

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

**Appendix C:
Feasibility Study**

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1.0 Introduction: Evaluation of Alternative Routes

This evaluation was presented in the first formal product of the Bodega Bay Bicycle and Pedestrian Trails Plan: Report #1, a feasibility study of alternative routes and configurations for bicycle and pedestrian trail alignments in the study area, including the defined Focus Study Area along and parallel to Highway 1. *This material provides the background and rationale for the decisions reflected in the Conceptual Improvement Plan. It includes preliminary concepts that were later modified, rejected, or superseded in the Conceptual Improvement Plan.*

Figures 3 and 4 in the Conceptual Improvement Plan (2 fold-out sheets) show the primary/Focus Study Area segments and the secondary/regional segments covered in the feasibility study. There are some minor differences between the segments shown in the Plan and the segments evaluated in the Feasibility Study, for example Segment 1 was split into three sub-segments, and Segment 6B was split into 2 sub-segments, but generally they are the same. The primary segments (bolder lines) have the same number and different letters (e.g. 2A, 2B) when they are alternative routes, or parts of routes, between the same points. The regional/secondary segments have lower case letter designations.

1.1 Primary (Focus Area) Route Alternatives

Each segment is covered by a description, an evaluation, and one or more map figures contained in the Conceptual Improvement Plan. Because they are already underway in planning by other agencies, Segments 1A through 1C and Segments 6A and 6B are covered only by the regional maps, Figures 1 and 2.

1.1.1 Preliminary Phasing Plan

Table 1 shows the preliminary preferred routes and phases of improvement through the Focus Study Area. This was based on input at the February 22, 2005 Technical Advisory Committee meeting and was subject to review and revision at the April 7, 2005 community workshop, resulting in a draft Conceptual Improvement Plan that was reviewed at the August 22, 2005 Technical Advisory Committee meeting.

1.1.2 Evaluation Summary/Matrix

The matrix in Table 2 presents an overview of the evaluation and recommendations for the 12 primary segments studied, including multiple alternatives for several portions of the route. The “Overall Desirability and Feasibility” and recommendations were developed with input from the Technical Advisory Committee and the general community.

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Table 1: Preliminary Improvements Phasing Plan

Approximate Timeframes:

Short-term: Implemented w/in 1 - 3 years
 Medium-term: Implemented w/in 3 - 5 years
 Long-term: Implemented w/in 5 - 20 years

Segment	Timeframe	Summary/Recommendations
1 Highway 1 from Community of Salmon Creek to Community Center		
1A	Medium-term	Widen shoulders, provide bike lanes from Salmon Creek to Community Center
1B	Medium-term	Class I multi-use path west of Highway 1 from community of Salmon Creek to northwest corner of Community park property (south of Bodega Dunes Campground Road)
1C	Short-term	Class I multi-use path west of Highway 1 from northwest corner of Community park property (south of Bodega Dunes Campground Road) to the Community Center
2A Highway 1: Community Center to Bodega Avenue		
	Medium-term	Shoulder widening for bike lanes from Community Center to Eastshore Road
	Long-term	Shoulder widening for bike lanes from Eastshore Road to Windy Lane
2B Dunes Campground Bypass - Community Center to Bay Flat/Eastshore Road		
	Medium-term	Class I multi-use path/boardwalk.
3A Bay Flat Road, one-way section		
	Medium-term	Close road to vehicles and use as trail; construct Class I path connecting northwest across Bay Flat and Eastshore Roads.
	Medium-term	Construct parallel Class I path in conjunction with landslide repair, incl. ramps and platforms for ADA access; construct Class I path connecting northwest across Bay Flat and Eastshore Roads.
Alternative	Medium-term	Close road to vehicles and use as trail; construct Class I path connecting northwest across Bay Flat and Eastshore Roads.
3B Highway 1: Bodega Avenue Lane to Harbor View Way		
	Medium-term	From upper Bay Flat Road to Taylor Street widen lanes to 12', provide min. 4' bike lanes/shoulders on both sides; provide 8 - 10' multi-use path on west (requires undergrounding utilities this portion)
	Long-term	Realign highway to provide wider lanes and wide shoulders/bike lanes though entire segment
3C Bodega Avenue, Taylor Street and Harbor View Development to Highway 1		
	Short-term	Sign Taylor Street and Bodega Avenue as bike route; negotiate easement through western portion of Harbor View development
	Medium-term	Construct Class I path from S. end of Bodega Ave. to intersection of Harbor View Way and Highway 1; along Highway 1 from Harbor View Way to Inn-of-the-Tides Road
3D Boardwalk: Porto Bodega Marina to Lucas Wharf		
	Medium-term	Waterfront boardwalk/Class I multi-use path from Inn-of-the-Tides south to Lucas Wharf, and connecting to Smith Brothers Road.
	Long-term	Waterfront boardwalk/Class I multi-use path from Porto Bodega south to Inn-of-the-Tides.
4 Highway 1 Frontage - Inn-of-the-Tides Road to Smith Brothers Road		
	Long-term	Widen and realign highway, primarily to the east, to provide wide shoulders/bike lanes and pedestrian/multi-use path on west
5A Highway 1 - adjacent to Smith Brothers Road		
	Long-term	Widen to provide bike lanes/wide shoulders
5B Smith Brothers Road		
	Short-term	Sign as bike route
Alternative	Medium-term	Construct pedestrian or multi-use path on west side, separated from the roadway.
	Medium-term	Construct small staging area/overlook on north end on State Coastal Conservancy parcel; other overlooks and resting areas on other SCC parcels
6A Highway 1 - from Smith Brothers Road to Harbour Way North		
	Medium-term	Construct class I multi-use path on west from Smith Brothers Road to Birdwalk Levee Trails
	Long-term	Widen as required to provide bike lanes/wide shoulders. Construct pedestrian path on east connecting from Harbour Way North to crosswalk at entrance to Birdwalk Coastal Access.
6B From Smith Brothers Road through Birdwalk Coastal Access Park to Doran Beach Road		
	Medium-term	Construct Class 1 multi-use path with bridge over Cheney Creek connecting from Birdwalk levees to Doran Beach
	Long-term	Widen Doran Beach Road and/or provide parallel Class I path to accommodate bikes and pedestrians.
	Long-term	Widen Highway to provide bike lanes/wide shoulders to Harbour Way South (shown as segment K)

Note: Some proposed segment description changes have not yet been reflected in study text

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Table 2: Evaluation Summary/Matrix – Primary/Focus Study Area Routes

Criteria										Rank in 2002 Survey	Summary/Recommendations	
Segment	Safety	Connectivity	Demand/Benefit	ROW/Access	Env./Land Use/Compatibility	Constructability	Aesthetic/Recreational Value	Use of Access to Public Lands	Overall Desirability/Feasibility			
1 Highway 1 from Community Center to Salmon Creek												
	●	●	●	●	●	●	●	●	●	●	#6	Class I multi-use path west side of Highway 1, signed route on Keefe Avenue. A very feasible and beneficial segment; entire route is on public land. Not as critically needed for safety and connectivity as the other routes.
2A Highway 1: Community Center to Windy Lane												
	●	●	●	●	○	○	○	○	○	○	n/a	Shoulder widening for bike lanes where feasible (separate long-term project by Caltrans). Not favorable for creating a Class I trail due to narrow ROW, steep topography, adjacent riparian corridors, and existing large retaining walls.
2B Dunes Campground Bypass - Community Center to Bay Flat/Eastshore Road												
	●	●	●	●	●	●	●	●	●	●	#7	Class I multi-use path/boardwalk. Desirable because it is on public lands, separated from traffic, and offers direct connections to parks and Community Center. Potential habitat impacts may be mitigated by constructing a boardwalk.
3A Bay Flat Road, one-way section												
	●	●	●	●	○	○	○	○	○	○	#4	Close road to vehicles and use as trail, or construct parallel Class I path in conjunction with landslide repair; construct Class I path connecting northwest across Bay Flat and Eastshore Roads. Closing the road to through traffic may not be popular due to heavy use. Widening the road to provide a separate trail would be an expensive but beneficial project.
3B Highway 1: Windy Lane to Harbor View Way												
	●	●	●	○	○	○	○	○	○	○	#2	Widen lanes to 12', provide min. 4' bike lanes and 4' sidewalk or path on both sides, except provide 8 - 10' multi-use path on west north of Taylor Street. Severely constrained by narrow ROW/roadway and close proximity of embankments, private improvements and structures; a significant safety condition that should be addressed; an important connection through central Bodega Bay that would serve residents and visitors.
3C Bodega Avenue and Harbor View Development to Highway 1												
	●	●	●	●	●	●	○	○	○	○	#5	Northern ½ - sign as bike and pedestrian route, potentially improve pedestrian path on one side. Southern ½ - recommend additional Class I path connection as condition of subdivision map approval. Offers a safe, relatively easy-to-implement connection between central and southern Bodega Bay, bypassing Highway 1.
3D Boardwalk: Porto Bodega Marina to Lucas Wharf												
	●	●	●	○	○	○	○	○	○	○	#3	Waterfront boardwalk/Class I multi-use path. Offers an excellent aesthetic experience and recreational opportunities, but would be expensive to design, permit, and construct, and is potentially controversial due to sensitive environment. Connection to central Bodega Bay would be difficult due to steep bluff, lack of ROW, crossing Highway 1.
4 Highway 1 Frontage - Harbor View Way to Smith Brothers Road												
	●	●	●	●	●	●	●	●	●	●	#1	Class I path on west and full bike lanes both sides. Use part of Tides and Texaco station frontage; south of Tides maximize use of existing ROW on west, acquire additional ROW and widen on east - relatively straightforward construction w/ little or no environmental issues, but requires modification of private frontage improvements. Class I path on private land to the east would not serve through-bicyclists as well, and requires unsafe crossing of Highway 1 at south end.
5A Highway 1 - adjacent to Smith Brothers Road												
	●	●	●	●	●	●	○	○	○	○	n/a	Widen to provide bike lanes as a separate Caltrans project. Class I path on the east side would require private property acquisition and unsafe highway crossing. Bike lanes would serve through-cyclists, while pedestrians and casual/local bike traffic could use Segment 5B (Smith Brothers Road).
5B Smith Brothers Road												
	●	●	●	●	●	●	●	●	●	●	#9	Pedestrian or multi-use path in, but separated from, the roadway. Wide cross-section and short length makes Smith Brothers Road an effective bicycle and pedestrian bypass of Highway 1. It is also a local destination. Creation of a separate path could enhance this function.
6A Highway 1 - from Smith Brothers Road to Doran Park Road												
	●	●	●	●	●	●	○	○	○	○	n/a	Class I multi-use path on west, Class I path on east connecting from Harbour Way North to crosswalk at entrance to Birdwalk Coastal Access. Need for and benefit of this segment is reduced if Segment 6B is implemented. Crosswalk of Highway 1 at Birdwalk Park entrance would benefit Bodega Harbour north residents.
6B Birdwalk Levee Trails and Bridge to Doran Beach Road												
	●	●	●	●	●	●	●	●	●	●	#8	Class 1 multi-use trail with pedestrian bridge. Connects two regional parks through a highly scenic but sensitive environment. Provides access for campers, Lodge visitors and local residents to areas to the north.

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1.1.3 Descriptions

Segment 1 – Highway 1 from Community Center to Salmon Creek

This route is located on the west side of Highway 1 north from the Bodega Bay Community Center to the Bodega Dunes campground access road, and beyond to Bean Avenue at the community of Salmon Creek. This segment is part of the Primary Route Alignments identified in preliminary studies, though located outside the Focus Study Area and not subject to detailed planning or design as part of the current study. Highway 1 is a two-lane roadway for the entire length of the alignment, with shoulder widths ranging from approximately 0-3' on either side. The surrounding vegetation is grassland and coastal scrub with a few infrequent cypress trees. A long-term objective of the *Bodega Bay Bicycle and Pedestrian Trails Plan* is to construct bike lanes along Highway 1 through this segment. A near-term object of the State Department of Parks and Recreation and Sonoma County Regional Parks is to construct a separate Class I path to the west.

The land on the west side of Highway 1 south of the Bodega Dunes campground entrance road is owned by Sonoma County and is planned as Bodega Bay Regional Park. The Tentative Site Plan for the park shows a multi-use (Class I) trail paralleling Highway 1, with a boardwalk and bridge over a wetland area and drainage north of the Community Center. The path would run past a 25 car parking area proposed near the center of the site. The park improvements would be developed in conjunction with the deposit of a large area of dredge spoils from the harbor in a re-vegetated mound.

Starting just south of the campground entrance road the land is owned by the state as part of Sonoma Coast State Beach. The county-owned portion and the state-owned portion of this route feature coastal scrub and coastal prairie habitat and confirmed or potential wetlands. Most of the alignment is relatively level and free of major construction obstacles. Constructing bike lanes through most of this segment would be physically straightforward, but might involve environmental impacts and mitigations. Extending bike lanes north of Keefe Avenue is problematic because the land adjacent to the right-of-way (ROW) is private and there are relatively steep slopes, adjacent embankments and minimal shoulders. This could require construction of significant retaining walls and may have adverse visual impacts. A better alternative may be to continue north on Keefe Avenue as a Class III signed route, as discussed under Secondary Segment c.



Central portion of County property, looking southwest

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Highway 1 at Keefe Ave., looking north

Two existing trails in the Bodega Dunes Campground area of Sonoma Coast State Beach intersect this alignment. The Horse Ranch Trail extends southwest from Highway 1 north of the campground entrance and across from Chanslor Guest Ranch and Stables. It begins as a wide flat hard dirt trail then continues into the rolling soft sand dunes. The South Salmon Creek Trail extends south through the dunes from Salmon Creek State Beach.

Length: 5308'

Current condition: Undeveloped, but multi-use path planned on County and State Parks portion

Owner: State Parks, County Parks

Proposed improvement: Class I multi-use path west side of Highway 1, signed route on Keefe Avenue; long-term – bike routes along Highway 1

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Segment Evaluation		Segment # 1
<i>Highway 1 from Community Center to Salmon Creek</i>		
LEGEND: ●HIGH ○MODERATE ○LOW		
Criteria	Score	Remarks
Safety Benefits	○	Currently little or no shoulder; excellent emergency access. Class I path would separate trail users and Highway 1 traffic.
Connectivity	○	Provides connections to and between core sites including Sonoma Coast State Beach, the Community Center, the planned Community Park, and Salmon Creek.
Demand/Benefit	○	Demand for pedestrian and bicycle travel between northern Bodega Bay and Salmon Creek is expected to be less than the travel demand in central Bodega Bay. The distance between potential destinations along this segment may be a deterrent to casual walkers, cyclists and those with disabilities.
Right-of-Way/Access	●	Entire segment is located on public land: the southern half is on County park land and the northern half is on State park land. Highway ROW width in this segment is ±50'. Route could easily be made more ADA compliant.
Environmental/Land Use Compatibility	○	Trail is consistent with public park land uses, and is included in County's plan for Bodega Bay Park site. There are wetlands, coastal scrub and prairie, and potential for special status species or habitat to occur in the alignment.
Constructability	○	The segment features relatively level grades and minimal obstructions. The portion adjacent to the Community Center parcel will be constructed separately as part of the County's proposed park.
Aesthetic/Recreational Value	○	A very scenic route complementing existing park lands. Expands bicycle and pedestrian opportunities along Highway 1 corridor, offering key connections to major destinations, including Sonoma Coast State Beach.
Use of/Access to Public Lands	●	Entire route is in public park lands with scenic views, connections to adjacent trails, private horse/lodging facility. Parking facility planned at future community park.
Percentage ranking segment as High or Very High Priority in Dec. 2002 community survey (in range from 14 to 73%)		52% - Moderate Rank - #6
Summary		
A very feasible and beneficial segment; entire route is on public land. Not as critically needed for safety and connectivity as the other routes.		

Segment 2A – Highway 1, Community Center to Windy Lane

This route follows Highway 1 south from the Community Center to Windy Lane at the north end of the central town. This segment features a series of sharp curves, significant slopes, and passes through the drainages of two creeks. At the north end and central portion there is residential development on both sides, and some commercial development on the west side. Along these wider portions of the highway there is some shoulder, but the curved and steeper sections have little or no shoulder, and in some locations poor visibility. Eastshore Road Extension is a major intersection on this route. The intersection is slated to be improved in the near future by Sonoma County with left turn lanes in both directions. Six foot shoulders exist along Eastshore extending to Bay Flat Road.

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The ROW width of this segment varies from 50 to 80 feet, and given a roadway width of less than 30 feet, there is theoretically room to construct a parallel Class I path. However, due to the adjacent slopes, riparian vegetation and private improvements, creating the width for a Class I path without completely re-aligning the highway would involve ROW acquisition, significant construction, and potentially significant environmental and aesthetic issues. In addition, this route would be quite circuitous. While not desirable/feasible to improve with a Class I path, it would be desirable and relatively feasible to widen the shoulders of most of Segment 2A to better accommodate bicycles and pedestrians.

Bike lanes/wide shoulders could be created from the Community Center to Eastshore Road by grading back existing embankments, realigning drainage ditches, extending culverts and constructing some small retaining walls. Some private improvements in the ROW, such as signs, parking or landscaping, would need to be modified. This could potentially be done without acquiring additional ROW or major impacts on the adjacent riparian habitat. Beyond Eastshore Road, the route is more constrained for improvement. South of the last hairpin at Johnson Gulch Creek, the ROW narrows and the highway climbs between a steep bank dropping off to the creek on the northwest, and a large existing retaining wall on the southeast. There is no potential to widen this portion without acquisition of additional private land, construction or re-construction of major retaining walls and significant encroachment into the riparian habitat for retaining wall construction. In this portion minor shoulder widening incidental to a re-surfacing project would be more feasible than widening to provide full 4 – 6 foot bike lanes.

Some routes bypassing this segment were identified in prior preliminary studies. These routes would bridge or follow Johnson Gulch Creek, eliminating the second hairpin turn. However these routes cross private property, deep gulches, riparian habitat and would have even have higher construction costs and environmental impacts than improving Segment 2A, and do not provide a more direct connection. They are not included in the scope of the current study.

Length: 3635'

Current condition: Unimproved (little or no shoulder)

Owner: Caltrans ROW

Proposed improvement: Shoulder widening for bike lanes where feasible (separate long-term project by Caltrans)

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Segment Evaluation		Segment # 2A
<i>Highway 1: Community Center to Windy Lane</i>		
LEGEND: ●HIGH ○MODERATE ○LOW		
Criteria	Score	Remarks
Safety Benefits	●	Segment has sharp curves with poor visibility. There is little to no shoulder to accommodate cyclists or pedestrians. Improvements would be more useful to bicyclists than to pedestrians. Excellent emergency access.
Connectivity	○	Connects Community Center, mobile home park, and other residential and commercial uses to Eastshore Road and to central Bodega Bay, but not an efficient north-south connection due to curves.
Demand/Benefit	○	There is demand for a north-south connection between central Bodega Bay and north Bodega Bay. Improvement would address a significant adverse condition for bikes.
Right-of-Way/Access	○	The highway ROW widths range from about 50-80'. Width is less in locations where it is most needed, such as hairpin turns, widest along straight stretches. While most of the ROW offers room to create a trail, additional ROW would be needed at the south end. Would not be ADA compliant due to grades at southern end.
Environmental/Land Use Compatibility	○	Altering steep embankments and constructing retaining walls along the highway could require encroachments onto adjacent riparian areas, especially at Johnson Gulch Creek.
Constructability	○	A Class I trail would be very expensive to construct along this segment. Steep embankments and adjacent riparian areas further complicate the constructability of this section, especially at the south end.
Aesthetic/Recreational Value	○	The trail passes along many private properties, a stream, and coastal scrub vegetation. Views of the ocean, coast, or mountains are largely obstructed along this segment.
Use of/Access to Public Lands	○	Does not connect to public lands; few views, environmental features to interpret, other than creeks.
Percentage ranking segment as High or Very High Priority in Dec. 2002 community survey (in range from 14 to 73%)		Not applicable - not rated
Summary		
Feasible/desirable to construct bike lanes/wide shoulders from Community Center to Eastshore Road. Segment 2B would offer pedestrian route alternative. Not favorable for creating a Class I trail due to narrow ROW, steep topography, adjacent riparian corridors, and existing large retaining walls.		

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Segment 2B – Dunes Campground Bypass – Community Center to Bay Flat/Eastshore Road

This route is an alternative to Segment 2A, when combined with Segment 3B discussed below. The segment begins on Regional Parks property at the Community Center and extends west along the alignment of an existing unpaved road and informal trail. The Tentative Site Plan for Bodega Bay Regional Park shows a new multi-use (Class I) path constructed on this approximate alignment. At the southwestern corner of the County Park property the trail enters Sonoma Coast State Beach lands. The trail would continue southwest through undulating sand dunes, past an existing amphitheatre, and southward toward a set of existing campgrounds (part of the Bodega Dunes Campground area).

This proposed alignment passes near existing campgrounds and an internal state park access road. State Parks staff has expressed concern about maintaining separation between the general public trail and the campsites, for privacy and security reasons (although campers would want to connect to the trail for regional access). The trail could be setback a minimum of 30' from the park access road to create this separation. In addition, the trail would pass near a private residence at its south end. Physical separation such as fencing, walls, vegetation, or a combination thereof should be used to buffer the existing home from the trail in this area.

This segment has significant advantages because it bypasses very constrained portions of Highway 1 on Segment 2A via a more direct route. Although not more direct for residents and businesses along Segment 2A, Eastshore Road Extension provides wide shoulders connecting to this segment. Part of the trail is already slated for construction as part of the Bodega Bay Regional Park, and the entire alignment is on public land. Most of the construction requirements are relatively straightforward, however there could be significant construction requirements and potential environmental impacts in the riparian corridor. Due to unstable sand dune topography and the location of portions of this segment within riparian habitat, it is likely that most of the trail will require boardwalk construction. In addition, one or two short (approximately 30' in length) bridges may be required to satisfy ADA guidelines throughout areas with significant sand dunes.

Length: 2497'

Current condition: Approximately ½ is informal road or path.

Owner: County Regional Parks, State Parks

Proposed improvement: Class I multi-use path/boardwalk

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Segment Evaluation		Segment # 2B
<i>Dunes Campground Bypass - Community Center to Bay Flat/Eastshore Road</i>		
LEGEND: ●HIGH ○MODERATE ○LOW		
Criteria	Score	Remarks
Safety Benefits	○	Would bypass a dangerous segment of Highway 1 (2A). Requires a crossing of Bay Flat and Eastshore Roads. Emergency access would be limited in Dunes portion.
Connectivity	○	Segment would not be as direct a connection between uses on the central portion of 2A to central Bodega Bay, however, Eastshore Road Extension could serve these areas. Creates a more direct trail route to State Beach recreation areas/campgrounds.
Demand/Benefit	○	There is some need for a north-south connection between central Bodega Bay and northern Bodega Bay and the State Beach/Salmon Creek environs.
Right-of-Way/Access	●	The segment crosses two publicly-owned parcels - the Sonoma Coast State Beach and the planned Sonoma County Bodega Bay Park. Both agencies are willing to consider trail access along the alignment. ADA access compliance should be feasible with careful trail design.
Environmental/Land Use Compatibility	○	A public trail is compatible with and is likely to enhance the existing park uses in this area. The trail should be routed, fenced and screened to avoid impact on state parks campgrounds and nearby residences. However, the trail passes through dunes and riparian areas, and dense vegetation, which may raise environmental issues.
Constructability	○	A trail could be constructed through the northern area relatively inexpensively. However, in dunes and riparian/wetland areas, bridges and boardwalks may be required. Portions with steep topography could require retaining walls.
Aesthetic/Recreational Value	●	The quiet environment away from roads in a scenic creekside setting, and connecting to the campgrounds give this alignment a high value.
Use of/Access to Public Lands	●	Entire route is in public park lands; connections to adjacent trails; opportunity to interpret unique dune habitat.
Percentage ranking segment as High or Very High Priority in Dec. 2002 community survey (in range from 14 to 73%)		50% - Moderate Rank - #7
Summary		
Desirable because it is located within publicly-owned lands, is separated from vehicular traffic, and offers direct connections to the State Beach, Community Center, and the County's planned Bodega Bay Park. Potential habitat impacts may be mitigated by constructing a boardwalk through sensitive areas.		

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Segment 3A – Bay Flat Road (one-way section)

This portion of Bay Flat Road, apparently formerly part of the old coast highway route, climbs steeply from the intersection of Eastshore Road and Bay Flat Road. Since the west side of the road fell away in a landslide in 1984, the road has been open only to one-way traffic in the uphill (south) direction. A steel retaining wall supports the slope above the damaged section. K-rail barriers line the steep drop-off on the west side of the road, and a retaining wall lines the uphill, eastern side. A wooden crib retaining wall and a row of eucalyptus trees support the road on the west side at the upper end, near the intersection with Highway 1. This wood retaining wall shows signs of movement and could potentially fail in the future. There has been extensive study and discussion of the appropriate treatment of this road, including potentially closing to all but emergency vehicles, or undergoing major reconstruction to allow two-way traffic.

This segment provides a very direct connection between Segment 2B, the “Dunes Campground Bypass” of Highway 1, and central Bodega Bay. It also connects directly to the Bay Flat/Westshore Road route (Secondary Segment f), which in turn connects to residential, marina, and recreational destinations. It is already used by bicyclists and pedestrians (mainly locals).

An alternative for use and improvement of this portion as a trail entails closing the road to all automobiles except emergency vehicles and using the existing road as a trail. This would involve very little improvement, at least until such time as the slope may fail further. Bollards and signage would be needed at either end to prevent vehicle entry. However, this road is a heavily used connection for residents, visitors, and marina users. Closure to through traffic would require a long diversion via Eastshore Road Extension and Highway 1.

If vehicular use of the road is to continue, creation of the trail would require repair of the landslide and widening of the road, to provide a minimum 12’ wide one-way road and a minimum 8’ wide trail. In the illustration, the assumed widths are 14’ and 10’. The cost of the landslide repair would be extremely high in relation to the typical cost of a trail, but assuming the landslide repair is considered a road repair project, the incremental cost of providing the extra width for a trail would be much less significant. This widening and repair would require acquisition of additional ROW along the north half of the segment.

After leaving Segment 2B, Segment 3A travels east along Eastshore Road to a large, irregular intersection where four roadways meet. Two small streams with riparian vegetation cross underneath the intersection at the northwest and east sides. An interim trail connection could be created by a combination of shoulder widening, striping, curbs, or walls along the existing pavement to define the trail route. A logical alignment would follow along the northern edge of Eastshore Road, across the Eastshore Extension at a right angle, and southward past the stream undercrossing and 75’ along the Eastshore Extension.

The feasibility of this segment is important for creating a safe route for trail users to continue south, as noted in the description for Segments 3B and 3C.

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Length: 1024'

Current condition: No formal bike or pedestrian improvements; a one-way road partially damaged by a landslide

Owner: County road ROW, private land

Proposed improvement: Close road to vehicles and use as trail, or construct parallel Class I path in conjunction with landslide repair; construct Class I path connecting northwest across Bay Flat and Eastshore Roads.

Segment Evaluation		Segment # 3A
<i>Bay Flat Road, one-way section</i>		
LEGEND: ●HIGH ○MODERATE ○LOW		
Criteria	Score	Remarks
Safety Benefits	○	This section of Bay Flat Rd. is one-way uphill due to a past landslide that destroyed the western portion of the road. This is an important connection for local residents and boaters. The current 14' wide roadway is unsafe for bicyclists and pedestrians to share with traffic. The intersection of Bay Flat Rd and Highway 1 poses some safety concerns related to constrained sight distances and high traffic volumes and speeds. Good emergency access.
Connectivity	●	Provides a direct connection between downtown, the State Park, and other destinations along the Bodega Bay peninsula and, via Segment 2B, the Community Center. Eastshore Road Extension provides a connection to areas along the northern portion of Highway 1.
Demand/Benefit	●	This segment offers the only direct connection to Segment 2B. This segment, along with 2B, could provide a safer, more scenic and direct north to south route than Highway 1 (Segment 2A).
Right-of-Way/Access	○	The ROW width is approximately 18' wide along the north half of the segment and flares out to 35' along its southern half. The road is surrounded with private parcels (with the exception of the Fire Department land at its southeast end). Widening the road to add a Class I path would require acquisition of additional ROW at the north end. Due to steep grades (ranging from 12-20%), the path would not be ADA compliant.
Environmental/Land Use Compatibility	○	Widening to the west side at the south end may impact or require the removal of numerous mature trees.
Constructability	○	The narrow roadway and steep, unstable slopes would make trail construction very costly, requiring major retaining wall(s) and/or a viaduct, however, assuming the landslide will need to be repaired eventually to maintain the road, the additional cost to accommodate a trail could be moderate.
Aesthetic/Recreational Value	○	This segment offers some views of the bay, but its primary value is access to numerous recreational opportunities with its connection to Sonoma Coast State Beach at its northern end.
Use of/Access to Public Lands	○	Passes by Compass Rose Gardens, a private wedding facility that is a potential point of interest. Some views as the trail climbs.
Percentage ranking segment as High or Very High Priority in Dec. 2002 community survey (in range from 14 to 73%)		61% - High Rank - #4
Summary		
Using the road as a trail would be simple, but closing the road to through-traffic may not be popular due to heavy use. Widening the road to provide a separate trail would be an expensive but beneficial project. Connection from the Bay Flat Rd./Highway 1 intersection would need to be improved in conjunction with Segment 3B.		

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Segment 3B – Highway 1, Windy Lane (north end) to Harbor View Way

This segment passes through the central portion of the town of Bodega Bay following the right-of-way (ROW) of Highway 1. This portion of Highway 1 was established after the development of the town, thus the width of the ROW is much less, at 35 to 50 feet, than Caltrans standards. The lanes, at 10 feet or slightly less, are also far narrower than standard 12 to 14 foot lanes. Many private structures are constructed immediately adjacent to the ROW, with parking, walkways, embankments, utility poles, etc. encroaching into the ROW to the edge of the lanes in many locations.

The curve at the north end of this segment is very sharp and has no shoulder on the inside/east. North of Bay Flat Road on the west side there is a 5 to 7' shoulder before a guardrail, and a wide area beyond the guardrail that could accommodate a pedestrian path or even a Class I path, except for a section that would require a retaining wall above Bay Flat Road to provide the necessary width. The recommended improvement here (see Section A-A) is to construct a bike lane on the east, requiring acquisition of ROW and modification of the existing landscaping, and a Class I path behind the guardrail on the west, requiring construction of a retaining wall approximately 70' long.

South of Bay Flat Road on the west side of this segment there is a steep bluff dropping off toward the bay, with many structures perched along the edge and extending to the very edge bluff. Some of these structures are in poor condition and/or unoccupied, while some are well maintained. The only commercial use in this stretch is Diekmann's store at Taylor Street. Although there are embankments trees, utility poles and storm drains on the east side, the east is generally far less constrained for widening than the west, except at one residence south of Taylor Street, and two residences south of Kent Street. These residences use the ROW for parking, and the latter two have garages that open into the ROW. Widening would potentially eliminate the parking, or reduce it to parallel parking only. In other cases, widening on the east would require the construction of retaining walls, work to re-conform adjacent streets and driveways at a slightly steeper grade to match the wider highway, and acquisition of additional ROW for embankments and retaining walls.

Widening on the west would require the construction of retaining walls and demolition of two old, unoccupied structures as noted on Figure 6. Some conform work would be necessary to resolve access to adjacent driveways, parking and residences. In particular, one driveway descending to a house along the shoreline would need to be extended and a retaining wall constructed to support the adjacent path. South of Kent Street there are a series of structures built almost immediately adjacent to the ROW edge and lanes. In particular the house closest to Kent Street (see "constrained area" on Figure 7) is barely 40' distant from the structure on the opposite side, which has an ivy-covered fence along the frontage that encroaches into the ROW. Widening here would require either demolition of the house on the west, or preservation with a public pathway immediately adjacent to the front of the structure, and potentially elimination of any roadside parking at the houses opposite.

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The next set of structures on the west side (1125 – 1149) could potentially be preserved in conjunction with widening, but it may be difficult to preserve any opportunity to park in front of or have vehicle access to the structures.

Further south, the houses at 1105 and 1045 are also immediately adjacent to the roadway/ROW. In addition, there are two large picturesque cypress trees within a few feet of the roadway. Here there are fewer constraints to widening the highway to the east, which may be preferable to demolishing the structures, removing the trees, and building retaining walls on the west. This widening would impact the frontage of the “Woodhaven” residence and the adjacent home to the south, but with the use of retaining walls would not absorb a significant amount of usable space.

A separated Class I multi-use trail is the preferred objective according to input from the study Steering Committee. This would require an additional 13 feet of width for the path, plus Caltrans would probably require that the lane width be increased from 10’ to 12’ to meet standards in conjunction with the widening project, so the total increase in width would need to be 19 feet. However, a Class I path is less appropriate in denser developed areas because properties on the opposite side of the highway from the trail would not have direct access, and this configuration would be less practical for bicyclists. In addition, there would need to be a crosswalk at any point where the Class I trail switches to bike lanes or shoulders for bicyclists. There is an existing crosswalk in the northern portion of the segment at Taylor Street, and one beyond the south end of the segment at Inn-at-the-Tides Road.

The most desirable improvement for this segment may be to widen the shoulders to 4 feet (the minimum Caltrans standard for bike lanes) and provide at least a 4 foot wide sidewalk or path on each side, per Section C-C. This would require a total of 16 feet of widening, plus 4 feet of additional lane width. This is consistent with the current improvements on the east side along the frontage of the Harbor View development, approximately the southern 1/3 of this segment. The appropriate improvements for this segment also relate to Segment 3B, the one-way portion of Bay Flat Road. To avoid an unsafe crossing point, bicycles heading north would need to cross at Taylor Street and travel north on the west side of the highway via a multi-use path. This portion would include an 8’ multi-use path on the west for pedestrians and bikes headed for Bay Flat Road, bike lanes on both sides, for through bicyclists, and a 4’ path on the east for pedestrians, per Section B-B.

The eastern side of the southern 1/3 of this segment has been improved with a wide shoulder, acceleration/deceleration lanes, and concrete sidewalk in conjunction with the Harbor View development. The shoulder on the west side varies, with some portions of the roadway close to structures and bluffs with little or no shoulder, and other areas with wide paved shoulder and/or parking areas. Only one structure occurs on the west side in the northern portion of this stretch, a vacation rental house set just 4 feet back from the edge of the lane. This house would have to be demolished in order to create a path and bike lane on the west, and retaining walls would have to be constructed along the bluff extending south to Harbor View Gifts, except for a wide shoulder area just south of the house. South of Harbor View Gifts there is adequate paved shoulder to create a formal bike lane and path. At the south end of

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the segment, adjacent to the Tides restaurant, this would preclude parking in front of two residences built close to the roadway.

Length: 2706'

Current condition: Northern 2/3: unimproved, little or no shoulders; southern 1/3: wide shoulder and sidewalk on east, no shoulder to wide shoulder on west.

Owner: Caltrans ROW, private

Proposed improvement: Widen lanes to 12', provide min. 4' bike lanes and 4' sidewalk or path on both sides, except provide 8' multi-use path on west north of Taylor Street

Segment Evaluation		Segment # 3B
<i>Highway 1: Windy Lane to Harbor View Way</i>		
LEGEND: ●HIGH ○MODERATE ○LOW		
Criteria	Score	Remarks
Safety Benefits	●	This segment is extremely narrow and, for the most part, has little or no shoulder and blind curves, placing bicyclists and pedestrians in the traveled way. Excellent emergency access.
Connectivity	●	Offers the most direct route through the center of town, connecting businesses and residences to the north and south along the Highway 1 corridor through Bodega Bay, as well as the one-way portion of Bay Flat Road (Segment 3B).
Demand/Benefit	●	Highly beneficial to improve because some residents, e.g. those working at the Inn of the Tides, use this segment as a commute route. Tourists frequently walk or bike up and down this corridor as well.
Right-of-Way/Access	○	ROW widths along this segment average 35-50'. Many structures are located immediately adjacent to the ROW. Access along the entire segment is compromised due to numerous encroachments into the ROW, including buildings, fences, signage, parking, and utilities. Numerous easement/parcel acquisitions and removal or relocation of private improvements would be required to construct a trail through this area. Could be made ADA compliant, though some portions would require resting intervals.
Environmental/Land Use Compatibility	○	Bike and pedestrian facilities are typically consistent with town land uses, plans, and policies. However, due to the requirement for easement/parcel acquisitions, reconfiguration of landscaping and parking, and demolition of old, if not historic, structures, some community concerns may be raised. Other environmental issues in this urbanized area are expected to be minimal.
Constructability	○	In addition to easement/parcel acquisition and the relocation or removal of obstructions within the ROW, constructing improvements through this area would require construction of numerous retaining walls, utility and drainage relocation, and significant conform work to roads and driveways.
Aesthetic/Recreational Value	○	Offers numerous views of the bay and provides access to quaint town setting, but presence of highway traffic makes this a less pleasant experience, even if made safer.
Use of/Access to Public Lands	○	North end at corner is adjacent to former fire station site, view superseded by new station. Could potentially be a parking area, and/or overlook. State-owned bluff parcels at south end could be developed as overlooks (ped & bike access only).
Percentage ranking segment as High or Very High Priority in Dec. 2002 community survey (in range from 14 to 73%)		70% - High Rank - #2
Summary		
Severely constrained by narrow ROW/roadway and close proximity of embankments and many private improvements and structures; a significant safety condition that should be addressed; an important connection through central Bodega Bay that would serve residents and visitors.		

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Segment 3C – Bodega Ave and Harbor View Development to Highway 1

Bodega Avenue is a quiet, relatively wide street parallel to and one block east of Highway 1 through central Bodega Bay. At 50 feet, the ROW is actually wider than the highway, and traffic is relatively light with low volumes. Commercial uses and the Bodega Bay Grange are located at the northern end, and residences line the remainder of the street. The constraints for development of a separate trail, or paths and wide shoulders, are much less significant on this street than the parallel portion of Highway 1. Landscaping, parking, fences, driveways and drainage in the public ROW would be affected, but no structures or property acquisition would be involved. However, construction of formal facilities, especially a Class I path, would be a significant change to the appearance of the neighborhood, and may not be warranted given the wide street and low traffic speeds and volumes. The route could simply be signed for use by bicyclists and pedestrians. Alternatively, a 4 foot wide pedestrian path could be created on one side of the street, and bikes could use the signed (Class III) route. This route has the advantage that it is not in the Caltrans ROW and the design would not have to follow potentially more restrictive Caltrans standards.

An important consideration for the practical use of this segment as a through route is that connection north would depend on improving Segment 2A through the highly-constrained steep slopes and riparian zone to the northeast, or improving Segment 2B along Highway 1 to make the connection to Bay Flat Road via Taylor Street. Taylor Street is a wide, low traffic volume street similar to Bodega Avenue, with a moderate slope down to a cross walk at Highway 1. This route might address the connection objective, but it would not address the dangerous condition along the rest of Segment 2B for residents and visitors who could not or did not avoid traveling along the highway. Therefore, Segment 2C should be considered additive, rather than alternative, to improving access along the highway.

The southern half of this segment would pass through the partially completed Harbor View development project. The tentative subdivision map for this project was recently upheld in court, and after a lengthy period of delay, the project is once again proceeding. Previously, the roads and pathway improvements were completed, including a Class I path connecting from the internal development roads to the south end of Bodega Avenue. Sidewalks on one side of each internal road connect to Highway 1 at the south end of the segment. Bicycle access would be in the roadway in the form of a Class III signed route. This portion of the segment could be considered completed and available for public use, assuming the development proceeds and dedication of the public route is implemented. In the interim, it is used by the public on an informal basis. A drawback to this route is that the outlet of Harbor View Way at Highway 1 is extremely steep; an approximately 20% grade, which is unsuitable as a bike or handicapped accessible route.

Length: 2732'

Current condition: Northern ½ - no formal bike or pedestrian improvements; a wide primarily residential street with unpaved shoulders. Southern ½ - short section of Class I path connecting to sidewalk and Class II bike route on local streets.

Owner: County ROW, private development

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Proposed improvement: Northern ½ - sign as bike and pedestrian route, potentially improve pedestrian path on one side. Southern ½ - existing and planned sidewalks and Class II bike route implemented as part of subdivision improvements.

Segment Evaluation		Segment # 3C
<i>Bodega Avenue and Harbor View Development to Highway 1</i>		
LEGEND: ●HIGH ○MODERATE ○LOW		
Criteria	Score	Remarks
Safety Benefits	●	Provides an alternative to highly-constrained Highway 1 (Segment 3B). Roadway is wide and has low traffic speeds and volumes. It is relatively safe for pedestrian and bicycle travel. Public bike and pedestrian facilities are included in the stalled Harbor View development, however, the access at Highway 1 is extremely steep. Safe, standard, bike connection to crosswalk at The Tides would require Class I path. Excellent emergency access.
Connectivity	○	Provides connections between town, school and uses along Hwy 1 to the south (e.g. Inn at the Tides, etc.) while bypassing Hwy 1. Does not directly serve uses along Hwy 1.
Demand/Benefit	○	Provides an important southerly connection. Serves as an alternative to the highly constrained Hwy 1 alignment in this area.
Right-of-Way/Access	●	Assuming development is implemented, route is all in public ROW, except potential Class I path connection across development depends on future approval condition/dedication. ADA compliance is/could be achieved.
Environmental/Land Use Compatibility	○	No significant environmental effects. Construction of a trail would interfere with parking and private improvements in the ROW of Bodega Ave. Class I trail through Harbor View development could intrude on residence privacy, needs to avoid wetlands .
Constructability	●	Minimal work would be required on Bodega Ave. May be appropriate to simply sign as a route. A Class I path connection across Harbor View development may require retaining walls to the crosswalk at Inn of the Tides Road would be required for bikes.
Aesthetic/Recreational Value	○	The portion along Bodega Ave, is pleasant, but not a recreational destination. The portion that would pass through the subdivision has views of the bay.
Use of/Access to Public Lands	○	Does not connect to public lands; town portion offers opportunity for historic/tourist interpretation/orientation (i.e. kiosk at Bodega Ave. and Taylor); views and potential for interpretation on Harbor View Development paths.
Percentage ranking segment as High or Very High Priority in Dec. 2002 community survey (in range from 14 to 73%)		55% - High Rank - #5
Summary		
Offers a safe, relatively easy-to-implement connection between central and southern Bodega Bay, bypassing Highway 1. Additional Class I path across Harbor View development is key.		

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Segment 3D – Boardwalk, Porto Bodega Marina to Lucas Wharf

The concept of a bay front boardwalk along the shore or waterline was relatively popular in the prior community survey, ranking #3 in priority. The bulk of this segment would consist of an 8' wide treated wood boardwalk on pilings. Sonoma County has completed several miles of similar trails as part of a Rails-to-Trails project along Highway 12. The trail would begin on the east side of Eastshore Road, which has a wide ROW including a large storm concrete culvert that is currently used for parking. This area could easily be modified to provide a Class I path. At the south end of Eastshore Road the culvert “daylights” into an open creek channel before crossing under a one-lane bridge that serves the Sandpiper Restaurant and the Porto Bodega property. The best route for the trail would be east of these obstacles, and then along the edge of the existing parking area. This property is reportedly for sale. If it is significantly redeveloped with new uses, the opportunity may be presented to design this trail into the project and condition dedication of an easement. At the south end of this property past an abandoned pier, the trail would continue as a boardwalk constructed along the shoreline or in the tidelands.

Structures have been built extending out over the water based on leases of state land administered by Sonoma County. These are old “grandfathered” leases that are gradually being phased out. For example, the Bodega Fish Company buildings extending over the water north of the Tides have been condemned and are slated to be demolished as a County project. While the buildings may be demolished, the pier could remain as a public access feature, potentially with a shoreline public parking/trail staging area.

There are two residential structures that project over the water between the Tides and Porto Bodega Marina. The boardwalk would have to be routed outboard of the structures, cutting off small boat access to them, unless a connecting pier was provided serving the residences. There are also several residences and businesses that front the water, but are not actually built over the water. Most of these structures are built on pilings and take access from the highway. They are at an elevation above the proposed boardwalk. An exception is two houses and a business just north of the Tides. Here the highway elevation is close to the shoreline, and the boardwalk would be located between the buildings and the water at about the same elevation, intruding into the currently unobstructed bay view. An alternative route that would avoid this would be to end the boardwalk at Harbor View Gifts/ Bodega Fish Co., and connect to Highway 1 at that point.

At the Tides visitor commercial center the trail would pass through private property on the shore side, requiring acquisition of an easement and some re-design of the parking area. A sidewalk connection to Highway 1 is available at this point, although it is too steep to meet accessibility standards. South of the Tides the trail would pass below a series of houses lining the bluff along the highway. At Lucas Wharf the route would again travel shoreside, presumably in the ROW of Highway 1, to connect to Smith Brothers Road.

A desirable feature of this route would be a connection from the boardwalk to the central part of town, such as to Taylor Street. This connection would consist of a steep stairway – a

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handicapped accessible connection could only be achieved with an elevator due to the steep bluff.

This alternative faces many engineering and environmental challenges, due to construction in the water and on the shore. The permitting and environmental process would be arduous due to the potential significance of the affected resources, and the number of agencies involved in review and permitting. It would not address the practical needs of bicyclists traveling to or through central Bodega Bay. Nevertheless it would be a direct connection from north to south for pedestrians and recreational bicyclists (if the boardwalk was determined to be suitable for bicycling), and it would be a unique and highly scenic experience of the bay.

Length: 4649'

Current condition: Unimproved shoreline/ private waterfront development

Owner: State of California, private

Proposed improvement: Waterfront boardwalk/Class I multi-use path

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Segment Evaluation		Segment # 3D
<i>Boardwalk: Porto Bodega Marina to Lucas Wharf</i>		
LEGEND: ●HIGH ○MODERATE ○LOW		
Criteria	Score	Remarks
Safety Benefits	●	Segment is completely separated from Hwy 1, which maximizes its safety. Emergency access would be difficult, with some portions accessible only from the water.
Connectivity	○	Provides connection between residences, businesses and key recreation destinations north and south of town, but would not connect directly to town, except via steep stairway.
Demand/Benefit	●	Provides a safe, through route by bypassing some of the most constrained segments in the study area. A boardwalk may not be a suitable route for serious bicyclists.
Right-of-Way/Access	○	Requires encroachment into Waters of the U.S., with numerous jurisdictions holding interest and control. Also requires crossing privately-owned parcels, in which case land or easement acquisition will be required. Could be made ADA compliant except at potential connection to downtown.
Environmental/Land Use Compatibility	○	Developing trails within Waters of the U.S. presents significant constraints and requires the review, approval, and permitting of multiple agencies, including: U.S. Army Corps of Engineers, CA Dept. of Fish & Game, CA Regional Water Quality Control Board, CA Coastal Commission, U.S. Fish & Wildlife Service, and the National Marine Fisheries Service. There would be concerns about impact on birds and marine life. Trail would be located between existing waterfront homes and the Bay, impacting views and privacy.
Constructability	○	An engineered boardwalk will be required to create a trail along the shoreline while minimizing environmental impacts. Boardwalks of this type require expensive construction methods and site engineering, and have significant ongoing maintenance costs.
Aesthetic/Recreational Value	●	This segment would travel along the water's edge, creating an exceptional aesthetic experience and recreational opportunity. It would offer direct connections to adjacent recreational and waterfront business destinations.
Use of/Access to Public Lands	●	Many interpretive/overlook opportunities and potential "pocket beach" mini-parks on state-owned parcels. Bodega Fish Co. pier, now state-owned, offers opportunity for public parking, orientation, interpretation, access for fishing, etc. Bluff-to-beach parcels owned by state at south end offer opportunities for beach access.
Percentage ranking segment as High or Very High Priority in Dec. 2002 community survey (in range from 14 to 73%)		64% - High Rank - #3
Summary		
Offers an excellent aesthetic experience and recreational opportunities, but would be expensive to design, permit, and construct, and is potentially controversial due to sensitive environment. Connection to central Bodega Bay would be difficult due to steep bluff, lack of ROW, crossing Highway 1.		

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Segment 4 – Highway 1, from Harbor View Entrance to Smith Brothers Road

The portion of this segment on the east between Harbor View Way and Inn at the Tides Road is improved with a wide shoulder and sidewalk on the east side. A crosswalk exists on the north side of the intersection at the Tides. This intersection and the adjacent Harbor View entrance are the only locations in the study area where there are currently left turn lanes (though there are plans for turn lanes on Segment 2A and Segment 5A). There is a wide shoulder on the east fronting the Texaco station, but no pedestrian facility. To the south there is little to no shoulder. On the west side there is an approximate 5' wide shoulder north of the entrance to the Tides, and a landscaped area about 10' wide that slopes gently to a retaining wall above the Tides parking lot. A sidewalk runs along the north side of the entry road to the crosswalk. On the west side south of the Tides entrance the shoulder gradually narrows to 2 to 3', while the slope outside the curb gets gradually steeper to the south.

It would be logical to construct a sidewalk or pedestrian path on the west side of this segment to match the improvements that have been completed on the east side. Bikes would use the wide shoulders. North of the Tides entrance, and for 50 to 100 feet south of the entrance, the path could be built in the existing landscaped area, based on acquisition of additional ROW. Further south the adjacent steep slopes and trees have already constrained the width of the shoulder. It would be more practical to widen the highway to the east to create additional room for a full bike lane and path on the west. This would require acquisition of additional ROW and reconstruction of the frontage of the Texaco station and the adjacent real estate office/visitor's center. However, the desirable type of improvement to this segment also depends on the solution for the route to the south, which could consist of a Class I path on the west, or on the east.

South of the Tides, property on the east side of the highway is primarily pasture land. Generally there is a steep embankment from the roadway edge up to the ROW line and a gradual slope up from that point. A sewer line and easement paralleling the highway at the top of the embankment affords a bench that could be used for construction of a Class I path, assuming an additional easement could be acquired for this purpose. Two ranch-style homes at the northern end of this portion would present a constraint for the trail, or for highway widening, requiring acquisition of additional ROW and the redesign of driveways, landscaping and fences. Besides the undulating topography, the only other physical constraint on the east side is a creek and riparian vegetation opposite the north end of Smith Brothers Road.

Significant logistical constraints to the use of a Class I path on the east side of the highway are the need for a crosswalk to connect this trail to Smith Brothers Road, and the need for creation of a consistent trail connection north to the crosswalk at the Tides. The highway curves and dips down in the vicinity of Lucas Wharf, and crests a hill south of Smith Brothers Road, creating poor visibility for a crosswalk there. The concept of constructing an undercrossing at this location has been discussed. However, this would be extremely expensive and difficult to construct given the width of the highway, the adjacent slopes, and the constraints and high design standards for such an undercrossing of a state highway.

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Pursuing this undercrossing is not recommended. Generally such an undercrossing wouldn't be justified or economically feasible except in a very urban setting.

Rather than expecting trail users to cross the highway twice to access a trail on the east, it would be preferable to provide bike lanes in each direction for long distance/serious bicyclists, and a Class I multi-use path on the west side for pedestrians and more casual or cautious bicyclists. Widening on the west side south of the Tides is constrained by steep bluffs adjacent to the roadway, and four small houses perched on the edge of the bluff. Three of the adjacent bluff top parcels are owned by the state. If the houses were acquired and demolished, this would reduce the requirement for widening on the east, but major retaining walls would still be required to provide the extra width for the trail. The recommended solution is to maximize the use of the available ROW on the west, while realigning and widening the highway to the east. This would impact the two homes on the east in a similar fashion to constructing a Class I path on that side.

At the south end, the Lucas Wharf complex is fronted by an embankment that could be used as a route for a Class I path, if retaining walls were constructed to support it. This area would be within the state ROW. Alternatively, the trail could climb the slope with switchbacks on the State Coastal Conservancy-owned parcel at the north end of Smith Brothers Road.

Length: 2010'

Current condition: Wide shoulders and some sidewalk on east side at Tides frontage; wide shoulder on west north of Tides entrance, narrow shoulder on west south of Tides entrance minimal shoulders to south w/ no formal pedestrian facilities

Owner: Caltrans ROW, private

Proposed improvement: Class I path on west and full bike lanes both sides, constructed by utilizing part of Tides and Texaco station frontage, maximizing use of existing ROW on west; south of Tides – widening and acquiring additional ROW on east

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Segment Evaluation		Segment # 4
<i>Highway 1 Frontage - Harbor View Way to Smith Brothers Road</i>		
LEGEND: ●HIGH ○MODERATE ○LOW		
Criteria	Score	Remarks
Safety Benefits	●	Current segment has little or no shoulder, no pedestrian facility with heavy, fast traffic. Excellent emergency access.
Connectivity	●	Provides, along with Segments 3B or 3C in the north, connections from the southern end of Bodega Bay to town. These connections facilitate travel between town and several important commercial/employment and recreational destinations. Includes one of only 2 existing crosswalks near town.
Demand/Benefit	●	Other than the boardwalk route, this segment provides the only connection south to Smith Brothers Road (Segments 5A or 5B). It would serve local and recreational traffic as well as through-bicyclists.
Right-of-Way/Access	○	ROW widths in this area vary from 45 to 100'. Acquisition of additional ROW would be required at several locations to widen. Sewer line/easement route south of the Tides would require additional easement or property acquisition; difficult to make ADA compliant; crossing of Highway 1 in unsafe location. Access on west side is constrained by steep embankments, trees, and utilities within the ROW, but improvements could be made ADA compliant.
Environmental/Land Use Compatibility	○	No significant issues associated with widening on east side. However, trail improvements may impact some structures and natural features on the west side. Public access improvement is compatible with and is expected to enhance the commercial land uses in this area.
Constructability	○	Widening is severely constrained on the west due to trees, bluffs and adjacent structures. Widening to the east would require grading and some retaining walls, and relocation of utilities.
Aesthetic/Recreational Value	○	Due to its proximity to and views of the bay, this segment has aesthetic benefits despite its adjacency to the highway. This route has some recreational value in that it is a connector route for visitors heading southward toward Birdwalk Park or Doran Regional Park.
Use of/Access to Public Lands	●	Parking at Tides and Lucas Wharf potentially functions as public parking - a mutually supportive arrangement? State-owned parcels along bluff could be developed as rest/overlook points, with interpretive exhibits, some potentially including vehicle pullouts.
Percentage ranking segment as High or Very High Priority in Dec. 2002 community survey (in range from 14 to 73%)		73% - High Rank - #1
Summary		
Widening the highway primarily to the east would involve relatively straightforward construction and little or no environmental issues, but would require acquisition of additional ROW and modification of private frontage improvements. Development of a Class I path on private land to the east would not serve through-bicyclists as well, and is constrained by difficulty of connecting across highway at south end.		

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Segment 5A – Highway 1 adjacent to Smith Brothers Road

Along this segment the highway is located in a cut, with embankments on both sides. There are marginal shoulders to accommodate bicycles, and no separate space for pedestrians. At the top of the embankment on private grazing land on the east side of the highway is the sewer line easement mentioned in the description of Segment 4. This affords the only practical opportunity for a separate multi-use trail through this segment. However the improvement of a multi-use path on the east side is not recommended due to the problem of providing safe crossing(s) to the west side, and because Smith Brothers Road provides a more practical parallel alignment.

A Sonoma County road improvement project is planned at the south end of Smith Brothers Road at the access road to the recently constructed fire station. This project will widen the highway to add left turn lanes in each direction. This is not an appropriate location for a crosswalk because there is a hill in Highway 1 to the north that would limit visibility of the crosswalk in the southbound direction.

Through bicycle traffic is not likely to use Smith Brothers Road (Alternative 5B) because it is less direct and because of the difficulty in crossing the Highway. Therefore it would be desirable to complete shoulder widening through this segment to provide a minimum of 4 foot shoulders for bikes, with 6 foot shoulders a desirable goal. This may entail constructing some retaining walls along the highway.

Length: 1370'

Current condition: Limited shoulders for bikes, no pedestrian facilities

Owner: Caltrans ROW, private

Proposed improvement: Widen to provide bike lanes as a separate Caltrans project

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Segment Evaluation		Segment # 5A
<i>Highway 1 - adjacent to Smith Brothers Road</i>		
LEGEND: ●HIGH ○MODERATE ○LOW		
Criteria	Score	Remarks
Safety Benefits	●	Segment is along busy highway with poor visibility and little or no shoulder. Creating some separation from the highway by constructing a Class I trail would enhance user safety. Crossing the highway is constrained by poor visibility due to hills and curves. Excellent emergency access.
Connectivity	●	Provides an important north-south connection at the southern end of Bodega Bay. It is a through-route southward to connect town to Birdwalk Park and Doran Regional Park, and northward to connect residents and visitors to town and beyond.
Demand/Benefit	○	Improvement would primarily serve experienced through-cyclists, since Segment 5B is preferred over this segment (especially for pedestrian use) due to its lower traffic volumes and speeds. A separate Class I path on the east would be difficult to safely connect to the west side.
Right-of-Way/Access	○	The ROW along this segment is approx. 110' wide, which could accommodate highway widening. An existing sewer line/easement has created a flat bench along the east side of the highway, on which a trail could be constructed. The land is privately owned and would require additional easement or property acquisition. Could be made ADA compliant.
Environmental/Land Use Compatibility	○	Public access is compatible with and is expected to enhance the commercial land uses in this area, but not necessarily compatible with the adjacent private grazing lands. No significant environmental issues are anticipated.
Constructability	○	Trail construction would be relatively straightforward along the sewer easement on the east side of the highway, however, constructing a safe crossing (i.e. undercrossing) would be expensive and difficult. Widening the roadway is constrained by steep embankments and utility poles. Retaining walls would be required in some locations.
Aesthetic/Recreational Value	○	East side path would have bay views, but may not be feasible. Roadside route would be utilitarian only. This route has some recreational value as a connection to Birdwalk Park or Doran Regional Park.
Use of/Access to Public Lands	○	Does not connect to public lands, little scenic or interpretive opportunity.
Percentage ranking segment as High or Very High Priority in Dec. 2002 community survey (in range from 14 to 73%)		Not applicable - not rated
Summary		
A Class I path on the east side would be constrained by private property acquisition and difficulty of establishing a safe crossing. It would be preferable to widen the shoulders to create bike lanes for through-cyclists, and direct pedestrian traffic to Segment 5B (Smith Brothers Road).		

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Segment 5B – Smith Brothers Road

Smith Brothers Road is a short loop road following the bluffs west of Highway 1. It was formerly the alignment of the old coast highway. The road provides access to a lodge, the local post office, some office and commercial uses, the waterfront Bodega Harbour Yacht Club, and a few residences. Because of the post office, office, and commercial uses, Smith Brothers Road is a frequent destination for local residents. The width of the ROW is 50 feet, while the pavement width varies from approximately 24 feet to 28 feet. There are no existing pedestrian or bicycle facilities. Widening the roadway or adding a separate trail is constrained by the edge of the bluff and adjacent driveways, structures, power poles/utilities, and parking on the west, and by embankments and frontage improvements on the east. One advantage of this route is that most of the properties (nearly two-thirds) along the western edge of Smith Brothers Road are publicly owned by the California Coastal Conservancy. Public access along these properties may be possible without having to incur the expenses typically associated with purchasing private property or acquiring easements.

It would be possible to utilize a portion of the western edge of the roadway as a separate multi-use pathway if parking was eliminated on one or both sides of the road, and/or the frontages redesigned. The path could be delineated by placing a curb or railing in the roadway to separate the path from traffic, or simply by striping. If needed, the path could be extended westward onto Conservancy properties. In areas where the trail width is constrained by private properties and land uses to the west, it may be possible to extend the roadway eastward into adjacent embankments to create additional room. Alternatively, because traffic speeds and volumes are low on this road it may not be necessary to provide a separate path or bike lanes – they could share the roadway with cars as a signed Class III route. The pedestrian path or sidewalk could then be reduced to 4 to 5 feet wide, rather than a minimum 8 foot wide multi-use path.

Length: 1572'

Current condition: Local roadway – no bike or pedestrian facilities

Owner: Sonoma County road ROW

Proposed improvement: Pedestrian or multi-use path in but separated from the roadway

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Segment Evaluation		Segment # 5B
		<i>Smith Brothers Road</i>
LEGEND: ●HIGH ○MODERATE ○LOW		
Criteria	Score	Remarks
Safety Benefits	○	Provides a safer parallel alternative to Highway 1 where traffic volumes and speeds are much higher; existing road is relatively safe for bikes and pedestrians. Excellent emergency access.
Connectivity	●	Provides an important north-south connection from the Tides and town to Birdwalk Park and Doran Regional Park, and visitors and residents to the south (i.e. Bodega Harbour). Also provides connections to the Bodega Harbour Yacht Club, U.S. Post Office, motels, residences, commercial and office uses.
Demand/Benefit	○	This segment is preferred over Segment 5A for pedestrian and recreational cyclist traffic. Although not as critical as segments to the north, it is valued as a north-south through route as well as for providing important intra-route connections and destinations.
Right-of-Way/Access	●	The ROW along this segment is approx. 50' wide and can accommodate trail construction. In addition, several parcels on the west side have been acquired by the state. Improvements would be easy to make ADA compliant.
Environmental/Land Use Compatibility	●	Public access is compatible with and is expected to enhance the commercial and public land uses in this area.
Constructability	●	Construction would be straightforward. Roadway ROW is wide enough to accommodate a separate trail if on-street parking and roadside obstructions (utilities, trees, fencing) are removed or modified.
Aesthetic/Recreational Value	●	Smith Brothers Road is a scenic local road with views of the bay and close proximity to Birdwalk Park (~500' to the south of this segment) and Doran Regional Park.
Use of/Access to Public Lands	●	Most parcels on the west side of the road are owned by the State (Coastal Conservancy). This helps to protect views, provide potential extra space for path, and offers opportunities to develop rest/overlook points. These and other small public land parcels along the route could feature interpretive exhibits of local history, geography, biology, fishing industry, etc.
Percentage ranking segment as High or Very High Priority in Dec. 2002 community survey (in range from 14 to 73%)		36% - Moderate Rank - #9
Summary		
Due to its relatively wide cross-section and short length, Smith Brothers Road is currently effective as a bicycle and pedestrian bypass of Highway 1 and a local destination. Creation of a separate path could enhance this function.		

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Segment 6A – Highway 1, Smith Brothers Road to Doran Park Road

This segment of highway is nearly straight except for a gentle curve at the south end. It has wide paved shoulders most of the way, but narrower shoulders bordered by guardrails at the southern end where there are wetlands adjacent to the roadway. There is a wide paved and unpaved shoulder on the west side between Smith Brothers Road and the north end of Birdwalk Park, and on the east side near the intersection of Harbour Way North. Existing informal unpaved trails connect from this shoulder to the Birdwalk Park levee trails and to the access road to the small parking area serving the park. Formerly used as settling basins for harbor dredging spoils, the ponds have now become valuable wetland habitat for birds, along with the natural wetlands around them, and the levee trails are popular bird watching and hiking areas.

Sonoma County Regional Parks is planning a project to construct a multi-use path on the west side of Highway 1 from Smith Brothers Road to the levee that circulates Birdwalk Park. This path will feature ramps to provide an accessible grade.

Connection further south along Highway 1 to Doran Park Road, the Bodega Bay Lodge and Spa, and the Bodega Harbour development beyond, is constrained by the adjacent wetlands and Cheney Creek. The existing highway has adequate shoulders for bikes, but is not a safe situation for pedestrians or for local bike or pedestrian traffic crossing the highway from Harbour Way North, on the east side of the highway opposite Birdwalk. Ideally, this connections would consist of a Class I multi-use path with a boardwalk/bridge crossing the wetlands areas on the west side. To provide a safe connection from Harbour Way North, a short section of Class I path could be constructed on the east side leading to a crosswalk at the entrance to Birdwalk Park.



Highway 1 looking north from N. Doran Park Rd

Length: 769'

Current condition: Minimal to wide shoulders, some informal pedestrian trails and Birdwalk levee trails on west.

Owner: Caltrans ROW and Sonoma County Regional Parks

Proposed improvement: Class I multi-use path on west, Class I path on east connecting from Harbour Way North to crosswalk at entrance to Birdwalk Coastal Access

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Segment Evaluation		Segment # 6A
<i>Highway 1 - from Smith Brothers Road to Doran Park Road</i>		
LEGEND: ●HIGH ○MODERATE ○LOW		
Criteria	Score	Remarks
Safety Benefits	○	Informal trails already extend south from Smith Brothers Road to Birdwalk, but only highway shoulder connects south - not safe for pedestrians. Excellent emergency access.
Connectivity	○	Provides a direct north-south connection from Birdwalk Park and Smith Brothers Road to Bodega Bay Lodge and Bodega Harbour development (south and north).
Demand/Benefit	○	Portions of this route at its northern end provide an important connection between Smith Brothers Rd. and Birdwalk Park. Improvement of this segment would also be valuable for through-cyclists traveling along Highway 1. However, Segment 6B in Birdwalk Park is likely to be more valuable for pedestrian use, and provides better access from Doran Regional Park and potentially from the Bodega Harbour development.
Right-of-Way/Access	●	The ROW along this segment varies from approx. 65' to 285' wide. Adjacent land on west is publicly owned. Route would be ADA compliant.
Environmental/Land Use Compatibility	○	Public access is compatible with and is expected to enhance connections between the adjacent Birdwalk Park, but crossing the adjacent wetlands and creek may raise environmental issues.
Constructability	○	There is enough width and relatively flat grades to construct Class II bike lanes along the highway and to create pedestrian facilities at the northern end of the segment. Crossing the wetlands and creek would require a boardwalk and bridge.
Aesthetic/Recreational Value	○	This segment is immediately adjacent to and provides a direct connection to Birdwalk Park. Connection to south serves a limited number of residents and visitors.
Use of/Access to Public Lands	●	Entirely adjacent to existing public lands, passes through undeveloped state-owned parcel that could be improved for shoreline access/overlook. Already features public staging area at Birdwalk.
Percentage ranking segment as High or Very High Priority in Dec. 2002 community survey (in range from 14 to 73%)		Not applicable - not rated
Summary		
Need for and benefit of this segment is reduced if Segment 6B is implemented. Crosswalk of Highway 1 at Birdwalk Park entrance would benefit Bodega Harbour north residents.		

Segment 6B – Birdwalk Levee Trails and Bridge to Doran Beach Road

Beginning at Birdwalk Park Coastal Access off of Highway 1, this asphalt and gravel trail starts out with a short steep incline, leveling off at the top of the levee. A switchback ramp provides an alternate, less steep access. The trail continues approximately ¼ mile to a kiosk that overlooks the slough and Doran Beach Campground. The roughly 0.7-mile loop trail

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begins and ends in the Birdwalk Park parking lot, a paved lot accommodating 10 cars, and featuring restrooms and picnic tables.

Sonoma County Regional Parks has a current project to construct a bridge and a trail connection from the south end of the Birdwalk levee trail to connect with an existing informal trail that extends north from Doran Beach Road around the sewage treatment plant on the south side of the creek to Doran Park Road. The existing trail would be improved from the bridge south. The existing trail on the south side is currently a narrow, single-track unpaved surface. A desirable further improvement would be to upgrade the rest of this trail connection, as shown on Figure 2. This would involve widening and surfacing to accommodate a mix of users. This route will allow Doran Regional Park campers and visitors convenient access to the Birdwalk Park trails, and to Smith Brothers Road. Combined with a route in or along Doran Beach Road extending east, the new trail and bridge will offer an alternative connection from the Bodega Harbour development to Birdwalk and destinations north (see description for Secondary Route j).

Length: 2759'

Current condition: Gravel levee roads and informal, narrow, unpaved trail

Owner: Sonoma County Regional Parks

Proposed improvement: Class 1 multi-use trail with pedestrian bridge.



Looking north from Birdwalk across road



From Birdwalk toward Doran Beach Road



From Birdwalk east toward Highway 1

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Segment Evaluation		Segment # 6B
<i>Birdwalk Levee Trails and Bridge to Doran Beach Road</i>		
LEGEND: ●HIGH ○MODERATE ○LOW		
Criteria	Score	Remarks
Safety Benefits	●	This segment would allow campers, visitors and local residents to connection to Birdwalk Park and sites to the north without using Hwy 1. Adequate emergency access.
Connectivity	●	Segment offers key connection between the adjacent Birdwalk and Doran Regional Parks.
Demand/Benefit	○	There is currently an informal pathway along the northern edge of the sewage treatment plant that serves pedestrians in this area. The completion of a through-trail connection to the sewage treatment plant trail would significantly enhance pedestrian and bicycle opportunities in this area.
Right-of-Way/Access	●	The entire route is owned by Sonoma County and the Bodega Bay Public Utilities District.
Environmental/Land Use Compatibility	○	Public access is compatible with and is expected to enhance the uses and opportunities in Birdwalk and Doran Regional Parks, and the residential and visitor-serving land uses within the area. The trail could impact the wetland, creek, and coastal dune habitat. There is some concern that high volumes of trail users could impact the surrounding shorebird populations/habitat. Route is/could be made ADA compliant through use of ramps and resting intervals.
Constructability	○	Mitigations may be required to minimize impact on surrounding habitat. Will require bridge and some boardwalk construction. Many drainages exist in this area; existing culverts may need to be improved/extended.
Aesthetic/Recreational Value	●	Located within Birdwalk and Doran Regional Parks and would provide excellent hiking, biking, and bird watching opportunities and connection to nearby visitor-serving commercial uses.
Use of/Access to Public Lands	●	Entirely through existing public park lands; has adjacent parking area, connection trails, environmental interpretation - could be expanded/added.
Percentage ranking segment as High or Very High Priority in Dec. 2002 community survey (in range from 14 to 73%)		43% - Moderate Rank - #8
Summary		
Connects two regional parks through a highly scenic but sensitive environment. Provides access for campers, Lodge visitors and local resides to areas to the north.		

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1.2 Secondary (Regional) Route Alternatives

The regional trail routes assessed are shown on Figures 1 and 2. In preliminary studies completed prior to the current study, these routes were designated as secondary alignments because they serve regional destinations outside central Bodega Bay. These routes are assessed for context, and for the need and potential for completion or improvement of access. These routes are assessed at a more general level of detail than the routes in the Focused Study Area. This section presents a summary of the conditions and opportunities for trail improvements. The regional routes, designated with lower case letters, are generally described moving north to south.

1.2.1 Evaluation Summary/Matrix

The matrix on the following page presents an overview of the evaluation and recommendations for the 11 secondary segments studied. The “Overall Desirability and Feasibility” and recommendations are preliminary, subject to input from the Technical Advisory Committee and the general community.

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Evaluation Summary/Matrix – Secondary (Regional) Routes

		Criteria									
		Segment	Safety	Connectivity	Demand/Benefit	ROW/Access	Env./Land Use	Constructability	Aesthetic/Recreational Value	Overall Desirability/Feasibility	Key ● = High ○ = Mod ○ = Low
Summary/Recommendation											
a	Highway 1 north of Salmon Creek	●	○	○	●	○	○	○	○	○	Creation of a bridge and pathway spanning Salmon Creek and extending northward is a desirable long-term project to accommodate pedestrians and recreational bicyclists, but there would be significant construction costs, and potentially environmental impacts.
b	Community of Salmon Creek - Highway 1 to Beach	○	○	○	○	○	○	○	○	○	Creation of a signed route as part of a regional trail system is recommended as a long-term project, rather than construction of a separate trail.
c	Highway 1 from Community Center to Keefe Avenue, Salmon Creek	○	○	○	○	○	○	○	○	○	As a long-term project, a separate pedestrian path on the southern portion of Keefe Ave., and a signed route on the portions of the route to the north would help complete a regional trail system.
d,e	Bodega Dunes Campground Trails	●	○	○	○	○	○	○	○	○	Although desirable from other standpoints, State Parks' concerns about maintaining the security and privacy of the campgrounds preclude recommendation for formal designation as a public route.
f	Bay Flat Road and Westshore Road	○	○	○	○	○	○	○	○	○	The route is already improved for bikes, and there is generally adequate room to walk on the shoulder. The residential portion of Bay Flat Road provides an alternative bike and pedestrian route along central portion. Demand/benefit of improvement for pedestrians, e.g. by building a separate pathway on the north side, makes this a long-term priority.
g	Horseshoe Cove Access	○	○	○	○	○	○	○	○	○	Regional Parks could work with Wildlife Refuge and Marine Lab managers to get the road designated as part of the regional trail route (as a signed route - no other improvements).
h	Bodega Head Road	○	○	○	○	○	○	○	○	○	Regional Parks could work with State Parks to see if separate trail can be included in long-term Park Plan.
i	Doran Beach Road	○	○	○	○	○	○	○	○	○	Regional Parks could evaluate whether separate trail can be included in long-term Park Plan.
j	Doran Park Road	○	○	○	○	○	○	○	○	○	As a long-term project, County Roads and Caltrans could develop a separate Class I path on the east side of Doran Park Road and on the west side of Highway 1.
k	Highway 1 Doran Park Road to Harbour Way South	○	○	○	○	○	○	○	○	○	As a long-term project, work with Caltrans to develop a separate path on the west side of Highway 1 connecting to South Harbour Way.

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1.2.2 Descriptions

Segment a – Highway 1, Bean Avenue to North of Salmon Creek

Segment a runs along Highway 1 from Bean Avenue north across Salmon Creek to connect to the State Beach headquarters and picnic areas on the north side. At Salmon Creek the existing bridge features relatively wide shoulders (4 to 5 feet), but no sidewalks. If improved pedestrian access is desired, the best alternative may be to locate a pedestrian bridge west of the Caltrans right-of-way, in the location of pilings remaining from an old bridge. A boardwalk trail would be required to connect through wetland areas to the bridge.

Length: 1065'

Current condition: Undeveloped

Owner: Caltrans right-of-way/State Park

Proposed improvement: Class 1 multi-use trail



Highway 1 at Salmon Creek Bridge, looking north

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Segment Evaluation		Segment a
		<i>Highway 1 North of Salmon Creek</i>
LEGEND: ●HIGH ○MODERATE ○LOW		
Criteria	Score	Remarks
Safety Benefits	●	Creating a Class I path connection via a bridge across Salmon Creek would separate trail users from Highway 1 traffic. Currently there is no safe pedestrian route along Highway 1 at this point.
Connectivity	○	Would provide connection between community of Salmon Creek and State Beach access to the north; would be part of overall system connecting to Bodega Bay.
Demand/Benefit	○	Demand for pedestrian and bicycle travel north of Salmon Creek is expected to be less than the travel demand to the south. Beach trails provide an alternate connection for pedestrians.
Right-of-Way/Access	●	Entire route is located on public land: County road ROW or State Park land.
Environmental/Land Use Compatibility	○	Trail is consistent with state park land use but would have to traverse and bridge sensitive riparian area in highly scenic and visible location. There is potential for special status species or habitat to occur in the alignment.
Constructability	○	A relatively high cost per mile due to need for bridge across creek.
Aesthetic/Recreational Value	○	Expands bicycle and pedestrian opportunities along Highway 1 corridor, offering connections between community of Salmon Creek and areas of Sonoma Coast state beach.
Summary		
Creation of a bridge and pathway spanning Salmon Creek and extending northward is a desirable long-term project to accommodate pedestrians and recreational bicyclists, but there would be significant construction costs, and potentially environmental impacts.		

Segment b – Community of Salmon Creek, Highway 1 to Salmon Creek State Beach

From this intersection, trail users can travel west along Bean Avenue to its terminus at the parking area for Salmon Creek State Beach. The eastern portion of Bean Avenue is extremely narrow, with houses and garages built immediately adjacent to the less-than-2-lane roadway. There is some room along the north side of the western portion of Bean Avenue to construct a path, but this would impact the wetland resources and scenery and is unnecessary given the narrow, low-traffic road. The roadway could be designated as a bicycle and pedestrian route with signage.



Bean Ave. looking west from State Beach entry

Length: 1657'

Current condition: Narrow County roads with dense residential use except at north side of Bean at west end

Owner: Sonoma County road right-of-way

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Proposed improvement: Signed pedestrian and bicycle route in the roadway

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Segment Evaluation		Segment b
<i>Community of Salmon Creek - Highway 1 to Beach</i>		
LEGEND: ●HIGH ○MODERATE ○LOW		
Criteria	Score	Remarks
Safety Benefits	○	Existing route along Ocean View Avenue and Bean Avenue is narrow, and in traveled way, but traffic volumes and speeds are low.
Connectivity	○	Would provide connection from Highway 1 trail through the community of Salmon Creek to the State Beach; would be part of overall system connecting to Bodega Bay.
Demand/Benefit	○	Not a high demand for local use, but has value as a recreation destination, as noted below.
Right-of-Way/Access	○	Although there may theoretically be room to construct a trail in the public road ROW, slopes and encroaching vegetation, structures and parking would make this difficult.
Environmental/Land Use Compatibility	○	Significant modification for construction of a separate path or bike lanes would be inconsistent with the narrow roadway, wetland habitat, and scenic rural beach town character of the community.
Constructability	○	Construction of a separate trail would be relatively expensive due to constraints mentioned under Right-of-Way.
Aesthetic/Recreational Value	○	A scenic area. Could be part of hiking loop, mountain bike spur, from Bodega Bay to Salmon Creek , including State Park.
Summary		
Creation of a signed route as part of a regional trail system is recommended as a long-term project, rather than construction of a separate trail.		

Segment c – Community of Salmon Creek; from Highway 1 via Keefe Avenue and McChristian Avenue to Bean Avenue

Segment c is partly an alternative to primary route Segment 1. Rather than using the Caltrans right-of-way, which is constrained by steep slopes, this interior route could follow Keefe Avenue north to McChristian Avenue. McChristian Avenue continues northeast where it intersects with Bean Avenue and Ocean View Avenue. At this segment’s south end, along Keefe Avenue, there is room to construct a multi-use path on the west, which is State Park land. However, Keefe Avenue itself has low traffic volumes and could effectively function as a path for bikes and pedestrians. In the developed area there is no room to construct a path. Because these are very short, narrow, steep roads with limited traffic, use of the road itself for pedestrian and bicycle traffic may be adequate.



Southern Keefe Ave. looking north

Length: 1818’

Current condition: Undeveloped

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Owner: Multiple – State Parks, County Parks
Proposed improvement: Class 1 multi-use trail

Segment Evaluation		Segment c
		<i>Community of Salmon Creek - Highway 1 to Beach</i>
LEGEND: ●HIGH ○MODERATE ○LOW		
Criteria	Score	Remarks
Safety Benefits	○	Would allow pedestrians and recreational bicyclists to bypass constrained portion of Highway 1.
Connectivity	○	Would provide connection from Highway 1 trail to and through the community of Salmon Creek to the State Beach; would be part of overall system connecting to Bodega Bay.
Demand/Benefit	○	Not a high demand as a regular destination, but has value as a recreation destination, as noted below.
Right-of-Way/Access	○	Room to construct a trail in the public road ROW on the southern portion of Keefe Avenue. On northern Keefe Avenue and Mc Christian Avenue slopes and encroaching structures and parking would make this difficult.
Environmental/Land Use Compatibility	○	Construction of a roadside path on the southern portion of Keefe would have little impact. Significant modification for construction of a separate path or bike lanes further north would be inconsistent with the scenic rural beach town character of the community.
Constructability	○	Straightforward on southern Keefe Ave. as noted. Difficult/expensive to north.
Aesthetic/Recreational Value	○	A scenic area. Could be part of hiking loop, mountain bike spur, from Bodega Bay to Salmon Creek, including State Park.
Summary		
As a long-term project, a separate pedestrian path on the southern portion of Keefe Ave., and a signed route on the portions of the route to the north would help complete a regional trail system.		

Segments d,e – Bodega Dunes Campground Sonoma Coast State Beach

Segment d is a route from Highway 1/Segment 1 along the State Park campground entrance road, extending southerly west of the campground area to connect to Bay Flat Road at the existing campground trail entrance. Segment e extends west from the access road past the Community Center (Segment 2B) between the two campground complexes to connect with Segment d.

Based on input from State Parks representatives at public meetings for the Trail Study, these two alignments are problematic because they pass through the State Park campground, and utilize the campground road and trails. While acceptable as an informal connection, to



Road in Bodega Dunes Campground

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designate and/or improve these routes as through trails for the general public would be unacceptable to State Parks due to the management and security problems this would create for the campground.

Length: d - 4818'; e - 1073'

Current condition: Undeveloped/informal

Owner: State Parks

Proposed improvement: None

Segment Evaluation		Segments d & e
<i>Bodega Dunes Campground Trails</i>		
LEGEND: ●HIGH ○MODERATE ○LOW		
Criteria	Score	Remarks
Safety Benefits	●	Would allow pedestrians and recreational bicyclists to bypass constrained portion of Highway 1.
Connectivity	○	Would provide connection from Highway 1 trail to and through the campground to Bay Flat Road/Westshore Road. Would be part of overall system connecting to Bodega Bay.
Demand/Benefit	○	Not a high demand for local use, but has value as a recreation destination, as noted below.
Right-of-Way/Access	○	Route is entirely on public land (State Parks), but not intended as a through public ROW.
Environmental/Land Use Compatibility	○	The trail exists and is environmentally compatible, however State Parks staff is concerned about creating a public trail that would pass through the campgrounds, due to security and privacy issues
Constructability	●	Straightforward conditions for construction
Aesthetic/Recreational Value	●	A scenic route, other than intrusion into the campground area. Could be part of hiking loop, mountain bike spur, from Bodega Bay to Salmon Creek , including State Park.
Summary		
Although desirable from other standpoints, State Parks' concerns about maintaining the security and privacy of the campgrounds preclude recommendation for formal designation as a public route.		

Segment f – Bay Flat Road and Westshore Road

This mostly flat two lane road is used heavily by vehicles. A bike lane exists on both sides of the road from Highway 1 to the parking area at the terminus at Campbell Cove. Beginning at the intersection with Brooke Road north of the Spud Point Marina, Westshore Road continues past the County's Westside Regional Park approximately 2 1/4 miles to Campbell Cove. There is an informal dirt path along the road NE & SW of the U.C. Davis Marine Lab entrance. Along most of this route there is adequate physical space to allow for creation of a separate pedestrian path, but it would not be warranted because the bike lanes and vegetated shoulder are adequate for the limited number of pedestrians. In addition, there is an alternative bike and pedestrian route along the Bay Flat Road segment that parallels Westshore Road, bypassing the less scenic Spud Point Marina area. This is a narrow, low-traffic residential street that is already used by local residents as an alternative to the main road. The only minor constraints for its use as an alternative bike and pedestrian route are a steep section near Spud Point Marina, and an unpaved section at the south end.

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Bay Flat Road near State Park Campground

Westshore Road near Spud Point Marina

Length: 15,147'

Current condition: Bike lanes, some informal pedestrian path

Owner: County road right-of-way

Proposed improvement: None; sign parallel western portion of Bay Flat Road as alternative scenic bike/pedestrian route.

Segment Evaluation		Segment f
		<i>Bay Flat Road and Westshore Road</i>
LEGEND: ●HIGH ○MODERATE ○LOW		
Criteria	Score	Remarks
Safety Benefits	○	The existing roadway is wide, with designated bike lanes (marginal in some locations) and wide shoulders.
Connectivity	●	Would provide connection from Bodega Dunes Campground and central Bodega Bay to Westside Regional Park, Bodega Wildlife Refuge and Marine Lab, Campbell Cove, and Bodega Head.
Demand/Benefit	○	Already exists as a bike route; demand for creating a pedestrian route low due to distance to destinations, alternative Bay Flat Road southern section, and lack of developed areas on the southern half.
Right-of-Way/Access	●	Route would be entirely in the County road ROW.
Environmental/Land Use Compatibility	○	Generally not significantly constrained; some potential wetlands
Constructability	○	Conditions for construction include some slopes, potential wetlands.
Aesthetic/Recreational Value	○	A scenic route, already exists as a bike route from Bodega Bay. Potentially part of loop hiking trail through the State Park.
Summary		
The route is already improved for bikes, and there is generally adequate room to walk on the shoulder. The residential portion of Bay Flat Road provides an alternative bike and pedestrian route along central portion. Demand/benefit of improvement for pedestrians, e.g. by building a separate pathway on the north side, makes this a long-term priority.		

Segment g – Horseshoe Cove Access

This relatively wide access road passes through rolling dune habitat to the research center and laboratory at a scenic cove. It is gated and signed “visitors on Friday only” but public

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access is not prohibited, and the State Beach Overlook Trail bisects the road. Due to the wide road and low traffic volumes, and to avoid impact on the adjacent dune habitat, the road itself could function as a trail. Public access could terminate prior to the lab facility.

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Length: 3920'
Current condition: Wide, relatively level road, no trail improvements
Owner: U.C. Davis
Proposed improvement: None; sign as a designated route



View towards Marine Lab

Segment Evaluation		Segment g
		<i>Horseshoe Cove Access</i>
LEGEND: ●HIGH ○MODERATE ○LOW		
Criteria	Score	Remarks
Safety Benefits	○	The existing roadway is narrow with adjacent steep embankments and drop-offs. However, traffic on the road is low volume and speed.
Connectivity	○	Connects to Bodega Wildlife Refuge and Marine Lab and Horseshoe Cove. Crosses Overlook Trail between State Park areas.
Demand/Benefit	○	Some potential as a bike route, both to work at lab and for visitors; demand for creating a pedestrian route probably low due to distance to destinations, lack of developed areas on the southern half of peninsula.
Right-of-Way/Access	○	Although on public land (U.C. Regents on behalf of U.C. Davis) the facility is not public and the road is signed "visitors on Fridays only." Informal pedestrian and bicyclist use may be tolerated, but formal designation as a public trail may be an issue.
Environmental/Land Use Compatibility	○	Designation as a route would have little, if any, environmental impacts. Construction of a separate path could have significant impacts. A public trail may not be compatible with the function as a wildlife refuge and research/educational facility.
Constructability	○	Construction of a separate trail would face significant physical constraints.
Aesthetic/Recreational Value	○	A scenic route, already exists as an informal route. Potentially part of loop hiking trail through the State Park.
Summary		
Regional Parks could work with Wildlife Refuge and Marine Lab managers to get the road designated as part of the regional trail route (as a signed route - no other improvements).		

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Segment h – Bodega Head Road

Beginning at Campbell Cove, this road features a steep uphill hairpin, then becomes a winding road in sloping terrain with no shoulders, though there are a number of turnouts. At the top of the hill it levels out and is relatively flat until the turn off for the upper parking lot, at which point the route continues uphill as a dirt road. Most of the topography is gentle enough to construct a formal multi-use path, either parallel to the road or on a separate route. However some stretches would require construction of retaining walls, and the trail would impact the coastal scrub habitat that borders the road. Most visitors here drive in and out, and pedestrian and bicycle use may not justify building a separate facility from the road.



Bodega Head Road

Length: 4492’

Current condition: Paved and unpaved 2 lane road, no shoulders or paths

Owner: State Parks

Proposed improvement: None

Segment Evaluation		Segment h
		<i>Bodega Head Road</i>
LEGEND: ●HIGH ○MODERATE ○LOW		
Criteria	Score	Remarks
Safety Benefits	○	The existing roadway is a short, narrow road within the State Park. Although there are no bike lanes or formal separate path, traffic on the road has low volume and speed.
Connectivity	○	Serves only Bodega Head
Demand/Benefit	●	Not a high demand, given that it is the "end of the line", but a separate improved trail could provide safer, more convenient circulation for peds., bikes, and people with disabilities.
Right-of-Way/Access	●	Entirely on public land (State Park).
Environmental/Land Use Compatibility	●	A separate path could impact the coastal scrub and dune habitat (probably less than significant), could have significant visual impacts depending on design.
Constructability	●	Slopes would require walls and drainage facilities, potentially switchbacks to provide accessible grades.
Aesthetic/Recreational Value	○	A scenic destination, but a relatively minor benefit to the regional recreational trail system.
Summary		
Regional Parks could work with State Parks to see if separate trail can be included in long-term Park Plan.		

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Segment I – Doran Beach Road

This road, accessed from Doran Park Road, slopes down to the slough, levels out and is flat the remaining distance to Jetty parking lot, approximately 3 miles through Doran Regional Park. There are no sidewalks or bike lanes. Occasionally, there are informal paths adjacent to the road, but they are not continuous. They feature a native sand surface, and are generally level and approximately 12” wide. An existing private trail connects from the Bodega Harbour residential area via steps down an embankment near the east end of the road. Regional Parks staff has proposed building a



Doran Beach Road

pedestrian path parallel to the road near the campgrounds. Creation of such a path would serve campers, day users, and visitors from adjacent inns and residences. Construction of a path would impact the adjacent dune and wetland habitat, and would require some fill or boardwalks, and extension of culverts. A 4’ wide pedestrian path could be constructed with bicycles remaining in the road, per the Parks staff proposal, or a full Class I multi-use path could be constructed, depending on user demand and acceptable level of environmental impact.

Length: 7346’

Current condition: Informal, narrow, unpaved trails paralleling park access road

Owner: Sonoma County Regional Parks

Proposed improvement: Pedestrian path or Class 1 multi-use path

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Segment Evaluation		Segment i
		<i>Doran Beach Road</i>
LEGEND: ●HIGH ○MODERATE ○LOW		
Criteria	Score	Remarks
Safety Benefits	○	The existing roadway is narrow and there are no shoulders. However, traffic on the road has low volume and speed.
Connectivity	○	Serves only Doran Regional Park/Jetty
Demand/Benefit	○	Would serve campers in Regional Park desiring to connect to Bodega Bay. A separate improved trail could provide safer, more convenient circulation for peds., bikes, and people with disabilities.
Right-of-Way/Access	●	Entirely on public land (Regional Park).
Environmental/Land Use Compatibility	○	A separate path could impact the coastal scrub and dune habitat (probably less than significant), would be compatible with the regional park use.
Constructability	●	Generally straightforward. Some adjacent wetland areas.
Aesthetic/Recreational Value	○	A scenic destination, and potentially a valuable part of the regional recreational trail system due to the size and popularity of the campgrounds.
Summary		
Regional Parks could evaluate whether separate trail can be included in long-term Park Plan.		

Segment J – Doran Park Road

Doran Park Road is a short loop road on the west side of Highway 1 between the Birdwalk trail access and Highway 1 just north of South Harbour Way. The Bodega Bay Lodge and the sewage treatment plant are the only two uses along the road, which is lined with cypress trees. As it currently exists, Doran Park Road offers a bypass of Highway 1 for pedestrians and bicyclists who don't mind the short climb and descent to and from the highway, and for residents and visitors who are already at the elevation of the road. The entire route can be constructed as a Class I trail along the eastern edge of the road. Due to steep grades and side slopes at either end, connection of such a path to Highway 1 would require some cuts and fills and the construction of retaining walls. The central portion of the route is relatively level



Central Doran Park Rd. looking north



Central Doran Park Rd. looking south

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and, if located approximately 50' east of Doran Park Road, will avoid tree removals and minimize grading. The northern end of Doran Park Road presents a challenge as it is constructed as a levee within an existing drainage course. Either a bridge (approximately 50' long) or a combination of extensive fill and drainage improvements would be required to construct a Class I trail through this area.

Length: 5030'

Current condition: 4-5' shoulders

Owner: Caltrans right-of-way

Proposed improvement: Class I multi-use path

Segment Evaluation		Segment j
		<i>Doran Park Road</i>
LEGEND: ●HIGH ○MODERATE ○LOW		
Criteria	Score	Remarks
Safety Benefits	○	Could provide a pedestrian and recreational bicyclist alternative to Highway 1 on a side road with very low traffic volume and speed, however, connection for through northbound bicyclists would be problematic.
Connectivity	○	Could help connect Bodega Harbour Development and Lodge to central Bodega Bay.
Demand/Benefit	○	Would serve Bodega Harbour residents desiring to connect to Bodega Bay. A separate improved trail could provide safer, more convenient circulation for peds., bikes, and people with disabilities.
Right-of-Way/Access	●	Entirely on public land (Caltrans and County road ROW).
Environmental/Land Use Compatibility	●	No apparent significant resources or issues.
Constructability	○	Central portion is straightforward other than constraints of Cypress trees. North and south ends have steep slopes that would require retaining walls.
Aesthetic/Recreational Value	○	Offers a more direct connection, but Route 6B is more scenic and a more direct connection to Doran Beach Park campgrounds. Steep slopes are a constraint for users.
Summary		
As a long-term project, County Roads and Caltrans could develop a separate Class I path on the east side of Doran Park Road and on the west side of Highway 1.		



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Segment k – Highway 1 from North End of Doran Park Road to Harbour Way South

Highway 1 in this segment features approximately 0 to 3 foot wide shoulders – marginal for use by bicycles, and unsafe for pedestrian traffic. A wide right turn lane exists on the west between the south end of Doran Park Road and South Harbour Way. The ideal arrangement would be a separate paved multi-use path on the west side of the highway the entire distance, but this is constrained along most of the route by embankments or drop-offs, including some apparent riparian/wetland habitat areas. It would be feasible to construct a Class I path on the west between Bodega Harbour Way South and Doran Park Road. This could tie-in to a path continuing along Doran Park Road, as discussed under Segment j.



Highway 1 looking south from S. Doran Park Rd

Length: 2735'

Current condition: unimproved – no shoulders

Owner: County road right-of-way

Proposed improvement: widen shoulders for bikes; Class I multi-use trail between Bodega Harbour Way South and Doran Park Road

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Segment Evaluation		Segment k
<i>Highway 1 from North End of Doran Park Road to Harbour Way South</i>		
LEGEND: ●HIGH ○MODERATE ○LOW		
Criteria	Score	Remarks
Safety Benefits	○	Could provide a local pedestrian and recreational bicyclist alternative to Highway 1 .
Connectivity	○	Could help connect Bodega Harbour Development and Lodge to central Bodega Bay.
Demand/Benefit	○	A separate improved trail could provide safer, more convenient circulation for peds., bikes. Steep slope at outlet of Bodega Harbour Way is a constraint for users.
Right-of-Way/Access	●	Entirely on public land (County road ROW).
Environmental/Land Use Compatibility	●	No apparent significant resources or issues.
Constructability	○	Construction would be straightforward. Crosswalk at Doran Park Road would be required.
Aesthetic/Recreational Value	○	Offers a more direct connection, but Route 6B is more scenic and a more direct connection from the western portion of the development.
Summary		
As a long-term project, work with Caltrans to develop a separate path on the west side of Highway 1 connecting to South Harbour Way.		