



**AGENCY:** City Council  
**MEETING DATE:** July 11, 2016  
**DEPARTMENT:** CDD  
**PRESENTED BY:** Marie Jones

## AGENDA ITEM SUMMARY

**TITLE: RECEIVE REPORT, PROVIDE DIRECTION TO STAFF, AND ACCEPT CITY OF TRAILS FEASIBILITY STUDY**

### **ISSUE:**

In 2013, the City was awarded an \$85,500 grant from the Mendocino Council of Governments (MCOG) to complete a feasibility study for a bicycle/pedestrian route through the east side of Fort Bragg which at that time was intended to help realize the "City surrounded by a Park" concept as articulated in the General Plan. In January of 2014, the City held a well-attended community meeting on this topic. Public comments were divided about the conceptual route that was illustrated in the General Plan. Overall, there were significant concerns voiced about the conceptual alignment that ran along the Skunk Train tracks (up the Pudding Creek corridor), across the east end of town, and then back to town via the A&W haul road.

The feasibility study was reinitiated in 2015 with the assistance of the consulting firm WRA. The project was renamed City of Trails Feasibility Study to emphasize a broader scope that included trail and bicycle path connections throughout town, between schools, and to a variety of destinations such as the Coastal Trail, Noyo Harbor and the redwood forest. Work tasks for the preparation of the feasibility study, included:

1. A city tour on bicycles was completed to identify potential trail alignments.
2. Presentation materials were prepared and a well-attended open house and workshop were held to identify and prioritize potential trail alignments that would be part of the City of Trails Feasibility Study. Four potential trails were identified through the workshop.
3. The attached City of Trails Feasibility Study was prepared for City Council's consideration.

### **RECOMMENDED ACTION:**

Receive Report, Provide Direction to Staff and Accept City of Trails Feasibility Study

### **ALTERNATIVE ACTION(S):**

None

### **ANALYSIS:**

The attached City of Trails Feasibility Study evaluates three potential new priority trails which could be developed to expand the existing trail network in Fort Bragg. The purpose of the City of Trails Feasibility Study was to:

1. Identify trail opportunities that are beneficial and of interest to the community; and
2. Provide detailed feasibility and development cost information for the selected priority trails; and
3. Identify permitting requirements.

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A dozen trails were considered and prioritized at a public workshop on October 29, 2015 (see Figure 1); and out of that workshop and a follow up workshop with City Council, four trails were selected for further evaluation through this feasibility study. All four trails connect with the existing trail system and focus on making connections to downtown and/or Noyo Harbor from the Fort Bragg Coastal Trail. The trails include:

1. **Coastal Trail Connection to Downtown Fort Bragg** – This trail would connect to Phase II of the Coastal Trail, which will connect the north and south trail segments through the Mill Pond Area in 2017. Pedestrian improvements are explored for Chief Celery Drive between Alder and Redwood. Redwood Avenue improvements could include new wayfinding signs leading to/from Franklin Street with information about the trails for visitors. A new parking area located on the GP Mill Site due west of Alder Street would serve the middle section of the Coastal Trail (currently in design and slated for construction in 2017-2020).
2. **Old Mill Road trail from South Trail to North Noyo Harbor** – Old Mill Road is an abandoned road that drops from the southern section of the Coastal Trail (near the cemetery) down to Noyo Harbor and Noyo Beach. The report evaluates requirements for redeveloping this old road cut into a multi-use trail that would extend the Coastal Trail to Noyo Beach, and potentially beyond to North Noyo Harbor.
3. **South Noyo Harbor Trail** – An existing informal trail across private property leads from Highway 1 down to South Noyo Harbor. Landowners on the alignment would like to reduce illegal activities there and employers at the Harbor have expressed interest in the trail. The report recommends installation of timber (or concrete timber) steps and surfacing with quarry fines on the inclined sections. Obtaining a pedestrian easement through the private properties will also be required.
4. **The A&W Haul Road** – A fourth trail was also prioritized for further evaluation because the A&W Haul Road offers considerable recreational opportunities for public access to Jackson State Forest and surrounding timber lands. The Haul Road has been used by the public at-large for recreational access for many years. Recreational activities on the A&W Haul Road could include: mountain biking, hiking, jogging and walking. A recent change of ownership made it difficult to analyze this route, and it was not included in the report. In the future, a trail could be considered here: 1) if a more direct route for logging trucks from the forest to Highway 20 is identified and opened or 2) if public access is restricted during times when timber harvesting operations are underway on lands accessed by the Haul Road

Additionally, while much discussed, the Skunk Train trail alignment was not selected for evaluation primarily due to: 1) security concerns among east Fort Bragg residents; 2) the cost of constructing a cantilevered trail over wetlands along the track; and 3) the challenges of meeting the required safety separation distance of eight feet between trains tracks and a pedestrian trail.

#### **FISCAL IMPACT:**

The proposed City of Trails Feasibility Study was funded entirely from an existing MCOG grant. The cost of completing the selected trails would likely be funded through grants as feasible and as directed by City Council.

#### **CONSISTENCY:**

The proposed Feasibility Study is consistent with the Coastal and Inland General Plan's goals and policies around improving bicycle and pedestrian access. It is also consistent with the City's 2014 Economic Development Strategy which places a high priority on the development of additional visitor serving amenities.

**IMPLEMENTATION/TIMEFRAMES:**

Future implementation of trail alignments will depend on City Council priorities, funding opportunities and staffing availability. At this time staff and Council are focused on completion of Phase II of the Fort Bragg Coastal Trail at Noyo Headlands Park and connections from the middle section of the Coastal Trail to downtown.

**ATTACHMENTS:**

- Attachment 1: Existing and Potential Trails Map
- Attachment 2: City of Trails Feasibility Study
- Attachment 3: Email from Amy Wynn
- Attachment 4: Conceptual Design Alternatives

**NOTIFICATION:**

1. City of Trails interested parties list

**City Clerk's Office Use Only**

Agency Action	<input type="checkbox"/> Approved	<input type="checkbox"/> Denied	<input type="checkbox"/> Approved as Amended
Resolution No.:	_____	Ordinance No.:	_____
Moved by:	_____	Seconded by:	_____
Vote:	_____		
<input type="checkbox"/> Deferred/Continued to meeting of:	_____		
<input type="checkbox"/> Referred to:	_____		