

**Bodega Bay Bicycle and Pedestrian Trails Study  
Report # 2: Conceptual Improvement Plan**

**Appendix A:  
Comments on Draft Concept Plan**

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**From:** DAVID LEWIS  
**Sent:** Monday, August 29, 2005 12:28 PM  
**To:** steven@sctransit.com  
**Subject:** bayflat road-one way

Hi Steven

This is a last plea for the short term.

Close the Bay Flat road just up from the compass rose gate/turnaround until the ramp can be built. Install a roundabout to handle the other 3 streets that enter there. Bay Flat is a critical link. It already exists, therefore should not require CEQUA. The road will have to be closed to build the ramp.

If we don't do this, then there is no point in doing the path from Salmon Creek and through the campground which CC may fund soon.

This leaves the matter of getting to Bodega Ave and Taylor St. which I am sure can be figured out. ( Using the old firehouse site and some blinker signs for a ped xing aligned with Bodega Ave.) Hundreds of people cross Hwy 1 at that point every week.

The short term trail would then lack a way from the tides to Smith Brothers Roas which can be accomplished on the Sewer easement.

We need to start making choices and seeking funds for the short term and then the long term (i.e. Boardwalk).. The long term may take ten years. In the meantime, car, boat, and RV traffic are increasing AND pedestrian and bicycle traffic are increasing.

I now realize that Randy's report is to set forth a menu of choices rather than firm recommendations. Let's keep the momentum flowing and make some choices, both short and long term. Let's start with some signs and some lines. Let's start working with Cal Trans through Julian and soften their barrier.

Thanks for reading this. David Lewis

**From:** Gary Shannon  
**Sent:** Monday, September 12, 2005 3:20 PM  
**To:** steven@sctransit.com  
**Subject:** Comments - Bodega Bay Trails Plan

Steven,

We have had an opportunity to review the subject plan. This plan does a good job of identifying the best potential trail routes through some very difficult situations. We have no specific comments regarding the plan at this time.

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As you can imagine, State Parks is very concerned about the proximity of a through trail bisecting the park. This is especially of concern in the Bodega Dunes Campground area. We have had trouble in the past with non-campers entering the campground and stealing camping gear. So long as we can keep some physical separation between proposed trail alignments and the campground, this should not be an issue.

We look forward to working with the County on the next phase of this plan. Randy and the staff at Landpeople should be complemented on a job well done.

Thanks for the opportunity to work with your group,

Gary Shannon  
District Landscape Architect  
North Bay District, State Parks

From: Julian Carroll  
Sent: Wednesday, September 21, 2005 11:49 AM  
To: Steven Schmitz  
Subject: Re: REMINDER: Comments for Bodega Bay Trails Plan

Bodega Bay Bicycle/Pedestrian Trails Study Review:

I support the Trails study, and think that we should move forward with it's recommendations once it is completed. I, would like to suggest that Caltrans, SCTA and the Sonoma County Public Works enter a partnership to study and initiate highway improvement projects for certain segments of SR 1. The report's Section 4.3 on Highway Improvements show potential candidate projects too at least 6 segments of State Route 1 located on pages 39 and 40.

1. There is the potential of Sharrows at select locations or Post mile along Bodega Bay for Bicycle travel.
2. Look at the cost of placing the Pacific Coast Bicycle Route signs along all of Bodega Bay.
3. Highway 1 improvements need to be better coordinated into a better partnership with the SCTA and Caltrans; with a focus on Minor improvements for Bicycles and Pedestrians.
4. Caltrans need's to work with Sonoma County Public Works to complete Smith Brothers Road Channelization project.
5. Maintenance/Roadway Improvements
  - a. Tree Trimming/Shrub trimming
  - b. Sign Improvement
  - c. Shoulder Widening-Standard or non Standard improvements (design exception required)

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- d. Potential for Sharrows
- f. Sweeping of Roadway and Shoulders

Thank you,

Julian W. Carroll  
Branch Chief of Bicycle Coordination  
Northern and Central California

From: Richard Nichols  
Sent: Friday, September 09, 2005 4:13 PM  
To: 'Steven Schmitz'  
Subject: RE: REMINDER: Comments Due for Bodega Bay Trails Plan

Steven,

I leaving on vacation tomorrow so my comments need to be short. Mostly it is what I said in the last meeting.

BB trail plan should recognize more fully the connectivity to trails and beach walking routes out to the head, Salmon Creek Beach and Dunes, Doran Beach, and Carrington. Also a stronger statement about the project being part of a coastline long CCT.

Richard Nichols  
Executive Director  
Coastwalk

From: Sean Grinnell  
Sent: Thursday, September 15, 2005 12:19 PM  
To: steven@sctransit.com  
Subject: trail

Steven,

The only comment I have would be to say this is a much deserved and needed project.

As Fire Chief, this is needed to aid in the overall public safety and ease of pedestrian and vehicle traffic. I will also admit that I have not been very involved with this project from both a personal and professional standpoint, and cannot read the map that well. That said, I hope there will be sufficient access for emergency response for anyone injured on or near the pathway.

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Sean Grinnell  
Fire Chief  
Bodega Bay Fire Protection District.

**From:** Jayne Brodie  
**Sent:** Wednesday, September 21, 2005 8:50 AM  
**Subject:** Bodega Bay Boardwalk comments

I want to register a disapproval of the planned boardwalk along the waterfront of Bodega Bay.

Part of the charm of Bodega Bay is not only its history, but the beauty and serenity of the waterfront. To bring in a boardwalk would be in strict contrast, and violation, to the beauty of the town, and the bay itself. Construction and visitation would bring in a tremendous amount of physical, visual, and noise pollution on an ongoing basis.

This is also an important wetland environment at low tide for egrets, white pelicans, and numerous other birds and wildlife....any possible access would not be worth the disrupting, and then removing, that environment.

Jayne Brodie, MPM, Inc.

**From:** Perry Marker  
**Sent:** Friday, September 16, 2005 11:15 AM  
**Subject:** Bodega Bay Trails Plan

Steven:

I'd like to concur with the comments submitted by David Lewis regarding the Bodega Bay Trails Plan. We must begin to take action on the plan. I agree that closing Bay Flat Road uphill from the Compass Garden is a good solution. I know that engineers have said that they could redesign the Uphill Bay Flat Road to accommodate cars, bikes and pedestrians, but that seems like a long way off and is bound to create much unnecessary opposition to the overall plan. It also creates a huge cost (I've been told \$2 million to redesign the uphill) that would delay the overall project. A simple solution would be to divert traffic to Highway One and add a MUCH NEEDED left hand turn lane (going north on highway one) at the intersection of Highway One and Westside Road. This would mitigate additional traffic from the closed Bay Flat Road, and address a current need to reduce congestion at the intersection. This portion of the pathway is absolutely essential to the overall plan. Without it, the plan is disconnected and ineffective.

At the top of the uphill Bay Flat Road (at highway one) the path should continue along Highway One to Taylor Street (at Dieckman's Bay Store), and up to Bodega Avenue. There is room to for the path and an existing crosswalk. The path should border Highway

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One as much as right-of-way issues allow. This is where people currently walk, and will continue to walk, regardless of what other alternative routes are provided.

The pathway plan through the proposed Harbour View Development is confusing, but should be seen as a viable *alternative* route. The route should turn right from Bodega Ave on to Windy Lane and out to Highway One. There is a sidewalk and bike lane that exists along Highway One (running in front of the proposed Harbour View Development) and it would be a simple matter to continue to the sidewalk to Windy Lane. Some right of way would need to be purchased from the Woodhaven Property and the 1010 Highway One property, but this is a small cost for the huge benefit of having the path following the existing sidewalk along Highway One to Windy Lane.

I can't emphasize how important it is for the path way to follow Highway One from the Tides to Smith Brothers Road and continue along Highway One to Doran Beach. Smith Brothers Road can be viewed as a viable *alternative* route. There is room for a path along the east side of Highway One in this section of the route. Some right of way needs to be purchased and sewer line issues need to be addressed, but this is a small obstacle compared to the costly Boardwalk design that has the path running on the boardwalk along portions of this section of the route.

Regarding the Boardwalk. It's an idea whose time will come; dare I say inevitable? However, I do not wish that the Boardwalk be considered a a link that is crucial to the success of the Trails Plan. Rather, it should be an alternative that needs to be developed and ultimately, completed. But, the Trails Plan needs to move forward and not be impeded by the Boardwalk.

We need to keep up the momentum for the project and make this project a reality. It seems that getting Cal Trans on board is a crucial piece if we are to get moving.

Perry M. Marker  
The Edge of the Continent

From: Douglas Zanini  
Sent: Thursday, September 15, 2005 6:02 PM  
To: steven@sctransit.com  
Subject: Re: REMINDER: Comments Due for Bodega Bay Trails Plan

Steve,  
It looks pretty good to me. I focused on the section regarding permitting.  
Just a few suggestions are:

pg. 53 second paragraph, I would leave out "(probably in the form of a mitigated negative declaration)" If we get opposition on any of this project that statement may appear to be prejudging the project. We won't know what the Environmental Document will be until an initial study is

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completed.

pg. 53 last paragraph, 1st sentence, I would state" All of the segments will require Coastal Permit review and approval from either the State Coastal Commission or the County.

On the title page, the page after the cover page, I think you might be missing a person and agency under the list of Agencies.

Other than that, good job. I'll be out on Friday and will return on Monday, if you have any questions.

Doug

From: Tiburcio Gonzalez  
Sent: Monday, September 12, 2005 12:24 PM  
To: 'Steven Schmitz'  
Subject: RE: REMINDER: Comments Due for Bodega Bay Trails Plan

Steve,

Let me try and write up my comment for you to include, instead of the scribbles.

The following refers to Figure 8: segment 3A in the plan. The 3A plan currently shows, from north to south, the trail comes out of the state park, crosses East shore extension then Bay Flat Rd. I recommend crossing Bay Flat Rd. first then East Shore Rd. This crossing would make it easier to get to the 3D-1 part of the plan or to Porto Bodega Marina.

Tim Gonzalez

**From:** Deanna Osborne  
**Sent:** Thursday, September 22, 2005 12:13 PM  
**To:** steven@sctransit.com  
**Subject:** Bodega Bay Boardwalk Comments

I am writing you to let you know that although we recognize a need for a safe route through Bodega Bay, we strongly object to the idea of placing any walkway into the Bay itself. The configuration of Bodega Bay has greatly changed through the last century due to development. It is much more shallow and silted now than originally and several wetlands that kept the bay clear have already been damaged. The Bodega Bay Marine Lab here is careful to not have anything encroach that would change the health of the bay as are the Coastal Commission and Army Core of Engineers. This is a bad idea -- there must be another way. Placement on the water would encourage all kinds of pollution and litter and negatively impact the historic buildings, wildlife and damage the bay.

Also, there are many citizens of this village who had no details or notification of what plans are being considered and no one had notification of the September 12th deadline for

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comments. Now the latest issue of the Navigator gave a one week extension -- not much!  
This is no way to get community input or support. There are many who will be against  
this when they are made aware and understand they were not notified.

Sincerely, Deanna Osborne

**From:** Mary Jane Hutchinson  
**Sent:** Friday, September 23, 2005 10:17 AM  
**To:** steven@sctransit.com  
**Subject:** Bodega Bay Walkway  
To All,

Please register this as a comment against putting any Boardwalk in Bodega Bay. This is  
a small, fragile waterway that supports a bevy of wildlife and destroying its serenity  
would certainly change the beauty of this historic area.

Residents would appreciate proper notification of comment periods and contact  
information.

Thank you for your consideration in this matter.

Mary Jane Hutchinson