

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

**Appendix B:
Meeting Notes, Technical Advisory Committee
and Public Workshop**

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Draft Notes
Bodega Bay Trails Plan
Technical Advisory Committee Meeting
August 22, 2005 10:00 a.m.

Attendees:

Supervisor Mike Reilly
Dave Lewis, Bodega Bay BPAC
Kevin H.
Doug Zanini
Tim Gonzalez, Sonoma County BPAC, 5th District
Dave Knight
Elizabeth Tyree
Richard Nichols, CoastWalk
Steven Schmitz, Sonoma County Transit
Joe Kase, Sonoma County Regional Parks
Dave Robertson, Transportation & Public Works
Gary Shannon, State Parks
Julian Carroll, Caltrans
Michelle Julene
Rich Retecki (via phone), State Coastal Conservancy
Randy Anderson, LandPeople

Notes:

1. Attendees introduced themselves.
2. Randy Anderson gave a recap of project scope and objectives, previous meetings and studies.
3. Randy presented a summary of draft Conceptual Improvement Plan.
 - a. In the home stretch – last product, last meeting.
 - b. *Conceptual Improvement Plan* picks up where *Feasibility Study* left off.
 - Incorporates introduction, background and standards sections.
 - Has overview chart, descriptions and detailed maps for the preferred route or *Conceptual Improvement Plan*.
 - Has charts, tables and general maps for “Other Recreational Highway 1 Improvements” and “Regional Trail Opportunities.”
 - Sign and Map Program concepts – mapboards and interpretive display locations described and shown on maps.
 - Has cost estimate for all segments that were not infeasible/undesirable.
 - Property Acquisition Study especially based on assumptions.
 - Implementation Steps.

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- Funding Opportunities.
- c. Page 13 looks at focus area. Page 14 looks at Highway 1/recreational route (longer term). Maps on Figures 3 and 4. No detailed maps of regional routes.
- 4. Comments and questions on Conceptual Improvement Plan:
 - a. Supervisor Reilly: Assumed acquisition of easement at The Tides may not be necessary. Randy: Ok, will take out if not necessary.
 - b. Rich Retecki: 1B, 2B, 6B – secure \$600,000 in Coastal Trail funds. Need to get CEQA done.
 - c. Gary: Environmental will not be done by next fall. Segment 2B will be a complicated process.
 - d. Will the Conservancy fund the environmental? (Rich Retecki had signed off by this point).
 - e. Gary: Will there not be a programmatic EIR on the entire project? State Parks is supportive of route.
 - f. How do you do a programmatic EIR with multiple agencies – County, Caltrans, State Parks, etc.
 - g. Gary: Segment 1B is currently being studied by State Parks for a walking trail. Could later upgrade study to include multi-use pathway.
 - h. Doug Zanini: Programmatic document needed and could do more detailed studies if needed for particular projects.
 - i. Supervisor Reilly: Does it make it easier to have 2B as a bike trail? Eastside is a good alternative?
 - j. Gary: It would need to be a boardwalk facility, for the most part.
 - k. Dave Knight: Can we build 3A up Bay Flat Road without ADA compliancy?
 - l. Dave Knight: It's difficult too get projects through Caltrans.
 - m. Julian: Need to work through SCTA to start a PSR process.
 - n. County can also do PSR themselves with Caltrans oversight. It is a long, long process.
 - o. Julian: Will work with County to help with existing projects and will look at Highway 1 for potential to do PSR.
 - p. Dave Knight: Also, question of who maintains improvements on state highway.
 - q. Private property owners should be given option to tie into boardwalk if possible.
 - r. Photos of existing boardwalk built in Bellingham, WA were distributed by Supervisor Reilly.
 - s. Dave Robertson: Possible constraints on Highway 1 south of Smith Brothers Road with left turn channelization project could add some ROW costs to this segment.
 - t. Supervisor Reilly: Costs will be helpful and should work toward programmatic EIR.

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- u. 6B needs to be separated into 2 segments – 6B and 6C (per Regional Parks plan).
 - v. Dave Knight: Is widening of Doran Beach Road appropriate and/or feasible physically and economically?
 - w. Dave Lewis: Do least constrained segments all at once – but still pretty complicated.
 - x. Bring back to Bodega Bay BPAC for update and additional comments?
 - y. Richard Nichols: Build alternative to Highway 1 first and then more recreational trails later? Regional trail map sometime in the future?
 - z. Reconfigure crosswalks at Eastside and Bay Flat Road.
5. The next steps to finalize the Conceptual Improvement Plan were confirmed:
- a. The deadline for comments is September 12, 2005.
 - b. LandPeople will complete the final Concept Plan product by the end of September.

The meeting ended at approximately 12:00 p.m.
Prepared by Steven Schmitz and Randy Anderson.

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Meeting Notes
Bodega Bay Bicycle and Pedestrian Trails Plan
Community Workshop
April 7, 2005 7:00 p.m.

Attendees:

Advisory Committee Members

Donna Freeman
Joel Hack
Norma Jellison
David Lewis
Perry Marker
Richard Nichols
George Sage
Thera Buttaro

Residents

Maggie Briare
Marianne T____?
Cheryl Connell
William Wilson
Jackie Kennilvort
Nancy Conzett
Ed Sinalle
Stewart Scofield
Bob Tiller
Kathy Tiller
Julie Ann Hill
Bob Swinth
Stacey Rolland
E.T. and Karen Lode
Mary Jane Hutchinson
Carl M____?
Adri Bondewyn
Kevin Delaney
Joel Blumberg
Pam Blumberg
Bob Lane
Lorraine Mullen
Jack Mullen
Don Poindexter
Bill Brown
Ginnie Brown

Residents (continued)

Steve Hecht
Brenda Nichols
Jim Farrell
Dennyece Farrell
A.L. Truman
Stephen Dabner
Clarence Freeman
Melissa Freeman
Barbara McElhiney
Kay Stager
Don Neilsen

Agencies and Organizations

Mike Reilly, Sonoma County
Supervisor, 5th District
Tim Gonzalez, Sonoma County Bicycle
and Pedestrian Advisory Committee
David Robertson, Sonoma County
Transportation & Public Works
Ken Tam, Sonoma County Parks
Joseph Kase, Sonoma County Parks
Steven Schmitz, Sonoma County Transit
Richard Retecki, Coastal Conservancy
Randy Anderson, LandPeople

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Notes:

6. Attendees introduced themselves.
7. Randy Anderson gave a recap of project scope and objectives, previous meetings and studies. He asked for general questions or comments about the study. There were none.
8. Randy presented a PowerPoint presentation summary of the route evaluation.
Discussion/comments on presentation:
 - a. Bay Flat Road questions: Is it going to be mixed-use paved trail? Will you cut into the hill to create the pathway? Randy: It could be a deck, part cut/fill, or all cut with retaining walls.
 - b. David Robertson from County Public Works presented his own study of a Bay Flat Road path alignment showing a 5% grade.
 - c. Randy: We are open to suggestions on to navigate from Bay Flat Road to Eastshore Road (crosswalks?). Presented current concept.
 - d. Details on how to separate the trail from the highway between Bay Flat Road and Taylor Street – k-rail, curb, fence?
 - e. Feedback on Harbor View alternatives?
 - f. Supervisor Reilly showed a study by an engineer for the developer showing 2 alternative alignments. Concept in report crosses wetlands, another private parcel. Engineer showed winding pedestrian ramp.
 - g. Question: How do you deal with structures along bay and boardwalk? How far out into the bay should the boardwalk be located? Answer:
 - h. Question: How to connect boardwalk/trail to Smith Brothers Road? Answer: Path could be in Highway 1 ROW or ramps up through Coastal Conservancy parcel.
 - i. What type of facility is feasible along Smith Brothers Road? Remove parking for Class I trail? Could be a separate path or just use the roadway.
 - j. Proposal for crosswalk of Highway 1 at Birdwalk Park entrance as opposed to Harbor View North entrance (safer).
9. General discussion of evaluation, alternatives, preferences:
 - a. Will bicycle races on Highway 1 cease and desist? David Robertson: CHP governs sanctioned races under permit.
 - b. What about extending scope of trail further north than Salmon Creek and to the south, as part of a regional connection to the California Coastal Trail system). Also, show connection to Bodega Head Beach, whole trail system on Bodega Bay Head, including parallel separate trails.
 - c. Mike Reilly: Trail east of the highway, north to Serena del Mar and Carmet is in planning stages with State Parks (Carrington Properties?).
 - d. Landpaths is working on plan north of Salmon Creek – extension of Coastal Trail south to Salmon Creek, Trail to Willow Creek. Report being

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funded through Coastal Conservancy. Craig Anderson at Landpaths (707-480-3760).

- e. Is the Bay Flat connection required to be ADA compliant? Why not just close Bay Flat Road? Randy: Closure would be controversial and grade is still too steep. Important to make ADA compliant because it is the only near-term potential connection to town, and for funding opportunities.
- f. Project will be expensive, but could serve dual purpose of providing trail and landslide prevention.
- g. Can Bay Flat Road trail be only for pedestrians (with steps) and not bicyclists? Could be considered in next stage of design.
- h. Supervisor Reilly: Report needs to elaborate on opportunities/situation with old Eureka Pier. There is only an easement currently – not restoration. Possibly a desirable potential future opportunity (demolition is delay for now).
- i. How expensive would maintenance be for boardwalk? Supervisor Reilly: Need to look at materials.
- j. Is there funding for this? \$1 million Measure M funding and also Coastal Conservancy commitment.
- k. Richard Retecki: The Coastal Trail is a primary objective for the Coastal Conservancy. This project is a public safety issue and, therefore, a high priority.
- l. Concern about boardwalk and environmental impact. Need more studies. But, boardwalk is a bonus. Want the boardwalk to be an alternative to the route through town. Boardwalk will change the look of the bay.
- m. What are the steps?
- n. Mike: Have generally avoided Highway 1 and Caltrans.
- o. The boardwalk is the “sexy” part of the plan. Should keep it in, but the viability...
- p. Connect Windy Lane to Highway 1 as opposed to going through Harbor View? David Robertson: Steep – would only accommodate pedestrians, and County would need to acquire property to be able to improve. ROW is only about 25’ wide.
- q. Switchbacks proposed by development engineer are intended for pedestrians only at entrance to Harbor View.
- r. What about additional crosswalks along Highway 1? Where? Caltrans may be agreeable to flashing yellow light. Due to sight distance requirements, Birdwalk parking may be only feasible spot.
- s. What is route if no boardwalk? Class I pathway would have to be along Highway 1. David Robertson: Sewer easement on the east side isn’t feasible because there is not safe place to cross.
- t. Supervisor Reilly: Boardwalk from Tides to Lucas Wharf is essential.
- u. Perry Marker: Don’t write off Highway 1 improvements. Look at Harbor View roadway improvements that happened fairly quickly.
- v. Segment 4 between Tides and Lucas Wharf on Highway 1 is already good for bicyclists. Needs pedestrian improvements.

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- w. Look at public access to boardwalk.
- x. For internal information only, per Normal Jellison: Thera Butto should be on report list; who is Kay Stage?
- y. Note that Bodega Bay School on Canyon Road. Potential for Safe Routes to School funding?
- z. Re: boardwalk going behind houses – per other coastal properties, allows people in houses opportunity for gate and access to water.

The meeting ended at approximately 8:45 p.m.

Prepared by Randy Anderson

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Meeting Notes
Bodega Bay Trails Plan
Technical Advisory Committee Meeting
February 22, 2005 10:00 a.m.

Location:

Main conference room (downstairs) of the Sonoma County Transportation & Public Works Department, 2300 County Center Drive, Santa Rosa

Attendees:

Supervisor Mike Reilly
Dave Lewis, Bodega Bay BPAC
Tim Gonzalez, Sonoma County BPAC, 5th District
Rich Retecki, State Coastal Conservancy
Steven Schmitz, Sonoma County Transit
Joe Kase, Sonoma County Regional Parks
Dave Robertson, Transportation & Public Works
Gary Shannon, State Parks
Julian Carroll, Caltrans
Manny Caluya, Caltrans
Mike Thomas, Caltrans
Randy Anderson, LandPeople

Notes:

10. The attendees introduced themselves.
11. Randy Anderson of LandPeople, study consultants, gave a brief recap of project scope and objectives, previous meetings and studies.
12. Randy presented a summary of the route evaluation in a PowerPoint presentation.
13. The attendees discussed the evaluation, alternatives, and preferences.

Segment 2A, Highway 1:

- a. Per Supervisor Reilly, it is easier to improve Highway 1 from Community Center to Eastshore Rd. than to improve Highway 1 south of Eastshore.
- b. Conditions are very difficult from Eastshore south.
- c. Julian Carroll: Have sight distance issues for pedestrians been studied?
Randy: generally, yes. This is primarily an issue at intersections.
- d. Bike route alternative to Segment 2B could be Highway 1 to Eastshore to Bay Flat Road (on road).
- e. Pedestrian route could be Segment 2B boardwalk (off road) through dunes to Community Center.

Segment 3A, Bay Flat Road:

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- a. Would be difficult politically to close Bay Flat Road. If traffic remains on road, it would need to be widened through landslide area to accommodate bikes and pedestrians.
- b. Dave Robertson: It is possible to cantilever a section out over the slope.
- c. Put “road closed” scenario versus widening/repair scenario in report.
- d. Bikes on road downhill and on cantilevered part uphill? (former would conflict with uphill traffic).
- e. Design for ADA would require resting platforms and switchbacks – LandPeople will do conceptual design as part of widening/repair concept..
- f. Upper portion of Bay Flat Road has adequate room for trail on west side if road is shifted to east side.

Segment 3B, Highway 1:

- a. Demolish garage at top of Bay Flat Road to accommodate connection to crossing at Taylor Street.
- b. Conservancy parcels exist west of Highway 1 between Bay Flat Road and Taylor (Rich Retecki to confirm?).
- c. Use signage to encourage bicyclists to use Bay Flat Road and Eastshore as opposed to Highway 1.
- d. Portion between the phone company and Diekman’s Store on Highway 1 near Taylor Street is constrained.
- e. Dave Robertson/Mike Reilly: No sidewalk necessary on Highway 1 on east side north of Taylor Street.
- f. Wider shoulders and a 10’ wide path on the west are the preferred configuration.
- g. Underground utilities from Bay Flat Road to Taylor (2 poles?) to get Class I pathway; no sidewalks needed at phone company.
- h. Not possible to widen from Taylor to Tides – too many structures, a major highway re-construction project.
- i. Per Mike Thomas, the minimum new pavement section would need to be 32’ (versus the current 20’ or less).

Segment 3C, Taylor St., Bodega Avenue and Harbor View Development:

- a. No need to have “No Parking” designation on Bodega or Taylor, or other formal improvements other than route signs.
- b. Alternative (grey) route between Bodega Avenue and Harbor View Drive is highly desirable. Needs to avoid wetlands and designated commercial property driveway.
- c. The developer has won a court case upholding tentative map. A trail easement would need to be negotiated. Mike Reilly will work on negotiating minimum 15’ easement with developers.
- d. Study needs to have a good sign program.
- e. Rich Retecki: This section would make for good interpretive displays and lookouts.

Segment 3D, Boardwalk:

- a. Connection to boardwalk needed through Tides driveway.

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- b. Give property owners along boardwalk controlled access to preserve their traditional access and help offset intrusions.
- c. Dave Robertson: Go behind parcel that juts out to preserve boat access? (Per Randy, a future option that would need to be negotiated with property owners).
- d. LandPeople will color-code parcels owned by Coastal Conservancy to differentiate from other public lands.
- e. Trail could extend through Lucas Wharf parking lot and use Conservancy land to connect to Smith Brothers Road, or use wide Highway 1 ROW.

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

- a. Per Randy, it would be desirable to widen to provide a walkway or Class I path on the west, and bike lanes as a long-term project. Widening would mostly affect the east side of the highway.
- b. Building a Class I path on the east side of the highway (on the sewer alignment) would have high cost and problems with safe, cost-effective crossing to Smith Brothers Road.
- c. Mike Reilly: Improving along highway would have impacts on existing residences. The boardwalk provides an alternative connection from the Tides to Lucas Wharf.

Segment 5A, Highway 1 at Smith Brothers Road:

- a. Randy: this has low potential because its in a cut through the hill, has poor visibility and connections.
- b. Here too, sewer easement route would be expensive, obtrusive, and be difficult to connect to safely.

Segment 5B, Smith Brothers Road:

- a. Randy: if parking was removed and some slopes cut or retained, could create a separate Class I path on west.
- b. Mike Reilly: should leave Smith Brothers Road alone similar to Bodega Ave. and Taylor St.
- c. Rich Retecki: limited parking/staging area/trailhead could be located on Conservancy parcel just south of Lucas Wharf.

Segment 6A, Smith Brothers Road to Doran Park Road:

- a. Regional Parks will be proposing a project to the Coastal Conservancy to construct these improvements.
- b. Harbour Way North pedestrian crossing should be at Birdwalk Park entrance – safer than at intersection.

Birdwalk Levee Trails and Bridge to Doran Beach Road:

- a. Regional Parks' project includes these improvements.
- b. Informal path now parallels Chaney Creek on south side next to treatment plant, provides access to Doran Park Road and indirectly, Bodega Harbour Way South. LandPeople should show on map and call for improvement.

14. Attendees discussed the preferred alternative(s) for Concept Design stage

- a. Boardwalk is most important between Lucas Wharf and Tides.

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- b. Bikes OK to use boardwalk? Recreationally yes, but not suited for/desirable to through bicyclists.
- c. Mike Thomas (Caltrans HQ): Highway 1 between Bay Flat Road and Taylor is most important.
- d. How to fund this? Measure M and/or Coastal Conservancy, other grant programs. Source of funding would determine whether Caltrans or county would lead.
- e. If there is a demonstrated safety issue per Caltrans Safety Index, then SHOPP highway safety project funds could be used.
- f. Needs to be prioritized through Sonoma County Transportation Agency (SCTA) to become a priority for Caltrans.
- g. Julian Carroll: This project suggested for TEA funds.
- h. Need to identify Phase 1 projects to go after funding sources (e.g. Bay Flat Road).
- i. LandPeople will prepare a draft Phase 1/preferred alignment map and description for review at the Community meeting.

15. Other comments and/or questions.

- a. Per Joe Kase, north of Community Center, Class I trail is no longer perfectly parallel to Highway 1, will be further west (LandPeople will update in report).
- b. Rich Retecki: show how to connect to the Bottarini property (on the coast south of Bodega Harbour development). Include on map as insert.
- c. Dave Robertson: At Eastshore Road County has a cooperative agreement with Caltrans for installation of left turn lanes – no signal. The state previously looked at a safety project near Bay Hill Road to improve sight distances.

16. Confirm next steps and set next meeting:

- a. Conduct community meeting between 3rd week in March and 1st week in April (later set for 7 pm April 7th at Bodega Bay Grange).
- b. Send a copy of study to Suzanne Wilford of SCTA.

Meeting concluded at approximately 12:00 p.m.

Prepared by Steven Schmitz and Randy Anderson.

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Draft Meeting Notes
Bodega Bay Bicycle and Pedestrian Trails Planning Study
Advisory Committee Meeting #1
Bodega Bay Grange
March 11, 2004 2:00 p.m.

Meeting objectives:

Introduce participants, basic scope, approach and process; initial Committee input on opportunities and constraints; set next steps

Attendees:

Theresa Borden
Maggie Briare
Clark Champion, Bodega Harbor HOA
Joel Hack
Ron Jackson
Norma Jellison
David Lewis
Perry Marco
Janet Moore
Kay Stage
Supervisor Mike Reilly
Julian W. Carroll, Caltrans
Michael Stephenson, State Parks
Richard Retecki, Coastal Conservancy
Joseph Kase, Sonoma County Regional Parks
Steven Schmitz, Sonoma County Transit
Randy Anderson, Principal, LandPeople (study consultants)
Matt Lamborn, Associate Planner, LandPeople
Colleen Williams, Assistant Planner, LandPeople

Agenda items:

1. Review Agenda, Introductions

Supervisor Mike Reilly briefly introduced the project. The attendees introduced themselves. Consultant Randy Anderson (RA) reviewed the agenda, provided copies of a handout outlining draft alternative trail segments to all attendees, and provided an overview of the project.

2. Project Background, Goals and Objectives

RA described the scope of work, which is to prepare a preliminary plan of the best solution. He emphasized that the project is a feasibility study (not detailed plans) and that the product must be complete and clear enough so the project proponents can seek grant approval.

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3. Role of the Advisory Committee

RA explained the need for the Committee's involvement and requested they ask questions and provide their insight and opinions.

4. Identify Initial Opportunities, Constraints, Issues, General discussion

Using an enlarged study area map with initial alternatives and conditions identified, RA described the alternative routes and draft preferred/minimum pathway standards. He facilitated a general discussion and marked-up the map and recorded notes to identify or confirm conditions, and gave a slide show highlighting the alternatives in the focused study area (from the Community Center south to Doran Park Road):

Overall comments:

- **Alternative trail routes**
Not everyone may buy into the best alternatives, but the hope is that most everyone will acknowledge that it is the favorite - consensus.
- **Trail design options**
Class II bike lanes shouldn't be the objective; residents are looking for a separate Class I paved path. Minimum standard should be paved in all cases. Steven Schmitz: Entertain recommendations for separate bicycle versus pedestrian segments.
- **Study products**
What is LandPeople going to provide in report? A - The feasibility of desirable trail locations and configuration for each identified segment. Different scenarios. Julian Carroll requests that LandPeople provide costs of preferred routes to the Committee for their decision.
Maintenance agreements? A – needs and opportunities will be identified
Outcome of study to include dollar figure to build? - Yes
Julian Carroll: Don't let alignment costs be your "guiding light."
- **Issues and questions to resolve**
RA said that LandPeople still had not received County aerial photographic maps including delineated parcels. Steven Schmitz reported that Steve Fredericks of the County Transportation and Public Works Department has indicated that the aerial photography and ground survey data for the maps should be completed within 4 weeks. RA indicated that the delay in receiving the maps should not cause an overall delay to the original completion date of the end of 2004.
- **Initial review of the alternatives**
RA reviewed the alternatives and the group commented:

1. Highway 1 from Bay Hill Road north: physically an easy connection to establish as a separate path (the results of the initial survey indicated Salmon Creek connection as a low priority). Old Highway 1 alignment a potential alternative route?

2A. Hwy. 1 at Bay Hill Rd. to Windy Lane: there is some shoulder at the north end, Beyond the first curve creeks, slopes, riparian habitat and nearby development are major constraints. There is no shoulder at all in the curved and steep segments. RA - Is there

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reason to spend significant time on 2A? Consensus of those present was that there is not. (Photo labeled 2A in slide show is really alternative 2B, Bay Flat Road). Highway 1 and Bay Flat Road intersection is slated for redesign directed by County Public Works. Talk to Dave Robertson for more info.

2B Dunes Campground Bypass, Community Center to Eastshore Road: Has feasibility from engineering standpoint for multi-use path, through State Park. Michael Stephenson, State Parks indicated that he is ready to do a site walk and ready to make the project happen, providing it avoids disruption to campsites. Behind existing private campground there is a good potential connection from Highway 1 to State Park along Ranch Road (County ROW). Joe Kase indicated that it is existing ROW but not maintained by the County.

3A Highway 1 at Windy Lane to Romancia: This segment is highly constrained by blind corners and urban uses encroaching right up to roadway. Not likely to get a trail through along this entire stretch. Committee would like consultants to focus on segment from Taylor south on west side. Highway 1 at Windy Lane is a possible connection.

3B Bay Flat Road, one-way section: Provides connection from 2B to center of town, though intersection with Highway 1 is problematic. Discussion took place as to whether the road should be open to pedestrian traffic only (not a subject of this study). This and landslide issues are really part of future road repair/configuration plans. Possible trail solutions include cantilevered walkway. The condition of existing retaining walls is a concern.

3C Bodega Avenue/Romancia to Hwy1: Requires resolution of a connection to and crossing of Highway 1. Bodega Avenue is relatively wide and quiet, but use of trail would impact properties – parking, frontages, etc.

3D Boardwalk, Porto Bodega Marina to Tides: Per RA - involves significant environmental review process and agency approvals due to location in wetlands, high cost. Coastal Commission review/approval needed. Supervisor Reilly: Coastal Commission is supportive of the concept. Contact Chris Currans with Coastal Commission regarding boardwalk feasibility. Homes in the proximity may be vacation rentals. In those areas the path may step down to the beach providing public access. Providing gates and access to homes adjoining boardwalk can raise homes' property values. There was a suggestion to have one route for bikes and another route for pedestrians, or if shared then mandatory for bicyclists to walk bikes over boardwalk. Morro Bay has a shared use boardwalk. LandPeople will research this and other examples.

3E Highway 1 frontage of Romancia and Tides: Romancia road connection to Highway 1 is *very* steep. Given the steepness from Romancia to crosswalk at Tides, there may be ADA issues. Look into going through Romancia, behind Inn of the Tides, then acquire easement to connect across to Smith Brothers Road. However, going behind may

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separate people from local businesses. Another suggestion was to underground utilities, thereby creating space for a pathway. Supervisor Reilly indicated that there are priorities developed every year for utility undergrounding, however the program is a lengthy process. Another suggestion was to look into designing a Highway 1 undercrossing.

4A Hwy. 1 from Tides to Smith Brothers Road: There is an existing sewer line easement (east side of Hwy. 1) that could be used as path depending on acquiring public access easement. There is a sewer easement east of Highway 1 above fence paralleling Highway 1. This created a useful flat bench (property is in private ownership). Also, sub-alternative segment along west side of Highway 1 would keep trail users near businesses. This is attractive because there are several Coastal Conservancy properties with opportunities for overlooks, interpretive centers, etc. Flowing storm water is cutting into cliff/roadway just south of the Tides – nearly to pavement edge.

5A Hwy.1 from Smith Brothers Road North to Smith Brothers Road South: Has shoulders for bikes. Sewer easement provide potential route on east. Smith Bros. Road is the preferred pedestrian route.

5B Smith Brothers Road: generally not wide enough to have parking and a separate trail. Trade off would be either loss of parking with minimum width trail, or some widening. Supervisor Reilly: use asphalt berm to separate people and traffic. Adjacent Coastal Conservancy parcels provide access and/or overlook opportunities. Possibility of undercrossing south of Lucas Wharf at Smith Brothers Road?

6A Hwy. 1 from Smith Bros. Road to Doran Beach Road: to Doran Beach: Existing informal trails connect north from Birdwalk levee trails. Low priority for improvement? Improve this segment of Hwy. 1 to Class 2 bike lanes.

6B Birdwalk/Doran Park Trails/Doran Beach Road/Doran Park Road back to Hwy 1: Birdwalk levee trails are slated to be improved - paved. Trail exists on south side of creek from Regional Park to sewage treatment facility. Bridge from Birdwalk levee trails to this trail is planned and funded (its timing is tied to the dredging of Bodega Bay). This route is indirect and heavy use could impact shorebird populations in adjacent wetlands. It will mainly serve as a recreational connection from the regional park to businesses in Town.

6C Doran Park Road: Preferred to back route behind Bodega Bay Lodge (6B). Don't need improvements/ pathway south of Doran Park Road (not to Bodega Harbour); just to Bodega Lodge to connect residents/visitors to businesses north. Minor shoulder widening along Doran Park Road should be sufficient, with asphalt berm to separate trail from roadway

5. Set Next Steps and Meeting Date(s) Randy Anderson explained that once he received the necessary maps, documents and field data he would expect a month turn around time to complete the next step of more detailed maps. At that time another

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Committee meeting would be crucial for further input and revisions followed by a Community meeting, followed by final project.

6. General Questions and Comments, Meeting Wrap Up

- Julian Carroll: Maintenance agreements between agencies and private property owners will be important.

Follow-up tasks:

- Email updated project timeline to Julian.
- Provide relative costs/ranges of costs for improvements at next meeting.
- Check out CAD drawings for trail alignment (Joe Kase).
- Contact County Public Works about Bay Flat Road and other improvement plans.

The meeting concluded at approximately 4 p.m.

Prepared by Randy Anderson, Matt Lamborn and Colleen Williams.