore, most non-motorized users access Jughandle State Park from the highway.

The trail to Jughandle Creek from State Parks' parking lot off Ocean Drive needs basic improvements. The trail should be set back from the bluff edge; in many locations it is actively eroding. The trail also goes through a number of shell middens near Bromley Cove, and should be re-routed where possible, to avoid impacts to cultural resources.

South of Jefferson Way, a private inholding within Jughandle State Park cuts off continuous trail access along the headlands. The deed for this property has a first-right-of-refusal to State Parks, who is interested in acquiring the property.

Off Caspar Road, south of Jughandle State Park, is Pacific Drive. Hikers can go west toward rocky Cantus Cove, a public access trail managed by MLT, or head south 0.25 miles along Caspar Road to Caspar Headlands.

Caspar Headlands State Park was transferred to State Parks in 2002 and is a beautiful 62-acre area just above Caspar Cove on the northern bluff. Trails and old road beds traverse the property; some trails are used more frequently and therefore are better established. The most commonly used trail connects the bluff



*Private property,
inholding near Jughandle State Park*

with an old road on the southern end, leading down to the creek. Caspar Creek is very shallow during the summer (usually less than two feet deep most times of the year) and can be easily forded. The old highway, replaced in 1965, leads down to Caspar Creek east of the beach, near the intersection of Caspar Road and Caspar Frontage Road. This former road follows the north side of the creek almost to the Highway One Bridge, where it is overgrown. Several springs also now cross the road. Old asphalt traces on the north side of the creek may provide access from the Caspar Creek riparian corridor to Jackson State Forest. An access easement may need to be negotiated for sections of the Caspar Creek riparian area that are in private ownership.

The 1999 Caspar Headlands Management Plan, drafted by the Caspar Community in anticipation of owning the property, proposed development objectives, including trails and interpretive panels throughout Caspar Headlands. A riparian trail with visitor parking on the west and east side of the highway and a foot trail under the Highway One bridge, were proposed as improvements to the property. Northwest of Highway One's Caspar Creek Bridge is a large Caltrans pullout with State Parks property to the west. The Caspar Community Management Plan identified this as a staging area for a trail system along the old highway north of Caspar Creek, and an entrance into the Caspar Headlands State Park. The Caspar Community could implement a parking and staging area away from downtown Caspar to avoid traffic congestion in this small community. This trail could have historical significance and be ideal for a self-guided interpretive walk.

A second, less used trail leads down from the south end of Caspar Road to the beach along an existing fence line. This trail could be further developed, though it is currently eroded and steep in some places.

Old concrete and brick mill site foundations can be found on the south side of Caspar Creek, and could be a good location/footing for a pedestrian/non-motorized user bridge.

6.4 Recommendations

A. Alignment

It is recommended that organizations working on public trails coordinate with the Pine Beach Inn to establish public access to Mitchell Creek Beach.

State Parks has recently undergone an extensive invasive plant removal project to clear gorse from the Jughandle headlands, which has allowed access in areas where gorse was once



PAE on Caspar Point Road



Old road bed from Caspar Headlands to Caspar Beach: now used as a trail

dominant. It is recommended that State Parks continue to control gorse to prevent its interference with trail access from Jefferson Way to Jughandle Creek.

An alternative alignment from Jughandle State Park could follow Caspar Point Road to a landlocked parcel held by State Parks, which has shoreline access. There is a public access easement adjacent to this parcel, held by MLT, which could be opened to create a southerly trail along the bluff back to Caspar Point Road, just north of the Cantus Cove trailhead. This easement would require dedication of a portion of privately owned Caspar Point Road, and public access on the road could require negotiation with other landowners.



Former Caspar Lumber Mill foundations in Caspar Creek

It is recommended that a main trail be established, improved and signed along Caspar Headlands to the beach. Some Caspar community members would like to see a bridge crossing at Caspar Creek. It is recommended that an engineering study be done to determine the best location for a bridge and a design that could withstand high winter flooding.

It is recommended that a collaborative project with the Caspar Community and State Parks investigate and implement recommendations for an access plan for the Caspar Headlands and riparian area, beginning with the needed technical studies for permits and construction.

B. Signage

It is recommended that sign placement: (1) direct people away from private property on the north and south ends of Jughandle; (2) direct people away from sensitive areas and hazardous conditions; and (3) direct people to existing trails, especially from Jefferson Way to Jughandle State Park, and from Caspar Headlands to Caspar Beach.

C. Parking

Formal parking is currently limited to the Jughandle State Parks' areas at the main entrance, Ocean Drive, and Jefferson Way. The Caspar Community does not support a parking lot at the end of Caspar Road, leaving only existing roadside parking. There is no designated parking at Caspar Beach, but users commonly park on the west side of Point Cabrillo Drive.

It is recommended that Jughandle State Parks' parking on Ocean Drive be improved to accommodate at least five cars. It is also recommended that parking be placed on or near the Caspar Headlands property as part of a site-specific planning process involving the Caspar Community.



Caspar Beach with Caspar Headlands in the background

D. Management

State Parks manages Jughandle State Park between Ocean Drive and Caspar Road, the property between Caspar Frontage Road and Caspar Creek, and the south side of Doyle Creek at Caspar Beach.

There is a long history of Caspar Community advocacy for land conservation and open space for public access. The Caspar Community became a non-profit corporation in 1999 and lobbied the State for funds to purchase the Caspar Headlands. This active group meets monthly and is an appropriate partner to work with State Parks to improve the area for public access, coordinate a stewardship program, and implement and monitor restoration activities.

6.5 Proposed Projects:

Caspar Headlands and Riparian Area Trail Planning Project

- Staff Time
- Technical Studies
 - Botanical
 - Archeological
 - Restoration and Landscape Plan
 - Geotechnical Survey of old road bed fill
- CDP Fee

Deliverables:

1. Completed technical studies.
2. Site design and preliminary engineering specs.
3. Cost estimates for trail construction.
4. CDP application.
5. Series of community meetings and results.
6. Interruptive elements and opportunities plan.
7. Draft Management Plan for Trail and Visitor Services.
8. Phase II funding proposal with cost estimates for trail construction.
9. Complete Bridge design for Caspar Creek.

Section 7: Caspar Beach to Point Cabrillo Light Station State Historic Preserve (Maps 9, 10)

7.1 Segment Overview

- Conveyance of Caspar Beach and Uplands from MLT to State Parks.
- Completion of Caspar Beach and Uplands Trail.
- Point Cabrillo Light Station State Historic Park trail designation and improvements.



Improvements to parking at Caspar Beach are proposed as part of the Caspar Beach Trail project



Section of Caspar Beach Trail within the County right-of-way to be improved with Prop 40 funding

7.2 Current Conditions

In 1999, MLT purchased the Caspar Creek riparian area, beach, uplands and south parcel with State Coastal Conservancy funds. At the time of this acquisition, MLT drafted a Management Plan for the property. A volunteer Caspar Beach Management Advisory Committee authored this plan, which focuses on the resources and recreational value of this 75 acre property. It was envisioned that a hiking trail through the property could eventually create a seven mile trail connecting Mitchell Creek to Russian Gulch State Park. MLT has completed planning and permitting for construction of a pedestrian trail from Caspar Beach to Point Cabrillo Light Station, with the assumption that this property will be conveyed to State Parks in 2010. This property includes Caspar Beach and the uplands surrounding the Caspar Cemetery, as well as a portion of the Doyle Creek watershed, which harbors Grand Fir and Sitka Spruce stands and natural grasslands.



*Caspar South Headlands Drive:
PAEs on either side of the private drive
connect to four State Reserves*

Currently, the CCT hiking route south of Caspar Creek is along Point Cabrillo Drive for about 1.5 miles to Point Cabrillo Light Station State Historic Park.

Once non-motorized users enter the Point Cabrillo State Historic Park entrance, a paved road heads west to the Lighthouse and a foot trail west and north follows the headlands to Frolic Cove. A loop trail from the parking area opposite the former Lightkeepers' residences heads south along the headlands and becomes an undefined footpath back to Point Cabrillo Drive, west of the Highlands Trailer Park.

From Point Cabrillo Light Station, the current CCT route follows Point Cabrillo Drive to the entrance of Russian Gulch State Park.

7.3 CCT Potential

There is potential for a CCT hiking route located west of Point Cabrillo Drive that would connect public land at Caspar Headlands with Point Cabrillo Light Station. In 2007, MLT began the permit process for a pedestrian trail from Caspar Beach to the upland area south of the Caspar Cemetery, crossing Doyle Creek and leading uphill to Point Cabrillo Drive, near the northeast corner of Point Cabrillo Light Station State Historic Park. Using this proposed trail, non-motorized users will be able to access the Point Cabrillo Light Station property. There is no formal trail system in this section of the Point Cabrillo Light Station, and this is unlikely to change until the Park has a General Plan that outlines new trails for this park unit.



*Pt Cabrillo Lighthouse Station Loop
Trailhead opposite of LightKeepers
residences*

7.4 Recommendations

A. Alignment

It is recommended that the proposed trail from Caspar Beach to Caspar South be completed before MLT conveys this property to State Parks. It is also recommended that future planning documents for Point Cabrillo Light Station SHP include a trail system that connects to the Caspar Beach Trail.

Within the Point Cabrillo Light Station State Historic Park, it is recommended that trail linkages to the south be investigated, utilizing existing informal trails. During preliminary planning for the CCT Strategic Plan, State Parks and MLT staff explored the possibility of a foot trail from the southern loop trail to the RV Park and along the southern park boundary. This trail could parallel the Park's fence line to Point Cabrillo Drive, north of Indian Shoals Road. The trail could continue along the shoulder of Point Cabrillo Drive, south to Russian Gulch State Park.

Trails on State Parks lands should be made accessible wherever feasible, according to State Parks guidelines. Designation of proposed trails will need to meet grade and surface requirements for ADA-compliant trails. It is recommended that a fully-accessible trail segment be developed in this location. One proposed ADA trail spur trail location is between Lighthouse Road and a lookout point south of an existing loop trail, a distance of approximately 0.25 miles. This trail could offer expansive views of the coast, with a return route to the parking area at the west end of Lighthouse Road. This spur trail could also meet State Parks' requirement for ADA accessible trails when improvements are made to existing trails. The existing loop trail could possibly be engineered to meet ADA standards, with access improvements through wetland areas or avoidance of wetlands.

B. Signage

As part of the proposed Caspar Beach Trail construction, there will be trail signage directing non-motorized users from Caspar Beach to Point Cabrillo Drive, directly east of Point Cabrillo Light Station. MLT is working with Mendocino County Department of Transportation to install a crosswalk at Point Cabrillo Drive at the Caspar Beach Trailhead.

Any improvements to the loop trail on the Lighthouse property should be signed at the trailhead off Lighthouse Road and at the proposed trail entrance north of Indian Shoals Road.

C. Parking

Day use parking exists at Point Cabrillo Light Station and at Caspar



*Frolic Cove,
Pt Cabrillo Light Station SHP*



*View of Pt Cabrillo Light Station SHP
from Pt Cabrillo Dr.*

Beach.

D. Management

Once the Caspar property currently owned by MLT is conveyed to State Parks, MLT recommends that State Parks enlist Caspar residents as trail stewards, as they are an active group dedicated to their community. These sections of trail will be used frequently by local residents as well as visitors to the Mendocino Coast.

A budgetary analysis of adding new trails to Point Cabrillo should be completed. A nonprofit group, the Point Cabrillo Lightkeepers Association, has been managing visitor services at this Park. The Lightkeepers Association runs a bed and breakfast on site as well as a gift shop and museum at the lighthouse. The Lightkeepers have also coordinated volunteers to complete trail maintenance, such as vegetation clearing, and could continue this work for new trails.



Section of proposed Caspar Beach Trail located on AT&T utility road

Currently, the Lightkeepers Association is working with State Parks to draft a General Plan for the property and obtain formal designation as a State Historic Park. There is no official timeline for approval of a General Plan, but with an estimated cost of \$120,000, it will take several years. Technically, until a General Plan is completed, no new trails or infrastructure can be built in this park unit. Maintenance of existing trails does not require a General Plan.

7.5 Proposed Projects

Caspar Beach Trail Construction Project

- Project Manager
- Construction of road improvements
- Trail Crew and Materials
- CDP
- Volunteer Trail Construction Training

Deliverables:

1. Trained trail crew and supervisors.
2. Final trail design.
3. CDP and other permits.
4. Construction of half mile segment of the California Coastal Trail.

Point Cabrillo Light Station Trail Improvements Feasibility Study (ADA accessible loop trail)

- State Parks Trail Coordinator
- Technical Studies
- Engineered ADA Trail Design
- CDP

Deliverables:

1. Trail design of improved trail with ADA features.
2. Contour drawings and engineering specs where needed.
3. Technical studies needed.
4. CDP and other permits.
5. Cost estimates for trail construction.

Section 8: Russian Gulch to Big River (Maps 11, 12)

8.1 Segment Overview

- Improvements to Russian Gulch South Headlands Trail.
- Widen shoulder along Lansing Street in Mendocino.
- Improvements at Mendocino Headlands State Park.
- Big River to Highway One CCT linkage.

8.2 Current Conditions

From the north entrance of Russian Gulch State Park, a paved road leads to the lower parking lot, campgrounds, and beach. West of the Russian Gulch Recreation Hall is the South Headlands Trail, which begins across from the group campsite. This trail travels under Highway One and along the headlands to County Road 500D. South of the intersection of County Road 500D and Highway One is the Jack Peters Creek Bridge. On the south side of this bridge is a trail down to Jack Peters Creek and a rocky cove used regularly by abalone divers, who park at a pullout at the corner of Lansing Street and Highway One. This access is a PAE held by the State Coastal Conservancy.

Non-motorized users can follow Lansing Street's narrow shoulder to access either the village of Mendocino or take Heeser Drive west to Mendocino Headlands State Park. From Mendocino Headlands, a bluff trail leads to the Big River Beach stairway, south of the Mendocino Presbyterian Church. Non-motorized users can either travel on the beach under the Big River Bridge and return to the highway from the eastern access road and parking lot, or travel the highway shoulder on the Big River Bridge.

8.3 CCT Potential

The CCT through Russian Gulch State Park travels on a paved road to the South Headlands Trail and then up the hill to County Road 500D. While improvements to signage and trail surface could benefit hikers, the alignment is well established within the Park and was signed with the CCT emblem in May 2008.



Russian Gulch South Headlands Trail



Coastwalk and MLT CCT signing event: Russian Gulch, 2008



*Trail reroute,
Russian Gulch South Headlands Trail*

The CCT alignment from Jack Peters Creek to the Mendocino Headlands is along a narrow stretch of Highway One and Lansing Street. If the CCT were a greater distance west of the pavement on Lansing Street until its intersection with Heeser Drive, this could make the trail safer for pedestrian and bicyclist travel. The inns east of Lansing Street own narrow parcels that extend west of this road, and these areas could be mowed to provide a corridor for non-motorized users. Just south of the viewing area owned by Sea Rocks Inn, the right-of-way could be mowed to establish a foot trail which could run on top of a retaining wall with a narrow walkway on Lansing Street.

Within the Mendocino Headlands State Park, the CCT trail corridor runs south on the headlands from Heeser Drive for over a mile, and ends at the staircase down to Big River Beach. While not all visitors experience the entire length of this trail, the Headlands are easily accessible from anywhere in the village of Mendocino, and this area gets very high visitation throughout the year.

8.4 Recommendations

A. Alignment

The Russian Gulch South Headlands Trail offers a scenic and quiet alternative to hikers. It is recommended that signage for this trail is made more visible from the road.



*South Headlands Trail,
Russian Gulch*

The Lansing Street section of the CCT route could be improved with a widened shoulder, providing a hiking and biking trail for the public and guests from inns east of Lansing Street. One inn has offered to donate a parcel west of Lansing Street to either MLT or State Parks. This could create the potential for a safer portion public access trail in this location. It is recommended that MLT or State Parks work with landowners west of Lansing Street to acquire public access easements for a walkway. It is recommended that this corridor be managed to provide access to the road shoulder, including mowing and placement of a safety railing along the bluff edge.

From Lansing Street, non-motorized users can turn west onto Heeser Drive, for access to the north end of Mendocino Headlands State Park. These open headlands have social trails along the west side of the road to the bluff edge. This network of trails has been identified by State Parks staff as needing to be assessed for improvements, with potential closures of unsafe or duplicative trails.

Several sections of the Headlands trail network need immediate improvement, such as the area behind the restrooms on Heeser

Drive, where erosion has made the bluff edge trail dangerous. Unimproved trails throughout the Headlands should be assessed in order to determine potential closures and areas for restoration. One solution could be to identify a central trail alignment that would avoid sensitive resources. It is recommended that a trail improvement project be developed to direct people onto a main trail and away from informal trails as part of new trail construction mitigation.

An access trail from Big River Beach to Highway One is desirable, to address the safety issues of crossing the highway from the parking lot east of the bridge. This trail could also connect hikers and bikers to Brewery Gulch Road, south of Big River. Hikers and bikers can continue on Brewery Gulch Road, which provides a safer hiking experience than Highway One, and emerge near the north end of Van Damme State Park.

B. Signage

Recommended locations for directional signs are: (1) at the intersection of Lansing Street and Highway One, and (2) Heeser Drive and Lansing Street, with directional symbols to guide non-motorized users.

Recommended locations for interpretive panels are at the restrooms on Heeser Drive, the two parking areas on Heeser Drive loop, and at the Ford House. At the parking areas where there are no structures, cantilevered wayside exhibits could be placed with site-specific interpretive information. More comprehensive trail and history interpretive panels could be designed for the Ford House and restrooms.

C. Parking

There is currently parking at three different locations along the Mendocino Headlands. There is also parking behind the Mendocino Presbyterian Church above the Big River Beach, but this is private property and not officially considered a trail staging area. There is also parking east of Highway One on the Big River flats.

D. Management

State Parks manages trails within Russian Gulch, Mendocino Headlands, and the Big River unit of Mendocino Headlands State Park. It is likely that any additional public access easements acquired in this section would be held and managed by State Parks.

Coastwalk California is interested in sponsoring trail work days along this popular route in the Mendocino area. It is recommended



Lansing Street shoulder



Mendocino Headlands State Park

that businesses in the village of Mendocino and the Mendocino Lodging Association be asked to assist with a capital fund for ongoing trail maintenance at Mendocino Headlands State Park.

8.5 Proposed Projects

Russian Gulch Headlands Trail Improvement Project

- Staff Time
- Signs
- Trail Inventory
- Creek Crossings
- Labor

Deliverables:

1. Improve signage from Russian Gulch campground to South Headlands Trail.
2. Improve trail surface and drainage crossings.
3. Utilize volunteers to coordinate workdays to maintain trail.

Mendocino Headlands Trail Feasibility Project

- State Parks Staff Time
- Technical Studies
 - Botanical Study
 - Archeological Study
- Trail Construction Cost Estimates

Deliverables:

1. Inventory of existing trails and assess conditions.
2. Completed technical studies of proposed trail corridor.
3. Designs for trail realignment.
4. Close social trails where appropriate.
5. Locate a proposed connector trail from Big River Beach to Highway One west of the highway, north of the Bridge.
6. Cost estimates for trail construction.



Big River Beach



Historic Spring Ranch buildings

Section 9: Big River to Van Damme (Maps 12, 13)

9.1 Segment Overview

- Improved right-of-way for pedestrian access from Smugglers Cove to Spring Ranch.
- Trail Improvements within Spring Ranch.
- Improved public access from Spring Ranch to Peterson Lane.
- Improved signage for through non-motorized users within Van Damme-Spring Ranch unit.

9.2 Current Conditions

The existing CCT route for this section is along Highway One from the village of Mendocino, over Big River Bridge to Brewery Gulch Road and back to the highway shoulder just north of Van Damme State Park (Spring Ranch). Access to Spring Ranch is primarily from an informal parking area west of Gordon Lane. A parking lot located at Peterson Lane also provides parking for Spring Ranch, with a trailhead north of the Auberge Inn. A trail also leads from the west end of Peterson Lane south to Van Damme Beach. A large parking lot at Van Damme Beach is the main staging area for hiking at this park and beach. The CCT alignment south of Van Damme Beach parking lot is along the Highway One shoulder to downtown Little River. Another trail east of Highway One links the Van Damme group campsite to the Little River Inn.

9.3 CCT Potential

From Brewery Gulch Road, there is a spur trail to Mendocino Bay Viewpoint, a public access trail and viewing point managed by MLT. Near the south end of Brewery Gulch, there is a Caltrans pullout west of Highway One and a trail down to Smugglers Cove. Just 600 feet south of this pullout is a guardrail that extends almost to Chapman Road, which is near the northern boundary of Spring Ranch. In the northeast portion of Spring Ranch are unimproved trails that travel west to the bluff edge, where the CCT continues along the coastline to the southwest corner of Spring Ranch near Peterson Lane.

Van Damme State Park Preliminary General Plan (1994) and the Mendocino County Local Coast Plan (LCP) calls for the development of day use parking and coastal access at Chapman Road, as well as north of Peterson Lane. Both plans call for a bluff trail connection between these two locations. Existing trails at Spring Ranch provide this access, with a few sections that are not used or developed.

CCT hikers can access Spring Ranch from Chapman Road and head west, circumventing a wetland/riparian area to the top of a small knoll, which offers views of the Park's north end.

At present, the only connection between Spring Ranch and Peterson Lane is off Highway One. At the end of Peterson Lane, the Little River Headlands Association owns the road west of a private gate that prevents direct access to the southern portion of Spring Ranch. The Peterson Lane trailhead that accesses Van Damme State Park Beach provides a safer trail route to this beach than does the Highway One shoulder.



Spring Ranch trail along the bluff



Guardrail on Highway One, between Brewery Gulch and Chapman Pt Rd.

Since State Parks acquired the 160-acre Spring Ranch in 2000, a contiguous public trail is now under public ownership and Parks management. However, this acquisition is not included in the Van Damme General Plan, preventing certain types of construction that would involve a permanent commitment of resources (such as trails).



*Spring Ranch entrance
across from Gordon Lane*

9.4 Recommendations

A. Alignment

It is recommended that the highway right-of-way between Brewery Gulch Road and Chapman Road be mowed to establish a footpath. At Chapman Road, a pedestrian entry or trailhead could be established either laterally along the highway within the State Park boundaries or vertically to connect with the main trail along the shoreline.

Existing trails to and along the shoreline near the parking area at Gordon Lane have not been improved since the acquisition of the property by State Parks in 2000. It is recommended that a proposed trail corridor be identified away from the bluff edge, where the trail currently is located, in order to place the trail in an area less impacting to cultural and natural resources.

There are several small creek crossings on the existing Spring Ranch trail. In the future, when the trail is improved, construction of improved creek crossings is recommended. There are also wet areas associated with seasonal creeks, which require small sections of boardwalk to minimize trail impacts.



*Peterson Lane parking lot near trailhead
to Spring Ranch and Van Damme*

It is recommended that State Parks survey the southern boundary of Spring Ranch to identify their ownership adjacent to Peterson Lane. Once the property line is identified, State Parks should work with the neighbors to determine the feasibility of placing an opening in the fence, allowing access to the west end of Peterson Lane from Spring Ranch. This opening could allow hikers a point of exit from near the southwest end of Spring Ranch, where they often find themselves having to trespass on private property to return to the public road.

In addition, bi-directional signage is needed to direct hikers to trails on the north bank of Van Damme State Beach from Peterson Lane, and at the park entrance, to inland trail alternatives.

B. Signage

Signage needs for this section include the following: (1) signs to direct people away from private property at the north and south ends of Spring Ranch; (2) signs to direct people away from

sensitive habitat and hazardous conditions (bluff edges, unsafe structures); and (3) signs to direct people toward designated trails, especially from Van Damme Beach to the Peterson Lane trailhead, and Peterson Lane to Spring Ranch access points on Highway One.

C. Parking

Currently parking exists at the unimproved pullout west of Gordon Lane (12-15 cars), at the east end of Peterson Lane (five to six cars), and at Van Damme State Beach (50 cars).

The undeveloped parking at Gordon Lane needs better line of sight from Highway One. Moving parking further south, towards the location of the Abalone Festival parking in the past, and as mapped in the General Plan Conceptual Plan, may better meet Caltrans encroachment permit requirements. It is recommended that State Parks work with Caltrans to determine the best Spring Ranch parking location and ingress/egress to Highway One.

D. Management

This section of CCT is largely under State Parks management. Opportunities for restoration of historic buildings on the property have been discussed and could be linked to interpretive programs, including information regarding the Spring Ranch acquisition and site history. In the future, an improved trail route could result in docent-led walks at this location. Spring Ranch also lends itself to the establishment of a Stewardship Fund from local businesses, such as the Inns and vacation rentals that direct guests to this State Park. This fund could assist with trail construction, maintenance, and restoration activities on the property.



Creek crossing at Spring Ranch

9.5 Proposed Projects

Technical Studies of Proposed Coastal Trail Alignment Corridor at Spring Ranch

- Archeological Study of 160-acre Spring Ranch parcel, especially 100 foot trail corridor (about 2 miles in length)
- Botanical Study of 160 acre Spring Ranch (for trail routing)
- Park Staff Time
- Wetlands Survey

Deliverables:

1. Technical Studies: Botanical, Wetland, and Cultural Resources Reports.
2. Mitigation recommendations for trail development.
3. Mapping of site features and CCT alignment.
4. CCT site design recommendations.

Survey of Peterson Lane and Improved Access to Spring Ranch

- Survey
- Construction of fence with entryway
- Signage
- CDP
- Staff time

Deliverables:

1. Improved access to Spring Ranch.
2. Signed entryway and fence.



Pedestrians walking along Highway One in Little River

Section 10: Little River to Albion**10.1 Segment Overview**

- A connecting trail segment from Van Damme State Beach to the Little River Store.
- Construct Little River Blowhole Trail.
- Easements along the Highway One corridor: Little River Public Foot Trail to Buckhorn Cove.
- Development of an off-highway trail corridor within the Caltrans right-of-way, between Mallory House and Heritage House.
- Easements from Dark Gulch to Albion River Inn.
- Investigation of an Albion River crossing alternative to the Albion Bridge.
- Public access at Albion Headlands.

10.2 Current Conditions

From the Van Damme State Park public parking lot west of Highway One, hikers can travel east to enter the Park and hike an uphill trail to the Little River Inn. Non-motorized users can also use an alternative route along the western shoulder of Highway One from the Van Damme Beach parking lot to downtown Little River. There is also a seldom-used trail from the south end of Van Damme Beach up to the Little River Store.

South of downtown Little River, MLT has obtained a coastal development permit to build an official trail connecting Highway One to the Little River Blowhole. The Little River Foot Trail, which will be within several PAEs along Highway One, is still in the planning phase. The purpose of this trail will be to connect hikers and bikers from the Little River Cemetery to Buckhorn Cove. At Buckhorn Cove, a foot path accesses a beautiful pocket beach, approximately one mile south of downtown Little River.

CCT hikers and bikers must presently travel the Highway One



Pedestrian trail, Little River Inn: east of Highway One, Little River

shoulder from Little River to just south of Heritage House at Dark Gulch. Dark Gulch is a rocky cove with a public access trail that is currently managed by the Heritage House. Hikers and bikers must travel south on the Highway One shoulder to the town of Albion. On the northeast end of the Albion Bridge is an access road to Albion Flats, a private campground and boat launch. Non-motorized users can travel the access road to the beach at the north Albion River mouth.

The only access across the Albion River is the Highway One Albion River Bridge, a wooden trestle bridge built in 1944. This bridge has no walkway. Crossing this 250 foot span is nerve-wracking for both pedestrians and bicyclists. South of the bridge, hikers and bikers travel the highway shoulder into the Albion village area. There is fee boat access across Albion River (if available), but no formal water taxi currently exists.

10.3 CCT Potential

There are safety concerns at Little River around the Van Damme entrance, due to the number of visitors that cross the highway between the campground and the beach, as well as travel to the Little River Market. In addition, Little River Inn guests must cross the road to access both the Little River Store and Beach. Foot traffic is also dangerous south of the Little River Cemetery, where guests at Little River's lodging establishments often walk along the highway looking for beach access and views.

An unimproved social trail to the beach exists behind the Little River Store. This trail is located at the south end of the beach and is accessible at most times, but may require some rock-hopping at high tides. Where the trail meets the beach, there is a washed out area about four feet tall, which could be built up with boulders and large rocks from the surrounding area to create a semi-permanent beach access. The trail follows a small drainage on what appears to be an old road. The trail emerges just behind the store, and is not maintained by the property owners. Consultation with the property owners is a necessary first step before initiating any improvements.

Day visitors to the Little River Cemetery are common. These visitors include those whose destination is the cemetery, as well as hikers accessing the Little River Blowhole and bluffs to the west. Customary access is through the cemetery and out a gate, where there is a blowhole several hundred feet west.

South of Buckhorn Cove, the Caltrans right-of-way varies in width from 20 to 50 feet on the west side of Highway One. Between the



Foot of trail from Van Damme Beach to Little River Store

Mallory House and Heritage House is an old road bed above the highway on an embankment, where utility poles are also located. A 200-foot long highway lateral public access easement is located in this stretch of the highway, which could become a trail corridor in the Caltrans right-of-way.



Proposed Blowhole Trail, Little River

At milepost marker 45.23, there is an unmarked trail to Dark Gulch Beach. The trail within this easement is well established and could be signed for hikers as a spur of the CCT.

There is a lack of public access to the Albion Headlands both north and south of the Albion River. These Headlands are privately owned, with landowner permission required for access to the south side of the Albion River. Public access may be a condition of future County Planning or Coastal Commission permit approvals for development of this property. The County Coastal Element identifies this area for future public access, including an Albion South Bluff Trail “from Spring Grove Road west to the blufftop, then north to terminate at the most westerly point of the Albion Headlands.”

The County’s Coastal Element refers to County Road 403 (Albion-Little River Road) as a designated inland trail in the County Trails Plan. Coastwalk lists Comptche-Ukiah Road to Little River Airport Road to Albion- Little River Airport Road as an alternative CCT route. Improvements to this trail route, as a trail along the shoulder of these county roads, are recommended.

10.4 Recommendations

A. Alignment

It is recommended that the informal trail from the south end of Van Damme Beach to the Little River Market be improved and maintained. This work could be done by a group of volunteers, working in partnership with willing private landowners and State Parks.



MLT holds an easement to the Little River blowhole and out to the bluff

During the strategic planning meetings, it was proposed that a stairway be placed behind the restrooms at the Van Damme parking lot which could access a Caltrans right-of-way west of the highway and north of the Little River Market. However, the cost and feasibility of a stairway at this location makes it a second choice to improving the existing trail behind the store. From the store, non-motorized users could travel along the west side of the highway to access the proposed public access trail at the Little River Blowhole.

It is recommended that PAEs be acquired between the existing

Little River PAEs, in order to complete a Little River Public Foot Trail between the Little River Cemetery and Buckhorn Cove.

The hiking route between Buckhorn Cove and Dark Gulch is currently on the highway, in a narrow, curvy section of the road. It is a high priority to get the CCT route off Highway One in this area. It is recommended that site designs be investigated with Caltrans right-of-way encroachment permit planners to locate a pedestrian and non-motorized user trail west of Highway One along the embankment in this section.

MLT holds a vertical PAE south of Dark Gulch. This PAE is a six foot wide easement and follows the southern fence line to the bluff edge, where there is a 25-foot wide lateral easement along the bluff, affording beautiful views both north to Dark Gulch Cove and south along the coast. However, the first 100 feet between Highway One and the easement is on a private road. Until access is granted by the underlying landowner of this 100 foot strip, this bluff access easement is infeasible.

The northern Albion headlands also provide an opportunity for a CCT alignment along the shoreline. Specifically, four undeveloped parcels are ideal for developing a trail along the bluff to the Albion River Inn property. This trail could be an amenity to Albion River Inn guests as well as CCT hikers. This CCT section could bring hikers almost from Dark Gulch to the Albion Bridge. It is recommended that these landowners be contacted regarding their interest in donating a public access easement, and that the County consider making access a condition of any future coastal development permits.

It is recommended that the County, MLT, and CoLT continue to work with landowners on the southern Albion headlands to dedicate a public access easement along or acquire the Albion Headlands.

As the CCT in Mendocino County gains popularity, it may prove worthwhile to organize a water taxi service from the north side of Albion River to the south side. Non-motorized users could arrange for a shuttle from Albion Flats to Albion River South Side Road and travel back to the highway.

B. Signage

It is recommended that potential signage for the proposed trail segment behind the Little River Market is discussed with the underlying landowner. If this landowner is willing to place signs, they should be visible from the Little River Store and Post Office parking lot. The proposed Little River Blowhole Trail will be well marked, with public safety, trail usage guidelines, and landowner



Trail along Highway One south of Buckhorn Cove



Dark Gulch Trail

privacy signage.

C. Parking

There is limited parking for this segment. The largest formal public parking area is at Van Damme State Beach parking lot. Limited parking along the road at the Cemetery and Buckhorn Cove is usually occupied on weekends. There is limited roadside parking on the north side of Dark Gulch (3-4 cars). Parking at the Little River Market is designated for the Little River Post Office and Store only.

It is recommended that if an access easement is dedicated at Albion Headlands, that a small off-street parking area also be designated. This area could become very popular as a destination, and existing parking along Spring Grove Road is limited.



*Albion River Bridge.
The historic wooden bridge is in need
of seismic upgrades. Caltrans is
considering replacing the bridge as an
alternative to retrofitting.*

D. Management

The trail segment behind the Little River Market is on private property, and an effort should be made to work with the landowner on an access agreement prior to improving this trail.

MLT will manage trails within their public access easements near the Little River Blowhole and south of Little River Cemetery.

10.5 Proposed Projects

Little River Blowhole Trail

- Fencing & Signage
- Staff Time

Deliverables:

1. Complete trail section with signage and safety fencing.
2. Trail re-route where necessary.

Little River Public Foot trail

- Purchase connective easements between Little River Cemetery and Buckhorn Cove from five private landowners
 - Landowner No. 1 (200 feet)
 - Landowner No. 2 (140 feet)
 - Landowner No. 3 (134 feet)
 - Landowner No. 4 (101 feet)
 - Landowner No. 5 (400 feet)
- Property line surveys
- Appraisals
- Staff Time

Deliverables:

1. Five PAEs.
2. Trail Plans for a pedestrian trail from Little River Cemetery to Buckhorn Cove.

Stairwell Feasibility Study at Van Damme State Beach

- Geotechnical
- Stairway Engineering Study
- Staff time

Deliverables:

1. Geotechnical report.
2. Stairway design.
3. Cost estimate for stairwell construction.

Trail improvements to access trail on Van Dyke property (Little River Market)

- Staff time (volunteer coordination)
- Materials

Deliverables:

1. Native rock retaining wall.
2. Trail tread clearing 10 width.

Acquisition of Albion Headlands or public access easement and parking

Deliverables:

1. Identify property holder and access manager for Headlands.
2. Purchase in fee of 65.5 acres for open space.
3. As an alternative to fee purchase, acquire PAE to and along bluff for a public trail.
4. Negotiate parking area for Albion Headlands trail users.
5. Acquire public parking at Albion Harbor.

Section 11: Spring Grove Road to Navarro River (Map 14)**11.1 Segment Overview**

- Connect Spring Grove Road to Salmon Creek Bridge.
- Work with Caltrans to accommodate non-motorized trail users within right-of-way from Salmon Creek Bridge to Navarro Blufflands Public Trail.
- Construct Navarro Blufflands Public Trail.
- Connect Navarro Blufflands Public Trail to Navarro Point Preserve.
- Negotiate public access easements between Navarro Headlands, Navarro River and Navarro State Beach.

11.2 Current Conditions

From Spring Grove Road to Navarro Point Preserve, the CCT hiking and biking routes are along the Highway One shoulder. Once non-motorized users reach the access road and trailhead at



Right to Pass sign at Spring Grove Road to Albion Headlands



Informal path from Spring Grove Road to Salmon Creek Bridge overlook



View of highway right-of-way west of Highway One between Nonella Lane and Navarro Ridge pullout



View of shoreline looking towards proposed Navarro Blufflands Trail

MLT's 55-acre Navarro Point Preserve, a 1.0-mile loop trail affords spectacular views of the coastline. Non-motorized users must return again to the highway shoulder to travel the narrow section between Navarro Headlands and the junction of Highways One and 128. Highway One travels south across the Navarro River Bridge. Just south of the bridge is Navarro Beach Road, which leads to Navarro State Beach, which has several primitive beach camping sites.

MLT received approval for a Coastal Development Permit for the construction of a pedestrian trail from the Caltrans pullout west of Navarro Ridge Road. MLT plans to construct a 1,500 foot trail leading out to and along the bluff, which will be called the Navarro Blufflands Trail. This trail will hopefully be constructed by 2011.

11.3 CCT Potential

MLT has worked with two willing landowners to negotiate trail easements between the proposed Navarro Blufflands Trail and the Navarro Point Preserve, a distance of one mile. There is also a 1-acre parcel owned by the Coastal Conservancy in this area, which could become part of this CCT corridor. Only one additional intervening landowner remains between Navarro Blufflands Trail and the Navarro Point Preserve and Public Trail. As a side note, on the same property as the Blufflands Trail, a second offer-to-dedicate bicycle and pedestrian easement was imposed by the County in 2008 along the southern 103 feet of the parcel's eastern boundary for coastal trail.

Caltrans has initiated a project to replace a culvert at Navarro Creek, which has badly eroded the highway fill and undercut the banks. MLT and the Coastal Conservancy have partnered with Caltrans to design pedestrian access as part of this culvert remediation project. A soil bench will be placed on top of new fill at the creek, allowing people to cross on the west side of the Caltrans right-of-way.

MLT will need to negotiate an additional public access easement with its neighbor to the north of Navarro Point Preserve and Public Trail before any of these plans can proceed.

Between Navarro Point and the Navarro River is a challenging segment of the CCT, due to the steep descent to the Navarro River valley. From Navarro Point, two options other than the highway shoulder could become feasible, if landowners are willing. From Navarro Point, hikers could travel along the Preserve's eastern boundary until they reach a row of trees at the south property boundary. Non-motorized users could then travel along the

western Highway One shoulder until the first ninety degree turn in the road, where a driveway descends to three homes. If permission could be negotiated with these landowners, users could travel a short distance along the private road, where a trail could turn south and descend down a more gradual slope (which has evidence of an existing trail) down to a rock outcropping on the north side of the Navarro River. During the summer and fall, the Navarro River mouth is usually closed, making it possible to continue to walk south on the beach.

A second option could be a trail easement on the east side of Highway One, if private landowners were willing, connecting to Navarro Point through an existing 6-foot tall culvert that was once used for moving sheep under Highway One. Once east of the highway, the trail could follow a natural bench above Highway One. This potential route becomes steadily steeper, until brush along the hillside prevents passage further east. It may be challenging to find a feasible location for the trail down the southern slope, at which point non-motorized users would also have to find a location to safely cross the highway to reach the Navarro River Bridge.



Pullout west of Highway One across from Navarro Ridge Road Hwy 1 mile marker 42.5

11.4 Recommendations

A. Alignment

It is recommended that a public access easement(s) be negotiated with landowners on the south end of Spring Grove Road to connect Spring Grove with a trail to Salmon Creek Bridge. The County's Coastal Element identified the area between Spring Grove Road and Salmon Creek Beach as a location where offers to dedicate for pedestrian access should be required as conditions of permit approval.

At the south end of the Salmon Creek Bridge is the Pacific Reefs Subdivision. Between Pacific Reefs and Nonella Lane is a wide utility corridor in the Caltrans right-of-way west of the highway, which only needs brushing to create a corridor for a narrow footpath. A trail along this embankment was cut when PG&E contractors cleared their utility corridor. South of Nonella Lane, there is one intervening parcel before the property where the Navarro Blufflands Trail will be constructed. This Navarro Blufflands Trail parcel has been subdivided and has two home sites, one along the highway and the other along the bluff. It is recommended that the Navarro Blufflands Trail be constructed before the house sites are developed on the vacant lots.

The open lot between Nonella Lane and the planned Navarro Blufflands Trail is steep, with a narrow shoulder and a wide Caltrans right-of-way at this location (100 feet in width). Ideally,



*Aerial view of Navarro Point
Photo: John Birchard*



Navarro State Beach

MLT (or another nonprofit) could acquire a public access easement at least 50 feet west of the highway. This parcel has significant wetlands in both its middle and southern sections. A wetlands crossing could be designed through or around willows. A westerly blufftop trail could be acquired with access from Nonella Lane; however, this is a gated area which is unlikely to allow public access by way of the road. There are wetlands along the bluff as well.

It is recommended that MLT continue its efforts to connect the Navarro Blufflands Trail to Navarro Point. These negotiations include acquisition of a PAE from Navarro Creek to Navarro Point (from a private landowner) and recording PAEs donated by two private landowners in this section.

B. Signage

Since all proposed alignment recommendations in this section include access across private property, signage will need to direct people toward designated trails and away from privately owned lands. In addition, signage needs to include safety language regarding steep bluff edges, seasonal conditions that might affect trail conditions, and highway safety.

C. Parking

There is parking at the Caltrans pullout west of Navarro Ridge Road, which is used by Caltrans maintenance for storing materials. There is parking at the intersection of Navarro Ridge Road and Highway One (5-8 cars, on the east side of the highway); and there is formal parking at Navarro Point (8 cars, one ADA parking space).



Highway One north of Navarro River

D. Management

The best possible scenario in this section, for portions of the CCT located in the Caltrans right-of-way, is a partnership between a land trust (who can manage day-to-day trail operations and maintenance) and the County (who can assist with planning and permitting for these trail segments), with some shared maintenance responsibilities. Caltrans does not maintain facilities they did not construct in their right-of-way. Partnerships for joint construction of improvement projects are a possibility, where road improvements are completed by Caltrans.

MLT manages the Navarro Point Preserve and Public Trail with donations and assistance from volunteers. MLT's monthly volunteer stewardship efforts could be expanded to include maintenance of additional trail segments in the adjacent area.

11.5 Proposed Projects

Purchase of Public Access Easement between Spring Grove Road and Salmon Creek Bridge

- Appraisal
- Purchase
- Staff Time

Deliverables:

1. Trail Easement Agreement connecting Spring Grove Road to Caltrans ROW at Salmon Creek Bridge.
2. Determination of Spring Grove Road status as County or private road.

Site Planning with Caltrans to explore use of ROW from Salmon Creek to Navarro Blufflands Trail

- Environmental Studies:
 - Archeological Report
 - Botanical and Wetlands Report
- Site Design
- Permit application
- CDP fee

Deliverables:

1. Completed technical studies.
2. Trail site designs and construction cost estimates.
3. Any needed easement agreements with adjacent landowners.
4. Encroachment Permit and Maintenance Agreement.
5. Coastal Development Permit application.

Construction of Navarro Bluffs Trail

- Fence
- Boardwalk
- Project Manager
- Labor
- Building Permit
- Signs

Deliverables:

1. Construction of an out-and-back trail from Highway One.

Navarro Creek Culvert Remediation and Pedestrian Access Project

- Cost Share with Caltrans for pedestrian walkway

Deliverables:

1. Erosion Control and Bank Stabilization of Navarro Creek.
2. Installation of fence between walkway and creek.
3. Construction soil berm for placement of trail.
4. Contouring of berm for allowable gradient for pedestrian trail.



*Old Coast Highway
Navarro Beach State Park*

Navarro Bluffs CCT investigation between Navarro Point and Navarro State Beach

- Public access easement appraisal
- Public access easement purchase
- Trail planning and site design: staff time
- Technical studies
 - Archeological
 - Botanical and Wetlands
 - Geotechnical

Deliverables:

1. Completed technical studies.
2. Trail Easement Agreements.
3. Trail site designs.
4. Trail construction cost estimates.
5. Coastal Development Permit application.



*Old Coast Highway
above Navarro Beach*

Section 12: Navarro River to Irish Beach (Map 14)

12.1 Segment Overview

- Utilize Old Coast Highway east of Navarro State Beach.
- Negotiate public access easements with landowners west of Highway One.
- Construct Peg & John Frankel Trail.
- Resolve public access issues at Irish Cove Beach.

12.2 Current Conditions

From Navarro State Beach, the hiking route is mostly along the Highway One shoulder south to Irish Beach. Only the Peg & John Frankel trail, 0.25 miles in length, located approximately 1.5 miles north of the Navarro River Bridge, provides an off-highway alternative. MLT has an approved permit and will construct this trail in 2011. This trail will end where the highway turns west, and non-motorized users must return to the Highway One shoulder until they reach the town of Elk.

In Elk, Greenwood State Beach is a second location where hikers and bikers can leave the highway and descend to Greenwood Creek Beach. From the beach access road, the CCT route remains on the highway shoulder until the Irish Beach Subdivision, where a road just past the subdivision entrance accesses the beach to the west.

12.3 CCT Potential

With participation from willing landowners, this section of the



*Cavanaugh Gulch
north of Elk*

County offers many opportunities for moving the CCT off-highway and closer to the coastline. Most of the land west of Highway One is undeveloped and zoned agriculture, with a few large properties. Several landowners have been approached to discuss their willingness to donate a public access easement west of Highway One.

From Navarro State Beach, the Old Coast Highway runs parallel to the shoreline, connecting to the current highway alignment after traveling through a residential neighborhood. Access from Navarro Beach could be developed along this abandoned Old Coast Highway, most of which is currently owned by State Parks. Improvements to the historic Navarro Inn are planned, including reconstructing the trail from the Inn to the old highway. Geotechnical experts have examined the old road cut and found the fill to be stable at present, but underlying retaining structures have failed or could fail in the near future. There would be ongoing maintenance issues along this CCT alignment, where landslides and erosion have cut into the banks. These areas could be re-contoured, or a pedestrian trail could be routed around failures and onto adjoining property, if landowners are willing. At the top of the old road bed is a residential road which serves about 12 homes west of Highway One.

Cavanaugh Gulch, 2.2 miles north of Elk, is visible from the highway shoulder and is private property. Like many spots along this stretch of coast, views of beaches and bluffs beckon to hikers and bikers traveling along the highway, yet these users have access only to the narrow highway shoulder. Cavanaugh Gulch is one of the more desirable coastal access points along this segment of CCT. The Coastal Element Policy 4.10-5 proposes that vertical access to Cavanaugh Gulch be obtained, connecting to the Caltrans turnout at milepost 36.85. Sonoma Land Trust had initiated a feasibility study to work with a private landowner in this section of CCT. When these landowners indicated they were not yet ready to provide public access, Sonoma Land Trust was unable to pursue this project.

One mile north of Elk, another vista point at Cuffy's Cove offers views of the coastline to the south. There is no shoreline access, but it is a good stopping point with historical interest.

In Elk, there is an old road south of Greenwood State Beach that might offer potential for a through-trail connection (if the creek is fordable) back to Highway One south of Greenwood Creek Beach.

South of Elk, on a bluff just north of Elk Creek, there is a public access easement held by MLT. This vertical easement is 10 feet



Property for sale along the coast west of Highway One near Elk



View of Cuffy's Cove

wide, extending from the highway west to a high bluff. There is currently no public access at this location.

Elk Creek is a privately owned beach and riparian area west and east of Highway One, which has been for sale by owner for several years. County Coastal Element Policy 4.10-9 states that the 40 acres west of Highway One, encompassing the sandy beach and lagoons, be acquired by State Parks for day use only.

12.4 Recommendations

A. Alignment

In initial planning meetings with State Parks and coastal trail partners, it was recommended that Campsite #1 at Navarro State Beach be converted to a trailhead with a switchback trail linking to the Old Coast Highway, which could avoid the wetland area at the northern end of the abandoned highway right-of-way. It is recommended that a geotechnical study of the old coast highway above Navarro State Beach be completed to evaluate the feasibility of reopening this road as a CCT segment. There are a number of failed culverts along this road, which have allowed seeps to form, resulting in erosion along this old roadbed. State Parks property does not meet Highway One; there is a private parcel between the existing and former highways. It is recommended that State Parks work with Caltrans to evaluate needed improvements and project potential trail construction and maintenance costs.



Greenwood Beach in Elk

Between Navarro River and Mallo Pass, outreach to private landowners west of Highway One is the next step, requesting they consider donating or selling a public access easement on their property. The majority of the parcels west of the road are open pasturelands, with the exception of 1-2 houses near the bluff edge. This stretch affords some spectacular views of the coastline, and further south there are some locations with beach access from private blufftop lots to the shoreline. It is recommended that these landowners be approached individually first and then as a group to develop a vision for a public trail west of the highway, with segments located near the bluff edge and down to the beach where feasible.

Potential for a through trail near the mouth of Greenwood Creek State Beach should be investigated.

MLT has accepted a PAE north of Elk Creek, which will be assessed for feasibility for opening as a CCT spur and blufftop viewing trail.

The Elk Creek beach parcel has been for sale for a number

of years and could be an ideal location for beach access and alternative CCT route. It is recommended that a strategy for negotiation and purchase of the beach parcel be developed with interested parties.

From Mallo Pass to Irish Beach is a short distance. There is a private road leading down to the beach just north of the Caltrans Vista Point at Mallo Pass, where an easement could be negotiated to obtain public access to the beach. A population of sea lions resides there, and the potential impact of public access to these marine mammals should be considered. From Mallo Pass, the route returns to the highway shoulder until reaching the Irish Beach Subdivision, where public access (with public parking) was required by the County.

B. Signage

If a trailhead at Camp Site #1 is developed at Navarro State Beach, this could be a good location for an informational kiosk and signage. Signage with historical information is recommended for Cuffy's Cove. Irish Beach access was provided in accordance with an offer to dedicate over the road to the beach, and the developer agreed to dedicate a 10-car parking lot as required by Appeal No. 51-78. An informational sign and map are recommended for the Irish Beach parking lot for non-motorized CCT users who are traveling south toward Manchester State Beach.

C. Parking

Parking at Navarro Beach can accommodate at least 50 cars. There is also overnight camping at a limited number of beach campsites. Restrooms are located adjacent to the beach parking lot.

There is parking at Greenwood State Beach for at least 15 cars and at Irish Beach for at least 10 cars.

D. Management

Management of the new CCT segment proposed for Navarro State Beach should be included in the long-term management of the Navarro Inn, which is overseen by the nonprofit Navarro-by-the-Sea. A second option is to leverage State Highway Transportation funds to assist with ongoing maintenance of the trail along the abandoned road corridor.

State Parks owns and operates Greenwood State Beach in Elk. State Parks was identified in the Coastal Element Policy 4.10-9 as a potential party to take Elk Creek, if it is someday purchased with public funds.



Mallo Pass Caltrans vista point

12.5 Proposed Projects

Navarro Beach Old Coast Highway Geotechnical Study

- Geotechnical Reconnaissance Evaluation of roadbed
- Staff time

Deliverables:

1. Investigate the geological stability of the old road bed as a CCT location.
2. Evaluate needed improvements for reopening this road for pedestrian/non-motorized use.
3. Evaluate cost of construction, technical studies and permitting for road improvements.
4. Determine maintenance and long-term costs of managing a CCT alignment on the old highway.

Public Outreach for CCT feasibility from Elk to Mallo Pass

- Staff Hours
- Technical Studies:
 - Archeological
 - Wetlands/ Botanical
- CDP
- GIS

Deliverables:

1. Meet individually with property owners west of Highway One to negotiate public access easements.
2. Work with landowners to identify location for potential trail easements. Map proposed trail location.
3. Complete necessary technical studies and permits for proposed trail alignment.
4. Phase II grant proposal for construction of public access trails.



Elk Creek

Private Ranch Public Access Feasibility Study

- Staff Time
- Purchase of PAE

Deliverables:

1. Acquisition of easement along bluff north of Elk.
2. Draft Management Plan for public access.

Acquisition of Elk Creek property

- Staff Time
- Land purchase
- Legal fees
- Draft Management Plan (including necessary studies and surveys)

Deliverables:

1. Acquisition of 200 acres, including Elk Creek beach and riparian area.

2. Management Plan for Elk Creek Preserve.
3. Proposed trail alignment and public access guidelines.

Section 13: Irish Beach to Point Arena (Maps 15, 16)

13.1 Segment Overview

- Manchester Beach CCT route.
- Garcia River crossing.
- BLM Stornetta Ranch CCT alignment.
- Public access easement between BLM Stornetta Ranch and Arena Cove.
- Arena Cove Trail.

13.2 Current Conditions

The hiking route for this section is located along Highway One until the Irish Beach Subdivision. The Irish Beach access road is located at mile marker 42.95, and this road is closed to motorized traffic. A steep paved road leads to the beach, where through non-motorized users can travel south across Irish Beach Creek to Manchester State Beach. Several other roads access the Manchester State Beach area, beginning with Alder Creek Beach Road, a short distance south of Irish Beach off Highway One. This road is now closed to motorized traffic, but can be walked or biked from the highway turnout, a distance of about 0.5 miles. Another access point further south on Highway One is Kinney Road, the main entrance to Manchester State Beach, where there are camping and restroom facilities. South of Kinney Road is Stoneboro Road, with a day use area and trail access through the Manchester dunes. South of Stoneboro Road is Miner Hole Road, which parallels the south side of the Garcia River. Non-motorized users can travel south of Stoneboro Road (on Highway One) to Point Arena Lighthouse Road, which is the main access to Stornetta Public Lands (formerly known as Stornetta Ranch, now publicly owned and managed for public use by BLM). On the Stornetta Lands, there is a trail that travels south along the shoreline to the former Coast Guard Loran Station access road, which comes out just south of the Lighthouse Road junction with Highway One. CCT users return here to the highway shoulder to head south to the town of Point Arena.

13.3 CCT Potential

This section of the CCT is almost entirely on public land. The CCT route within Manchester State Beach should remain on



CCT Beach Route from Irish Beach to Manchester State Beach (Irish Beach Subdivision in distance)



Alder Creek back channel



Stoneboro Road Day-Use area



Garcia River mouth

the beach, away from sensitive dune and wetland habitats. The CCT runs the four mile length of State Park property to the BLM Stornetta property line, 0.25 miles north of mouth of the Garcia River. The river mouth is not safely fordable, and a bridge crossing could be difficult and financially prohibitive; given the river's size and morphology, a bridge could be infeasible at this location. In addition, the Mendocino Audubon Society has commented that it is their priority to leave bird habitat undisturbed at the mouth of the Garcia River.

Ideally, an access trail could follow the north side of the Garcia River to a safe, fordable part of the river and link to existing trails at Stornetta Public Lands. One possible crossing has been identified north of the estuary at the first gravel bar, where there is access to the bank on both sides of the river and the water depth is less than a foot at low tide. This is strictly a low tide, low flow crossing; the tidal influence at this location can create a 2-3 foot change in water depth. On the south side of the river, Miner Hole Road parallels the Garcia River, with several trailheads south of the road that access the Stornetta Headlands. At the top of the bluff, an open meadow is braided with numerous cattle trails, which a user can follow to the Point Arena Lighthouse or use to access Lighthouse Road.

An alternative route along Stoneboro Road and Highway One could avoid fording the Garcia River. This route could connect on the south to either Miner Hole Road or Point Arena Lighthouse Road. From the day use parking at Stoneboro Road to the Garcia River mouth is 1.0 miles, which would be a long detour if the river is too high to ford safely.



Miners Hole Road

South of Lighthouse Road are the Stornetta Headlands and Loran Station. The Loran Station is used for private workshops and conferences. Existing cattle trails along the bluff edge allow for magnificent views of rock islands, arches, caves and seal pullouts. Hikers may travel south along the bluff and use the former Loran Station access road to return to the highway shoulder and continue from there to the town of Point Arena.

The Bureau of Land Management is drafting a Stornetta Public Lands Management Plan, in which a proposed parking lot and visitor facility are planned for a location south of Lighthouse Road and east of the bluff edge.

South of the Loran Station is agricultural land, where the County's Coastal Element (Policy 4.11-12) requires that public access and trail easements be obtained. However, it states that there shall be no bluff trail until the agricultural land use designation changes. The same stipulation accompanies the recommendation that an

easement be required as a permit condition to provide vertical access from Highway One to a planned blufftop trail along an existing PG&E road on the northern boundary of City of Point Arena property.

13.4 Recommendations

A. Alignment

The Garcia River estuary is home to many nesting birds between May and August. Audubon recommends that this area be closed to public access during the nesting season, to avoid impacts to this sensitive wildlife habitat. Birds nest along both the riparian and wetland areas north of the river. The primary recommended CCT alignment could run from Manchester State Beach south to the Stoneboro Day Use trail, east along Stoneboro Road and back to Highway One. Access at Miner Hole Road allows hikers to enter the Stornetta Public Lands south of Garcia River. This stretch of Highway One is narrow and lacks adequate shoulder width for safe non-motorized access across the Garcia River Bridge. It is recommended that local trail planners work with Caltrans to improve non-motorized access in this section, by widening the shoulder between Stoneboro and Miner Hole Roads.

The Stornetta Public Lands' southern neighbor is a large private landholder. A public access easement across this property could connect the existing BLM-Stornetta CCT to Arena Cove. In the interim, a trail could be developed along the BLM-Stornetta south boundary line back to the highway, north of Point Arena. A portion of the privately owned lands south of BLM-Stornetta has been recently purchased by the Trust for Public Lands for conservation purposes, so new CCT opportunities could exist in this section.

The Bureau of Land Management is drafting a Management Plan for Stornetta Public Lands. Technical studies, such as a habitat characterization of the site and archeological surveys, have been completed as part of this process. It is recommended that the Coastal Trail location be informed by these technical studies. The proposed CCT location is included in this BLM Management Plan, with strategies for funding, trail construction, and long-term management. When complete, this Management Plan will be available for public review.

B. Signage

There are few management signs at State Parks' Manchester State Beach, with the exception of poster boards at the Kinney Road Campground and Day Use area. It is recommended that signs be placed at Stoneboro Day Use area and Alder Creek to orient trail users. There is an existing signpost at the trailhead from the beach



BLM Director crossing Garcia River at gravel bar 0.25 miles from the mouth during low tide



BLM Stornetta Ranch bluffs

to the Stoneboro day use area, which has fallen over and has not been repaired since 2008. If this alternative CCT route is selected for times when the Garcia River is unfordable, appropriate signage will be needed to direct hikers inland to Highway One. Signage should also inform users of river conditions and seasonal closures due to sensitive wildlife habitat.



Stornetta Ranch

C. Parking

Day use parking exists at Kinney Road, Stoneboro Road, and on BLM land at Miner Hole Road. Alder Creek road is closed, but users park at the Highway One turnout and travel west to the beach. Irish Beach has private parking for residents of the Irish Beach Subdivision. Finally, a site plan has been completed for a proposed parking and visitor staging area for Stornetta Public Lands, south of the Point Arena Lighthouse Road.

D. Management

Currently, State Park rangers at Manchester State Beach respond to emergency calls at Stornetta Public Lands. The Bureau of Land Management has a ranger in the area twice monthly. Given safety concerns of a potential river crossing and an expected increase in visitor usage at both Manchester and Stornetta BLM lands, it is recommended that a clear emergency response jurisdictional arrangement be made between BLM, State Parks, and local public safety personnel. In addition, the Marine Life Protection Act (MLPA) has recently closed the Stornetta BLM area to abalone harvest. This closure may prove to be an enforcement and management challenge.

13.5 Proposed Projects

Manchester State Beach Coastal Trail Improvement Project

- Signs

Deliverables:

1. Place CCT informational signs at Alder Creek, Kinney Road, and Stoneboro Road Day Use areas.
2. Place river crossing information and Wildlife Habitat Area guidelines at the north side of Stoneboro Road trailhead.
3. Provide tide tables at Manchester State Beach campgrounds/Ranger Station.

Stoneboro Road Day Use Area Improvements

- Portable Restroom
- Delivery and installation
- Aluminum sign
- Staff time

Deliverables:

1. Install an ADA-accessible portable restroom.



Loran Station Road

2. Install an informational/directional sign at Stoneboro Trailhead.

Stornetta Public Lands (BLM) Coastal Trail Designation

- Staff Time

Deliverables:

1. Coordinate with Stornetta Ranch Management Plan process to incorporate site design for CCT.
2. Draft Management Plan CCT component.
3. Public review of Coastal Trail component.

Acquisition of Public Access Easement or Fee Title Ownership between Loran Station and Arena Cove

- Appraisal
- Survey of Easement
- Easement Purchase
- Staff Time

Deliverables:

1. Location of a 25-foot wide floating public access easement on the ground.
2. Completed appraisal of fair market value of easement.
3. Purchase of easement.
4. Record offer-to-dedicate easement and identify suitable holder.
5. Recommendations for implementing Coastal Trail between BLM lands and Arena Cove, including proposed trail design, management plans and interpretive materials.
6. Prepare cost estimates for trail construction.
7. Coastal Development Permit.



Highway One in Point Arena

Section 14: Point Arena Cove to Schooner Gulch

14.1 Segment Overview

- Acquire public access easements between Arena Cove and Moat Creek to create CCT segments.
- Continue negotiations with private landowners for a Bluff Top Road trail loop.



Arena Cove

14.2 Current Conditions

From the town of Point Arena, non-motorized users can take Port Street or Iverson Avenue to reach Arena Cove. There is an unimproved walkway from town linking Port Street to Arena Cove, which has recently been completed. The Moat Creek Managing Agency (MCMA) received funding in 2007 from the Coastal



Sign at Moat Creek parking lot

Conservancy to conduct a CCT feasibility study between Arena Cove and MCMA's trail at Moat Creek. MCMA is also interested in trail planning north of this feasibility study area. Just south of Arena Cove, there may be opportunities for a loop trail at Bluff Top Road, where the City of Point Arena holds property in fee and MCMA holds a public access easement. MCMA is also interested in a potential trail segment north of Arena Cove, where there is one large landowner between the Cove and the Stornetta BLM Lands.

Currently, the CCT is along Highway One between Point Arena and the Moat Creek Beach parking area. Here, the CCT travels south to Ross Creek and Bowling Ball Beach. This existing CCT segment is about 1.4 miles long, along the blufftop. The trail is then on the beach for another 0.5 miles to Schooner Gulch State Park. A foot trail on the south end of Bowling Ball Beach leads to the headlands north of Schooner Gulch, and then the trail winds back to Schooner Gulch Beach.

When high tide prevents beach travel at Bowling Ball Beach, hikers must travel Highway One from Ross Creek to Schooner Gulch State Park for approximately 1.0 miles.

14.3 CCT Potential

There are two existing landlocked blufftop easements between Whiskey Shoals and Arena Cove. Moat Creek Managing Agency has accepted these easements and plans to open these trails, once adjacent easements have been acquired to connect to Highway One. MCMA has also accepted a blufftop lateral easement off Bluff Top Road. In addition, the City of Point Arena also owns property off this road, where their municipal treatment ponds are located. The residents of Bluff Top Road hold an easement interest in the road (with one underlying fee title landowner), and public access along this road has been informal.



Restroom at Moat Creek

Until intervening landowners are willing, the hiking route between Point Arena and Moat Creek will remain on the highway. MCMA is currently negotiating public access easements with landowners west of Highway One in this section. Recommendations from MCMA's recently completed CCT Feasibility Study for this section can be found in 14.4 Recommendations.

Two public meetings, hosted by the Moat Creek Managing Agency, took place in 2007 and 2008. The purpose of these meetings was to gather public and landowner input regarding the CCT between Arena Cove and Moat Creek. At these meetings, a number of issues arose that have implications for the CCT on the rural Mendocino Coast. Surprisingly, the most common landowner

concern was resource protection, particularly abalone. Even with no shoreline access proposed for this CCT section, an area with unusually high cliffs, landowners were concerned that abalone divers would still attempt to access the shore. Trail design can discourage this type of vertical access to a certain extent, but ultimately this is a regulatory issue that will require partnerships with law enforcement.

A property south of Bluff Top Road is being considered by the City of Point Arena for a spray field for treatment ponds. The Coastal Conservancy has also shown interest in this 90+ acre parcel, which could provide access from the City's property south along the bluff.

14.4 Recommendations

The following recommendations are excerpted from MCMA's recently completed (March 2010) CCT Feasibility Study for this area of the Mendocino Coast:

1. MCMA will consider accepting the public access and open space easements just north of Moat Creek Beach. If MCMA decides not to accept these easements, another nonprofit group will need to accept them before their January 23, 2011 expiration date.
2. Continue to work with landowners on Blufftop Road to negotiate public access easements for loop trail connecting public land or roads in Point Arena to a pedestrian trail loop in the Blufftop Road vicinity (with focus on landowners that have indicated their willingness to donate a public trail easement).
3. Continue to work with landowners to negotiate public access easements to connect to existing public access easements (blufftop laterals) in the central portion of the study area. Locate funds for fencing along north boundary of APN 027-151-08 (landowner request).
4. Carefully consider the pros and cons of developing a public trail directly north of Moat Creek in the Whiskey Shoals subdivision. Consider potential routes for this trail, and how to deal with environmentally sensitive habitat (Moat Creek riparian area, rare plants) as well as safety issues on the narrow Highway One Moat Creek Bridge.
5. Continue the dialogue between MCMA, trail advocates on the Mendocino Coast and in the Point Arena community, landowners, the City of Point Arena staff, and Point Arena area residents. This collaboration should explore ways to expand the world class Moat to Ross Creek Trail to Point Arena and beyond.
6. MCMA should continue to explore ways to create



Moat Creek to Ross Creek trail looking south toward Bowling Ball Beach



Bowling Ball Beach

new connective trails throughout the Point Arena area and community.

7. Continue to collaborate with City of Point Arena, Caltrans, MCOG, and partners in Point Arena Community Action Plan on the CCT.

A. Alignment

It is recommended that Moat Creek Managing Agency partner with other agencies to purchase blufftop easements at appraised fair market value.

It is also recommended that the City of Point Arena, MCMA and the Coastal Conservancy work together to investigate the feasibility of a Bluff Top Road loop trail as a first phase in a connective trail segment. Public access on Bluff Top Road proper also needs research.



Trail on south side of Schooner Gulch

It is recommended that State Parks repair the cable steps at the south end of Bowling Ball Beach, so safe access to the headlands between Bowling Ball and Schooner Gulch Beaches exists.

B. Signage

It is recommended that signage at Bowling Ball Beach direct hikers to the Headlands trail at Schooner Gulch, since a high tide beach route is not recommended.

C. Parking

Sufficient parking exists at Arena Cove and Moat Creek, where there are public restrooms. There is also off-highway parking and a restroom at Schooner Gulch.

D. Management

MCMA board and volunteers maintain the Moat Creek to Ross Creek Trail. State Parks manages Schooner Gulch State Park. It is recommended that funding for future trail segments include a stewardship fund to assist local land managers with ongoing trails operation and maintenance costs.

14.5 Proposed Projects

Acquire Public Access Easements connecting Arena Cove to Moat Creek

- Property surveys
- Appraisals
- Staff Time
- Easement Purchase or Donation

Deliverables:

1. Negotiated easement locations on the ground.

2. Completed appraisals for willing landowners.
3. Purchase of public access easements.

Section 15: Schooner Gulch to Gualala (Map 17)

15.1 Segment Overview

- Connect CCT from Schooner Gulch to Saunders Landing.
- Connect CCT from Saunders Landing to Hearn Gulch.
- Open public access trail at Getchell Gulch and St. Orres.
- Sign CCT along Old Coast Highway and residential roads.
- Extend Bonham Trail south.
- Extend Gualala Bluff Trail south.
- Improve public access to Gualala River.

15.2 Current Conditions

South of Bowling Ball Beach, non-motorized users can either return to the Highway One shoulder or continue south along the headlands trail down to Schooner Gulch Cove. Once on Schooner Gulch State Beach, there is an easy creek crossing, and there is a steep, unimproved trail to the south bluff that leads back to Highway One. This southern trail links to a gravel pullout west of Highway One. The areas south of this pullout and west of Saunders Landing are owned by Caltrans. Non-motorized users can travel a safe distance from Highway One in an open area west of the road, eventually reaching a paved access road and viewpoint at Saunders Landing, which is maintained by Caltrans. Just south of this viewpoint (there is one intervening parcel between Saunders Landing and Hearn Gulch) is Hearn Gulch, which was acquired for public access in 2001 by Redwood Coast Land Conservancy (RCLC). RCLC has built a trail and viewing area on the bluff and down to the pocket beach south of Hearn Gulch.

The hiking route south of Hearn Gulch returns to the highway shoulder for approximately seven miles until Cooks Beach, which is the next open public trail to the coastline. Between these two points are a few unopened potential access points, including Havens Neck. At Haven's Neck, there are two public access easements, one of which is off a private road. Havens Neck is a proposed nature reserve, where the County Coastal Element recommends a public access easement for scientific and educational purposes, with an open space easement over a private parcel (Policy 4.12-9). There are five PAEs between Island Cove and Haven's Neck that are not open to the public; one is a landlocked lateral; another is a lateral and vertical; and the third is a vertical and lateral across from Roseman Creek Road.



Caltrans parking lot, Saunders Landing just north of Hearn Gulch



Trail to Hearn Gulch Beach

County Local Use Plan (LUP) maps show a Fish Rock Road Inland Trail for pedestrian and equestrian use and an observation point located at a vacant parcel 0.25 miles north of the intersection of Highway One and Fish Rock Road (Policy 4.12-10). The “vacant” lot is fenced with “No Trespassing” signs, west of a wide highway pullout.



Hearn Gulch

There is private beach access to Fish Rock Beach at Anchor Bay Campground, with fee access. There is also a foot trail on the south side of this beach, at the top of the bend in the highway (behind the mechanic shop) in downtown Anchor Bay. A landlocked lateral beach easement exists on northern Fish Rock Beach, below the Whale Watch Inn. Non-motorized users must travel on the highway through the small town of Anchor Bay to Getchell Gulch, which has an undeveloped public trail north of mile post marker 3.93. The trail has ropes down to a rock bluff about 15 feet in height above the rocky cove. A rope also goes over the rock face down to the cove. This access is not officially open but has customary public use. There is also public access in this area down to a rocky beach, by permission from Serenisea resort.

Just south of Getchell Gulch at mile marker 3.33 is St. Orres Creek, where there is also an undeveloped easement to a small rocky beach. The existing trail to the mouth of the creek is steep and hugs the side of the bluff for the last 100 feet. This trail has erosion problems in the lower portion, where the creek has caused the bank to slump.



Island Cove

A short distance south is an Old Coast Highway detour (Road CR526) that connects at its north end to the Cooks Beach trail. RCLC has recently built stairs to this beach and constructed the Bonham Trail along the blufftop on the south side of this cove. A number of public access easements in the Smugglers Cove subdivision also exist, most of which are blufftop laterals and mean high tide easements. One vertical easement connects the subdivision road to the north side of Cooks Beach. A steep drop-off exists at the bottom of this trail, with a rope to assist with the last 6-8 feet down to the beach.

Non-motorized users can travel the Old Coast Highway back to Highway One south of Bourns Landing, staying on the shoulder of a former section of Old Coast Highway, which dead ends at the former Milano Hotel. When the hotel was open, people traveled through the property to return to Highway One.

Just south of this Old Coast Highway terminus are many residential roads, which can be used as an alternative to Highway One. These include Robinson Reef, Westward Ho, Pacific, Sedalia,

Hubert and Ocean Drives. Eventually turning back onto Highway One just north of Gualala, CCT users can travel on a sidewalk through downtown Gualala, linking to the Gualala Bluff Trail west of the Surf Motel. The Gualala Bluff Trail follows the coastline and ends behind the former site of Bones Roadhouse, where informal access leads up the embankment to a highway pullout and parking area.

The CCT route returns to the highway for a short distance and crosses the Gualala River Bridge into Sonoma County. Here the CCT enters the Gualala Point Regional Park, where users can access the River Trail at the south end of the bridge. On the north side of the bridge, there is customary access on private property down to the river. The landowner installed a locked gate in September 2008, to close off vehicular access during the winter.

15.3 CCT Potential

Twenty-three PAEs are recorded for this stretch of coastline. The majority of these are land-locked laterals that are not likely to become trails without additional connective easement donations or purchases.

Hearn Gulch

RCLC is working to acquire approximately 8 acres of private land west of Highway One, north of their Hearn Gulch property, and south of Caltrans' Saunders Landing Overlook. This acquisition could allow construction of a new 0.5-mile CCT segment connecting a paved cul-de-sac at Saunders Landing south to Hearn Gulch Beach. Financial support is currently being sought for this project. In addition, RCLC is working to expand Hearn Gulch to the south. Currently, a landowner south of Hearn Gulch is in the process of donating their parcel to RCLC for coastal trail development and open space conservation.

Island Cove

A cluster of PAEs exist in the Island Cove Estates Subdivision on Iverson Point Road. These easements connect to a sandy pocket beach, with a trail and parking area. This access is signed to indicate that access is by landowner permission only, with a gate preventing vehicle access to a parking area and trailhead. The parcel dedicated for beach access is held collectively by subdivision residents. This access was closed off to the public in the early 1970's. Previously, people parked on the road and walked down a trail to the beach. It would require research to determine whether this access could be reopened to the public.

In the long section of highway between Island Cove and Havens



PAE with Havens Neck in the distance



Trail to north side of Getchell Gulch

Neck Drive, the land west of Highway One is primarily undeveloped and signed “No Trespassing”. Many of these parcels appear too small and narrow for a house site, and could be ideal for a trail corridor. This would require willing landowners, as the County LUP maps do not make coastal access a priority for this area. RCLC is currently working with a landowner between Island Cove and Havens Neck to develop one of these parcels as a public access and open space conservation site.

Havens Neck

At Havens Neck, a vertical easement on private property connects to the proposed Havens Neck Reserve. Public access has been granted by the consortium of owners of the property to the California Native Plant Society to make annual monitoring visits. There are no plans to grant general public access to this sensitive area.

Getchell Gulch

The Getchell Cove public access easement begins south of downtown Anchor Bay, near the town’s water treatment facility, west of Highway One. This easement was recorded in 2009 as a condition of a Mendocino County Planning minor subdivision permit. This PAE will be accepted by RCLC, eventually connecting an area west of Highway One and south of Anchor Bay with a blufftop trail. The trail easement parallels an existing access road to the pumping station, connecting Highway One west to the bluff edge. The easement then travels 25 feet from the bluff edge along the three parcels created by the minor subdivision. In part of this stretch of Highway One, there is also a fairly wide Caltrans right-of-way, which could offer potential for a loop trail.



St. Orres access

St Orres Creek

RCLC received Coastal Conservancy funds to build up to 2 viewing platforms at St. Orres Creek, after a geotechnical report determined the bluff to be too actively eroding for a trail to the beach. The PAE at this location (accepted by RCLC) will not be opened, because it is too close to the creek. The coastal development permit application proposes viewing platforms located in the highway right-of-way, and RCLC is working with Caltrans to obtain an encroachment permit for the project and associated off-highway parking. RCLC is considering connecting the St. Orres access to a frontage road west of Highway One, in order to move the CCT off-highway for 400 feet.

Cooks Beach/Bourns Landing

RCLC has completed trail improvements at Cooks Beach and Bourns Landing. Informal access was once common south of the Old Coast Highway at Bourns Landing to the old airstrip, but

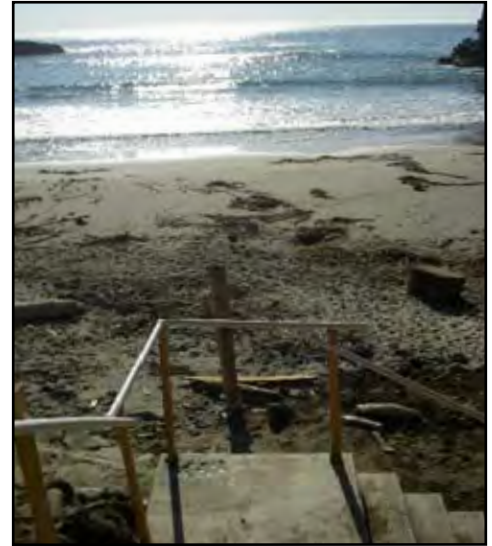
fencing currently blocks this access.

RCLC will sign the Old Coast Highway with CCT emblems in 2010, directing people to the trail and beach. There are no plans to improve or expand existing parking. However, if the southern private parcel is ever developed, a parking area could possibly be required as a permit condition.

Gualala

The Gualala Bluff Trail is a wonderful amenity for the town of Gualala, but represents only a portion of the potential access for this location. The Coastal Commission determined that there was customary public use from the southern terminus of the trail behind the Breakers Inn to the former Bones Restaurant. The Commission has not approved a plan for opening this section, and several alternatives have been suggested. Currently, people retrace their steps at the end of the existing trail.

Just south of town, the area west of the highway down to the Gualala River is owned by a corporate timber company. Traditionally, there has been a north river access and put-in for kayaks and canoes. Sections of this property are steep and could require engineering to support placement of a trail, but the southern parcel located at the river bend could be a good location for a loop trail.



Cooks Beach

15.4 Recommendations

A. Alignment

It is recommended that the CCT be located off-pavement west of Highway One between Schooner Gulch and Saunders Landing, and a connective trail be developed between the Caltrans viewpoint at Saunders Landing and Hearn Gulch. It is recommended that the existing trail from Hearn Gulch be extended south, when and if these parcels are acquired by RCLC.

It is recommended that landowners west of Highway One be contacted in order to negotiate easement donations or purchases along the undeveloped coastline between Schooner Gulch and Sea Ranch.

It is recommended that free or low cost public access be negotiated with the Anchor Bay Campground at Fish Rock Beach, and that CCT use be facilitated connecting downtown Anchor Bay to the beach.

RCLC is in the process of accepting the Getchell Gulch PAE and plans to develop a public trail connecting to downtown Anchor Bay.



*Private property south of
Bourns Landing/Cooks Beach trail*

South of Bourns Landing and Cooks Beach are several privately owned coastal blufftop properties. An informal footpath travels along the bluff from RCLC's Bonham Trail, and it is recommended that organizations work with willing landowners to negotiate an easement along the bluff, in order to connect Bonham Trail south to Highway One. This large open parcel could provide an attractive alternative to hiking along the Old Coast Highway and Highway One.

It is recommended that the former access between Highway One and the Old Coast Highway at the Old Milano Hotel be investigated to determine if a public trail easement could be acquired. A narrow easement along the property boundary could connect the CCT from the old highway to the new highway, while having minimal impact on adjacent landowners.



Looking south from the Gualala Bluff Trail towards the Gualala River estuary

It is recommended that the Gualala Bluff Trail be extended south to incorporate a customary path behind Breakers Inn, connecting at its south end to the Highway One shoulder. It is also recommended that there be outreach to timberland owners near Gualala to facilitate access to Gualala River's north shore.

B. Signage

Each coastal access point, with the exception of Hearn Gulch, is not signed, as they have not been formally opened. Signage needs to be visible from the highway once these trails exist, since these trails can be difficult to locate. The Bonham Trail at Bourns Landing does not have visible signage from the road, making it difficult to find.

C. Parking

Parking is needed at the Fish Rock Observation Point and Trail. It is recommended that a process and responsible party be identified for parking development on the vacant parcel identified in the County's LCP.

The County also states that Caltrans shall be required to provide parking at St. Orres Creek in conjunction with any highway improvement projects in this area (Policy 4.12-14). Caltrans has agreed to allow people to park in the highway right-of-way adjacent to the St. Orres access, as part of the encroachment permit for trail construction.

It is recommended that Getchell Gulch Trail parking be accommodated within the state right-of-way.

The parking at Cooks Beach/Bonham Trail is limited to a pullout area large enough for 2 vehicles. It is recommended that this

parking area be enlarged to allow for more vehicles to park safely off the road.

D. Management

The Redwood Coast Land Conservancy has assumed primary responsibility for opening trails and open space easements on the South Coast. RCLC is in the best position to continue managing and planning for access on the south coast.

15.5 Proposed Projects

Hearn Gulch Expansion

- Staff time
- Land acquisition
- Site design and CDP
- New trail and other related improvements

Deliverables:

1. Acquisition of 12+/- acres.
2. Site design and Coastal Development Permit (CDP) for trail improvements.
3. Cost estimates for site design, CDP, new trail and other related improvements.

Getchell Gulch Trail

- Staff time
- Trail design, botanical and archaeological studies, CDP
- New trail and other related improvements

Old Coast Highway Milano Hotel Easement Negotiation

Deliverables:

1. Identification of feasible public access easement.
2. Negotiation of a public access easement from Old Coast Highway to Highway One.

Gualala Bluff Trail Phase II

Deliverables:

1. Trail design and cost estimates for an extension of existing trail south to Highway One.
2. Completed technical studies.
3. Obtain CDP and other required permits.



Gualala Bluff Trail

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N -> S	Applicant Name	Street Name, Town or City	Type	Exp. Date	Permit Number	APN	Status
1	Gardner	37032 Omega Drive, Westport	Lateral	5/16/2001	A-64-79	013-280-36	Accepted, WVS, 2009
2	Hicks	37022 Omega Drive, Westport	Lateral	7/2/2003	NCR-79-CC-1031	013-280-032	Accepted, WVS, 2009
3	Linsteadt	38950 Highway One (Main Street), Westport	Lateral	8/29/2015	A-1-MEN-93-54	013-300-040, 013-030-044, 013-330-045, 013-320-001	Accepted 8/1/2000, Westport Village Society
4	Linsteadt	38950 Highway One (Main Street), Westport	Vertical	8/29/2015	A-1-MEN-93-54	013-300-040, 013-300-044, 013-300-045, 013-320-001	Accepted 8/1/2000, Westport Village Society
5	Garcia	31400 Highway 1, Westport	Lateral	12/1/2002	NCR-77-CC-347	015-330-24	Accepted, MLT, 2009
6	Sabsay	30230 Highway 1, Ten Mile area	Lateral	11/7/2001	NCR-78-C-297	015-340-007	CoLT to accept, 2010
7	Sabsay	30230 Highway 1, Ten Mile area	Vertical	11/7/2001	NCR-78-C-297	015-340-22	CoLT to accept, 2010
8	Hack	30300 Highway 1, Ten Mile area	Lateral	11/18/2001	77-CC-328	015-340-05	CoLT to accept, 2010
9	Robinson	30400 Highway 1, Ten Mile area	Lateral	5/12/2003	NCR-77-CC-394	015-340-29	CoLT to accept, 2010
10	Wallihan	29000 Camp 2 Ten Mile Rd	Lateral	6/27/2003	NCR-78-CC-690	015-140-57	CoLT to accept, 2010
11	Wilke	Ocean Meadows Circle, Ten Mile	Lateral	12/24/2001	80-CC-71	015-350-38	Accepted 12/21/2001, CA State Parks
12	Jeffries	Ocean Meadows Circle, Ten Mile	Lateral	3/20/2002	80-CC-97	015-350-39	Accepted 3/18/2002, CA State Parks
13	Horack	Ocean Meadows Circle, Ten Mile	Lateral	3/24/2002	80-CC-96	015-350-14	Accepted 3/18/2002, CA State Parks
14	Patchett	Ocean Meadows Circle, Ten Mile	Lateral	3/24/2002	80-CC-98	015-350-41	Accepted 3/18/2002, CA State Parks
15	Reese	Ocean Meadows Circle, Ten Mile	Lateral	4/16/2002	80-CC-256	015-350-42	Accepted 3/18/2002, CA State Parks
16	McNeely	Ocean Meadows Circle, Ten Mile	Trail	6/22/2002	81-CC-305	015-350-43	Accepted 3/18/2002, CA State Parks
17	Jensen	Ocean Meadows Circle, Ten Mile	Lateral	10/7/2002	80-CC-237	015-350-27	Accepted 6/10/2002, CA State Parks
18	McCormack	32590 Ocean Meadows, Ten Mile	Lateral	10/12/2003	1-81-142	015-035-33	DPR to accept (?)
19	Moseley	Ocean Meadows Circle, Ten Mile	Lateral	10/29/2002	80-A-118	015-350-22	Accepted 3/18/2002, CA State Parks
20	Murphey	32824 Ocean Meadows, Ten Mile	Lateral	11/5/2002	80-CC-243	015-350-24	Accepted 3/18/2002, CA State Parks
21	Miller	32704 Ocean Meadows, Ten Mile	Lateral	8/16/2004	NCR-79-CC-130	015-350-29	Accepted 6/10/2002, CA State Parks
22	Newman	32962 Ocean Meadows, Ten Mile	Lateral	9/20/2004	1-83-186	015-350-17	Accepted 3/18/2002, CA State Parks
23	Wallin	32932 Ocean Meadows, Ten Mile	Lateral	9/27/2004	1-83-050	015-350-19	Accepted 3/18/2002, CA State Parks
24	Perkins	32854 Ocean Meadows, Ten Mile	Lateral	11/21/2004	NCR-79-CC-247	015-350-23	Accepted 6/10/2002, CA State Parks
25	Dorn	32904 Ocean Meadows, Ten Mile	Lateral	12/4/2004	NCR-79-CC-168	015-350-21	Accepted 6/10/2002, CA State Parks
26	Martin	31951 Ocean Meadows, Ten Mile	Lateral	2/24/2005	1-83-287	015-350-34	Accepted 3/18/2002, CA State Parks
27	Aurswald	Ocean Meadows Circle, Ten Mile	Lateral	9/22/2005	NCR-79-CC-302	015-350-40	Accepted 9/20/2001, CA State Parks
28	Petersen	32724 Ocean Meadows, Ten Mile	Lateral	9/21/2003	1-81-119	015-350-46	Accepted 4/30/2001, Coastwalk
29	Goble	30731 Sherwood Rd, Ft Bragg	Lateral	4/19/2004	NCR-78-CC-808	019-630-02	CoLT to accept, 2010
30	Baumgartner	531 Cypress Street, Ft Bragg	Lateral	7/31/2002	80-P-19	018-320-11	Accepted, MLT, 2009
31	Schnaubelt	32410 N. Harbor Dr, Ft Bragg	Lateral	12/6/2003	NCR-78-CC-279	018-140-44	Accepted, opened, MLT
32	Schnaubelt	32410 N. Harbor Dr, Ft Bragg	Vertical	2/5/2004	NCR-78-CC-279	018-140-44	Accepted, opened, MLT
33	Spath	19000 Pacific Dr, Ft Bragg	Lateral	1/10/2003	NCR-77-CC-349	018-450-07	Accepted, MLT, 2009
34	Ritchie	31451 Bay View Dr, Ft Bragg	Lateral	5/22/2003	77-C-167	018-450-15	Accepted, MLT, 2009

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35	Tomcik	31451 Bay View Ave, Ft Bragg	Lateral	9/14/2004	1-83-064	018-450-15	Accepted, MLT, 2009
36	Meyers	18950 Pacific Dr, Ft Bragg	Lateral	12/6/2003	NCR-78-CC-887	018-450-09	Accepted, MLT, 2009
37	Carlson/ RCC	1250 Del Mar Dr, Ft Bragg	Vertical	3/14/2005	1-81-148-A	018-450-35	Accepted, MLT
38	Emerson	18720 Cypress Road, Ft Bragg	Lateral	9/21/2002	NCR-77-CC-221	017-280-50	Accepted, MLT, 2009
39	Patterson	18760 Cypress Road, Ft Bragg	Lateral	5/22/2003	NCR-77-CC-393	017-280-52	Accepted, MLT, 2009
40	Trombetta	18750 Cypress Road, Ft Bragg	Lateral	12/6/2003	NCR-78-CC-932	017-280-51	Accepted, MLT, 2009
41	Booth	33610 Schoefer Lane, Ft Bragg	Lateral	2/22/2004	1-81-318	017-050-05	authorized for acceptance, CA Coastal Conservancy
42	Schoefer	33450 Shoefer Ln, Ft Bragg	Vertical	10/7/2001	88-CC-122	017-050-19	Accepted 10/2/2001, CA Coastal Conservancy
43	Shoefer	18050 Ocean Dr, Ft Bragg	Lateral	7/13/2004	79-CC-83	017-050-12	authorized for acceptance, CA Coastal Conservancy
44	Domenici	18000 Ocean Dr, Ft Bragg	Lateral	4/30/2007	1-86-015	017-070-40	authorized for acceptance, CA Coastal Conservancy
45	Werner	33580 Shoefer Ln, Ft Bragg	Lateral	5/7/2013	1-91-196	017-050-18	authorized for acceptance, CA Coastal Conservancy
46	Follette	33389 Pacific Way, Ft Bragg	Vertical	3/10/2014	1-92-212	017-320-51	Accepted, MLT
47	EFS Associates	17200 Ocean Dr, Ft Bragg	Vertical	9/21/2010	1-89-028	017-320-46	Accepted, MLT
48	Booth	16851 Ocean Drive, Ft Bragg	Lateral	7/18/2001	NCR-79-CC-304	017-360-19	Accepted, MLT, 2009
49	Day	16861 Ocean Drive, Ft Bragg	Lateral	11/6/2005	NCR-77-CC-016	017-360-22	Accepted, MLT, 2009
50	Day	16881 Ocean Drive, Ft Bragg	Lateral	6/16/2008	1-85-033	017-360-21	Accepted, MLT, 2009
51	Easterbrook & Burkes	33050 Jefferson Way, Ft Bragg	Other	5/25/2003	80-CC-246	017-370-20	DPR to accept (?)
52	Barrington	33150 Jefferson Way, Ft Bragg	Other	4/14/2010	1-81-084	017-370-04	DPR to accept (?)
53	Lloyd	33100 Jefferson Way, Ft Bragg	Other	7/30/2001	NCR-80-CC-28	017-370-03	Accepted 7/29/2001, CA State Parks
54	Trinity Development Corp	45260 Caspar Pt Rd, Caspar	Lateral	9/4/2005	A-325-78	118-010-34	Accepted, MLT, 2009
55	Trinity Development Corp	45260 Caspar Pt Rd, Caspar	Vertical	9/4/2005	A-325-78	118-010-34	Accepted, MLT, 2009
56	Tree	45350 Pacific Drive, Caspar	Lateral	5/27/2001	A-303-79	118-010-24	Accepted 12/7/1998, opened, Mendocino Land Trust
57	Tree	45350 Pacific Drive, Caspar	Vertical	5/27/2001	A-303-79	118-010-24	Accepted 12/7/1998, opened, Mendocino Land Trust
58	Crowther	45608 Caspar South Dr, Caspar	Lateral	7/12/2004	NCR-78-CC-975	118-400-03	CoLT to accept, 2010
59	Watson (Merrin)	14260 Headlands Dr, Caspar	Lateral	N/A	A2-94-01	118-420-05, -06	DPR to accept (?)
60	Coughlan	14220 Headlands Dr, Caspar	Lateral	10/22/2011	1-89-215	118-420-08	CoLT to accept, 2010
61	Saul	14201 Headlands Dr, Caspar	Lateral	2/2/2011	1-89-221	118-420-01	CoLT to accept, 2010
62	Bartalini	14240 Headlands Dr, Caspar	Lateral	7/19/2011	1-89-214	118-420-07	DPR to accept (?)
63	Tillotson	14221 Headlands Dr, Caspar	Lateral	7/14/2015	1-92-121	118-420-02	DPR to accept (?)
64	Kiemele (Merliss)	14241 Headlands Dr, Caspar	Lateral	8/13/2016	1-91-195	118-420-03	DPR to accept (?)
65	Murphy	14261 Headlands Dr, Caspar	Lateral	N/A	Co. CDP 61-99	118-420-04	DPR to accept (?)
66	Hall	45575 South Caspar Dr, Caspar	Lateral	8/7/2003	NCR-77-CC-432	118-380-06	CoLT to accept, 2010
67	Ross	45525 South Caspar Dr, Caspar	Lateral	1/23/2013	1-88-039	118-380-04	Accepted, MLT, 2009
68	Ross	45525 South Caspar Dr, Caspar	Vertical	1/23/2013	1-88-039	118-380-04	Accepted, MLT, 2009

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69	Fughill	45550 Otter Point Circle, Caspar	Lateral	10/3/2001	80-CC-162	118-360-10	CoLT to accept, 2010
70	Tennant	45525 Otter Point Circle, Caspar	Lateral	1/20/2002	80-CC-218	118-360-07	CoLT to accept, 2010
71	Richards	45533 Otter Point Circle, Caspar	Lateral	3/23/2002	80-CC-252	118-360-08	Accepted 3/18/2002, CA Coastal Conservancy
72	Howell	45431 Greenling Circle, Caspar	Lateral	9/14/2003	NCR-78-CC-807	118-390-04	CoLT to accept, 2010
73	Davies	45100 Brest Rd, Mendocino	Lateral	2/10/2003	NCR-77-CC-363	118-240-08	CoLT to accept, 2010
74	Powers	45434 Indian Shoals Rd, Mendocino	Lateral	6/14/2003	NCR-77-CC-391	118-180-08	CoLT to accept, 2010
75	Kibbe	45551 Cypress Drive, Mendocino	Lateral	4/10/2004	NCR-78-CC-905	118-230-11	CoLT to accept, 2010
76	Ferrero	45111 Cypress Drive, Mendocino	Lateral	3/16/2004	NCR-78-CC-970	118-230-23	CoLT to accept, 2010
77	Booth	45200 Fern Drive, Mendocino	Lateral	9/24/2001	NCR-80-CC-134	118-230-50	CoLT to accept, 2010
78	Duran	45130 Fern Drive, Mendocino	Lateral	3/23/2002	80-CC-161	118-230-052	CoLT to accept, 2010
79	Bowen	45150 Drifter's Reef Rd, Mendocino	Lateral	9/23/2002	A-179-77	118-020-28	CoLT to accept, 2010
80	Barham (Bishoff)	12801 Bishop Lane, Mendocino	Lateral	12/20/2002	A-177-77	118-230-03	CoLT to accept, 2010
81	Bernhard	11400 Lansing St, Mendocino	Lateral	8/2/2003	79-CC-208	119-010-12	Accepted 9/23/1986, opened, CA Coastal Conservancy
82	Bernhard	11400 Lansing St, Mendocino	Vertical	8/2/2003	79-CC-208	119-010-12	Accepted 9/23/1986, opened, CA Coastal Conservancy
83	McMillen	Brewery Gulch Lane, Mendocino	Lateral	4/18/2003	NCR-77-CC-246	119-310-01	Accepted 6/28/1996, opened, Mendocino Land Trust
84	McMillen	Brewery Gulch Lane, Mendocino	Vertical	4/18/2003	NCR-77-CC-246	119-310-01	Accepted 6/28/1996, opened, Mendocino Land Trust
85	Kimberly	7700 North Hwy One, Little River	Vertical	12/20/2010	1-89-151	121-280-16	Accepted, MLT
86	Lambie	6380 North Highway One, Little River	Vertical	12/15/2001	NCR-80-CC-072	121-050-20	Expired (requirement of OTD=public agency acceptance)
87	Thulin	7850 Highway One, Little River	Lateral	3/12/2008	1-86-202	121-280-06	Accepted, MLT
88	Raymond	7300 Highway 1, Little River	Lateral	5/21/2008	1-86-188	121-280-10, -12	Accepted, MLT
89	Glassman	7400 Highway 1, Little River	Trail	9/21/2002	NCR-77-CC-116	121-050-003	Accepted, MLT
90	Tremaine	7300 Highway 1, Little River	Trail	10/3/2002	NCR-75-CC-479	121-028-009	Accepted, MLT
91	Garote	6300 Highway 1, Little River	Trail	10/6/2002	NCR-77-CC-158	121-050-023	Accepted, MLT
92	Dennen	5150 Highway One, Albion	Vertical	5/12/2014	1-92-211-A	123-010-18	open to public, Heritage House manages
93	Wood	4550 Highway One, Albion	Lateral	12/2/2004	1-83-223	123-010-29	Accepted, MLT
94	Wood	4550 Highway One, Albion	Vertical	12/2/2004	1-83-223	123-010-29	Accepted, MLT
95	Roberts	4330 Highway One, Albion	Lateral	2/14/2003	NCR-77-CC-415	123-010-20	Accepted, MLT
96	Roberts	4330 Highway One, Albion	Vertical	2/14/2003	NCR-77-CC-415	123-010-20	Accepted, MLT
97	Leiben	2725 White Gull Court, Albion	Lateral	12/2/2001	NCR-80-CC-143	123-340-09	CoLT to accept, 2010
98	Shaffron	2751 White Gull Court, Albion	Lateral	7/6/2004	NCR-79-CC-22	123-340-010	CoLT to accept, 2010
99	Campbell	2300 Highway One, Albion	Lateral	10/11/2004	1-81-085	123-290-03	Accepted, MLT

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100	Campbell	2300 Highway One, Albion	Vertical	10/11/2004	1-81-085	123-290-03	Accepted, MLT
101	Jauch	30951 Navarro River Rd, Albion	Trail	5/7/2005	NCR-77-CC-676	126-180-10	CoLT to accept, 2010
102	Frankel	3300 Highway One South, Elk	Trail	9/12/2001	79-A-73	127-040-01	Accepted, MLT
103	Matson	2800 Highway One, Elk	Vertical	7/6/2003	NCR-77-C-60	131-010-02	Accepted, MLT, 2010
104	DiLorenzo	15170 Irish Beach Dr, Manchester	Lateral	10/8/2003	1-81-078	0132-050-003	CoLT to accept, 2010
105	DiLorenzo	15170 Irish Beach Dr, Manchester	Lateral	10/8/2003	51-78	0132-050-003	CoLT to accept, 2010
106	Fray	26300 S. Highway 1, Pt Arena	Lateral	8/27/2002	81-CC-307	027-341-07	Accepted, MCMA
107	Rubino	26600 South Highway 1, Pt Arena	Lateral	4/10/2007	1-86-022	027-341-08	Accepted, MCMA
108	Auguste	28200 S. Highway One, Pt Arena	Lateral	3/6/2005	A-29-79	027-433-05	DPR to accept (?)
109	Kesner	30150 Highway 1, Pt Arena	Other	1/8/2002	80-CC-138	142-031-008	CoLT to accept, 2010
110	Linton	46661 Iverson Dr, Pt Arena	Other	10/8/2002	1-81-053	142-033-011	CoLT to accept, 2010
111	Tweedie	30330 Highway 1, Pt Arena	Other	11/16/2002	NCR-77-CC-354	142-031-014	CoLT to accept, 2010
112	Blumenthal	46651 Iverson Rd, Pt Arena	Other	11/16/2002	1-81-046	142-021-003	CoLT to accept, 2010
113	Beihl	30230 S. Highway One, Pt Arena	Other	12/24/2002	1-81-035	142-031-010	CoLT to accept, 2010
114	Stewart	35100 Highway One, Anchor Bay	Lateral	6/28/2005	1-83-117	144-011-17	CoLT to accept, 2010
115	Ellis	35300 S. Highway One, Anchor Bay	Lateral	1/4/2005	1-83-143	144-022-10	CoLT to accept, 2010
116	DeCosta	36300 Highway One, Anchor Bay	Lateral	8/20/2005	NCR-79-CC-176	144-130-27	CoLT to accept, 2010
117	Madison	32500 Highway One, Gualala	Lateral	8/8/2004	NCR-79-CC-128	142-170-07	CoLT to accept, 2010
118	Savoca	30700 Highway One, Gualala	Lateral	5/25/2004	1-83-076	142-051-08	CoLT to accept, 2010
119	Gaussoin	34010 Highway One, Gualala	Lateral	11/18/2007	1-86-167	143-130-01	CoLT to accept, 2010
120	Taylor	34100 Highway One, Gualala	Lateral	5/22/2006	1-85-019	143-161-19	CoLT to accept, 2010
121	Plath	32150 Highway 1, Gualala	Lateral	8/15/2001	NCR-79-CC-294	142-151-021	CoLT to accept, 2010
122	Plath	32150 Highway 1, Gualala	Vertical	8/15/2001	NCR-79-CC-294	142-151-021	CoLT to accept, 2010
123	Glasser	36650 Doubloon Way, Gualala	Lateral	4/7/2002	80-CC-259	144-290-09	CoLT to accept, 2010
124	Chambers	36650 Doubloon Way, Gualala	Lateral	3/26/2003	80-CC-267	144-290-04	CoLT to accept, 2010
125	Young	36620 Doubloon Way, Gualala	Lateral	7/6/2005	1-84-077	144-290-10	CoLT to accept, 2010
126	Tremblay	36600 Doubloon Way, Gualala	Lateral	3/31/2006	78-CC-838	144-290-11	CoLT to accept, 2010
127	Tremblay	36600 Doubloon Way, Gualala	Other	3/31/2006	78-CC-838	144-290-11	CoLT to accept, 2010
128	Bonham	Hwy One & County Road 526, Gualala	Lateral	6/26/2023	A-1-MEN-00-51	144-170-01, 144-140-03	Accepted, opened, RCLC
129	Bonham	Hwy One & County Road 526, Gualala	Vertical	6/26/2023	A-1-MEN-00-51	144-170-01, 144-140-03	Accepted, opened, RCLC
130	Witt	47061 Big Gulch Rd, Gualala	Lateral	9/14/2003	NCR-77-CC-466	145-121-19	CoLT to accept, 2010
131	Fager	38700 Old Coast Hwy, Gualala	Lateral	8/18/2003	NCR-78-CC-747	145-121-02	CoLT to accept, 2010
132	Humber	39350 South Highway 1, Gualala	Lateral	8/17/2013	1-88-176	145-261-14	Accepted 10/4/1994, opened, Redwood Coast LC
133	Redwood Emp. Title Co.	west of Highway 1, Gualala	Lateral	4/14/2002	80-P-75	145-261-05	Accepted 10/4/1994, opened, Redwood Coast LC
134	Bower	39140 Highway 1, Gualala	Vertical	11/18/2002	NCR-77-CC-115	145-266-01	Accepted 10/4/1994, opened, Redwood Coast LC

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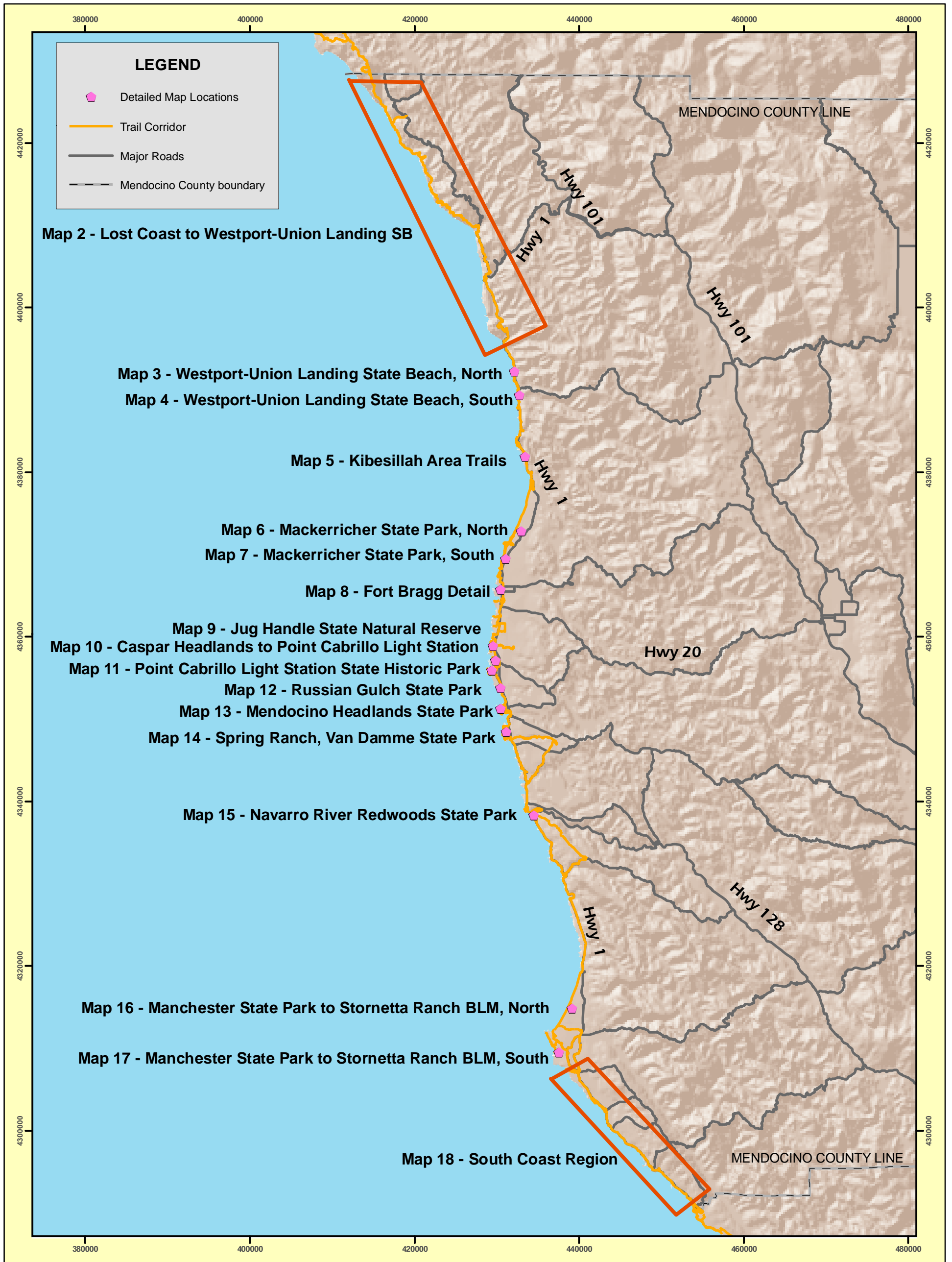
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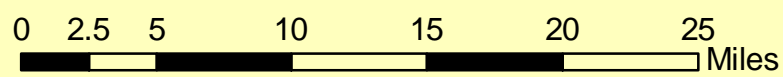
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Map 1 - Location of Detailed Maps



Dec. 2010

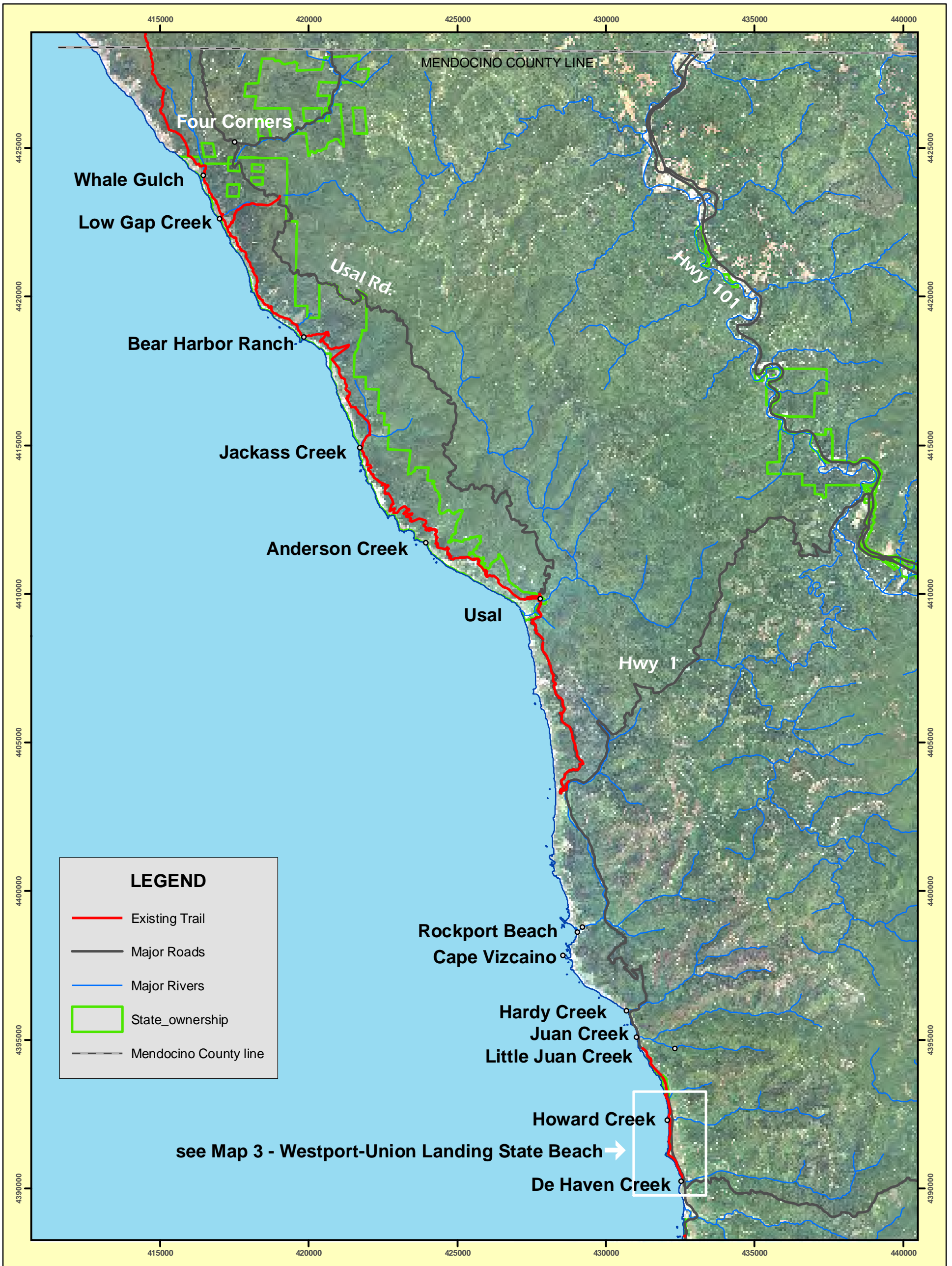
Mendocino Land Trust
Mendocino County Coastal Trail Strategic Plan
Location of Detailed Maps



Scale 1:450,000 Grid:UTM z10 NAD 1983 meters

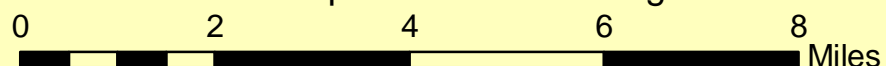


Map 2 - Lost Coast to Westport - Union Landing State Beach



Dec. 2010

Mendocino Land Trust
 Mendocino County Coastal Trail Strategic Plan
 Lost Coast to Westport - Union Landing State Beach

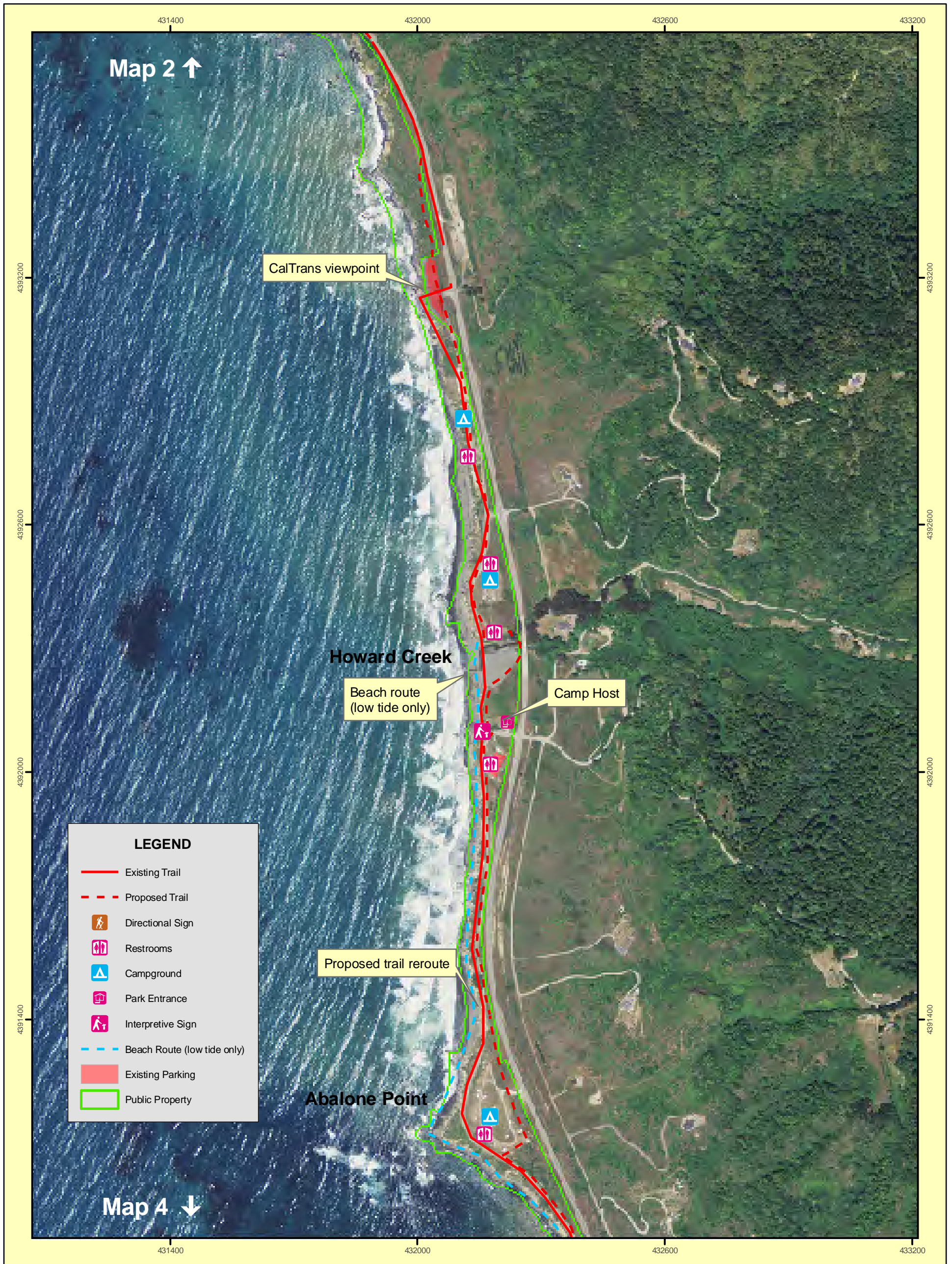


Scale 1:125,000 Grid: UTM z10 NAD 1983 meters



Boundary lines shown on this map have not been surveyed, are only approximate, and therefore should not be used to determine property lines.

Map 3 - Westport-Union Landing State Beach, North



Dec. 2010

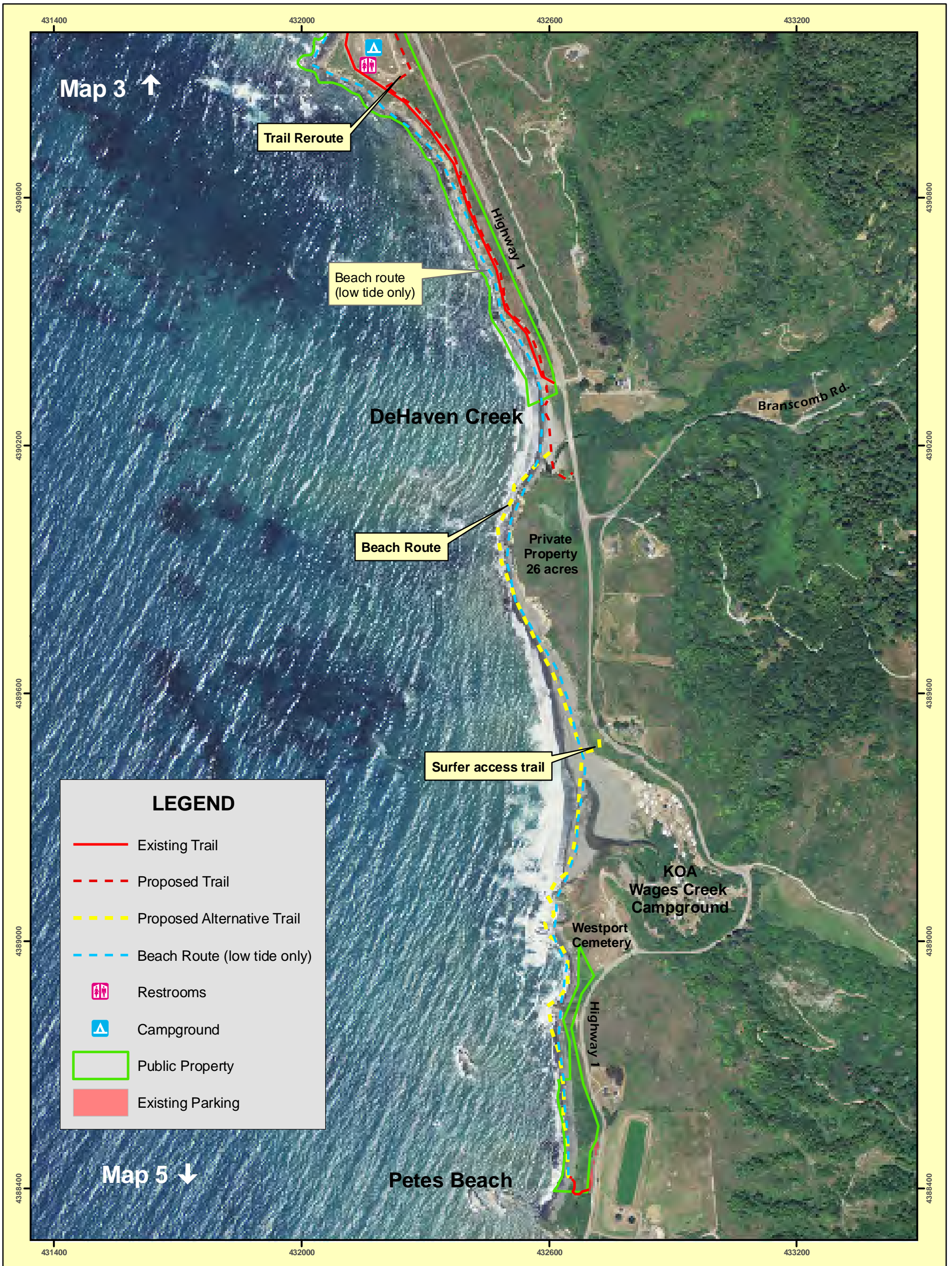
Mendocino Land Trust
 Mendocino County Coastal Trail Strategic Plan
 Westport-Union Landing State Beach, North

0 250 500 1,000 1,500 2,000 Feet
 Scale 1:9000 Grid: UTM z10 NAD 1983 meters



Boundary lines shown on this map have not been surveyed, are only approximate, and therefore should not be used to determine property lines.

Map 4 - Westport-Union Landing State Beach, South



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 Mendocino County Coastal Trail Strategic Plan
 Westport-Union Landing State Beach, South

0 250 500 1,000 1,500 2,000 Feet

Scale 1:9,000 Grid: UTM z10 NAD 1983 meters



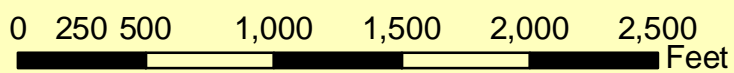
Boundary lines shown on this map have not been surveyed, are only approximate, and therefore should not be used to determine property lines.

Map 5 - Kibesillah Area Trails



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Mendocino Land Trust
 Mendocino County Coastal Trail Strategic Plan
 Kibesillah Area Trails



Scale 1:9,000 Grid: UTM z10 NAD 1983 meters



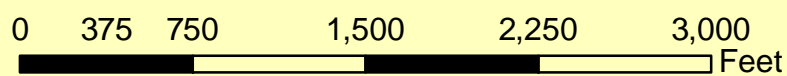
Boundary lines shown on this map have not been surveyed, are only approximate, and therefore should not be used to determine property lines.

Map 6 - Mackerricher State Park, North

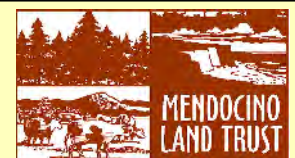


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 Mendocino County Coastal Trail Strategic Plan
 Mackerricher State Park, North

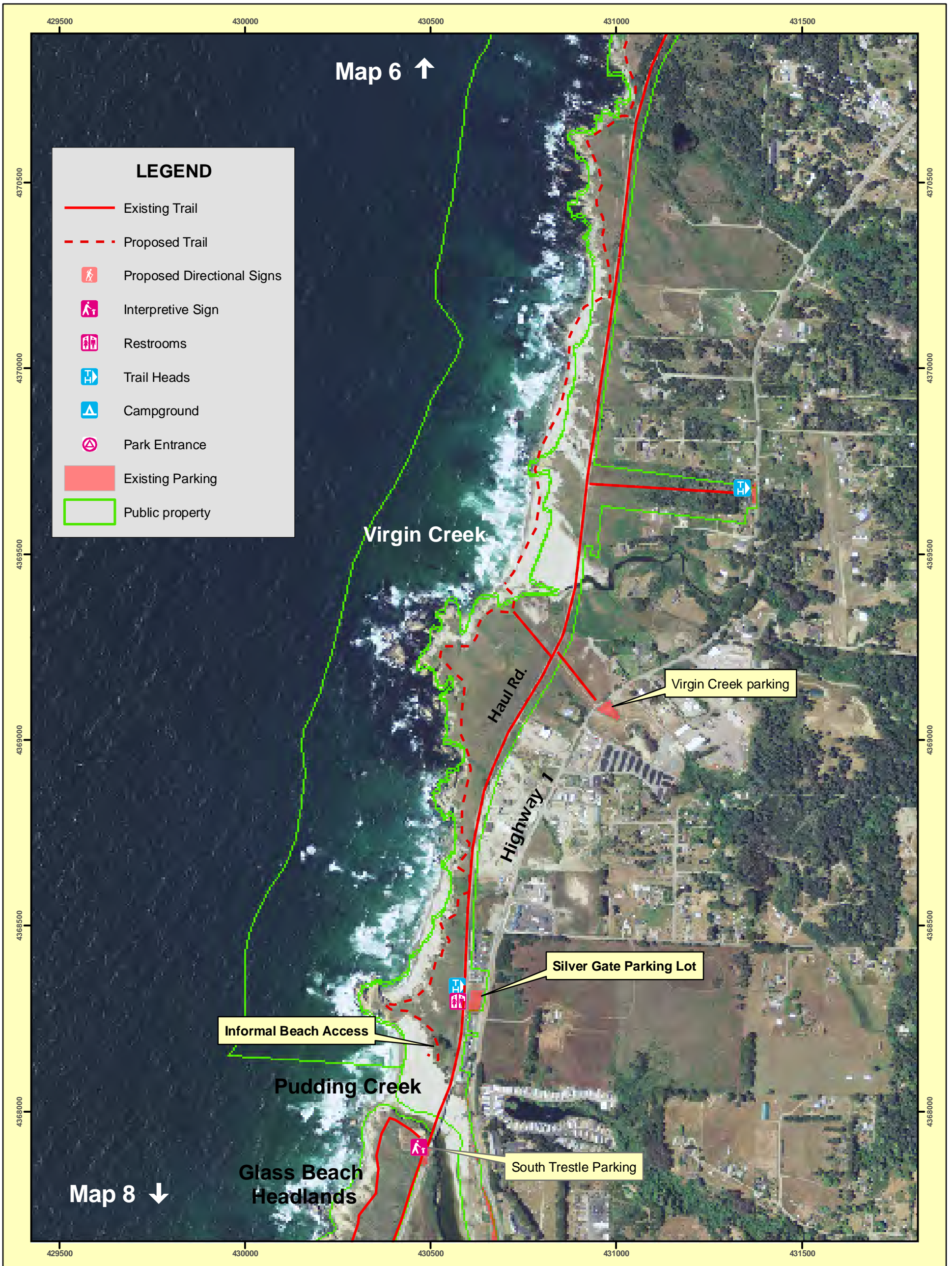


Scale 1:10,000 Grid: UTM z10 NAD 1983 meters



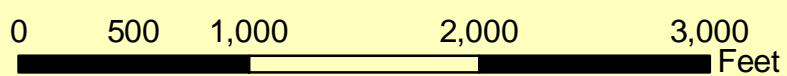
Boundary lines shown on this map have not been surveyed, are only approximate, and therefore should not be used to determine property lines.

Map 7 - Mackerricher State Park, South



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 Mendocino County Coastal Trail Strategic Plan
 Mackerricher State Park, South



Scale 1:10,000 Grid: UTM z10 NAD 1983 meters



Boundary lines shown on this map have not been surveyed, are only approximate, and therefore should not be used to determine property lines.

Map 8 - Fort Bragg Detail

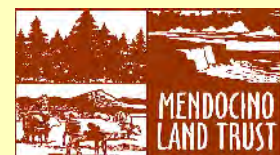


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Mendocino Land Trust
 Mendocino County Coastal Trail Strategic Plan
 Fort Bragg Detail

0 750 1,500 3,000 4,500 Feet

scale 1:16,000 Grid: UTM z10 NAD 1983 meters



Boundary lines shown on this map have not been surveyed, are only approximate, and therefore should not be used to determine property lines.

Map 9 - Jug Handle State Natural Reserve



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Mendocino Land Trust
 Mendocino County Coastal Trail Strategic Plan
 Jug Handle State Natural Reserve

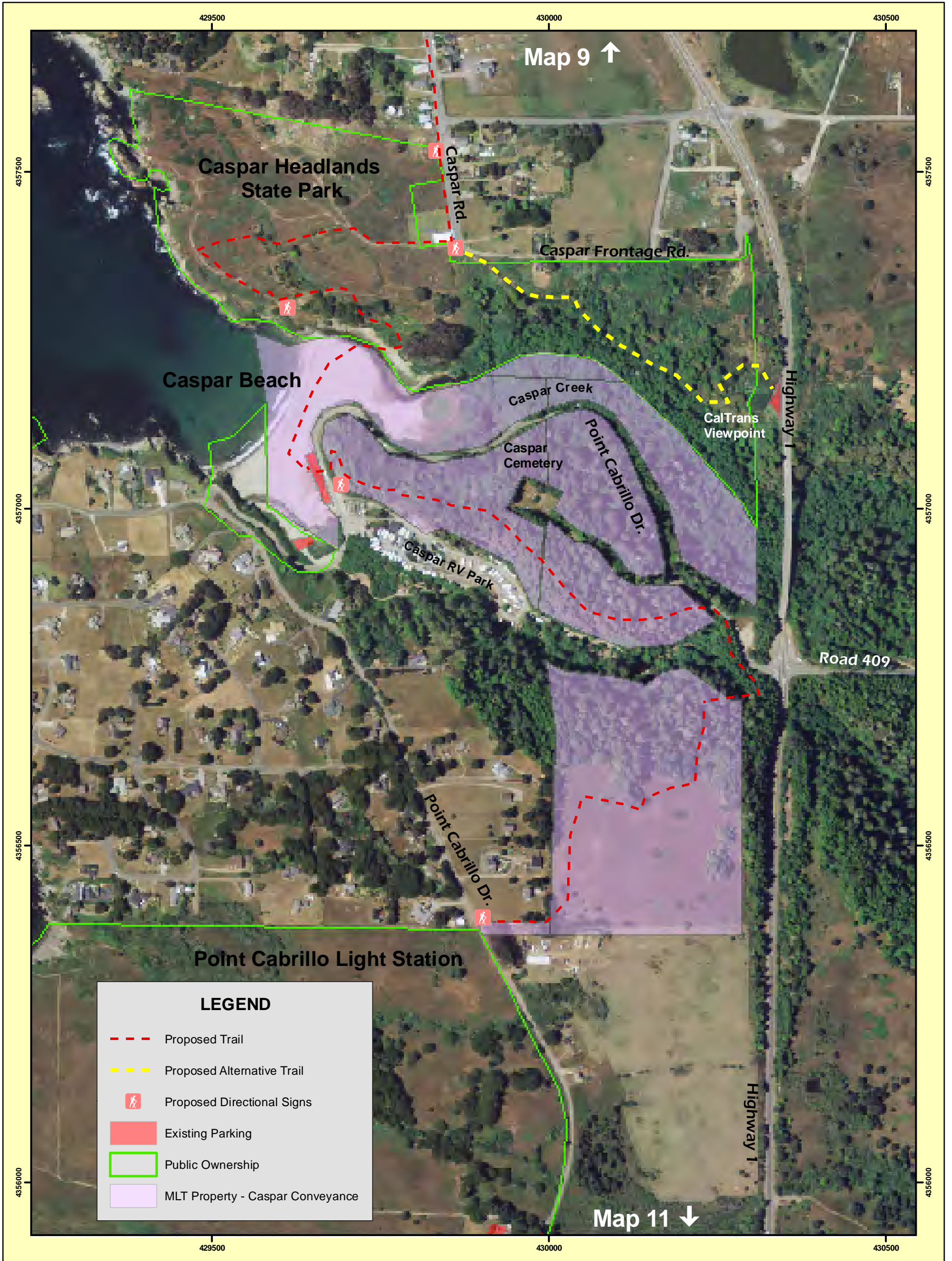
0 250 500 1,000 1,500 2,000 Feet

Scale 1:6 500 Grid: UTM z10 NAD 1983 meters



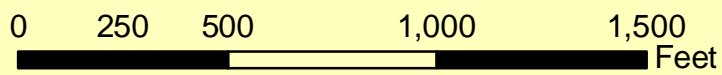
Boundary lines shown on this map have not been surveyed, are only approximate, and therefore should not be used to determine property lines.

Map 10 - Caspar Headlands to Point Cabrillo Light Station



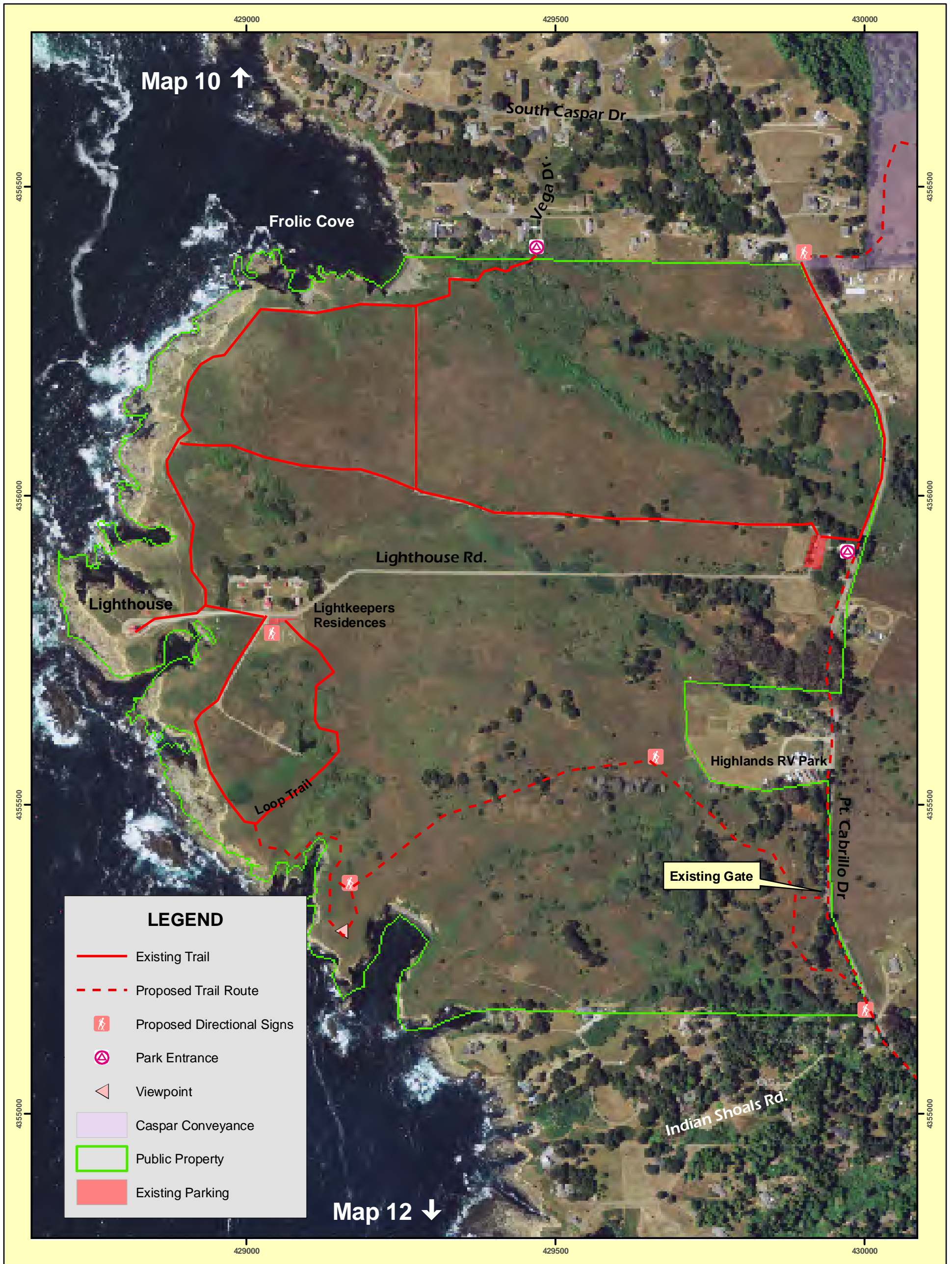
Dec. 2010

Mendocino Land Trust
 Mendocino County Coastal Trail Strategic Plan
 Caspar Headlands to Point Cabrillo Light Station



Boundary lines shown on this map have not been surveyed, are only approximate, and therefore should not be used to determine property lines.

Map 11 - Point Cabrillo Light Station State Historic Park



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Mendocino Land Trust
 Mendocino County Coastal Trail Strategic Plan
 Point Cabrillo Light Station State Historic Park

0 250 500 1,000 1,500 2,000 Feet

Scale 1:6000 Grid: UTM z10 NAD 1983 meters



Boundary lines shown on this map have not been surveyed, are only approximate, and therefore should not be used to determine property lines.

Map 12 - Russian Gulch State Park

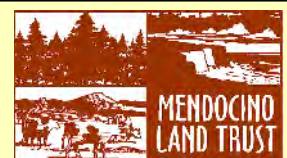


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Mendocino Land Trust
Mendocino County Coastal Trail Strategic Plan
Russian Gulch State Park

0 250 500 1,000 1,500 Feet

Scale 1:5,500 Grid: UTM z10 NAD 1983 meters



Boundary lines shown on this map have not been surveyed, are only approximate, and therefore should not be used to determine property lines.

Map 13 - Mendocino Headlands State Park



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Mendocino County Coastal Trail Strategic Plan
Mendocino Headlands State Park

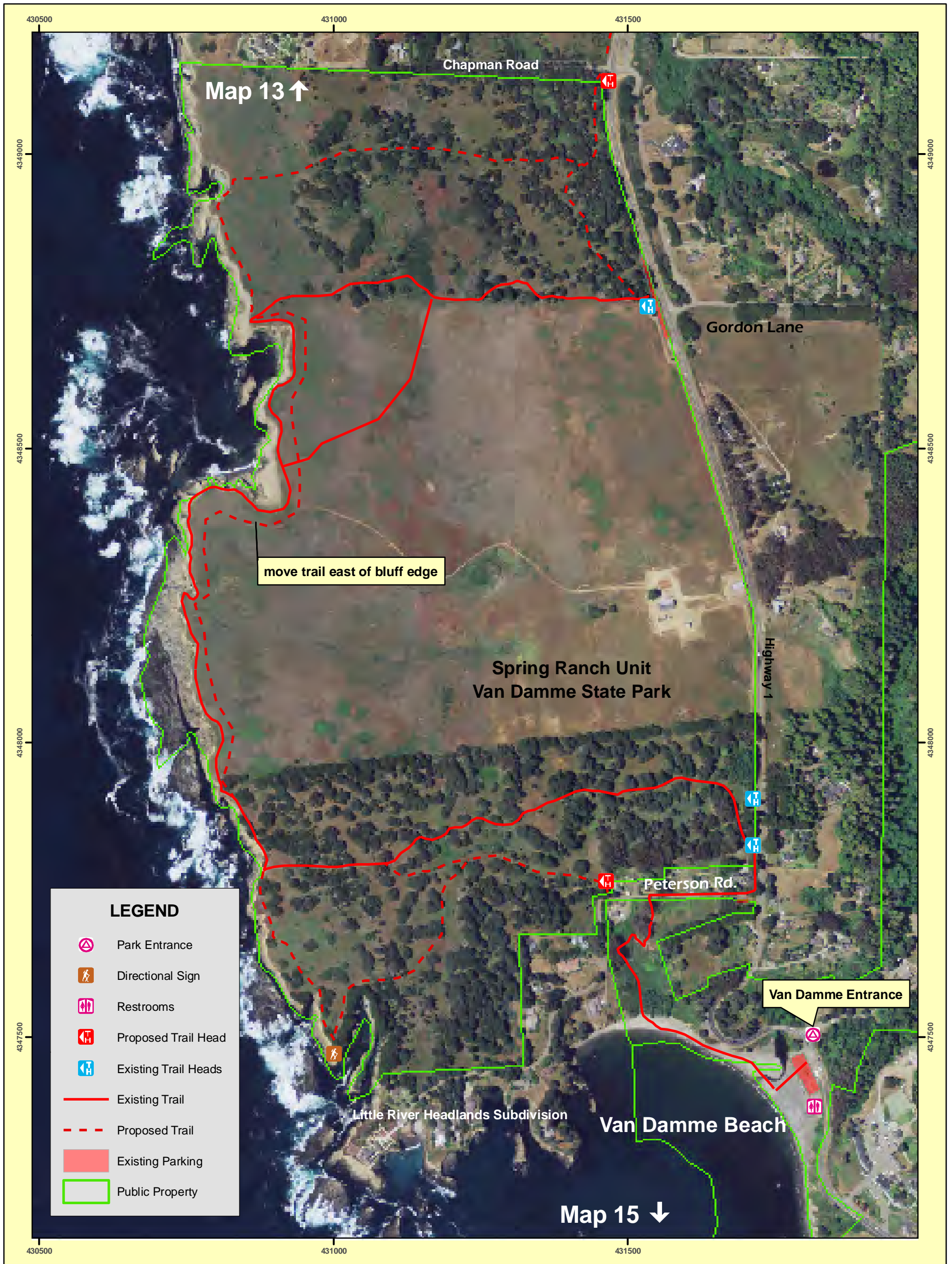
0 250 500 1,000 1,500 2,000 Feet

Scale 1:8,000 Grid: UTM z10 NAD 1983 meters



Boundary lines shown on this map have not been surveyed, are only approximate, and therefore should not be used to determine property lines.

Map 14 - Spring Ranch, Van Damme State Park

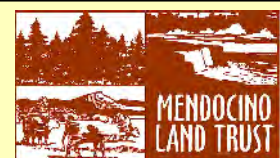


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Spring Ranch, Van Damme State Park

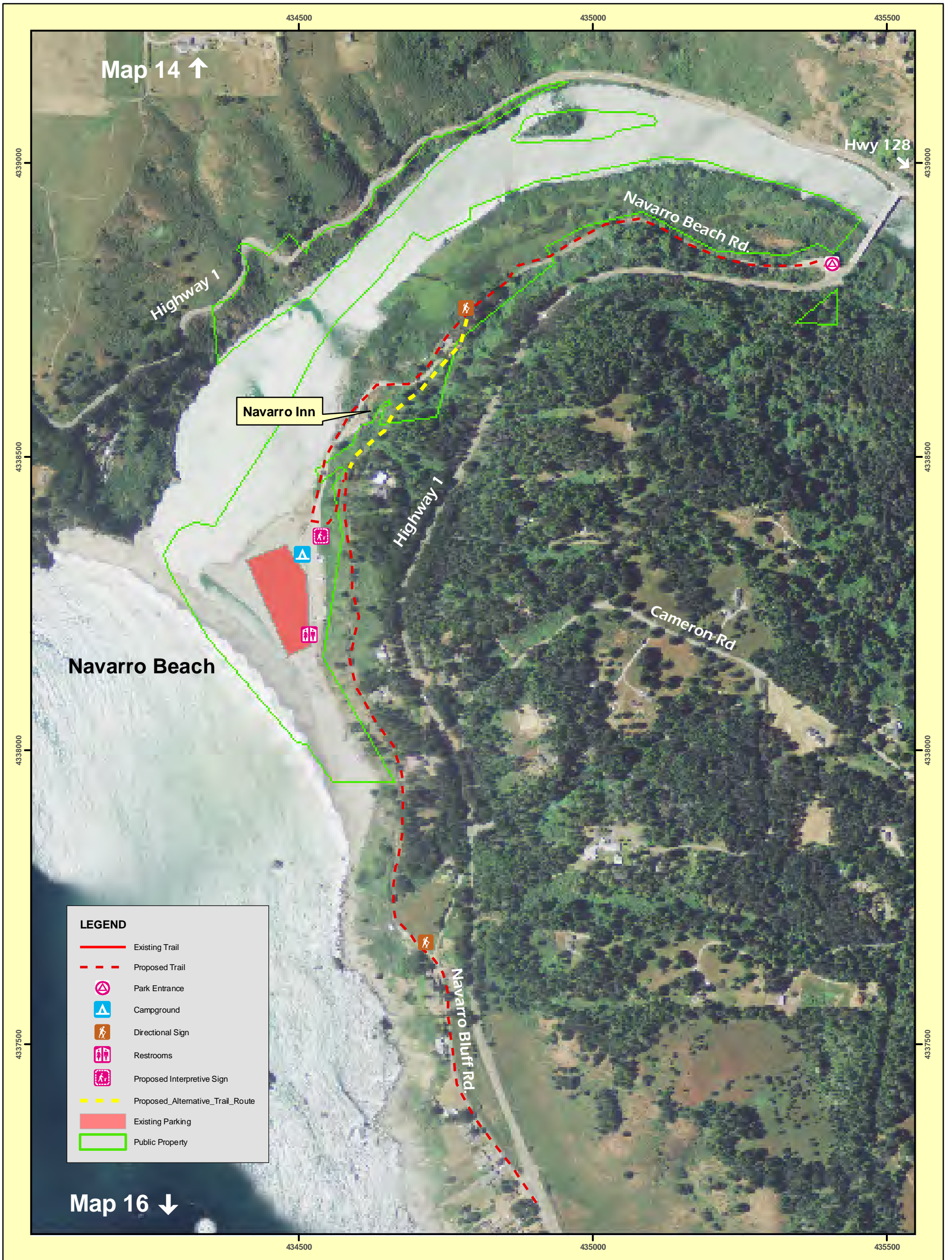
0 250 500 1,000 1,500 2,000 Feet

scale 1:6,300 Grid: UTM z10 NAD 1983 meters



Boundary lines shown on this map have not been surveyed, are only approximate, and therefore should not be used to determine property lines.

Map 15 - Navarro River Redwoods State Park



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 Mendocino County Coastal Trail Strategic Plan
 Navarro River Redwoods State Park

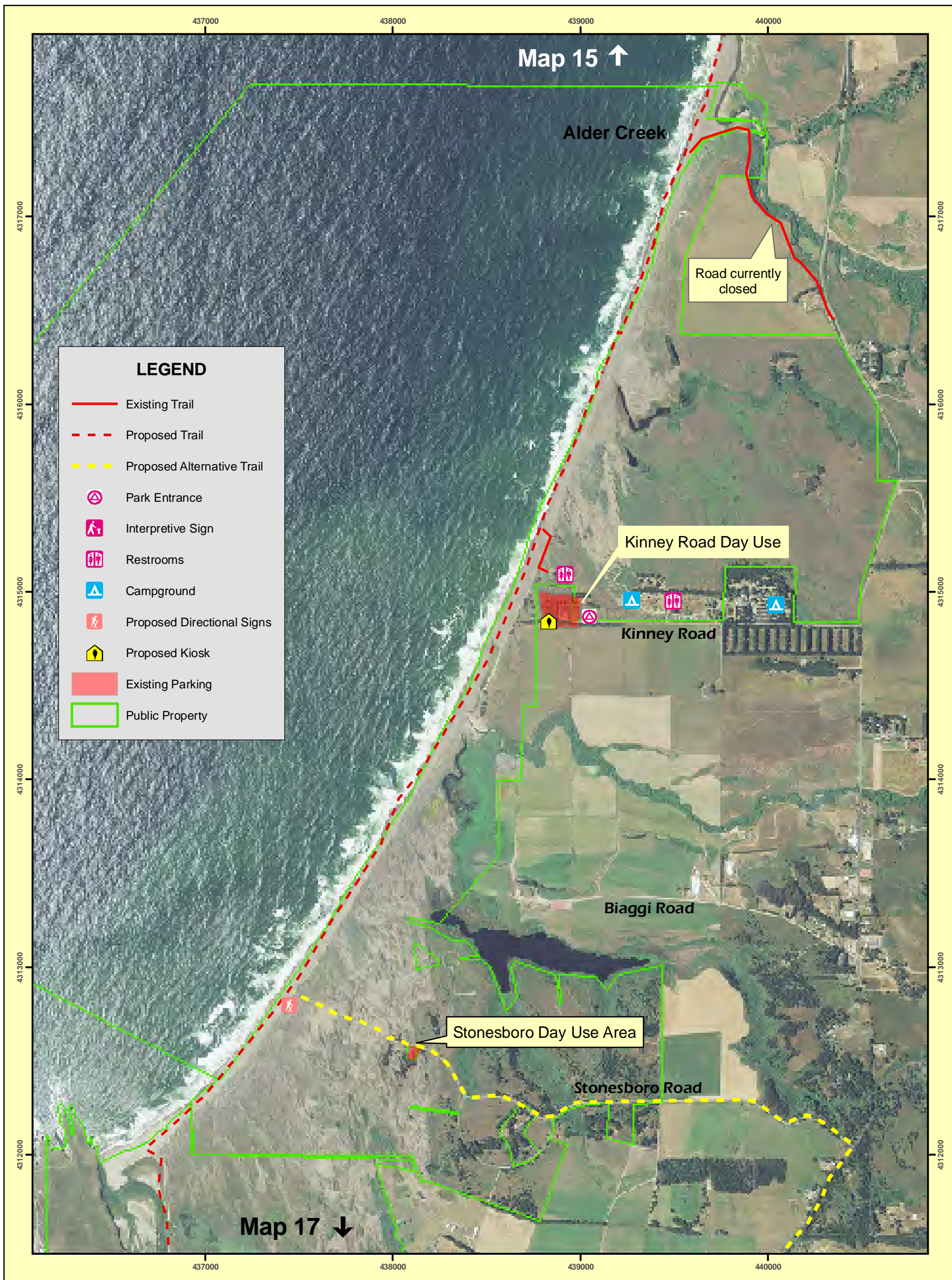
0 250 500 1,000 1,500 2,000 Feet


Scale 1:6,300 Grid: UTM z10 NAD 1983 meters



Boundary lines shown on this map have not been surveyed, are only approximate, and therefore should not be used to determine property lines.

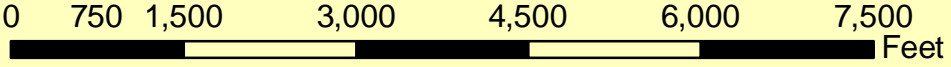
Map 16 - Manchester State Park to Stornetta Ranch BLM, North






Dec. 2010

Mendocino Land Trust
Mendocino County Coastal Trail Strategic Plan
Manchester State Park to Stornetta Ranch BLM, North

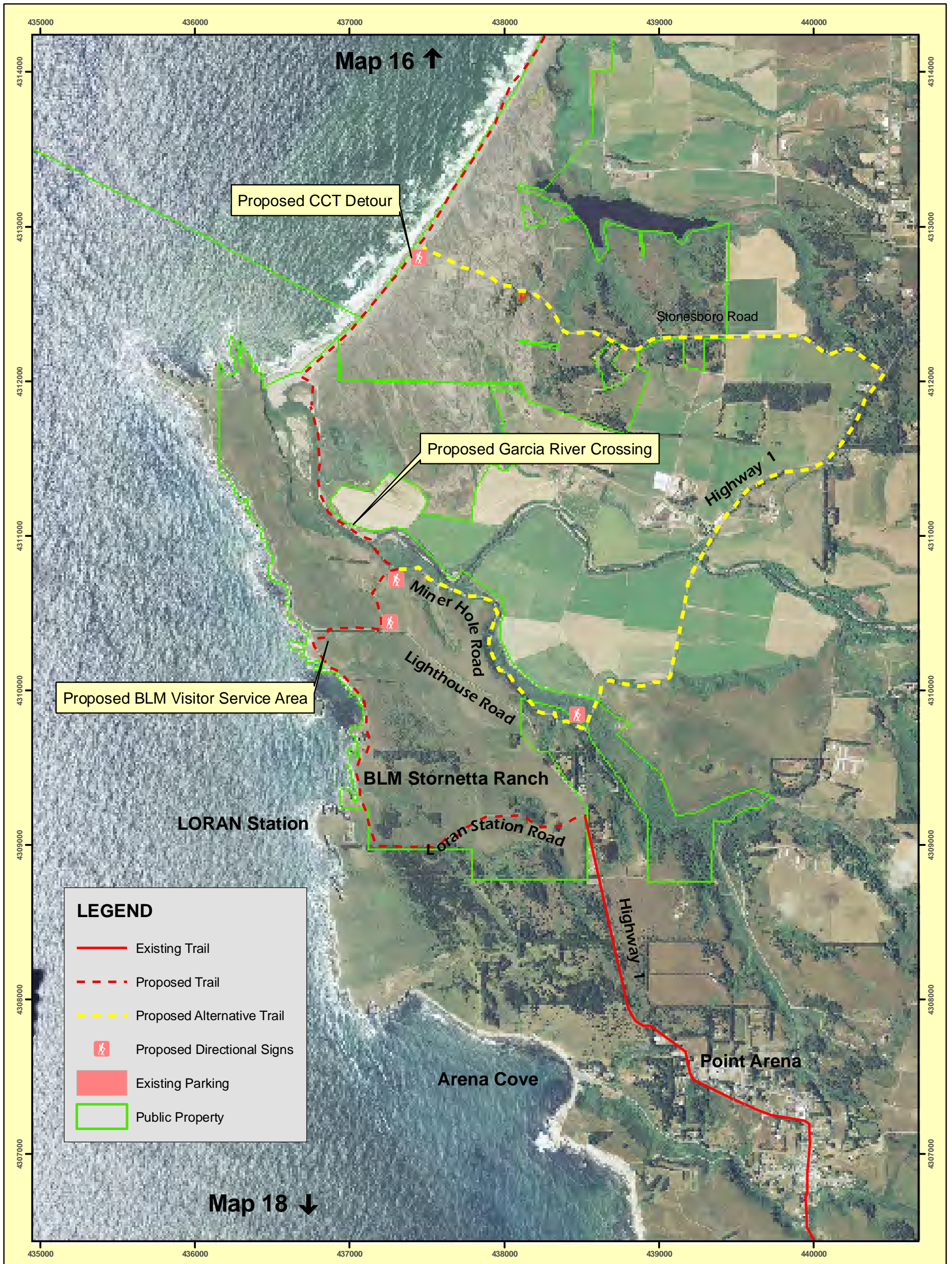


Scale 1:20,000 Grid: UTM z10 NAD 1983 meters



Boundary lines shown on this map have not been surveyed, are only approximate, and therefore should not be used to determine property lines.

Map 17 - Manchester State Beach to Stornetta Ranch BLM, South



Dec. 2010

Mendocino Land Trust
 Mendocino County Coastal Trail Strategic Plan
 Manchester State Beach to Stornetta Ranch BLM, South

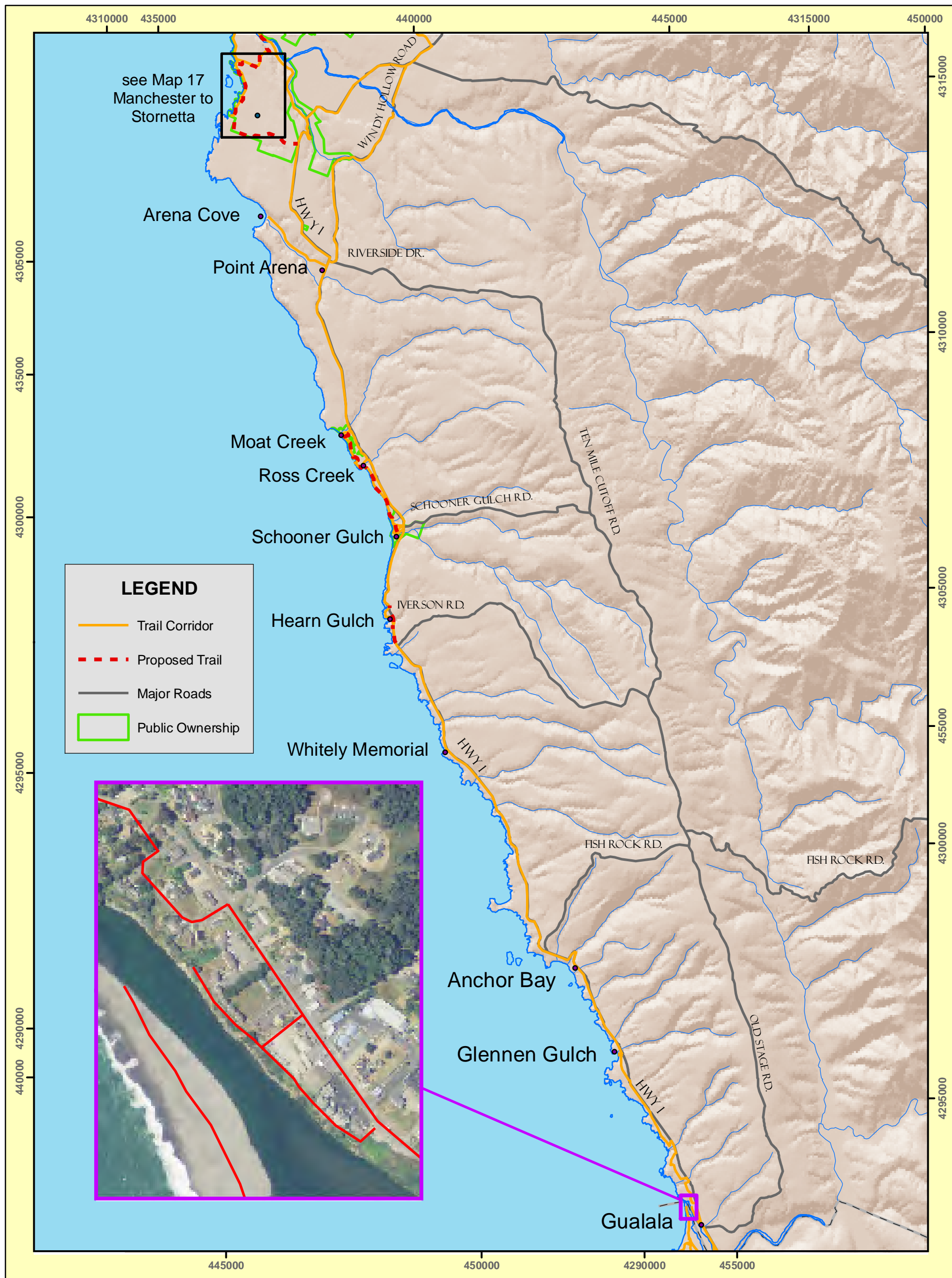
0 750 1,500 3,000 4,500 6,000 7,500
 Feet

Scale 1:24,000 Grid: UTM z10 NAD 1983 meters



Boundary lines shown on this map have not been surveyed, are only approximate, and therefore should not be used to determine property lines.

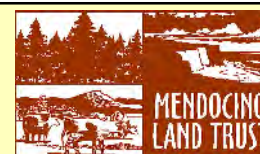
Map 18 - South Coast Region



Dec. 2010

0 0.5 1 2 3 4 5 Miles

scale 1:78,000 Grid: UTM z10 NAD 1983 meters



Boundary lines shown on this map have not been surveyed, are only approximate, and therefore should not be used to determine property lines.