



The Great Redwood Trail:

A Vision of the Future

A complicated railroad history...

- Northwestern Pacific Railroad (completed 1914)
- Southern Pacific Railroad
- Floods of 1964
- Island Mountain Tunnel Fire 1978
- Eureka Southern 1984
- North Coast Railroad Authority 1989
- Willits – South Lease to California Northern 1993
- Willits - North Closure 1996
- Closure of entire line 1998
- NWP Co new freight operator 2010
- SMART 2012

Facts....

- Length:
- Cloverdale – Willits 54.3 miles
- Willits-Arcata 153.0 miles
- Total 207.3 miles
- Major Trestles 13
- Bridges 32
- Tunnels 36
- Longest Tunnel 4,313 feet

- SB 1029 approved May 30, 2018 by Senate 36-1
- Governor signs SB 1029 September 30, 2018
- Willits-Cloverdale to SMART
- Senator Michael McGuire: “...create a Great Redwood Trail for hiking, biking, and riding, that may be in the public and economic best interests of the north coast.”
- Transportation Agency (Caltrans) in consultation with Natural Resource Agency to conduct an Assessment by July 2020
- Prioritization of southern section assessment

SB 1029:

- A preliminary assessment of the viability of constructing a trail on the entirety of, or a portion of, the property, rights-of-way, or easements owned by the North Coast Railroad Authority, and recommendations relating to the possible construction of a trail, including both of the following:
 - (A) Options for railbanking and the governance structure or ownership structure for a new or successor entity that is necessary to railbank property, rights-of-way, and easements along the rail corridor.
 - (B) A preliminary assessment of which portions of the terrain along the rail corridor may be suitable for a trail.

Comparable Trails

- Pacific Crest Trail
- San Francisco Ridge Trail
- San Francisco Bay Trail
- Tahoe Rim Trail
- Tahoe-Pyramid Trail
- American River Parkway
- SMART Multi-Use Path
- East Coast Greenway
- Appalachia Trail





VISION

The **WEST COAST GREENWAY** will serve as a continuous sustainable mobility corridor that connects every major city on the West Coast from Seattle to San Diego.

The greenway will provide close-to-home access for people who want to spend just a few hours on the trail or a remarkable experience for long-distance travelers who will be able to experience the West Coast's natural beauty as they travel from city to city. Innovative technologies and a "West Coast" approach to project development will provide economic benefits to large cities and small towns alike. Some of our nation's most heavily visited parks and public lands will be connected by this world-class ribbon of green infrastructure.

Selected Existing/Planned Trails on NWP Corridor

- Annie & Mary Trail
- Arcata Rail Trail
- Arcata-Eureka Rail Trail
- Humboldt County Bicycle/Trail Plan
- MCOG Rail Trail Plan
- Ukiah Rail Trail
- Willits Rail Trail
- SMART Multi-Use Path
- Joe Rodota Trail (Sonoma)
- North-South Greenway (Marin)



Trail Feasibility Elements

- Advisory Committee/Public Outreach
- Existing Conditions/Mapping/Inventory
- Project Goals
- User Needs Analysis
- Alternative Trail Types
- Preferred Alignment
- Design Standards
- Implementation/Phasing
- Right-of-Way/Easements/Surveying
- Tunnels/Bridges
- Management Plan/Safety
- Environmental Screening

Potential Goals

- A continuous trail within the NWP corridor
- Protect safety/privacy of adjacent landowners
- Make trail accessible to wide variety of users
- Restore/enhance environment, esp. stream habitat
- Improve emergency vehicle access
- Enhance local economies
- Restore/maintain railroad infrastructure to extent feasible
- Trail design to reflect feasibility, environment, safety needs
- Provide adequate support facilities esp. in isolated areas
- Prohibit fires during fire season



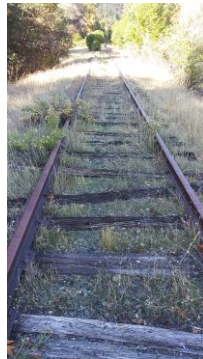
All photos Charlie Gandy











Preliminary Usage/Benefits Analysis

When completed, the Great Redwood Trail will:

- Attract 1,200,000 annual users (paved surface)
- Generate \$10 million/year in new visitor revenue

Trail Types

Wider Track Unpaved Trail



Single Track Unpaved Trail

Trail Types

Multi-Use Trail



Class I Bike Path

SALMON CREEK GREENWAY

Alignment Design

Lacamas Heritage Trail

LACAMAS LAKE

3.5 miles

EASY MODERATE DIFFICULT

NW LAKE ROAD AT SR 500, CAMAS

This 3.5 mile gravel shared-use trail in East Clark County is located on the west side of Lacamas Lake and Lacamas Creek. It provides superb opportunities to view birds, rock formations and waterfalls. It also offers picnicking stops, extensive waterfront access and playgrounds. Both trailheads include parking and toilets, and the southern trailhead includes a boat launch. An additional boat launch, with off-street parking, is located on the northeast side of Lacamas Lake on NE Leadbetter Road.

FACILITIES
Boating, hiking & biking trails, play equipment, bird watching, restrooms

DIRECTIONS
By car: SR 14 to SR 500 in Camas; N on SR 500 to NE Lake Rd; also, trailhead at Goodwin Rd
By bus: No bus service within one mile

FEES
None
HOURS
7 a.m. to dusk

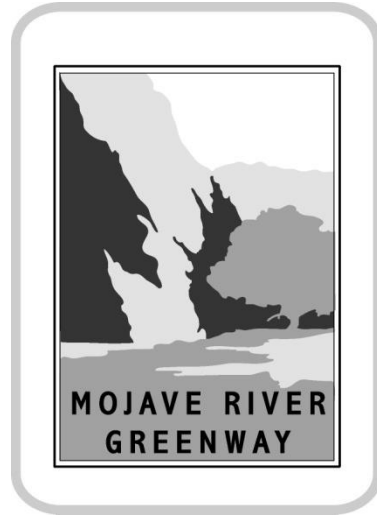
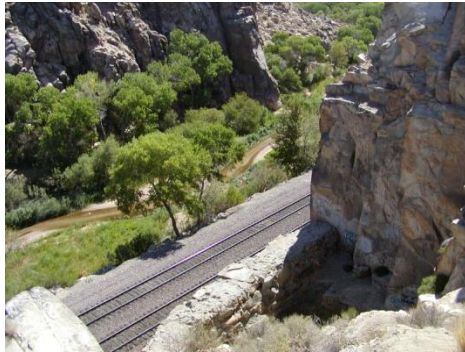
- SHARED TRAIL
- LOCAL LOOP TRAIL
- BIKE ROUTE
- TRAIL ACCESS
- PARKING
- RESTROOMS
- PLAY AREA
- PICNIC AREA
- ATTRACTION
- BOAT LAUNCH



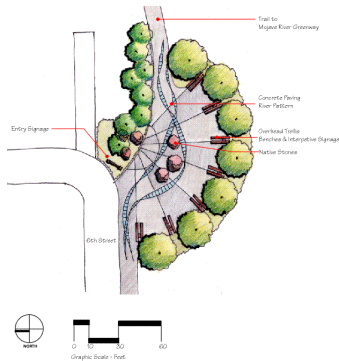
VANCOUVER-CLARK PARKS
& RECREATION DEPARTMENT
www.vancouverclarkparks-rec.org/

0 1000 2000 FT
1 INCH = 2000 FEET

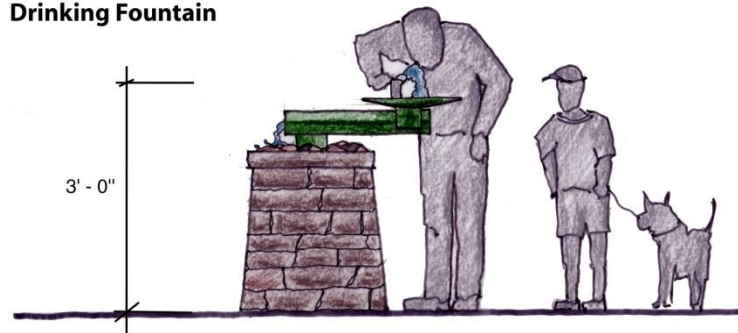
Trail Design Themes



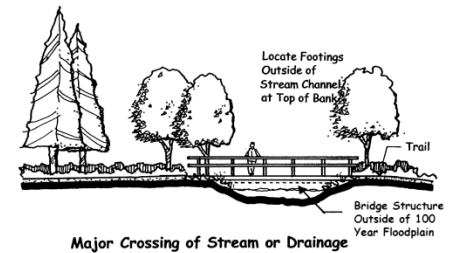
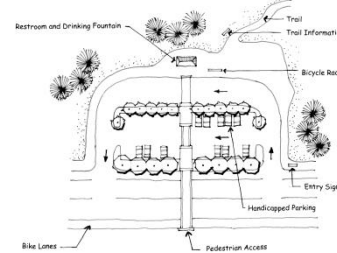
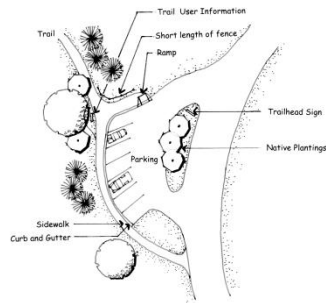
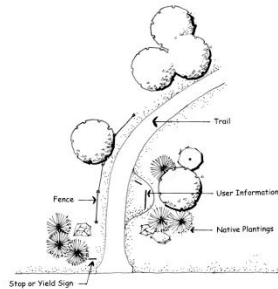
Entry Plaza Concept



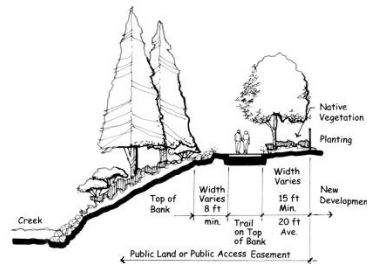
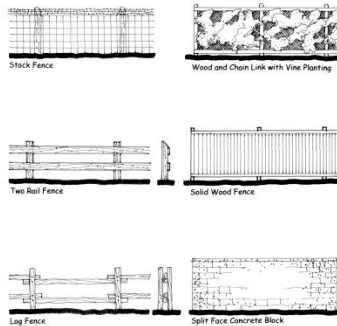
Drinking Fountain



Alta Trail Design Standards

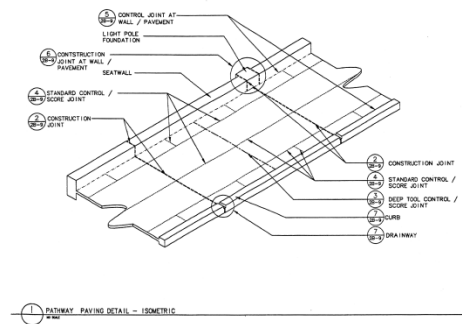


Trail Heads and Staging Areas



Trail Guidelines at Proposed New Development

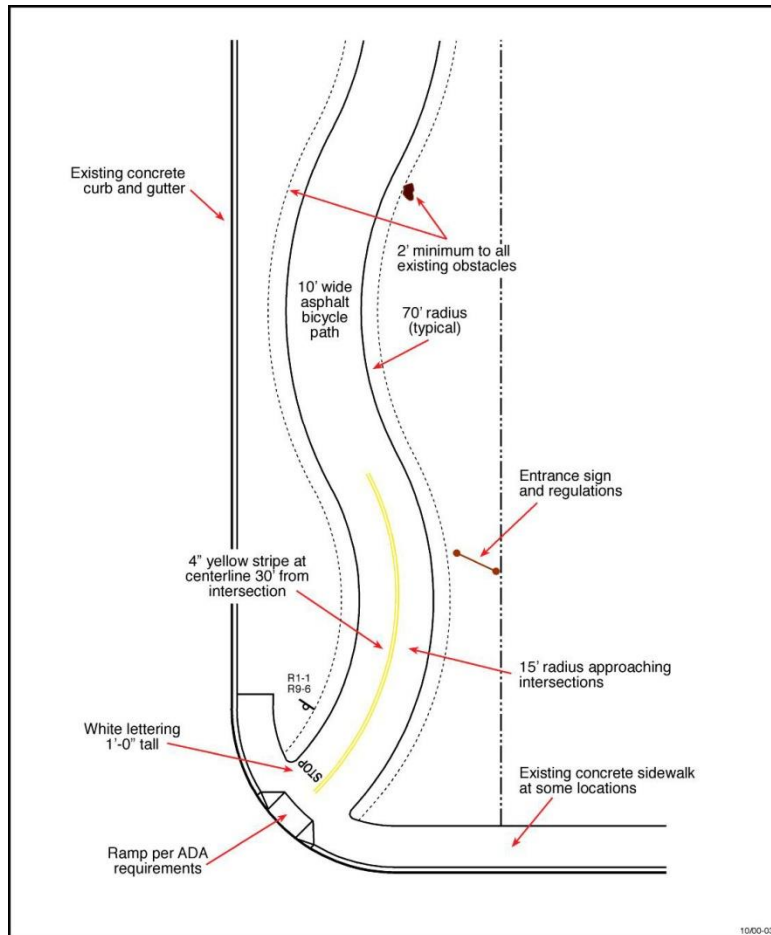
Foot Bridges



Fencing and Barriers

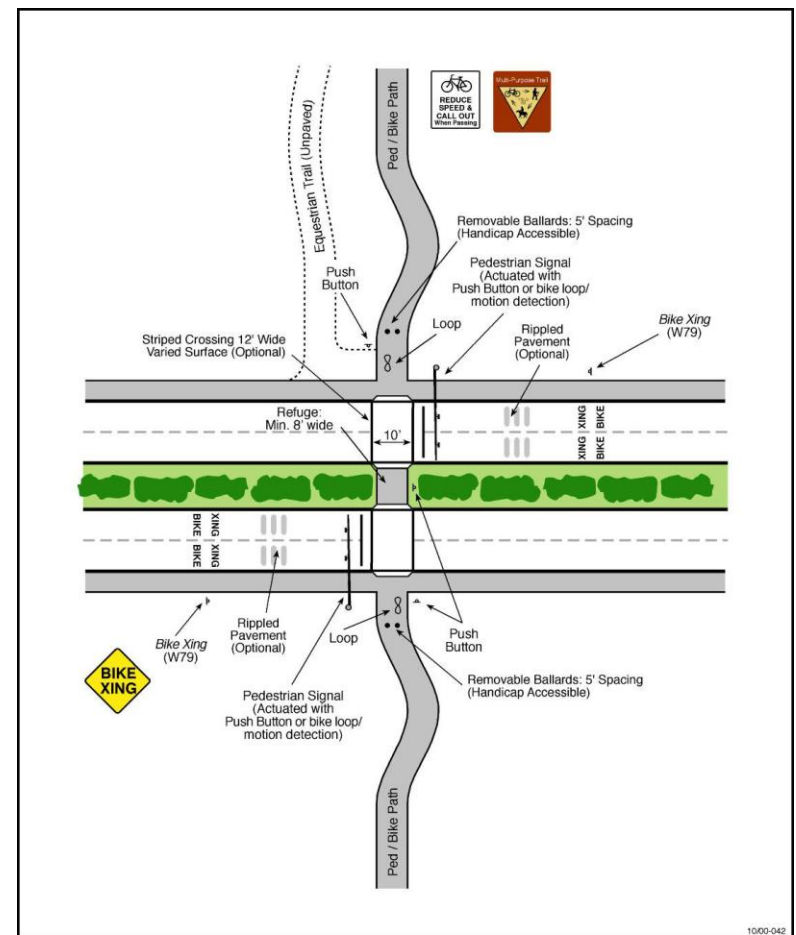
Paving Detail

Crossings



FIGURE

**TYPICAL BIKE PATH
DETAIL AT INTERSECTIONS**



FIGURE

**MULTI-USE TRAIL
CROSSING PROTOTYPE**

Opportunities and Constraints

rainier avenue

Corridor Challenges



High left turn volumes conflict with through volumes.



Too frequent sharp-angle intersections can create traffic conflicts.



Sharp-angle intersection creates sight distance issues for turning vehicles.



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Existing Corridor Elements

- 4-lane principal arterial
- Primarily residential area
- Sidewalks
- On-street parking
- No bus service



Legend

See Issues Legend for additional information

Business District



Pedestrian Caution



Bus Zone



Sight Distance



Sharp Angle Intersections



Accident Area



Access Points