

DECEMBER 2018



SANTA SUSANA MOUNTAINS

• TRAILS MASTER PLAN - PHASE II •



PREPARED BY



IN ASSOCIATION WITH



ACKNOWLEDGMENTS

Los Angeles County Board of Supervisors

Kathryn Barger, Fifth District Supervisor

Jarrold DeGonia, Field Deputy

Los Angeles County Department of Parks and Recreation

Kathline King, Chief of Planning

Michelle O'Connor, Trails Planning Section Head

Zachary Likins, Trail Planner

Julie Yom, Park Planner

Gabriel Mason, Trail Planning Assistant

Alta Planning + Design

Greg Maher, RLA, ASLA, Vice President, Principal-in-Charge

James Powell, ASLA, Design Associate, Project Manager

Emily Duchon, Principal, Assistant Project Manager

Lydia Kenselaar, Senior Designer

Matthew Wild, Designer

Ryan Taylor-Gratzer, Planner

Sapphos Environmental, Inc.

Marie Campbell, Principal and CEO

Laura Male, Environmental Compliance Specialist, Project Manager

Matthew Adams, Senior Technical Editor

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Executive Summary

EXECUTIVE SUMMARY

The County of Los Angeles developed this plan to expand opportunities for residents and visitors to experience the unique natural and cultural resources of the Santa Susana Mountains by means of a comprehensive, multi-use regional trail network.

The Santa Susana Mountains Trails Master Plan - Phase II (SSMTMP-P II) includes a 67.5-mile planned regional trail network within a 22-square-mile study area, which abuts the Santa Clara River to the north, the City of Santa Clarita and the I-5 freeway to the east, the Santa Susana Mountains Final Trails Master Plan - Phase I (SSMFTMP-PI) area to the south, and the Newhall Ranch Specific Plan area to the west. This trail network builds upon prior trail planning efforts within the northwest region of the County, augmenting the 71-mile planned regional trail network adopted in the SSMFTMP-PI (May 2015) and the 100-mile planned regional trail network adopted in the Castaic Area Multi-Use Trails Plan (October 2016). These plans were made possible by funding provided by the Fifth Supervisorial District of Los Angeles County in order to realize and conserve the full potential of regional multi-use trail connectivity.

The SSMTMP-P II has two central goals: (1) develop a complete multi-use trail system connecting user groups and local populations to desired recreation destinations and experiences, with seamless transitions to the trails of adjacent jurisdictions, compatibility with adjacent land uses and environmental resources, and a safe and sustainable design consistent with the County of Los Angeles Trails Manual¹; and (2) develop a recreational trail system that supports low-intensity use, including mountain biking, equestrian use, and hiking, to accommodate the population increase anticipated in the

Santa Clarita Valley Planning Area through the 2035 planning horizon, consistent with the Parks and Recreation Element of the Los Angeles County General Plan 2035. These goals are also supported by seven planning objectives, which shaped the development of the plan and will guide its implementation.

The plan balances a wide array of considerations to conserve the long-term sustainability of the County's multi-use trail network. It acts as a framework to encourage and promote new multi-use trails and recommend improvements to existing trails, recommending connections and transitions to areas, jurisdictions, and prime destinations within and adjacent to the SSMTMP-P II study area in the Santa Clarita Valley and northern foothills of the Santa Susana Mountains. The plan seeks to respect sensitive resources while reducing unmet demand for recreation opportunities in the Santa Clarita Valley Planning Area and throughout the Fifth Supervisorial District of Los Angeles County. The plan incorporates feedback from multiple agencies, stakeholders, and community members received during an extensive public engagement process that is detailed in the plan, such as a series of public meetings and stakeholder meetings, consultation with Native American tribal representatives, and an interactive project website.

Upon approval by the County Board of Supervisors, the trails proposed as part of the SSMTMP-P II be incorporated into the County's General Plan for future development. The plan includes a series of strategies for the implementation of trails proposed in the plan, from land acquisition to future maintenance. It is anticipated that the trails will be constructed incrementally over the 2035 planning horizon as a result of a variety of factors, including available lands and resources.

¹ County of Los Angeles Department of Parks and Recreation. [May 2011] June 2013. County of Los Angeles Trails Manual. Available at: <https://trails.lacounty.gov/Files/Documents/69/LA%20County%20Trails%20Manual%20%28Revised%2006-20-13%29.compressed.pdf>



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Introduction

SECTION 1.0: INTRODUCTION

The Santa Susana Mountains Trails Master Plan - Phase II will augment efforts made by Los Angeles County, and funded by the Fifth Supervisorial District, to realize and conserve the full potential of regional multi-use trail connectivity. The project builds upon the Santa Susana Mountains Final Trails Master Plan - Phase I, which was adopted in May 2015, and will continue the trail master planning efforts in the unincorporated northwest region of Los Angeles County (County).

The plan balances a wide array of considerations to conserve the long-term sustainability of the County's multi-use trail network. It acts as a framework to encourage and promote new multi-use trails and recommend improvements to existing trails, recommending connections and transitions to areas, jurisdictions, and prime destinations within and adjacent to the planning area. The plan seeks to protect culturally and ecologically sensitive areas, and includes recommendations for reducing unmet demand for recreation opportunities in the Santa Clarita Valley Planning Area and throughout the Fifth Supervisorial District of Los Angeles County. The plan incorporates feedback from multiple agencies, stakeholders, and public meetings. The draft plan was circulated for public review and the final plan will be presented to the County Board of Supervisors for approval with the intention of incorporating the proposed trails into the County's General Plan. Recommendations included in the final plan are consistent with the adopted County of Los Angeles Trails Manual (County Trails Manual).¹

¹ County of Los Angeles Department of Parks and Recreation. Adopted May 2011, Revised June 2013. County of Los Angeles Trails Manual. Available online at <https://trails.lacounty.gov/Files/Documents/121/LA%20County%20Trails%20Manual%20%28Revised%2006-20-13%29%20RS%202016.pdf>

Section 1.1 Background

The Santa Susana Mountains Trails Master Plan – Phase II (SSMTMP-P2) is located in unincorporated northwestern Los Angeles County (see Figure 1-2). Phase II expands upon the 13-square-mile Phase I study area that was established in the Santa Susana Mountains Final Trails Master Plan (SSMFTMP). The new study area adds approximately 9 square miles north of the Phase I study area between Stevenson Ranch and State Route 126. The Phase II area is an approximately 22-square-mile area located on the north-facing slopes of the Santa Susana Mountains to the southwest of the Santa Clarita Valley. The adopted SSMFTMP (Phase I) provided a detailed trails network and identified potential surrounding trail connections for future trails planning in the Santa Susana Mountains. The proposed planning area appears on the U.S. Geological Survey (USGS) 7.5-minute

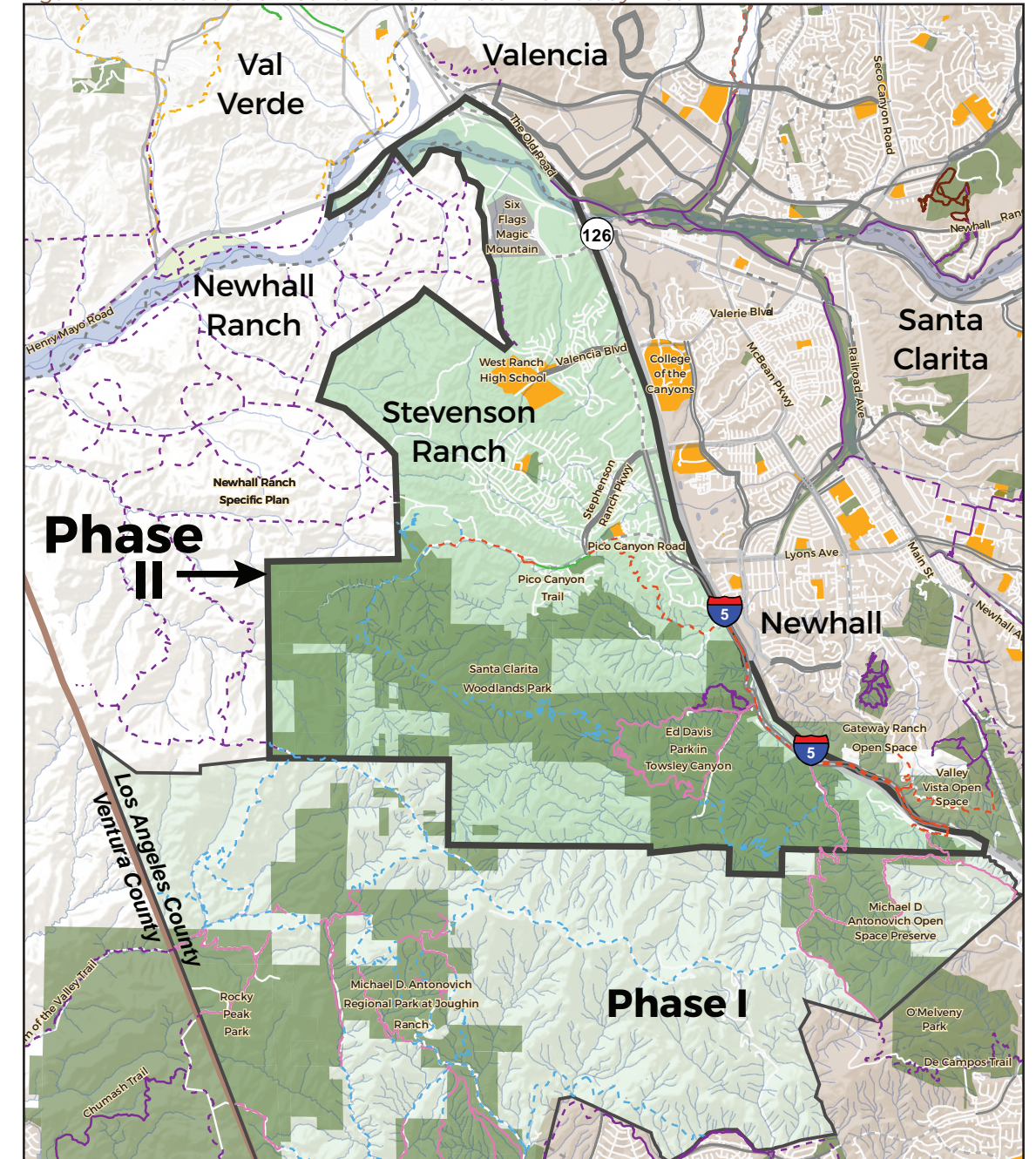
series Val Verde, Newhall, Simi Valley East (Santa Susana), Oat Mountain, and Calabasas topographic quadrangles.

Phase II is generally composed of mountains and valleys among the north-facing slopes of the Santa Susana Mountains. It abuts the Santa Clara River to the north; the city of Santa Clarita and the I-5 freeway to the east; the SSMFTMP (Phase I) area to the south; and the Newhall Ranch Specific Plan area to the west (see Figure 1-2). The area is located in the County's Fifth Supervisorial District. Elevations in the Phase II study area range from 946 feet above mean sea level (MSL) near Lyon Canyon, to 3,431 feet above MSL near the center of the study area. Sand Rock Peak (2,511 feet above MSL) is also located within the central portion of the Phase II area. Major landmarks include Towsley and Pico Canyons, the community of Stevenson Ranch, and Six Flags Magic Mountain.



Figure 1-1: The Study Area Includes a Variety of Terrain, Including Mountains, Streams, and Subdivision Development

Figure 1-2: Santa Susana Mountains Trails Master Plan Study Area



LEGEND

- | | | | |
|---|--|----------------------------------|------------------|
| TRAILS | | DESTINATIONS + BOUNDARIES | |
| — Existing County Trail | — Existing Conservancy Trail | ■ Project Area | ■ Existing Parks |
| — Proposed County Trail (from adopted SSMFTMP Phase 1 Plan) | — Proposed County Trail (from adopted 2007 Trails Map) | ■ Schools | ■ Cities |
| — Proposed County Trail (from adopted Castaic Area Multi-Use Trails Plan) | — Existing Recreational Trail | | |
| — Proposed Recreational Trail (Newhall Ranch Specific Plan, City of Santa Clarita, City of Los Angeles) | | | |
| BIKEWAYS | | | |
| — Existing Path | — Proposed Path | | |
| — Existing Lane | — Proposed Lane | | |
| — Existing Route | — Proposed Route | | |

MAP DATA SOURCE

Basemap: USGS, NOAA
 Data Sources:
 Los Angeles County Enterprise GIS,
 Caltrans state Highway Network 2015
 Newhall Ranch Specific Plan
 California Protected Areas Data Portal
 2016,
 US Census 2015
 Los Angeles County Assessor,
 DOGGR,
 City of Santa Clarita
 Ventura County



Section 1.2 Plan Summary

Plan Goals, Objectives and Process

The SSMTMP-P11 provides a framework to encourage and promote new multi-use trails and recommend improvements to existing trails. It recommends alignments for seamless transitions to areas, jurisdictions, and prime destinations within and adjacent to the study area. The plan includes recommendations to accommodate local recreation demands in Los Angeles County’s Santa Clarita Valley Planning Area and Fifth Supervisorial District.

Plan Goals and Objectives

The Los Angeles County Department of Parks and Recreation (DPR) has identified two goals related to the SSMTMP-P11:

- Develop a complete multi-use trail system connecting user groups and local populations to desired recreation destinations and experiences, with seamless transitions to the trails of

adjacent jurisdictions, compatibility with adjacent land uses and environmental resources, and a safe and sustainable design that is consistent with the County Trails Manual.

- Develop a recreational trail system that supports low-intensity use, including mountain biking, equestrian use, and hiking, to accommodate the population increase anticipated in the Santa Clarita Valley Planning Area through the 2035 planning horizon, consistent with the Parks and Recreation Element of the Los Angeles County General Plan 2035.

The plan also includes a number of specific objectives and related measures which mean to fulfill the above two goals. These objectives are detailed in Section 2.



Figure 1-3: The Study Area Contains Vast Open Spaces Often with Steep Terrain and Often Wide Valleys

Public Outreach Process

The overall planning process for the SSMTMP-P11 involved a combination of field work, public outreach, review of existing planning documents, data analysis, and trail network development. Outreach activities were developed that focused on agency, stakeholder, and public feedback. A total of eight meetings were conducted in the early phases of the study, one with agency stakeholders, two with Native American tribal representatives, and five public, with trail users and the community-at-large. The purpose of the outreach was to gather information on where people are actively using trails, and where trail connections and amenities are needed. The information collected informed the proposed trail network developed as part of the SSMTMP-P11 and California Environmental Quality Act (CEQA) process. Additional public and agency meetings were held to review the draft Trails Master Plan, with two community meetings, and one agency

outreach meeting taking place in 2017, during the 30-day public review period for the environmental document and draft Trails Master Plan. Additional public feedback was collected via an interactive mapping website, email, and mailed comment forms.

Plan Setting

In order to provide a well-informed master plan of trails and amenities, existing conditions within and adjacent to the study area were inventoried and evaluated. Items reviewed in the existing conditions analysis of the plan included the following categories.

Existing Plans

Existing trails, transportation, and recreation plans at multiple jurisdictional levels from federal to local with major attention given to the most relevant plans including: LA County’s Santa Susana Mountains Final Trails Master Plan (SSMFTMP (Phase I)) (2015), County General Plan 2035 (2015),

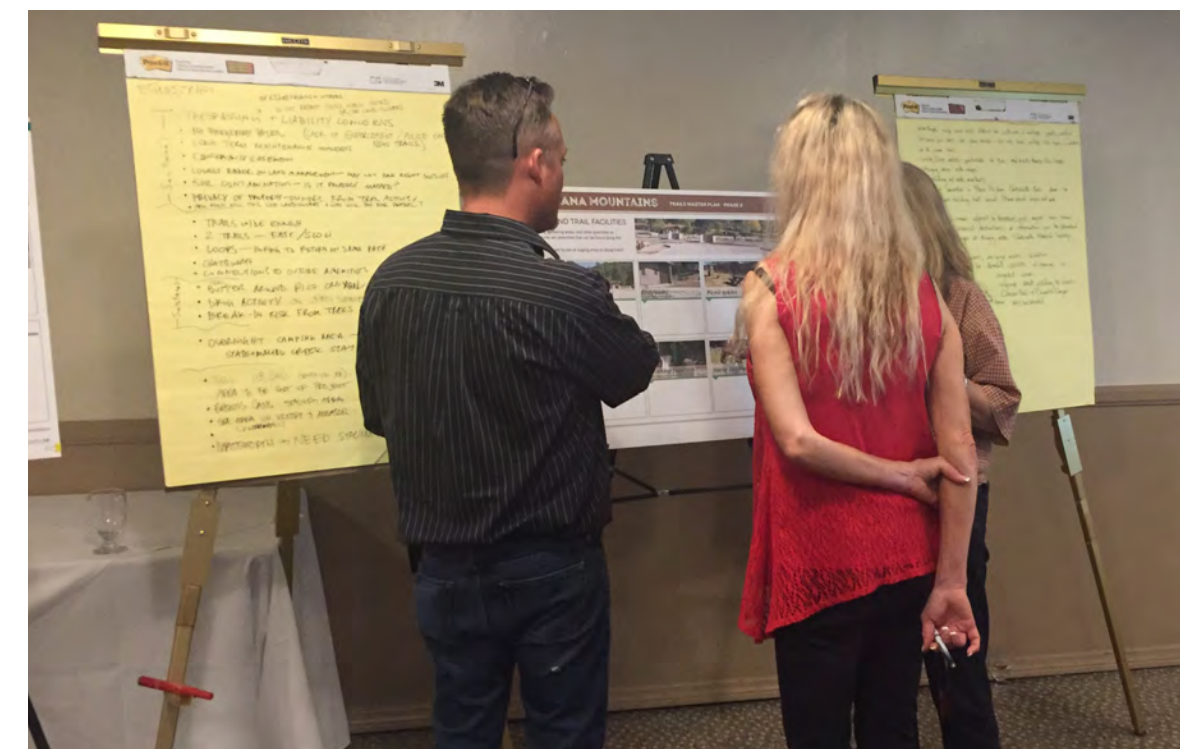


Figure 1-4: Interested Stakeholders Provided Comments During Public Meetings

Santa Clarita Valley Area Plan (One Valley One Vision) (2012), and County Trails Manual (2013), Metro’s Active Transportation Strategic Plan (2016) and the National Parks Service’s Rim of the Valley Corridor Special Resource Study (2016), as well as local plans from the cities of Santa Clarita and Los Angeles.

Trail Design Policies and Guidelines

Trail classifications are primarily guided by the County Trails Manual and the trail type definitions provided within. Additional input was provided at the local level from the City of Santa Clarita. Considerations were made regarding design for emergency access and response, and to promote accessible facilities for users of all abilities. The US Forest Service

(USFS), the Bureau of Land Management (BLM) and the International Mountain Biking Association (IMBA) were also referenced for guidance, but the plan does not propose formal changes to the County Trails Manual.

Field Evaluation of Existing Trails

Field visits were conducted by the project team to document conditions of existing trails, identify points of constraint, and determine opportunities for new trails and destinations.

Mapping of Previously Unmapped Social Trails

Field visits and aerial analysis revealed many previously unmapped social trails (existing trails that are used for recreation but are not official maintained trails). These trails were documented and added to the trails database and used towards the development of new trails corridors.

Types of Current Trail Users

Investigation of current trail user types in the study area revealed hikers, equestrians, and mountain bikers of all abilities frequently used existing trail facilities. In addition, long-standing organizations represent their interests, namely the Santa Susana Mountain Parks Association (SSMPA) and the SCV Trail Users.

Environmental Conditions and Potential Constraints

Local development restrictions have designated three Significant Ecological Areas (SEAs)

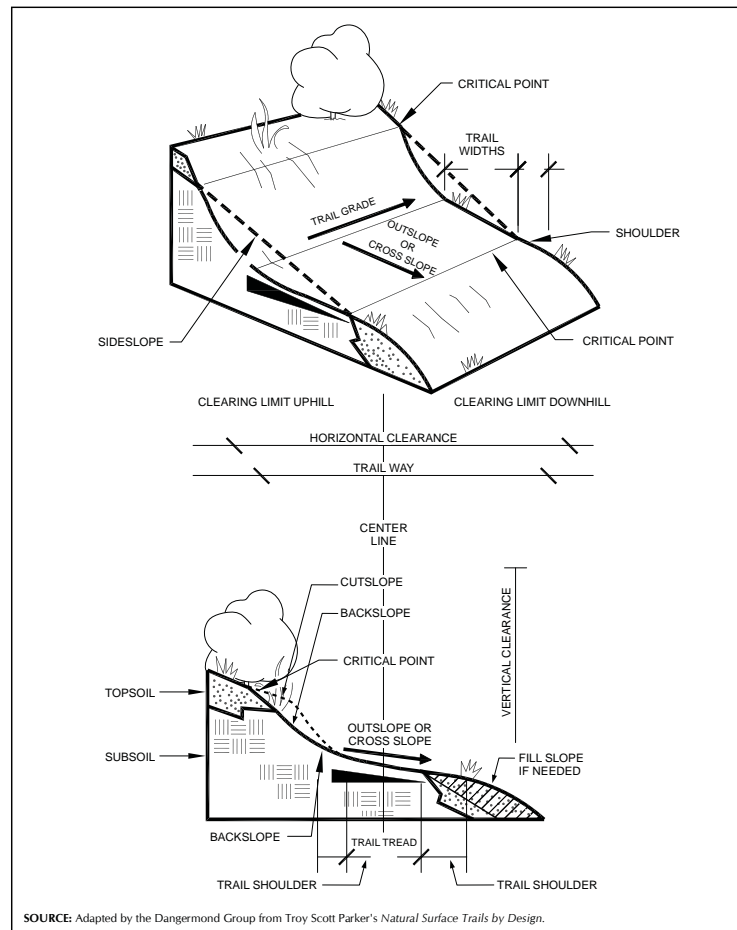
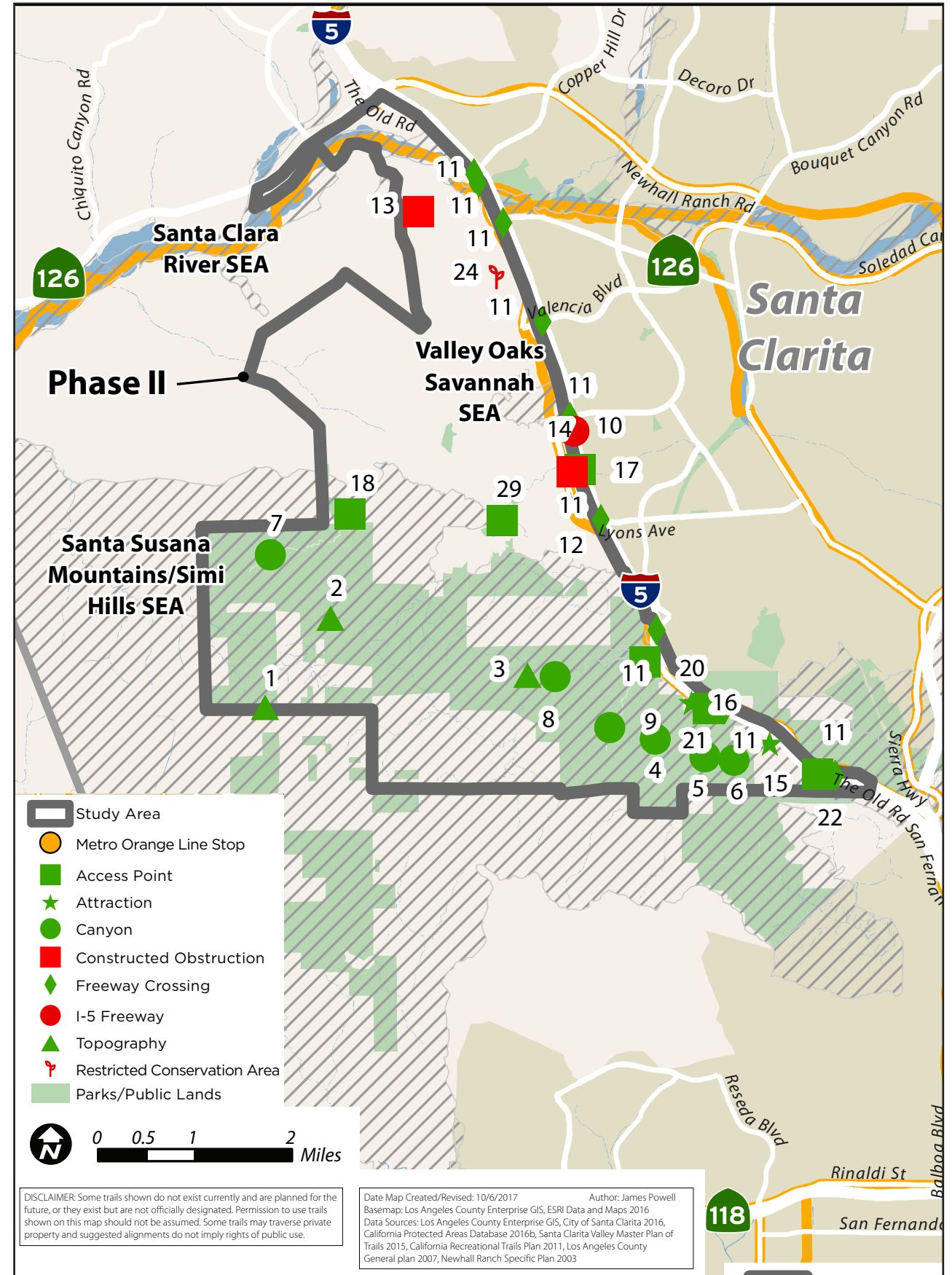


Figure 4.1-1
Trail Structure Terminology

Figure 1-5: The County Trails Manual Helps Standardize Trail Related Terminology

Figure 1-6: Opportunities and Constraints



within the study area which limit the type of development and use that can occur. These include the Santa Clara River SEA, the Savannah Oaks SEA, and the Santa Susana Mountains (SSM) SEA (see Figure 1-6). While trails proposed in this document would not violate SEA ordinances, trail-related facilities which could include structures and paved parking will need careful consideration.

Additional constraints relate to the built form of the study area. Residential and commercial development and the Interstate 5 freeway corridor are the greatest constraints to trail connectivity within the study area.

Property Rights and Ownership

Property ownership analysis revealed the study area to be mostly privately owned, with 39% of the total acreage. Of the remaining area, 24% of the land is held by conservancies and land trusts, 30% is privately held with plans for subdivision, and the remaining 7% belongs to utilities or municipal, county, state, or federal government. It is the practice of DPR to not use eminent domain as a property acquisition strategy.



Figure 1-7: Towsley Canyon Is a Major Destination for Recreational Users Within the Phase II Study Area

Public Comments

Interested stakeholders provided comments at meetings, via email, mailed comment cards, and via an interactive online map. Comments revealed important destinations and existing gaps in trail connectivity which helped determine where to plan proposed trails.

Destinations

Priority destinations were developed through research and input from the public comment process. These destinations include commercial districts, recreation and entertainment sites, parks, natural features, places of worship, and schools.

Topography

Physical conditions of the study area were analyzed, both remotely and on-the-ground, to determine specific opportunities and constraints for future trail development. The study area is characterized by east to west ridgelines descending steeply down towards foothills in the north and the Santa Clara Valley and Santa Clara River.

Trails Master Plan

Building from existing trails within the study area (under both county and conservancy ownership), major gaps were identified (see Figure 1-9) to illustrate desirable areas which are not accessible via current sanctioned trails. A trail network was then developed to close these gaps, providing connectivity to destinations and desirable areas, while minimizing property conflicts, leveraging publicly-owned lands, and considering topography and environmental factors to promote a sustainable trail network (see Figure 1-10). These proposed trails, as well as locations for trailheads and other amenities, are identified in detail in Section 4 of the plan.

In total, **67.5 miles** of trails are proposed as part of SSMTMP-P II trail network, with 8.3 miles of these trails being outside the study area but forming important connections to adjacent areas. The included trails originate from a number of sources, shown below:

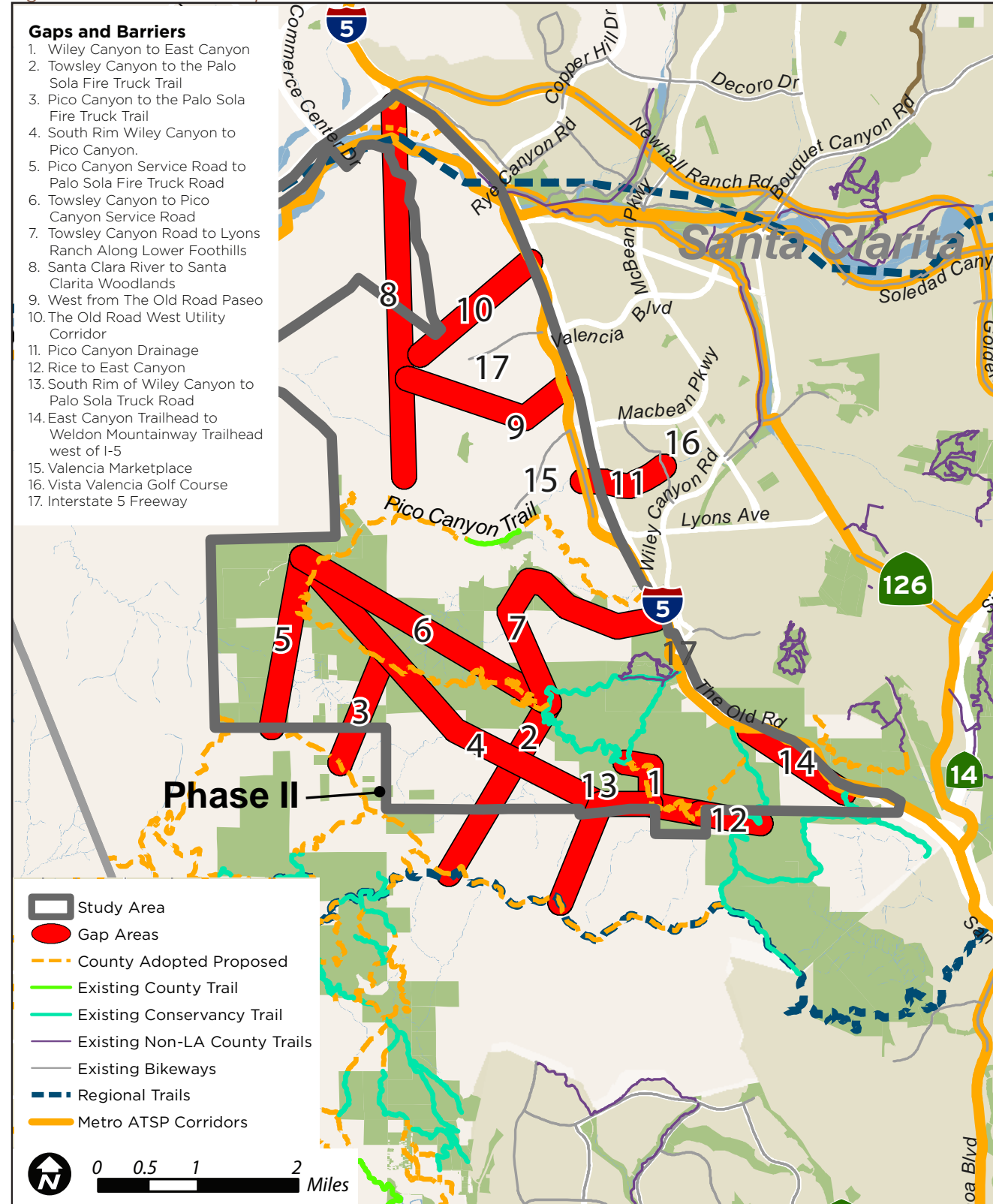
- New SSMTMP-P II trails: **24.7 miles**
- Adopted County Trail System Proposed: **5.7 miles**
- Existing Conservancy Trails: **8.2 miles**
- Existing County Trails: **1.5 miles**
- Realigned Adopted County Trail System Proposed: **2.6 miles**
- SSMTMP (Phase I): **0.2 miles**
- Realigned SSMTMP (Phase I): **7.9 miles**
- Proposed Subdivision Trails: **8.4 miles**
- Proposed Connections Outside of the Study Area: **8.3 miles**

Trails proposed in the document follow the design guidelines set forth in the County Trails Manual.



Figure 1-8: Steep Eroding Cliffs Characterize Much of the Phase II Study Area

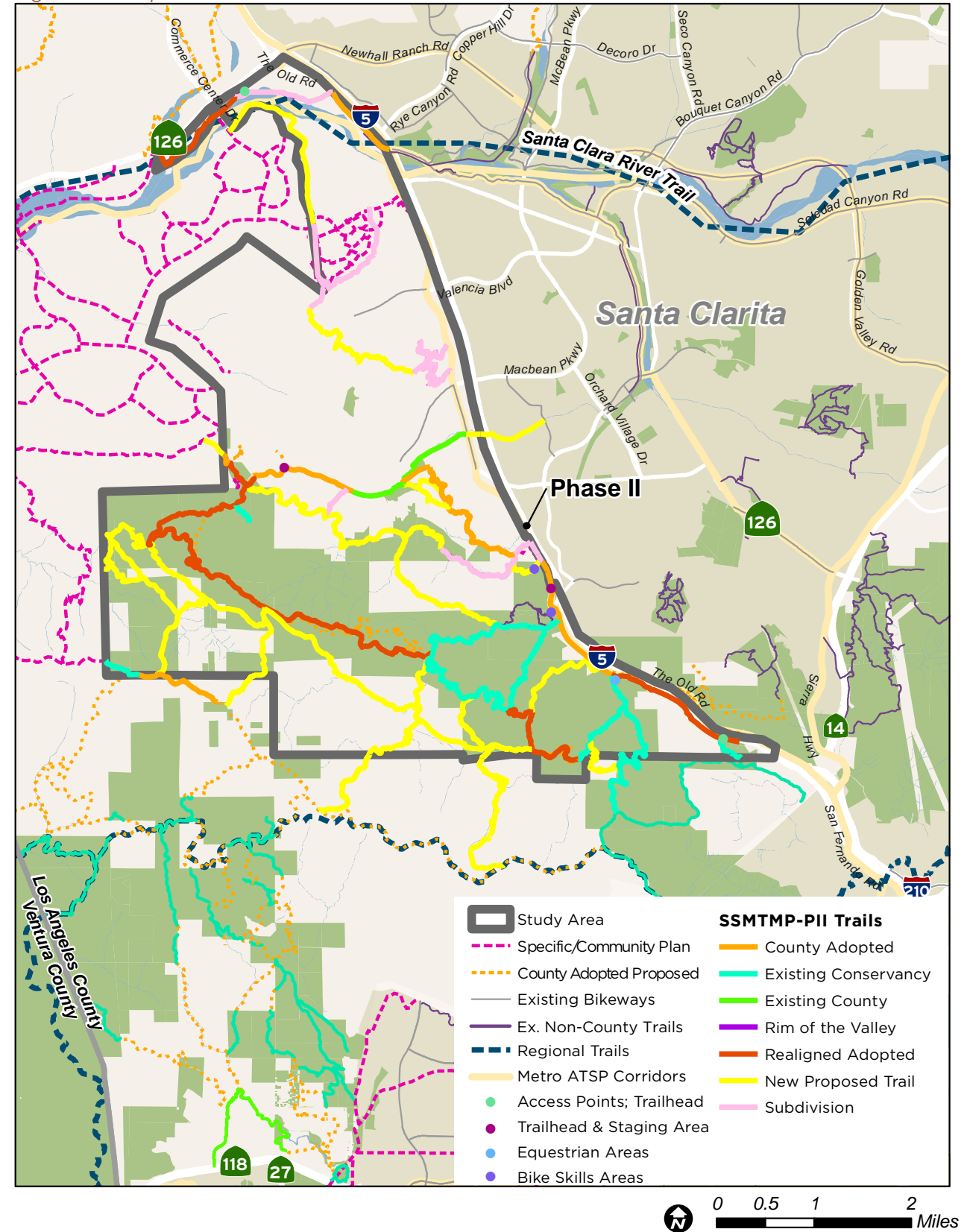
Figure 1-9: Trail Network Gaps and Barriers



DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

Date Map Created/Revised: 10/6/2017 Author: James Powell
 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Data Sources: Los Angeles County Enterprise GIS, City of Santa Clarita 2016, California Protected Areas Database 2016b, Santa Clarita Valley Master Plan of Trails 2015, California Recreational Trails Plan 2011, Los Angeles County General plan 2007, Newhall Ranch Specific Plan 2003

Figure 1-10: Proposed Trails and Amenities



DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

Date Map Created/Revised: 6/28/2017 Author: James Powell
 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Data Sources: Los Angeles County Enterprise GIS, California Protected Areas Database 2016b

Implementation and Phasing

In order to provide DPR with a clear roadmap to the implementation of the trails proposed in this plan, a series of strategies have been provided, from partnership recommendations and agency coordination (see Table 1-1) to land acquisition, project phasing, costs, and future maintenance. Project phasing includes a prioritization matrix of trails proposed in the plan, ranked according to criteria which provide a high-level overview

of implementation difficulty. This ranking can assist the county and partners in gauging which trails may be implementable in the short term and which will require greater fundraising and negotiations. An overview of fundraising strategies and applicable grant sources is also provided.

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Table 1-1: Partner Agency Opportunities

Partner Agency Name	Scope of Operations	Advocacy	Design	Easement/ Lease Opportunity	Funding Assistance	Planning	Management, Operations, or Maintenance	Promotion/ Marketing
Santa Monica Mountains National Recreation Area	Federal	●	●		●	●	●	
National Park Service	Federal	●	●		●	●	●	
California State Parks	State							
California State Parks Foundation	State	●			●		●	●
California Department of Parks and Recreation Volunteers	State						●	
Mountains Recreation & Conservation Authority/ Santa Monica Mountains Conservancy	Regional Conservancy			●				
Southern California Edison	Regional Utility			●				
Los Angeles County Flood Control District	Regional Utility			●				
Community Hiking Club	Regional						●	
Sierra Club: Angeles Chapter	Regional							
Santa Susana Mountain Park Association	Local	●					●	
Foundation for the Preservation of the Santa Susana Mountains	Local	●			●		●	



Plan Goals, Objectives and Process

SECTION 2.0

The County has over 210 miles of existing regional multi-use trails¹, which attract more than 20 million visitors each year². In recent years, the County has made significant investments in comprehensive planning for trails, trail maintenance and trail development in response to the increased demand for trails.

2.1 Goals and Objectives

Goals

The SSMTMP-P11 augments a framework to encourage and promote new multi-use trails and recommend improvements to existing trails. It recommends alignments for seamless transitions to areas, jurisdictions, and prime destinations within and adjacent to the study area. The plan includes recommendations to accommodate local recreation demands in Los Angeles County's Santa Clarita Valley Planning Area and Fifth Supervisorial District. The Los Angeles County Department of Parks and Recreation (DPR) has identified two goals related to the SSMTMP-P11:

- Develop a complete multi-use trail system connecting user groups and local populations to desired recreation destinations and experiences, with seamless transitions to the trails of adjacent jurisdictions, compatibility with adjacent land uses and environmental resources, and a safe and sustainable design that is consistent with the County of Los Angeles Trails Manual (County Trails Manual)³.

¹ Santa Monica Mountains Conservancy. River Ranger Plan - Phase 1 Report: Program Framework. Available online at <http://www.arroyoseco.org/documents/RiverRangersDraft180613.pdf>

² "Work with Us." Los Angeles County Parks & Recreation, County of Los Angeles, <http://parks.lacounty.gov/work-with-us/>. Accessed 20 August 2018

³ County of Los Angeles Department of Parks and Recreation. Adopted May 2011, Revised June 2013. County of Los Angeles Trails Manual. Available online at <https://trails.lacounty.gov/Files/Documents/121/LA%20County%20Trails%20Manual%20%28Revised%2006-2013%29%20RS%202016.pdf>

- Develop a recreational trail system that supports low-intensity use, including mountain biking, equestrian use, and hiking, to accommodate the population increase anticipated in the Santa Clarita Valley Planning Area through the 2035 planning horizon, consistent with the Parks and Recreation Element of the Los Angeles County General Plan 2035.

Objectives and Measures

The County identified seven objectives that define specific desired outcomes of the plan and its eventual implementation. Measures are provided for each objective, which define steps to achieve the objective and to judge its success.

- 1. Accommodate a wide range of trail user types and abilities, consistent with the County's multi-use trails policy**
 - a. Provide multi-use trails typically open to all users - hikers, mountain bikers, equestrians, persons with dogs on leash
 - b. Provide natural surfaced trails (paved only at driveways and crossings)
 - c. Provide or identify potential future trail staging/parking areas to accommodate access
 - d. Provide potential bike skills area locations
 - e. Provide potential equestrian facility locations
 - f. Provide family-oriented trail loops
 - g. Provide accessible trails for people with disabilities
 - h. Provide nature trails and interpretive trails

2. Connect to desirable destinations, features, and settings

- a. Use trails to connect to and provide linkage between key destinations, including, but not limited to:
 - » Parks
 - » Trails
 - » Public services
 - » Transit
 - » Commercial centers
 - » Schools
- b. Provide trails and staging areas in proximity to major population areas, public road access points, and transit stops
- c. Identify logical connections between limited-use conservancy and City trails and County multi-use trails
- d. Increase access to open space for urban residents
- e. Identify connections between the study area and adjacent non-motorized transportation facilities and transit

3. Provide safe and sustainable trails

- a. Use best practices for trail design from the County Trails Manual

- b. Align and configure trails to minimize grading, preserve or replicate natural drainage patterns
- c. Use best practices for bicycle, equestrian, and pedestrian crossings where trails must cross one another or public or other roads
- d. Encourage and promote informed use of authorized County trails by the public, with the aim of promoting proper trail etiquette while minimizing trespassing and the use of unauthorized trails
- e. Assess user-created trails to determine condition and necessary action(s) to improve trail condition or provide alternative routes

4. Avoid or minimize environmental impacts

- a. Avoid or address environmental hazard areas such as contaminated soils and geologic hazards
- b. Minimize impact on streams and wetlands
- c. Protect valued biological resources, including:
 - » Special status vegetation
 - » Native vegetation and habitats

- » Habitats and known occurrences of special status species
 - » Significant Ecological Areas: Santa Susana Mountains/ Simi Hills, Santa Clara River, and Valley Oaks Savannah
- d. Protect cultural resources
 - » Avoid and direct trail users away from sensitive historical and tribal cultural resources
 - » Consult with local tribal representatives prior to and during any planning and development work in the study area

- e. Respect private property rights while defining needs and seeking opportunities to secure the rights for trail access
 - » Be compatible with existing and planned land uses and ownership
 - » Understand and respond to the constraints of residential and agricultural uses, transportation, and utilities on or adjacent to the trail alignment

5. Develop a strategy to implement and maintain trails identified within the Trails Master Plan

- a. Generally define trail alignments and design/construction requirements for each segment
- b. Identify opportunities for establishing trails in conjunction with development entitlements and other projects
- c. Identify anticipated technical studies, permitting, access requirements, agreements and other steps required for implementation
- d. Prepare planning-level cost estimates for construction and other implementation steps

- e. Identify trail planning and implementation phases and priorities
- f. Identify responsible parties, partners and key stakeholders for implementation, operation and maintenance of trail segments, including a strategy which capitalizes on the use of volunteers
- g. Identify and recommend potential funding sources/mechanisms
- h. Recommend and prioritize improvements to existing trails

6. Emphasize trails that close gaps in existing trail networks and provide regional connectivity

- a. Connect to existing trails under DPR and other agency jurisdictions, including:
 - » Pico Canyon Trail (0.6 miles)
 - » Santa Clara River Trail (0.3 miles)
 - » Towsley View Loop Trail (Don Mullally Trail) at Towsley Canyon (5.1 miles)
 - » Gavin Canyon Trail (5.5 miles)
 - » Rice Canyon Trail (1.2 miles)
 - » East Canyon/Gavin Canyon Trail (3.8 miles)
 - » Elder Loop (1.6 Miles)
- b. Connect to existing and planned trails of other systems adjacent to the planning area, including:
 - » Rim of the Valley Trail (Santa Monica Mountains Conservancy)
 - » City of Santa Clarita
 - » City of Los Angeles
 - » Ventura County
 - » Mountains Recreation and Conservation Authority (MRCA) parks and trails



Figure 2-1: The Trail Through Rice Canyon Weaves through Meadows, and Crosses Shady Creeks

- c. Incorporate alignments of adopted proposed trails within the study area from other County plans
- d. Prioritize links to existing and planned trails, bicycle and pedestrian facilities, and transit within 1/2 mile of planning area

7. Develop a plan consistent with relevant County plans and policies:

- a. Los Angeles County General Plan 2035 - Parks and Recreation Element (2015)
- b. Los Angeles County Trails Manual (2013)
- c. Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment (2016)
- d. Santa Susana Mountains Trails Master Plan - Phase I (adopted 2015)
- e. Castaic Area Multi-Use Trails Plan (adopted 2016)
- f. Los Angeles County Trail Signage Program (2016)
- g. DPR Volunteer Policies (contact Manuel Moreno, Volunteer Coordinator, for referenced policies manmoreno@parks.lacounty.gov (213) 351-8986)
- h. Santa Clarita Valley Area Plan (2012)

2.2 Planning Process

SSMTMP-P II originally included approximately 24 square miles, with 22 square miles located on the north-facing slopes of the Santa Susana Mountains to the southwest of the Santa Clarita Valley (Phase II.a) and approximately 2 square miles located near Chatsworth and Bell Canyon to the south of the Phase II area (Phase II.b). Phase II.b was ultimately removed from the planning area. DPR developed outreach activities in support of the SSMTMP-P II focused on agency, stakeholder, and public participation

opportunities. A total of eight meetings were conducted in the early phases of the study, one with agency stakeholders, two with Native American tribal representatives, and five public, with trail users and the community-at-large. The purpose of the outreach was to gather information on where people are actively using trails, and where trail connections and amenities are needed. The information collected informed the proposed trail network developed as part of the SSMTMP-P II and California Environmental Quality Act (CEQA) process. DPR and consultants also participated in a guided hike of the Phase II.b study area (removed from the plan) led by members of the Santa Susana Mountain Park Association. Additional public and agency meetings were held to review the draft Trails Master Plan, with two community meetings, and one agency outreach meeting taking place in 2017, during the 30-day public review period for the environmental document and draft Trails Master Plan. Comments received during the draft plan review period resulted in the removal of the Phase II.b study area from consideration. The remaining study area, previously referred to as Phase II.a, was renamed Phase II.

Outreach activities in support of the overall planning process focused on agency, stakeholder, and public participation opportunities. A plan website⁴ was created and linked to the DPR websites⁵ to keep the public involved. The website contained a feature that launched an interactive map that allowed users to provide feedback on routes, potential new trail facilities, and general comments. Valuable data was also gathered from a short survey taken by users after first use of the interactive map. Public

⁴ "Santa Susana Mountains Trails Master Plan - Phase II." Los Angeles County Parks & Recreation, Alta Planning + Design, <http://www.santasusanatrailplan.org/>. Accessed 20 August 2018

⁵ "Santa Susana Mountains Trails Master Plan - Phase II." Department of Parks and Recreation - Trails, County of Los Angeles, 15 March 2018. <https://trails.lacounty.gov/NewsAndEvents/80/santa-susana-mountains-trails-master-plan-phase-ii>

comment sheets were made available at all meetings and provided participants with the opportunity to write comments and fill out a questionnaire. Detailed comments from the six meetings as well as data compiled from the online survey are provided in Appendix A. Outreach materials for the public meetings are provided in Appendix B. A summary of the process for soliciting input at these five meetings is provided below.

Public Meetings

Public meetings were held in multiple locations, in order to provide convenient access for all potential attendees. A series of meetings focused on specific user groups, though all were made public and all types of users and community members were invited to participate in every meeting.

Meetings were held on:

- April 11, 2017 / Outreach Meeting, Phase II.a Area*
- April 18, 2017 / Open House, Phase II.b Area*
- April 27, 2017 / Equestrian Community Workshop*
- May 4, 2017 / Mountain Biking Community Workshop*
- May 11, 2017 / Hiking Community Workshop*
- November 9, 2017 / Public Meeting 1*
- November 16, 2017 / Public Meeting 2*

In March 2017, DPR sent 9,674 meeting notices to property owners in Los Angeles and Ventura Counties located within a half-mile radius of the original two SSMTMP-P II study areas for the April 11, April 18, April 27,

May 4, and May 11 outreach meetings and community workshops. E-mail blasts and mailings to area residents were done in an effort to alert the public about the study and invite them to participate in formulating alignments and policies for the study. Additional noticing for the outreach meetings was conducted via printed flyers placed in bike shops, equestrian centers, sports stores, and grocery stores in the Santa Clarita Valley. The Sierra Club, Equestrian Trails Inc. Corral 54 (ETI54), the Los Angeles County Bicycle Coalition Santa Clarita Valley Chapter (LACBC SCV), the Concerned Off-Road Bicyclists Association (CORBA), Santa Susana Mountain Park Association (SSMPA) and the Santa Clarita Valley Trail Users (SCVTU) were contacted via email to request that meeting notices were posted on each organization's website, Facebook page, and/or newsletters.

Outreach Meeting, Vicinity of Phase II.a Area: 6-8pm, April 11, 2017 - Knollwood Golf Course

On Tuesday, April 11, 2017, DPR held the first Outreach Meeting to introduce the proposed SSMTMP-P II and solicit initial input from community stakeholders at-large. The meeting was primarily focused on the Phase II.a area, now referred to as Phase II. The meeting was held at Knollwood Golf Course in Granada Hills with approximately 16 attendees.



Figure 2-2: Project Timeline as Presented During the Public Outreach Period

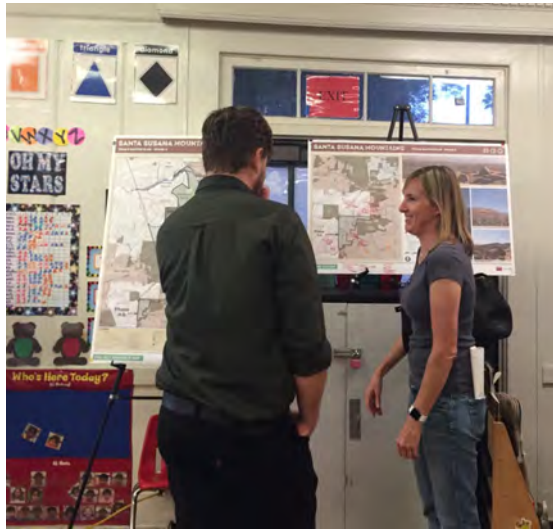


Figure 2-3: Discussion at Outreach Meeting for the Phase II.b Study Area

The meeting was facilitated by the planning team members, including staff from DPR, Sapphos Environmental, Inc., and Alta Planning + Design.

The meeting format consisted of a PowerPoint presentation that provided an overview of the SSMTMP-PII Study Area, the County's commitment to multi-use (equestrian, hiking, and mountain biking) trails, and adherence to the County Trails Manual. The presentation also included an overview of the plan goals and objectives, process, methods to provide feedback and comments, and overall timeline (see Figure 2-2). The room was set up with presentation boards on easels with accompanying notepads to capture participant comments. The stations included amenities for hiking, mountain biking, and equestrian users, County trail standards, plan objectives, and maps of the study area. Each station was led by at least one planning team member to facilitate trail opportunities and constraints discussion. Valuable feedback about use patterns, opportunities and constraints, and specific parcel information sparked passion and enthusiasm from property owners and recreational users.



Figure 2-4: Breakout Groups at the Equestrian Community Workshop

Open House, Vicinity of Phase II.b Area: 6-8pm, April 18, 2017 – Shadow Ranch Recreation Center 6-8pm

On Tuesday, April 18, 2017, DPR held an open house to introduce the proposed SSMTMP-PII and solicit initial input from community stakeholders at-large. The meeting was primarily focused on the Phase II.b study area (removed from the plan). The meeting was held at Shadow Ranch Recreation Center in Woodland Hills with approximately 10 attendees.

The meeting was facilitated by the planning team members, including staff from DPR, Sapphos Environmental, Inc., and Alta Planning + Design.

The meeting format was similar to the Community Outreach Meeting on April 11th and consisted of the same PowerPoint presentation with additional information specific to the Phase II.b study area (removed from the plan). Again, the presentation included an overview of the plan goals and objectives, process, methods to provide feedback and comments, and overall timeline. Similar to the first meeting, the room was set up with informational boards and notepads to facilitate discussion and record comments (see Figure 2-3). The stations included

potential amenities for hiking, mountain biking, and equestrian users, County trail standards, plan objectives, and maps of the study area. Each station was led by at least one planning team member to facilitate trail opportunities and constraints discussion.

Community Workshop with Emphasis on Equestrians: 6-8pm, April 27, 2017 – Knollwood Golf Course

On Thursday, April 27, 2017, DPR hosted the first Community Workshop with discussions focused on the equestrian user group. There were 14 participants in this workshop.

The meeting format began with an informational PowerPoint presentation similar to the one used in the April 11th meeting, with emphasis on equestrian amenities and considerations. Additional input specifically from the equestrian community was extremely important in the evaluation of the feasibility of trail alignments and trail connectivity in the study area.

The meeting's focus included information gathering break-out groups, which consisted of small groups of stakeholders around tables with representatives from the planning team. The small group sessions encouraged dialogue pertaining to trail opportunities and constraints and provided an opportunity for gathering feedback on large format maps of the study area. The topics covered included plan goals and objectives, existing use areas, the study area map, and potential amenities. Attendees were invited to make notes and draw on the large format maps located at each table (see Figure 2-4). The planning team also created a comment form that was available for individuals to complete and either leave with DPR at the event or mail in later. Interest was expressed by the Architectural Technology program at Los Angeles Trade Technical College⁶ and Five Points Youth



Figure 2-5: Trail Alignment Discussion at the Mountain Biking Community Workshop



Figure 2-6: Participants Discuss the Plan at the Hiking-Specific Community Workshop



Figure 2-7: Participants Share Their Interests During the Outreach Meeting

⁶ "LATTTC - Training. Transfer. Tradition. Trade Tech." Los Angeles Trade-Tech, LATTTC, n.d. <http://www.latttc.edu/>

Foundation, Inc.⁷ in becoming involved in trail design, access from public transit and bikeways, and trail maintenance activities.

Community Workshop with Emphasis on Mountain Biking: 6-8pm, May 4, 2017 – Knollwood Golf Course

On Thursday, May 4, 2017, DPR hosted the second User-Specific Community Workshop with discussions focused on the mountain biking user group. There were seven participants in this workshop.

The meeting followed the same format as the first Community Workshop with a brief overview PowerPoint presentation of the study, with emphasis on mountain bike amenities and considerations, followed by small information gathering break-out groups meeting around tables to provide input to the planning team on large-format map boards (see Figure 2-5).

Community Workshop with Emphasis on Hiking: 6-8pm, May 11, 2017 – Knollwood Golf Course

On Thursday, May 11, 2017, DPR hosted a third and last Community Workshop with discussions focused on the hiking user group. There were 10 participants in this workshop. The meeting format followed those of the first two Community Workshops. Similar to previous workshops, the planning team began with a PowerPoint presentation and had attendees break out into small working groups (see Figure 2-6). Additionally, the planning team distributed and collected public comment sheets. The public comment sheets provided an additional method of submitting important feedback to the planning team. One side of the public comment sheet had space for written comments; the other side had a questionnaire.

⁷ "Five Points Youth Foundation." Five Points Youth Foundation. Five Points Youth Foundation, n.d. <http://fivepointseyouthfoundation.org>

The planning team received public comment sheets in the mail and as well as email correspondence with valuable feedback from the community. The comment period for consideration in this comprehensive trail planning effort ended on June 11, 2017.

Public Meeting #1: 6-8pm, November 9, 2017 – Stevenson Ranch Library

On Thursday, November 9, 2017, DPR hosted a public meeting to introduce the draft Trails Master Plan and environmental analysis and request feedback from residents and interested parties in and around the study area. There were 11 participants at the meeting. The meeting format included a brief presentation of the project, the CEQA process, and the draft report as well as presentation boards. The planning team distributed and collected public comment sheets. The public comment sheets provided an additional method of submitting important feedback to the planning team. One side of the public comment sheet had space for written comments; the other side had a questionnaire. The planning team received public comment sheets in the mail and as well as email correspondence with valuable feedback from the community. The comment period for consideration in this comprehensive trail planning effort ended on December 16, 2017.

Public Meeting #2: 6-8pm, November 16, 2017 – Chatsworth Branch Library

On Thursday, November 16, 2017, DPR hosted a public meeting to introduce the draft report and request feedback from residents and interested parties in and around the study area. There were 32 participants at the meeting. The meeting format included a brief presentation of the project, the CEQA process, and the draft report as well as presentation boards. The planning team distributed and collected public comment

sheets. The public comment sheets provided an additional method of submitting important feedback to the planning team. One side of the public comment sheet had space for written comments; the other side had a questionnaire. The planning team received public comment sheets in the mail as well as email correspondence with valuable feedback from the community. The comment period for consideration in this comprehensive trail planning effort ended on December 16, 2017.

Native American Tribal Consultation Meetings

Throughout the planning process, DPR held meetings with tribal representatives from both the Fernandeano Tataviam Band of Mission Indians and the Gabrieleno Band of Mission Indians - Kizh Nation. The intent of these meetings was to first inform the representatives about the planning process for the SSMTMP-P11 in accordance with provisions of Assembly Bill 52 (AB52), and later to show the locations of trails and amenities proposed within the plan.

The County shared the results of the South Central Coastal Information Center (SCCIC) records search conducted by Sapphos Environmental, Inc. with the Tribal Contacts, which resulted in the identification of prehistoric archaeological sites, historic archaeological sites, one multi-component site, prehistoric isolates, and historic isolates within the Area of Potential Effect (APE), the geographic area/s within which a project may directly or indirectly affect historic properties, and any historic properties in the APE. The County explained that the proposed trail alignments have been designed to avoid impacts to known sites. The Tribal Contact indicated that the study area has a high level of sensitivity to potential tribal cultural resources, and numerous sites are known from the study area. Since the trail alignments are conceptual and will ultimately

be constructed in small segments over a 30-year planning horizon, it was agreed that mitigation measures should be included to ensure that the County undertakes consultation with the Tribal Contact when trail segments are considered for development. The Tribal Contact would inform the County if a trail alignment or specific segment of a trail alignment needs to be adjusted to avoid tribal cultural resources, or if other protective measures are warranted to protect tribal cultural resources in situ⁸. In addition, the Tribal Contact would inform the County when Native American monitoring is warranted.

Agency Meetings

DPR hosted two meetings with relevant stakeholder agencies, one at the outset of the project, and another during the draft public review period. Attendees representing the following agencies were present:

- City of Los Angeles Council District 12
- Las Virgenes Municipal Water District
- Los Angeles County Department of Public Works - Bikeways
- Los Angeles County Department of Public Health
- Los Angeles County Department of Regional Planning
- Los Angeles Department of Water and Power
- Los Angeles Metropolitan Transportation Authority (Metro)
- Sanitation Districts of Los Angeles County
- Southern California Edison
- Trust for Public Land

The meetings were facilitated by the project team members, including staff from DPR, Sapphos Environmental, Inc.,

⁸ Santa Susana Mountains Trails Master Plan - Phase II Mitigated Negative Declaration. 2018.

and Alta Planning + Design, and consisted of a PowerPoint presentation followed by a discussion period. Topics included an overview of the SSMTMP-II Study Area, the County’s commitment to multi-use (equestrian, hiking, and mountain biking) trails and adherence to the County Trails Manual, an overview of the project goals, objectives, and process, overall project timeline, and a presentation of proposed trails and amenities.

Following the presentations, question and answer periods allowed attendees to provide comments to the project team, share insights into concerns and considerations that might arise during the planning process, and provide feedback on the plan’s content and findings.

Santa Susana Field Lab Meetings

DPR conducted two additional meetings in response to comments received during the public comment period regarding ongoing cleanup efforts at the Santa Susana Field Laboratory (SSFL). One meeting was with representatives from Los Angeles City Council, and the other one was with a public health advocacy group. Both parties expressed concern for trail planning efforts near the facility, where the level of cleanup is yet to be determined.

The outcome of these meetings resulted in adjustments to boundaries of the study area and established the final Phase II study area.

At the time of preparation of the SSMTMP-II, the Department of Toxic Substances Control (DTSC) was in the process of evaluating alternative action plans related to SSFL. The County contacted DTSC twice; however, they did not respond with a comment letter regarding the Trails Master Plan.

Ultimately, the County decided to remove the Phase II.b area from the Plan, resulting in the Phase II.a area being renamed Phase II. On April 23, 2018, DPR updated interested parties of the change to the plan.

Additional Public Input

Interactive Mapping Website

A WikiMap was created allowing the public to provide comments, placemarks, and routes on an online map. Public commenters shared information about favorite existing routes, suggested routes, and brought attention to existing gaps and barriers to regional trail connectivity.

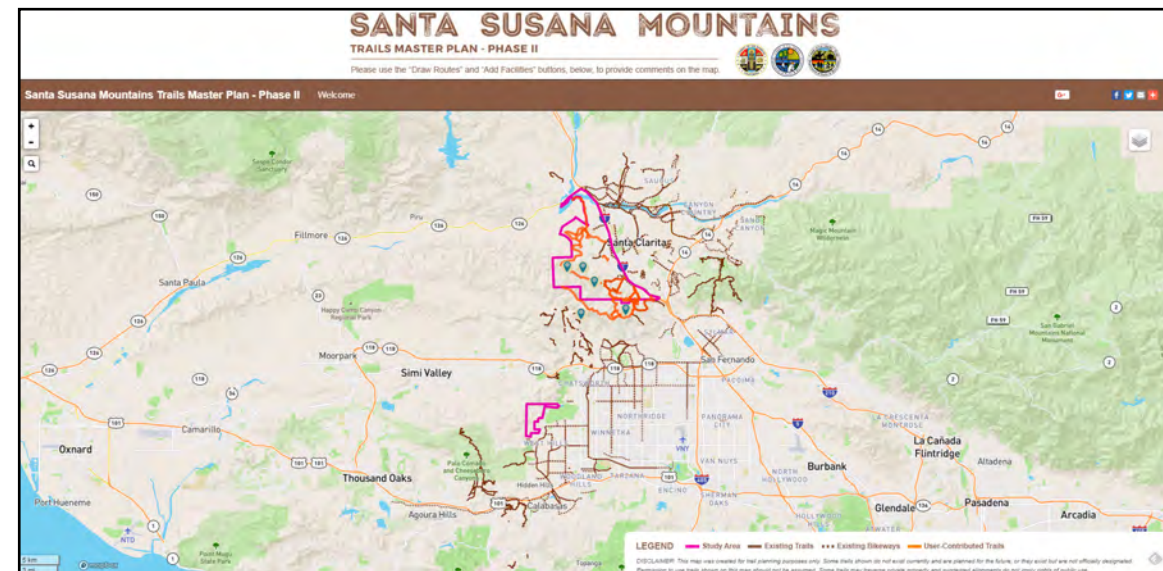


Figure 2-8: The Interactive WikiMap Provided a Space for Users to Share Thoughts and Routes with the Project Team



Figure 2-9: Field Visits Provided Insights Into Existing Trail Facilities, Important Natural Features, and Potential Opportunities

Email/Mail-In Comments and Data

Interested members of the public sent emails and mailed in comment cards to the planning team to share local knowledge. These included representatives of local hiking and mountain biking organizations who provided contextual information about the study areas, including past and current trail usage. The planning team received data that identified significant historical locations and commonly used trail routes.

Santa Susana Mountain Park Association (SSMPA) Informational Hike

Representatives of SSMPA toured members of the planning team around the Phase II.b study area (removed from the plan). The organization has been working to preserve open space in the Santa Susana Mountains for decades and offered an in depth presentation of the history of the study area and its relationship to the surrounding communities, open spaces, and industrial uses.

Field Work and Data Analysis

Site Visits

Multiple site visits were undertaken from June through August, 2017, by subject matter experts of the planning team to photograph the landscape, groundtruth trails, assess existing trail and amenity conditions, and to evaluate proposed new connections. During these visits, the planning team walked and rode bicycles along existing trails to better understand the terrain and to document existing conditions.

Review of Relevant Plans

A thorough review of relevant existing and proposed plans and policies was performed by the planning team to assess

what planning had previously been done in the study area that should guide or inform the planning process (see Section 3.2).

Data Analysis

An existing conditions analysis was performed using relevant data including existing parks and trails, local destinations, natural features, and points of interest, as well as cultural and natural conditions like hydrology, topography, and slope, and property ownership, land use and zoning. An opportunities and constraints analysis was performed to identify where future trails and amenities might be considered and what obstacles there might be to development of these trails and amenities (see Section 3).

Trail Network Development

With the intention to accomplish the outlined goals and objectives of this master plan, the planning team identified major gaps and barriers within existing trail corridors in the study areas. Using the data gathered during field visits and data analysis the planning team developed proposed trail corridors which would close existing gaps, promoting trail connections between existing trails and between important destinations, natural features, and parks. Using a selection of criteria, trail segments were categorized and prioritized to help determine the trail segments that were more and less crucial, and feasible to build in the near and long term.

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Plan Setting

SECTION 3.0

The SSMTMP-P11 is set in an area with diverse landforms and associated natural and cultural features. The area has been partially developed with trails sanctioned by public agencies and additional unsanctioned trails. The existing trails have been used for both recreation and transportation. This section addresses the numerous relevant regional and local plans, activity centers and points of interest, existing trail types, natural and cultural points of interest, and environmental baseline conditions. The SSMTMP-P11 places a special emphasis on coordinating and integrating trail networks across jurisdictions. Multiple planning efforts have been completed that contribute to the context of the area, and inform how varied trail systems will interconnect. A review of plans has been conducted at both the regional and local levels to better understand the area's history of trail planning.

3.1 Existing Trails and Destinations

Existing Trails

DPR currently operates one trail, Pico Canyon, with two access points within the study area. The eastern end of this trail is at Pico Canyon Road and Stevenson Ranch Parkway, and terminates approximately 2,900 feet to the southwest, just west of Whispering Oaks Drive. Across Pico Canyon Road to the east, LA County Flood Control operates a trail which is between the sidewalk and drainage basin adjacent to Pico Canyon Road, then follows the drainage channel west of Jake Kuredjian County Park to the channel's northern terminus at The Old Road. This trail connects to the Pico Canyon trail via the crosswalk at Pico Canyon Road and Stevenson Ranch Parkway.

The City of Santa Clarita operates two trails within the study area: Taylor Trail and South Fork River Trail. All remaining trails within the study area are operated by the Mountains Recreation and Conservation Authority (MRCA). These trails are shown in Figure 3-3, and total 26.5 miles. These trails, including details on the length, surface, and type, are described in Table 3-1: Existing Trails.

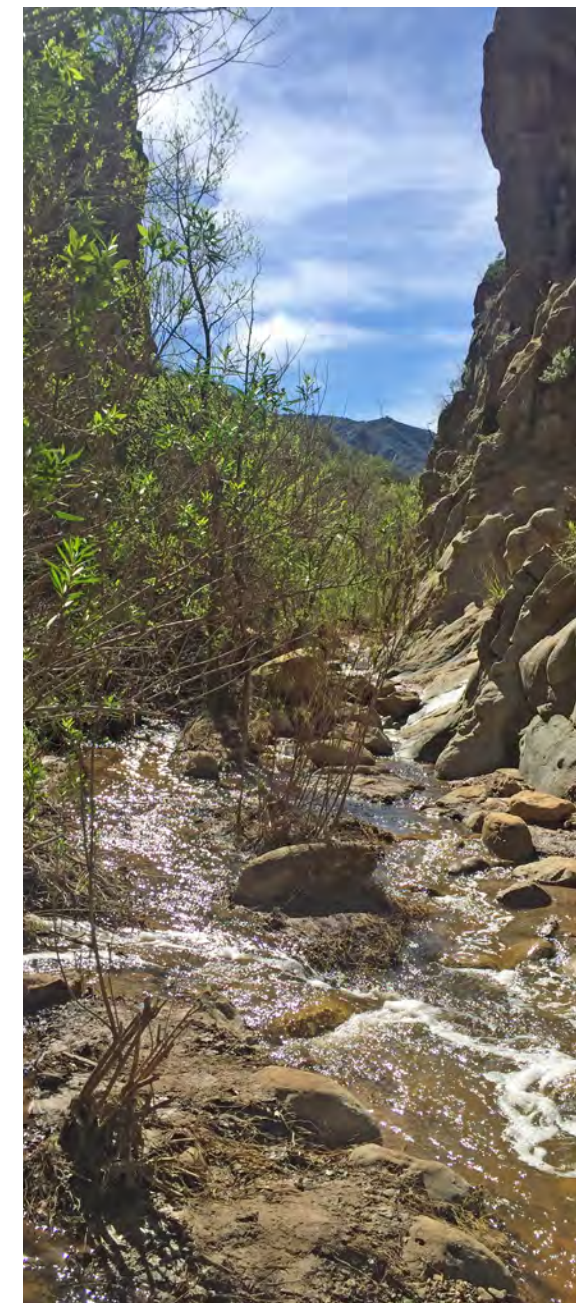


Figure 3-1: The Towsley Canyon Narrows Take Hikers into the Backcountry on the Towsley Canyon Loop Trail

Priority Destinations

Priority destinations within the study area include parks, community centers, schools, major attractions, and other features that may serve as starting points and destinations for trail users, such as canyons, ridgelines, and peaks. These destinations are detailed in Table 3-2: Parks, and Table 3-3: Other Priority Destinations, and mapped in Figure 3-7: Destinations.

Parks

There are eight public parks within the study area, three of which are operated by DPR. Within one mile of the study area are 23 additional parks, one of which is operated by DPR. The parks within and adjacent to the study area vary widely by type, but the SSMTMP-PII area is unique in its high proportion of open space in comparison to the rest of the County. This is evident in the County's Parks Needs Assessment. The study area is covered by Study Area ID #'s 49¹ (Phase II) of the assessment. In the area, parks need is primarily identified as "Low" or "Very Low." While parks and open space are abundant surrounding the study area, trails and access to those parks are limited. The need for trail planning in these open spaces is highlighted by high potential for population growth in the area, evidenced by the subdivision activity in Figure 3-15: Subdivision Activity, as well as projected countywide population growth.²

1 Los Angeles County Department of Parks and Recreation. Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment. Study Area ID #49. Available online at http://lacounty.parkneeds.org/FinalReportAppendixA/StudyArea_049.pdf

2 Los Angeles County Department of Regional Planning. Los Angeles County General Plan 2035. Available online at http://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf

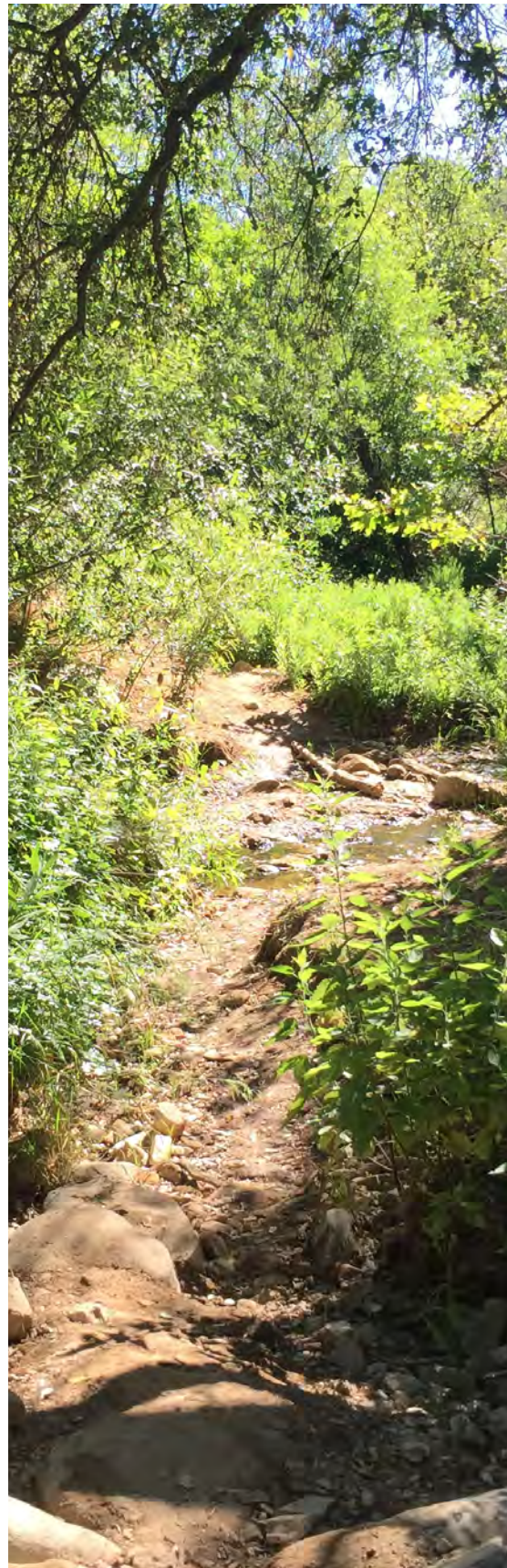
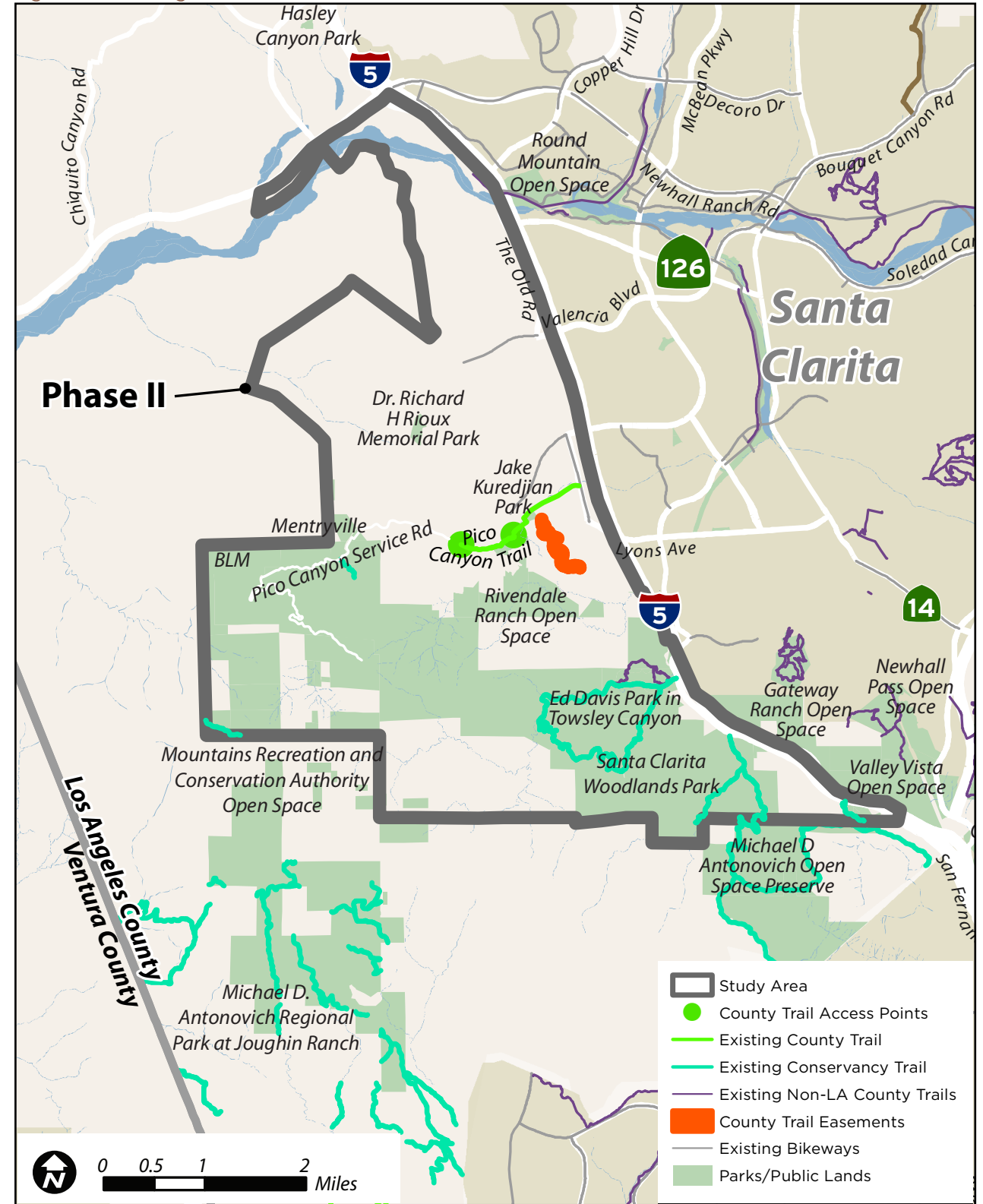


Figure 3-2: The Rice Canyon Trail

Figure 3-3: Existing Parks and Trails



DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

Date Map Created/Revised: 10/6/2017 Author: James Powell
 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Data Sources: Los Angeles County Enterprise GIS, City of Santa Clarita 2016, California Protected Areas Database 2016b, Santa Clarita Valley Master Plan of Trails 2015, California Recreational Trails Plan 2011, Los Angeles County General plan 2007, Newhall Ranch Specific Plan 2003

Table 3-1: Existing Trails

Trail Name	Trail Surface	Trail Length (mi)	Trail Type	Jurisdictional Agency
Pico Canyon Channel Trail	DG	0.9	Urban/ Developed	LA County Flood Control District
Pico Canyon Trail	A, DG	0.6	Urban/ Developed	Los Angeles, County of
East Canyon Motorway	NS	3.8	Natural/ Open Space	MRCA
Towsley View Loop Trail	NS	5.2	Natural/ Open Space	MRCA
Rice Canyon Trail	NS	0.8	Natural/ Open Space	MRCA
Weldon Canyon Motorway	NS	2.8	Natural/ Open Space	MRCA
Elder Loop	NS	1.6	Natural/ Open Space	City of Santa Clarita
Palo Sola Truck Trail	NS	0.4	Natural/ Open Space	MRCA
Pico Canyon Service Road	A, NS	3.7	Paved Roadway/ Natural Surface	MRCA
Minnie Lotta Trail	NS	0.3	Natural/ Open Space	MRCA
Johnson Park Trail	NS	0.5	Natural/ Open Space	MRCA
Leaming Canyon	NS	1.0	Natural/ Open Space	MRCA
Taylor Trail	NS	0.3	Natural/ Open Space	Santa Clarita, City of
South Fork River Trail	A, DG	4.7	Urban/ Developed	Santa Clarita, City of

Key DG = decomposed granite NS = natural surface A = asphalt

Description
A landscaped trail alongside Pico Canyon Channel (Los Angeles County Public Works ID: PD 2528), constructed as part of Stevenson Ranch Phase II, between Stevenson Ranch Road and The Old Road
Pico Canyon Trail is a 0.6 mile trail adjacent to suburban residential development; street trees and landscaping adorn the residential trail with large rock pilasters and fencing for a pleasant walk; Pico Canyon Park serves as the staging area – with adequate parking and amenities for a picnic site, providing a good starting point for the well-maintained and easy trail
East Canyon Motorway is an unpaved fire road accessible to hikers, bikers and equestrians leading to the Michael D. Antonovich Open Space Preserve; the trail heads south from The Old Road gaining elevation gradually to meet with the Weldon Canyon Motorway which leads back to The Old Road and Newhall Pass Trailhead
The Towsley View Loop trail begins at the Towsley Canyon Trailhead on The Old Road and heads west either through Wiley or Towsley Canyon; the loop travels through narrow slot canyons and up over a high ridge via switchbacks. There are multiple creek crossings and opportunities for viewing geologic formations, streambeds, and tar pits
Rice Canyon Trail is a moderate hike along Rice Creek for hikers only; the trail crosses the creek at various points and ends with a viewpoint. Natural oil seepages can be seen on canyon walls throughout
Weldon Canyon Motorway is an unpaved service road beginning along The Old Road at the Newhall Pass Trailhead and heads south ascending the Newhall Pass ridgeline; the trail passes by the Sunshine Canyon Landfill and on into the Michael D. Antonovich Open Space; the trail connects with East Canyon Motorway
A moderate trail beginning at the Towsley Canyon Trailhead, the Elder Loop ascends the northern hillside, winds through fields of native vegetation, down into creeks, and through scenic canyons overlooking the Towsley Area
Existing trail/fire road connecting Pico Canyon and Rice Canyons with the Palo Sola Fire Rd and the SSMFTMP study area
The Pico Canyon Service road winds its way from Mentryville up through historical sites of the oil industry and ascends the steep slopes of the Pico Anticline; though MRCA maps document the service road as a trail, it was paved sometime between 2011 and 2012 and will need a sidepath to be considered part of an LA County multi-use trail network
Minnie Lotta Trail is a short there and back trail heading south from Pico Canyon Service Road near Mentryville; the trail winds into a canyon along a small creek with multiple bridged creek crossings. At mile 0.3 the trail ends at a picnic table
Johnson Park Trail is a short trail cut-off which ascends from Pico Canyon Service Road near Mentryville and meets back with the service road at 0.7 miles; the trail begins at Johnson Park picnic area and winds its way through a canyon; though the trail appears on MRCA maps it does not appear to be currently maintained and is not traversable in its current state
A trail with limited access leading into a densely vegetated canyon; though the trail appears on MRCA maps it does not appear to be currently maintained and is not traversable in its current state
An extension of the Elder Loop, the Taylor Trail ascends from the eastern side of the foothills adjacent to The Old Road
A regional multi-use trail along a mostly dry drainage channel providing the back-bone to the Santa Clarita trail system connecting the Santa Clara River to central Santa Clarita

Other Priority Destinations

Other major destinations within the study area include a large commercial district, seven schools, numerous natural features, and the Six Flags Magic Mountain theme park. Planning for trail access to these destinations provides a variety of benefits, from reducing on-street traffic to providing safe and accessible routes to schools. As these destinations have appeal beyond trail users, consideration of how traffic patterns and surrounding infrastructure may affect off-street trails must be given.



Figure 3-4: Dog Walkers Enjoying the Paved Trail Near Mentryville

Table 3-2: Parks

Park Name	Description	Agency	Park Type	Acres
Unnamed Federal Land	Federal lands connecting to the Santa Clarita Woodlands	United States Bureau of Land Management	Open Space	650
Dr. Richard H. Rioux Memorial Park	Located in Stevenson Ranch with large open fields and sweeping views	Los Angeles, County of	Community	17
Ed Davis Park in Towsley Canyon	Part of the greater Santa Clarita Woodlands Park, this park is the trailhead for the Towsley Canyon Loop Trail, providing access to Towsley Creek and the surrounding geological features; the park has bathrooms, picnic areas, and a lodge available for special events and group rentals	SMMC	Regional	175
Jake Kuredjian Park	A 6-acre neighborhood park in Pico Canyon with large trees, expansive lawns, restrooms and a parking area	Los Angeles, County of	Community	6
Pico Canyon Park	Located on Pico Canyon Road, the Pico Canyon Park features walking trails, a parking area, picnic areas, and restrooms, as well as access to the Pico Canyon Trail	Los Angeles, County of	Community	21
Rivendale Ranch Open Space	At the entrance to Towsley Canyon, this open space provides free parking and access to the Santa Clarita Woodlands Park and offers access to the Elder Loop Trail and the Taylor Trail	Santa Clarita, City of	Open Space	358
Santa Clarita Woodlands Park	Located on the north slope of the Santa Susana Mountains comprised of Towsley Canyon, Wiley Canyon, East and Rice Canyons, Pico Canyon, and the Michael Antonovich Open Space; the park offers diverse flora and fauna, and a variety of geological formations with trails for hikers, cyclists and equestrians	MRCA	Open Space	4,000

Table 3-2: Parks (cont.)

Park Name	Description	Agency	Park Type	Acres
Mentryville	This historic park in Pico Canyon highlights the history of an old oil town and the presence of the oil industry in Pico Canyon; historic buildings, oil wells, and other equipment provide visitors a glimpse of the areas past; the park now acts as a trailhead for many trails into the Santa Clarita Woodlands and provides restrooms and parking	MRCA	Historic Park	69
Bordering Phase II Area				
Gateway Ranch Open Space	Located in the Newhall Pass, this area acts as an important wildlife corridor, and offers various recreational trails	Santa Clarita, City of	Open Space	302
Michael D. Antonovich Open Space	A densely wooded portion of the Santa Clarita Woodlands which can be accessed from trails at Towsley Canyon, East Canyon, and Weldon Canyon Motorway, and connects southward to the SSMFTMP (Phase I) study area	Los Angeles, County of; MRCA	Open Space	500



Figure 3-5: Jake Kuredjian Park Features Large Lawn Areas and Dramatic Coast Live Oak trees

Table 3-2: Parks (cont.)

Park Name	Description	Agency	Park Type	Acres
Within 1-Mile Buffer of Phase II Area				
Michael D. Antonovich Regional Park at Joughin Ranch	This park has rolling hills, tall peaks, views of the San Fernando Valley, and trails for hikers, bikers and equestrians	MRCA	Open Space	2,300
Newhall Pass Open Space	This area provides connection to the Santa Clarita Woodlands Park via the Gateway Ranch Open Space	Santa Clarita, City of	Open Space	300
Round Mountain Open Space	Located north of the Santa Clara River, this park has undeveloped hiking trails and hilltop views	Santa Clarita, City of	Open Space	200
South Fork River Trail Open Space	A narrow corridor along the south fork of the Santa Clara river connects central Santa Clarita with the Santa Clara River to the north	Santa Clarita, City of	Regional	178
Valencia Meadows Park	A neighborhood park featuring basketball, baseball, children's play areas, picnic areas, restrooms and a swimming pool	Santa Clarita, City of	Community	6
Valencia Summit Park	A neighborhood park with a children's play area, picnic areas, a community room, and tennis courts	Santa Clarita, City of	Community	7
Whitney Elsmere Open Space	An open space east of the Newhall Pass with potential connections to the Newhall Open Space	Santa Clarita, City of	Open Space	900

Table 3-3: Other Priority Destinations

Destination	Description	Destination Type	Connection Type	Relationship to Study Area
Pico Canyon Rd and The Old Road Commercial District	Located at intersection of The Old Road and Pico Canyon Road in Stevenson Ranch this commercial district is comprised of multiple large shopping centers including the Valencia Marketplace and Stevenson Ranch Plaza and several smaller business centers; this commercial district is centrally located within the study area, less than a mile away from the existing Pico Canyon Trail, and provides a variety of services including groceries, restaurants and gas	Commercial	Local	Within
Newhall Church of the Nazarene	Located along The Old Road at the entrance to Leaming Canyon, this church is on private property bordered by the MRCA-managed Santa Clarita Woodlands Park	Place of Worship	Local	Within
Oak Tree Gun Club	Located in the southeastern corner of the study area, the Oak Tree Gun Club is a large recreational draw within the study area; the gun club is bordered to the south and west by the Santa Clarita Woodlands Park	Recreation	Local	Within
Six Flags Magic Mountain	A large theme park in the northern portion of the study area, Magic Mountain is a large recreational draw adjacent to the Santa Clara River and other existing open space which have been slated for residential subdivisions	Recreation	Local	Within

Table 3-3: Other Priority Destinations (cont.)

Destination	Description	Destination Type	Connection Type	Relationship to Study Area
Pico Canyon	This scenic canyon has historic significance for its oil wells and this historic town of Mentryville; now set within the Santa Clarita Woodlands park, Pico Canyon is managed by the MRCA and features a variety of trails leading into the Santa Susana Mountains	Natural Feature	Local	Within



Figure 3-6: Towsley Canyon Loop Trail Heading East Towards "The Narrows"

Table 3-3: Other Priority Destinations (cont.)

Destination	Description	Destination Type	Connection Type	Relationship to Study Area
Leaming Canyon	Located within the Santa Clarita Woodlands Park between Wiley and Rice Canyon, Leaming Canyon is a well forested drainage with limited existing access and little geologic interest	Natural Feature	Local	Within
Wiley Canyon	Located in the Santa Clarita Woodlands Park, this forested canyon has dramatic geologic features along the elevated ridges above; Towsley Canyon Loop Trail's southern extent winds along the canyon floor and connects back to the Towsley Canyon Trailhead at Ed Davis Park	Natural Feature	Local	Within
East Canyon	This lush canyon is located at the eastern edge of Santa Clarita Woodlands Park and contains diverse native flora, including three species of oak, California bay laurel, California black walnut, big leaf maple, and big cone Douglas-fir over a 900 feet elevation range; East Canyon Motorway leads through the canyon to Weldon Canyon Motorway and to the Michael D. Antonovich Open Space Preserve	Natural Feature	Local	Within

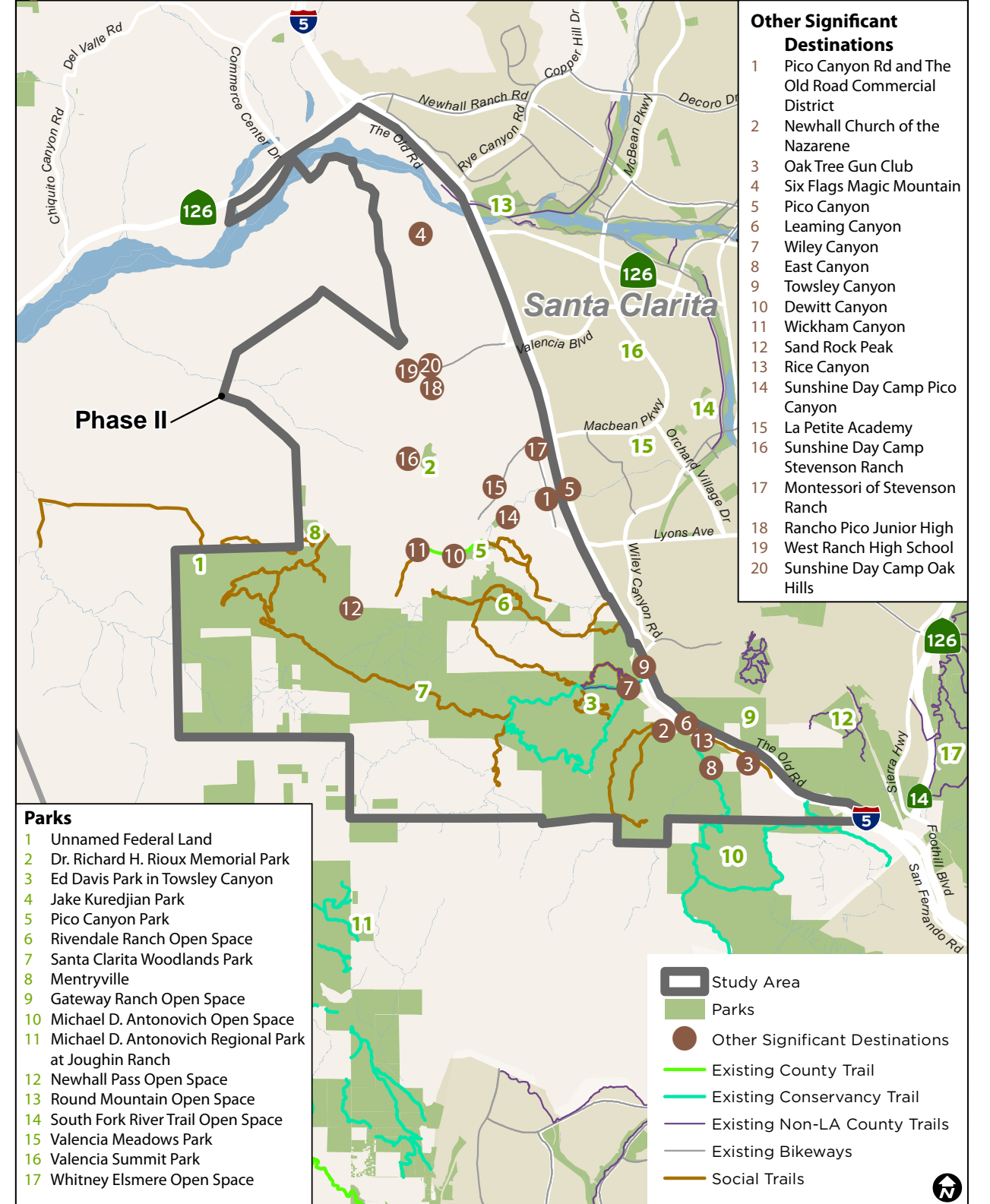
Table 3-3: Other Priority Destinations (cont.)

Destination	Description	Destination Type	Connection Type	Relationship to Study Area
Towsley Canyon	A popular recreation area within the Santa Clarita Woodlands Park, this canyon is accessed by the Towsley Canyon Trailhead at Ed Davis Park; the canyon features many geologic features including portions of the Pico Anticline, the Towsley Gorge, and waterfalls at the beginning of Towsley Creek; the Towsley Canyon Loop Trail follows along the creek before ascending out of the canyon to connect to the south with Wiley Canyon	Natural Feature	Local	Within
Dewitt Canyon	This canyon has been predominantly graded and developed from its original state into a residential tract	Natural Feature	Local	Within
Wickham Canyon	This canyon is privately owned and contains a creek, eroded sandstone geologic features, and the Southern Oaks housing tract	Natural Feature	Local	Within
Sand Rock Peak	This peak, with an elevation of 2,441 feet above MSL, overlooks Newhall and the rest of Santa Clarita Valley to the east	Natural Feature	Local	Within
Rice Canyon	This canyon, which is located within Santa Clarita Woodlands Park, contains riparian habitat along Rice Creek, a grassy open slope leading to a viewpoint, and natural oil seeps	Natural Feature	Local	Within

Table 3-3: Other Priority Destinations (cont.)

Destination	Description	Destination Type	Connection Type	Relationship to Study Area
Sunshine Day Camp Pico Canyon	Preschool	School	Local	Within
La Petite Academy	Preschool - Kindergarten	School	Local	Within
Sunshine Day Camp Stevenson Ranch	Preschool	School	Local	Within
Montessori of Stevenson Ranch	Preschool	School	Local	Within
Rancho Pico Junior High	Junior High	School	Local	Within
West Ranch High School	High School	School	Local	Within
Sunshine Day Camp Oak Hills	Preschool	School	Local	Within

Figure 3-7: Destinations: Phase II



3.2 Existing Relevant Plans

The SSMTMP-P11 places a special emphasis on coordination and the integration of trail networks across jurisdictions. It has been developed to be compatible with recreation and trail planning efforts at the federal, state, regional, and local levels. Planning documents with overlap or adjacency to the study area were reviewed as part of the existing conditions data collection process. The most pertinent documents and any applicable goals, objectives, and relevancy are summarized below. A full and more detailed summary of reviewed documents is presented in Appendix C.

Federal

Rim of the Valley Corridor Special Resource Study Final Summary (2016) - National Park Service¹

Applicable Goals or Objectives

- Expand recreational opportunities in urban areas.
- Create functional conservation space and wildlife corridors.

Relevant Trails Proposed

- Rim of the Valley Trail Corridor

¹ United States Department of the Interior, National Park Service. February 2016. Rim of the Valley Corridor Special Resource Study: Final Summary. Available online at <http://www.npshistory.com/publications/samo/srs-summary.pdf>

Figure 3-8: Rim of the Valley Study Corridor

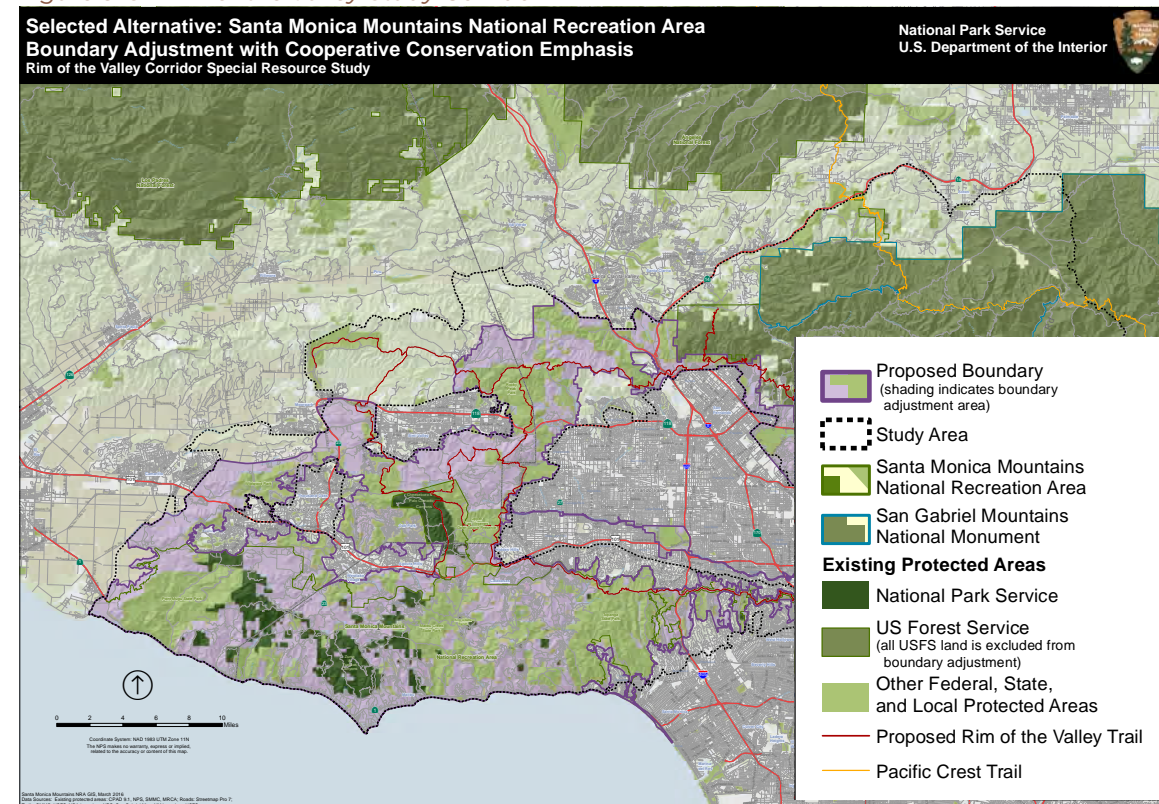
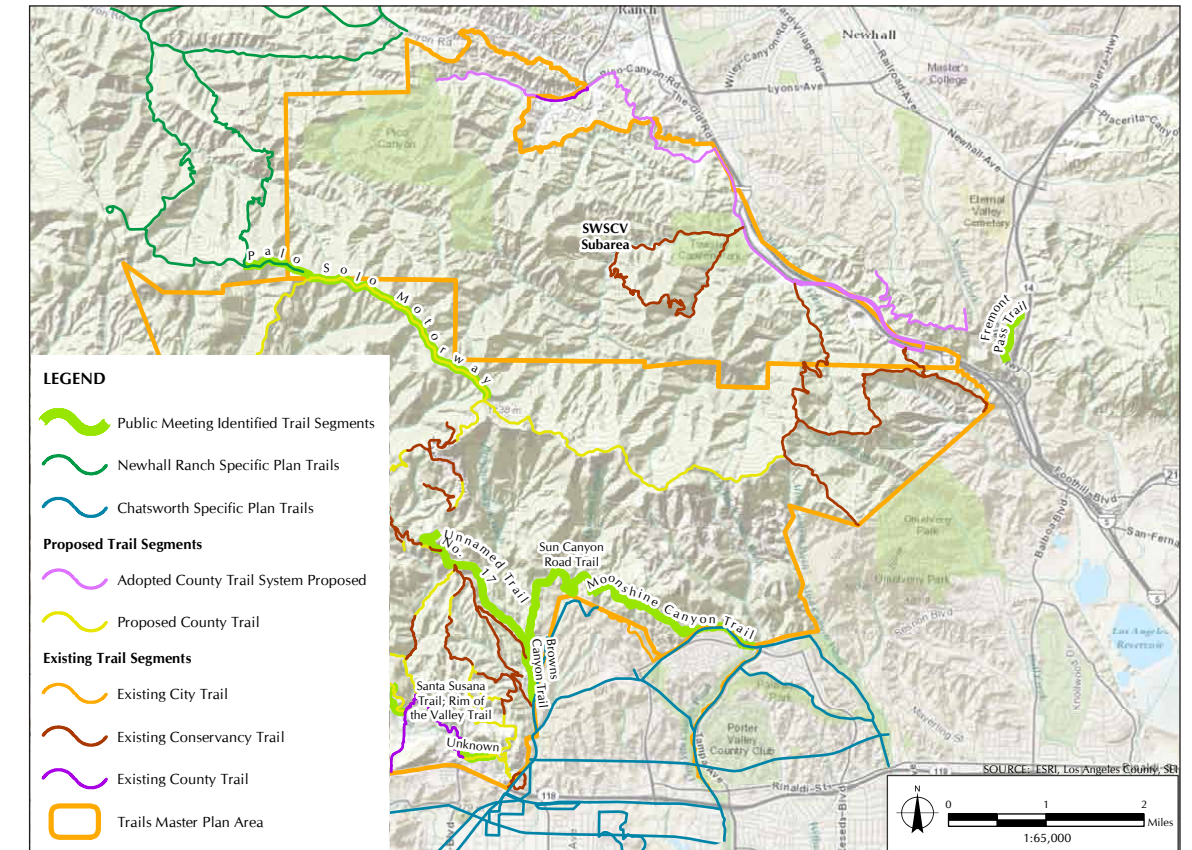


Figure 3-9: Santa Susana Mountains Trails Master Plan Phase I Proposed Trails



County

Santa Susana Mountains Final Trails Master Plan (2015) - County of Los Angeles Department of Parks and Recreation²

Applicable Goals or Objectives

- Define a trails plan that supports the County's General Plan for providing diverse recreation opportunities for County residents.
- Consider and integrate input from recreation users in and adjacent to the Trails Master Plan Area during the

² Los Angeles County Department of Parks and Recreation. Adopted May 2015. Santa Susana Mountains Final Trails Master Plan. Available online at <https://trails.lacounty.gov/Files/Documents/115/FINAL%20Santa%20Susana%20Mountains%20Final%20Trails%20Master%20Plan%20May%202015.pdf>

development of the conceptual Trails Master Plan and visitors.

- Provide for the planning, design, operation, and maintenance of trails that are consistent with County Trails Manual.
- Prioritize trail alignments that link to existing trails and parks within 0.5 miles of the Trails Master Plan Area that are operated by federal, state, and local jurisdictions and other trail and recreation entities.
- Identify logical connections between single and dual-use City of Los Angeles trails and County of Los Angeles multi-use trails.
- Support the initiation of construction of new trails.
- Design trails that are protective of sensitive environmental resources to the maximum extent practicable.

- Ensure logical connections between single and dual-use City of Los Angeles trails and County of Los Angeles multi-use trails.
- Use trails to facilitate public access to points of interest.
- Encourage community support of the proposed project.

Relevant Trails Proposed

- Simi to the Sea Trail
- Juan Bautista de Anza National Historic Trail
- Rim of the Valley Trail
- Sunshine Canyon Motorway
- Weldon Canyon Motorway (southeastern Phase II)
- Towsley Canyon Trail (within Phase II)
- Unnamed Trails #1 and #2 (within and adjacent to Phase II)
- Pico Canyon Trail (within Phase II)
- Rice Canyon Trail (within Phase II)

Active Transportation Strategic Plan (2016) - Los Angeles County Metropolitan Transportation Authority (Metro)³

Applicable Goals or Objectives

- Establish active transportation modes as integral elements of the countywide transportation system.
- Improve public health through traffic safety, reduced exposure to pollutants, & design & infrastructure that encourage residents to use active transportation as a way to integrate physical activity into daily routines.

- Promote multiple clean transportation options to reduce criteria pollutants & greenhouse gas emissions, & improve air quality.

Relevant Trails Proposed

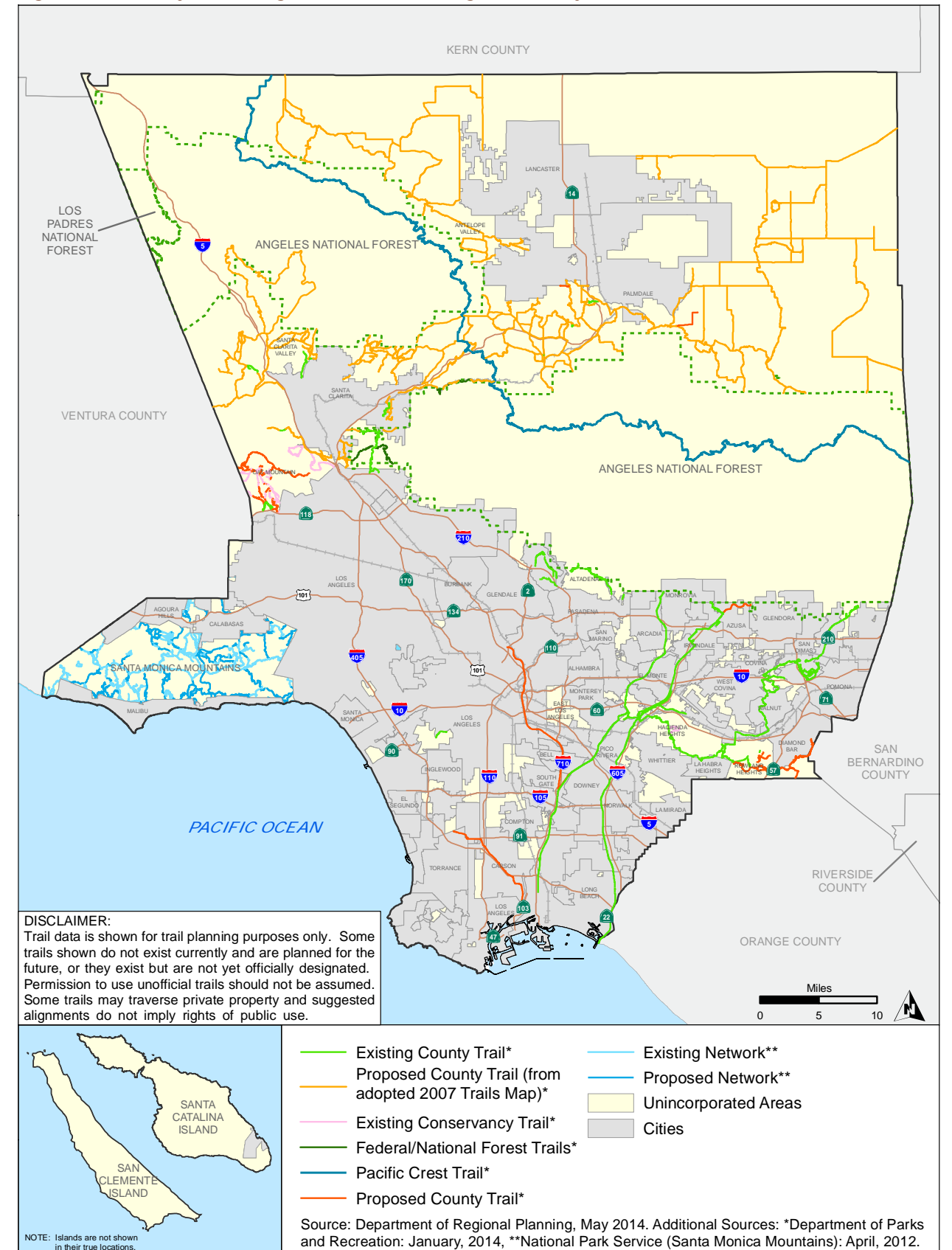
- Priority active transportation corridors are identified, which are comprised of both on- and off-street bicycle facilities.
- The Old Road and the Santa Clara River are both identified in the Phase II area and follow the eastern and northern boundaries of that area.

County of Los Angeles General Plan 2035 (2015) - County of Los Angeles Department of Regional Planning⁴

Applicable Goals or Objectives

- Goal M 2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.
- Policy M 2.7: Require sidewalks, trails and bikeways to accommodate the existing and projected volume of pedestrian, equestrian and bicycle activity, considering both the paved width and the unobstructed width available for walking.
- Policy M 2.8: Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.
- Policy M 5.3: Maintain transportation right-of-way corridors for future transportation uses, including bikeways, or new passenger rail or bus services.
- Goal P/R 1: Enhanced active and passive park and recreation opportunities for all users.

Figure 3-10: County of Los Angeles General Plan Regional Trail System



³ Los Angeles County Metropolitan Transportation Authority. Adopted May 2016. Active Transportation Strategic Plan (ATSP). Available online at <https://www.metro.net/projects/active-transportation-strategic-plan/>

⁴ Los Angeles County Department of Regional Planning. Adopted October 2015. General Plan 2035. Available online at <http://planning.lacounty.gov/generalplan/>

- Goal P/R 2: Enhanced multi-agency collaboration to leverage resources.
- Policy P/R 2.1: Develop joint-use agreements with other public agencies to expand recreation services.
- P/R 2.2: Establish new revenue generating mechanisms to leverage County resources to enhance existing recreational facilities and programs.
- Goal P/R 4: Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages.
- Policy P/R 4.1: Create multi-use trails to accommodate all users.
- Policy P/R 4.2: Develop staging areas and trail heads at strategic locations to accommodate multi-use trail users.
- Policy P/R 4.3: Develop a network of feeder trails into regional trails.
- Policy P/R 4.4: Maintain and design multi-purpose trails in ways that minimize circulation conflicts among trail users.
- Policy P/R 4.5: Collaborate with other public, non-profit, and private organizations in the development of a comprehensive trail system.
- Policy P/R 4.6: Create new multi-use trails that link community destinations including parks, schools and libraries.

Relevant Trails Proposed

Trails mapped in the General Plan that fall within the Phase II area include:

- Oat Canyon Mountainway
- Palo Sola Fire Truck Trail
- Palo Sola Truck Road
- Pico Canyon Trail
- Weldon Canyon Motorway
- 18 unnamed trail segments

County of Los Angeles Trails Manual (Revised 2013) - County of Los Angeles Department of Parks and Recreation⁵

Applicable Goals or Objectives

- Guidelines for the construction of safe and sustainable trails for the three primary trail user groups (hiking, mountain biking, equestrian).

Relevant Trails Proposed

- No specific trails were identified in this plan.
- The design standards and trail types defined in the County Trails Manual apply to all proposed trails in the SSMTMP-P.11.

Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment (2016) - County of Los Angeles Department of Parks and Recreation⁶

Applicable Goals or Objectives

- Consideration of parks as key infrastructure needed to maintain and improve the quality of life for all county residents.

Relevant Trails Proposed

- No specific trails were identified in this plan; need defined at the census tract level.

⁵ County of Los Angeles Department of Parks and Recreation. Adopted May 2011, Revised June 2013. County of Los Angeles Trails Manual. Available online at <https://trails.lacounty.gov/Files/Documents/121/LA%20County%20Trails%20Manual%20%28Revised%2006-20-13%29%20RS%202016.pdf>

⁶ Los Angeles County Department of Parks and Recreation. May 2016. Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment. Available online at <http://lacountyparkneeds.org/final-report/>

Castaic Area Multi-Use Trails Plan (2016) - County of Los Angeles Department of Parks and Recreation⁷

Applicable Goals or Objectives

- Accommodate a wide range of trail user types and abilities.
- Connect to desirable destinations, features, and settings.
- Provide safe and sustainable trails.
- Avoid or minimize environmental impacts.

Relevant Trails Proposed

- The proposed Castaic Creek Trail meets the Santa Clara River approximately 800' outside of the SSMTMP-P.11 area. Connections are made to planned Newhall Ranch trails, which then connect into the SSMTMP-P.11 area.

Newhall Ranch Specific Plan (2003) - County of Los Angeles Department of Regional Planning⁸

Applicable Goals or Objectives

- Goals and policies are consistent with LA County General Plan Goals (pp. 2-2 - 2-4, and Appendix - 7.2 Consistency Analysis: Los Angeles County General Plan).

Relevant Trails Proposed

- Potential connections to the City of Santa Clarita, SSMTMP-P.11, SSMFTMP (Phase I), and Ventura County. Proposed Regional River Trail (Santa Clara River: northern boundary of Phase II).

⁷ Los Angeles County Department of Parks and Recreation. Approved October 2016. Castaic Area Multi-Use Trails Plan. Available online at <https://trails.lacounty.gov/Files/Documents/124/Castaic%20Area%20MUTP%20-%20FINAL.pdf>

⁸ County of Los Angeles Department of Regional Planning. Adopted May 27, 2003. Newhall Ranch Specific Plan. Available online at http://planning.lacounty.gov/assets/upl/data/pd_sp_newhall-ranch.pdf

Local

City of Santa Clarita General Plan (2011) - City of Santa Clarita⁹

Applicable Goals or Objectives

- Objective LU 5.1: Provide for alternative travel modes linking neighborhoods, commercial districts, and job centers.
- Policy LU 5.1.1: Require safe, secure, clearly-delineated, adequately illuminated walkways and bicycle facilities in all commercial and business centers.
- Policy LU 5.1.2: Require connectivity between walkways and bikeways serving neighborhoods and nearby commercial areas, schools, parks, and other supporting services and facilities.
- Objective LU 3.2: Promote walkable neighborhoods that provide safe access to community services and essential services.

Relevant Trails Proposed

- Trails are mapped in the Santa Clarita Valley Area Plan Exhibit CO-9 but are not otherwise identified by corridor or project. The Santa Ana River Trail and Pico Canyon Trail appear on the map and are classified as part of the Backbone Trail System.

⁹ City of Santa Clarita. June 2011. City of Santa Clarita General Plan. Available online at <http://www.codepublishing.com/CA/SantaClarita/html/SantaClaritaGP/SantaClaritaGP.html>



Figure 3-11: Los Angeles County Equestrian Areas Can Feature Riding Arenas and Parking Areas for Trailers

Santa Clarita Valley Area Plan (One Valley One Vision) (2012) - County of Los Angeles Department of Regional Planning in Partnership with the City of Santa Clarita¹⁰

Applicable Goals or Objectives

- Objective C-11: Provide multi-modal circulation systems that move people and goods efficiently while protecting environmental resources and quality of life.
- Objective C-6.1: Adopt and implement a coordinated master plan for bikeways for the Valley, including both City and County areas, to make bicycling an attractive and feasible mode of transportation.

Relevant Policies

- Policy C-7.1.10: Expand multi-use trails for pedestrian travel.
- Policy CO-9.2.1: Plan a continuous multi-use trail network to connect communities of the Santa Clarita Valley with each other and with local and regional trail networks.

- Policy CO-9.2.2: Provide trail connections between paseos, bike routes, schools, parks, community services, streets and neighborhoods.
- Policy CO-9.2.4: Encourage new development projects to meet trail goals.
- Policy CO-9.2.5: Expand multi-use trails in rural areas.
- Policy CO-9.2.8: Design trails to protect the environment.

Relevant Trails Proposed

- Trail corridors are identified in the Santa Clarita Valley Area Plan Exhibit CO-9 but are not identified by corridor or project. The Santa Ana River Trail and Pico Canyon Trail appear on the map and are classified as part of the Adopted County Trail System.

¹⁰ Los Angeles County Department of Regional Planning. Adopted November 2012. Santa Clarita Valley Area Plan (One Valley One Vision). Available online at <https://trails.lacounty.gov/Files/Documents/66/Santa%20Clarita%20Valley%20Area%20Plan%20-%20Master%20Plan%20of%20Trails%202012.pdf>

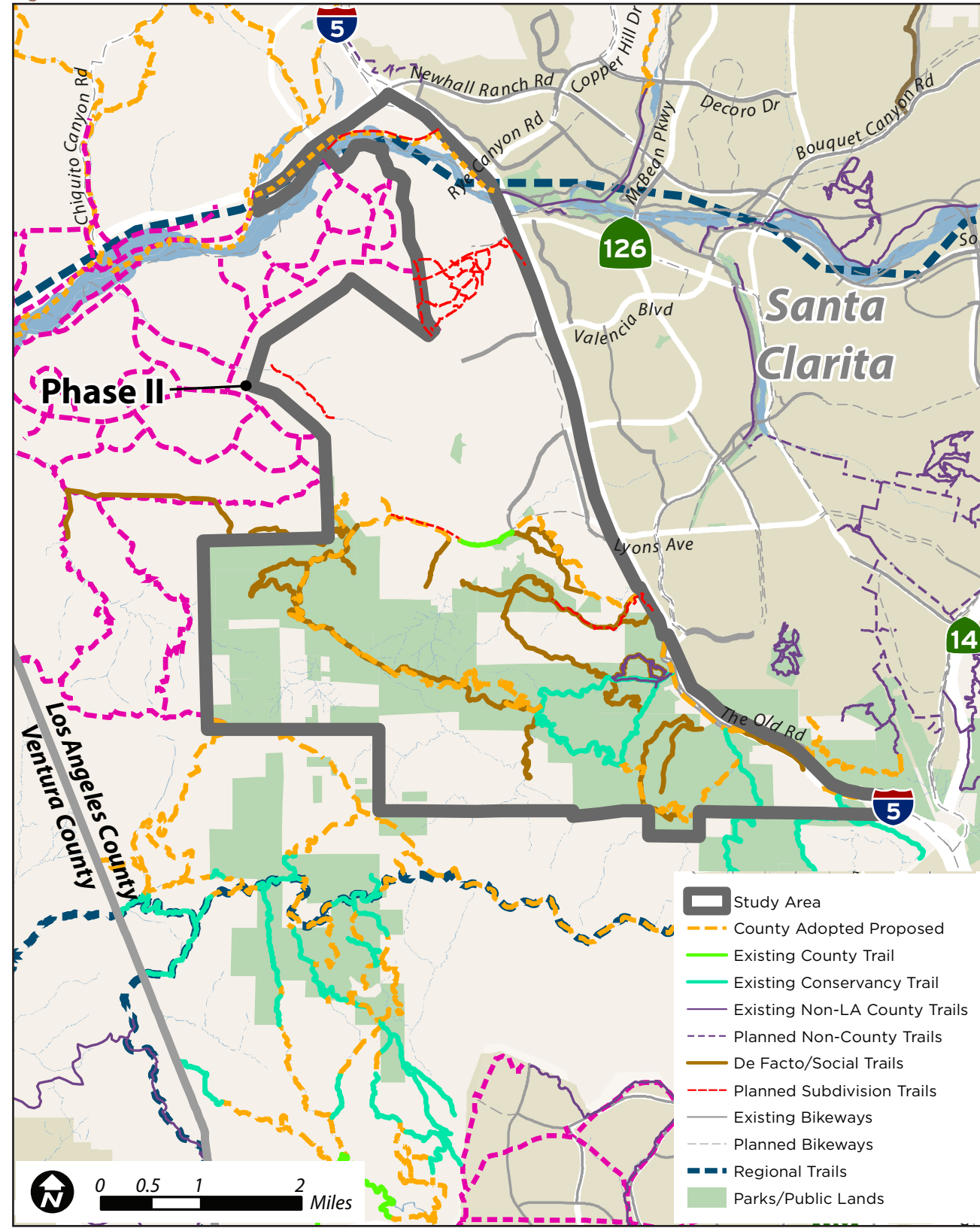
Figure 3-12: Planned Regional Trails



DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

Date Map Created/Revised: 10/6/2017 Author: James Powell
 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Data Sources: Los Angeles County Enterprise GIS, City of Santa Clarita 2016, California Protected Areas Database 2016b, Santa Clarita Valley Master Plan of Trails 2015, California Recreational Trails Plan 2011, Los Angeles County General plan 2007, Newhall Ranch Specific Plan 2003

Figure 3-13: Planned Local Trails



DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

Date Map Created/Revised: 10/6/2017 Author: James Powell
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3.3 Planned Trails from Relevant Documents

Regional Trails

As discussed in the previous section, multiple regional trails are proposed in the California Regional Trails Plan, Rim of the Valley Trail Corridor, Metro's Active Transportation Strategic Plan, and the Santa Monica Mountains National Recreation Area. The Santa Clara River Trail, mentioned in several studies, forms part of the northern border of the study area. These proposed trails can be seen in Figure 3-12: Planned Regional Trails.

Local Trails

Several proposed and existing trails are located within or adjacent to the SSMTMP-P II study area. These include Los Angeles County Adopted Proposed Trails from the Los Angeles County General Plan 2007; the updated 2015 County of Los Angeles General

Plan 2035; the Santa Susana Mountains Final Trails Master Plan, 2015; and the Castaic Area Multi-Use Trails Plan, 2016. Other local trails include those from the Santa Clarita Valley Plan, 2011, and City of Santa Clarita adopted proposed trails (Santa Clarita Valley Master Plan of Trails, 2015). A map of these trails is shown in Figure 3-13: Planned Local Trails.

3.4 Subdivision Activity

A total of five approved or pending subdivisions currently exist within the study area, ranging in size from 2.5 to 1,758 acres (see Table 3-4: Subdivisions near Phase II). Several of these subdivisions include multi-use trails designated for county use. The County currently holds two easements within the study area, comprising 2.3 acres south of Pico Canyon Road. These easements fall along the county adopted alignment for the Pico Canyon Trail, and provide a connection between Pico Canyon Road and the SSM SEA approximately one mile south of the road. The easements begin across Pico Canyon Road

Figure 3-14: Entrada South Subdivision Trail Plans in the Phase II Study Area

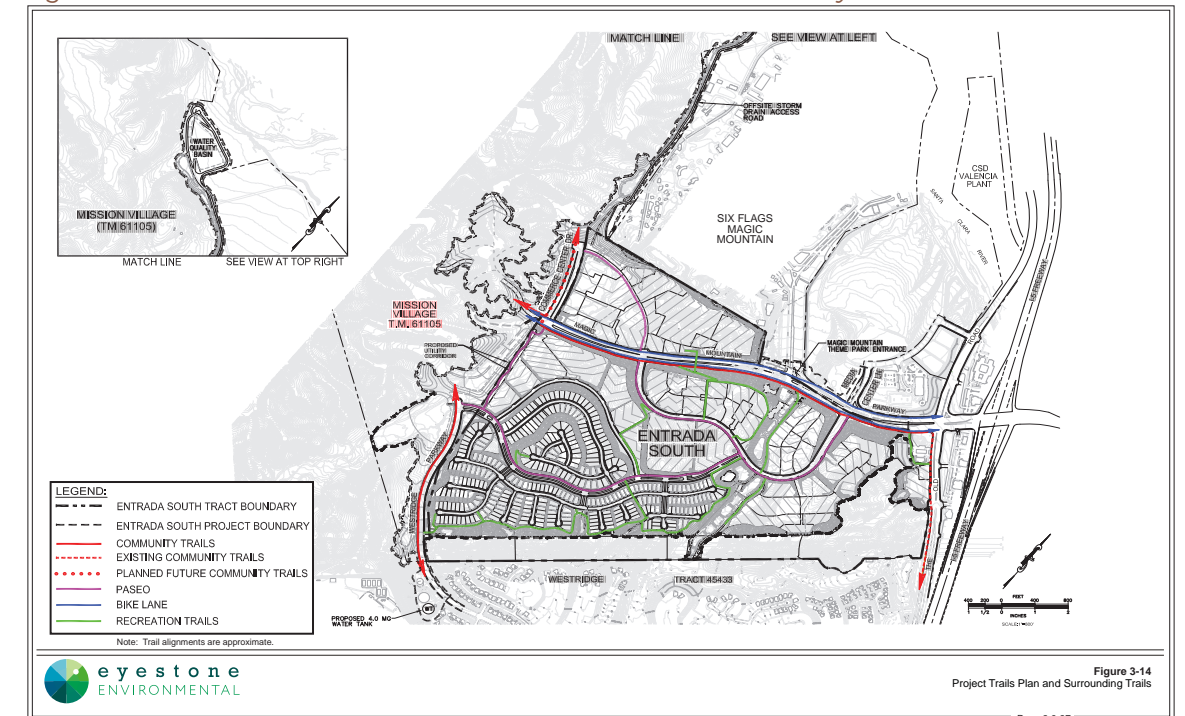


Figure 3-14
 Project Trails Plan and Surrounding Trails

Source: ESRI, Photos: 2010 Alliance Land Planning & Engineering, 2013 Eyestone Environmental 2015.

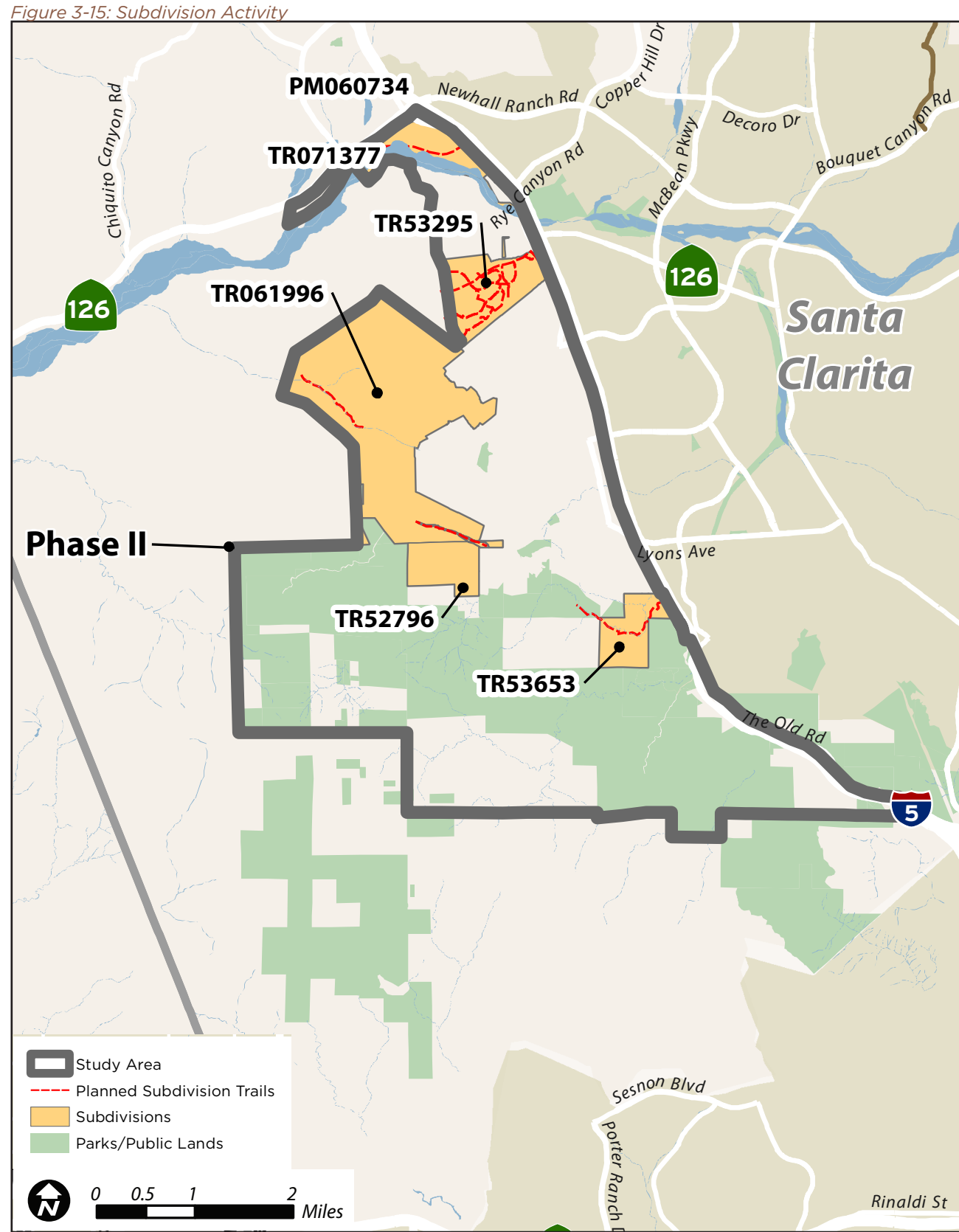
from Jake Kuredjian Park and the existing Pico Canyon Trail. Additional trails will be conditioned in with these new subdivisions. Proposed trails for the local subdivisions can be seen in Figure 3-15: Subdivision Activity.

Table 3-4: Subdivisions Near Phase II

Subdivision Map/Name	APNs	Acres	Trails Conditioned	Description
PM060734	2826-005-054, 2826-005-056, 2826-005-065, 2826-005-066, 2826-005-067	11.43	No.	Already built
TR53653: Warner Ranch / Lyons Canyon	2826-022-026, 2826-022-027, 2826-022-034, 2826-022-035, 2826-023-014	231.42	County maintained "Gavin Canyon Trail" along historic Lyons Ranch Road	Residential development with single-family homes and senior condominiums, as well as a fire station and privately maintained recreational facilities
TRO61996: Legacy (Stevenson Ranch - Phase V)	2826-009-050, 2826-009-052, 2826-009-053, 2826-009-086, 2826-009-104, 2826-009-105, 2826-070-019, 2826-116-023, 2826-116-025	1,757.71	Trail along Long Canyon Drainage canal, and Segment of Pico Canyon Trail from eastern and western extents of tract on Pico Canyon Road	A mixed-use development including single and multi-family residential, commercial, an assisted living facility, open space and a park with trails and walking paths
TRO71377	2866-003-009, 2866-003-010	2.55	Mixed-use trail on north side of the Santa Clara River	A mixed-use master planned community with residential and commercial uses, as well as recreational and open spaces that will have a phase on both the north and south sides of the Santa Clara River

Table 3-4: Subdivisions Near Phase II (cont.)

Subdivision Map/Name	APNs	Acres	Trails Conditioned	Description
TR52796: Pico Canyon	2826-020-020, 2826-020-021, 2826-020-022, 2826-020-023, 2826-020-024, 2826-020-030, 2826-020-031, 2826-020-032, 2826-020-033, 2826-097-003	228.75	Segment of Pico Canyon Trail from eastern and western extents of tract on Pico Canyon Road	A residential community on Pico Canyon Road with 100 homes on 21 acres, with 165 acres of undeveloped natural area to be preserved
TR53295: Magic Mountain Entertainment / Entrada	2826-004-019, 2826-004-020, 2826-004-028, 2826-004-030, 2826-004-033, 2826-004-041, 2826-004-042, 2826-004-043, 2826-005-007, 2826-005-008, 2826-005-009, 2826-005-010, 2826-005-012, 2826-005-013, 2826-006-008, 2826-006-009, 2826-008-034, 2826-008-040, 2826-008-042, 2826-009-078, 2826-009-081, 2826-134-033	662.74	Paseos, Recreational Trails, Community Trails	Entrada South will be a large residential and commercial development with single and multi-family homes, with shopping centers, parks, schools, libraries and open spaces; the project has a significant network of paseos, recreational trails, and community trails



DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

Date Map Created/Revised: 10/6/2017 Author: James Powell
 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Data Sources: Los Angeles County Enterprise GIS, City of Santa Clarita 2016, California Protected Areas Database 2016b, Santa Clarita Valley Master Plan of Trails 2015, California Recreational Trails Plan 2011, Los Angeles County General plan 2007, Newhall Ranch Specific Plan 2003

Figure 3-15: Subdivision Activity

3.5 Trail User Profile and Needs

Designing successful multi-use trails requires an understanding of the specific needs, tendencies, and limitations of each user type. The following sections summarize these considerations as context for the conflict avoidance/reduction recommendations that follow. Additional information on user profiles and needs can be found in the public comments summary found in Appendix A.

Mountain Bike

Mountain bicycling is a common activity in the SSMTMP-PII study area, appealing to users across all ages. Around the study area the most active mountain biking group is the Santa Clarita Valley Trail Users (SCVTU) who are affiliated with the Concerned Off-Road Bicyclists Association (CORBA). A list of federal, state, and local specifications and design publications that were evaluated for inclusion in the Los Angeles County Trails Manual can be found in its introduction, Section 1.4. Most notably for mountain bicyclists were guidelines adapted from publications of the International Mountain Biking Association (IMBA), that are intended to provide trail alignments that help control mountain bike speed to reduce trail user conflict. Mountain bikers often desire challenging trail experiences including narrow “single track” trails, rough or loose surfaces, turns, and relatively steep grades, aided by ever-advancing technology for low weights, power transfer, traction, and suspension. Mountain bikers can attain high rates of speed, particularly on wide trails with good sight lines, flat or downhill grades, and few obstacles. Most existing mountain biking in the study area is unsanctioned, and on challenging steep sections of terrain. While DPR policy is that all trails will be multi-use whenever feasible, the multi-use trail system is not intended to provide for fast, highly technical, or “adventure” riding

for mountain bicyclists. The Plan include a bike skills area to accommodate these more adventurous and athletic pursuits.

Equestrian

The SSMTMP-PII features few publicly-accessible stables, namely Sadie Spring Stables and Summerland Farms. Oak Canyon Equestrian Center is approximately one half mile to the east of the study area in Newhall. Though there is a long tradition of equestrians in and around the area, equestrian trail users have reported a diminishing presence of equestrians and stables and services for them. Where equestrians are accommodated, the following trail design guidelines should be followed:

- Minimum inside turn radius of 5 feet.
- If the trail is used by pack stock, the minimum inside turn radius should be 6 feet.
- The grade of the upper and lower leg of the turn should not exceed 14%, unless the parent material is durable enough to support a steeper grade.

The inherent characteristics of horses are important to understand when planning and designing trails accommodating equestrians and informing other trail users. For instance, horses are herd animals and have the instinct to run when frightened. The U.S. Forest Service (USFS) Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds clarifies that horses and mules are prey animals, and flight is the primary defense used when threatened.¹¹ These animals can become nervous when escape routes are narrow or blocked. Any new element that is unfamiliar to the horse, such as a mountain biker, dog, or even a hiker,

¹¹ United States Department of Agriculture: Forest Service. Equestrian Design Guidebook for Trails, Trailheads and Campgrounds. Available online at https://www.fhwa.dot.gov/environment/recreational_trails/publications/fs_publications/07232816/

can trigger this startle instinct, particularly when appearing suddenly. This can lead to a horse running, jumping, turning quickly, kicking, or biting. Because of the height at which equestrians ride, serious injury can occur from a fall. Given these characteristics of horses, other users using equestrian trails must yield the right-of-way. All equestrian trails should have signs that explain right-of-way protocols. When approaching a horse, other users should make themselves as visible as possible, not approach too rapidly, and speak in a low and friendly voice to ensure recognition. Other users should select a wide spot in the trail or an area with a gentle side slope and step off to the downhill side of the trail. Most equestrians prefer to have the uphill side of the trail during an encounter in case the horse bolts. When the horse approaches, other users should not make any sudden movements and should maintain any conversation. The hiker or biker should not step back on the trail until the horse is a full body length down the trail. Equestrians also have responsibilities to comply with appropriate multi-use trail etiquette. A horse that is inexperienced with encountering other types of trail users, especially in combination with an inexperienced rider, can be a hazard to other trail users, even if other users comply with trail use rules and guidelines.

Hiker/Pedestrian

Hikers are a prominent user group in the SSMTMP-P11 study area. While there are many independent hikers using the existing trails, there are also a number of hiking groups including the Santa Susana Mountain Park Association. Hikers are the most flexible trail users and are easiest to accommodate in trail designs. Traveling by foot allows hikers to adjust to varying trail conditions, traveling over trails that are extremely steep or barely evident. Hiking trails generally traverse all types of environments, grades, and surfaces. While hikers can impact the

trail and surrounding resources, upgrading or adding structures to manage impacts of a hiking-designated trail is less problematic than for equestrian or mountain bike uses. The majority of participants at the project's community meetings included hiking and walking among preferred trail activities, even when self-identifying as primarily mountain bikers or equestrians.

Additional Users

Beyond the three main trail user groups, the County and this plan will seek to accommodate other groups of trail users, such as those requiring ADA access, runners, dog walkers, and, where feasible, providing connections and amenities for road bicyclists. The County's trail standards related to ADA accessibility are provided in the following section. Generally, runners will be able to use the same facilities as hikers but may be more susceptible to unstable and/or uneven surfaces. Dog walkers and road bicyclists can both benefit from amenities at trail access points and trailheads, such as bike racks, bike fix-it stations, waste receptacles, and dog waste bag dispensers.

3.6 Trail Planning and Design Policies and Standards

The County Trails Manual will be used to guide trail recommendations within the SSMTMP-P11. The following sections provide relevant details on this manual, as well as information on adjacent stakeholder guidelines and recommendations. The manual contains more information than what is presented here, with the emphasis being placed on relevance to the SSMTMP-P11 area. Supplemental design guidelines for this plan have been provided in the appendix, those which are recommended which do not comply with those guidelines may be considered as an update to the

County Trails Manual and can be found in Appendix D: Additional Design Standards.

County of Los Angeles Trails Manual

The County Trails Manual was updated in 2013 and includes a substantial amount of information related to the development and maintenance of multiple types of recreational and transportation oriented pathways. The applicability of the Manual for the SSMTMP-P11 is paramount to development of a consistent, cohesive trail system.

Trails Defined in the County Trails Manual

Pedestrian

Pedestrian pathways generally are comprised of asphalt, crushed fines, or decomposed granite. These trails cannot be road based or contain toxic chemicals. The width of these paths is generally 10-11 feet and is less than 5% or 8% for less than 100 feet with rail. These paths have an outslope of 2%.

Recreational Pathway

Recreational pathways as defined in the County Trails Manual contain a natural surface. The width is between 8 to 10 feet wide and a slope of between 2% and 4%. The trail grade varies from less than 5% to 8% for less than 100 feet or 12% for less than 50 feet.

Natural Trail

Natural trails are classified in different categories depending on the width of the trail. Trails can range from 2 to 10 feet, with slopes of 2% to 5%. As slope increases from 2% to 5%, the width of the pathway narrows in the various classifications. The trail grade follows a guideline of less than 5% at a minimum but ranges up to 15% for less than 20 feet.

Other Trail Standards and References

Santa Clarita Valley Area Plan and City of Santa Clarita Bikeway Plans

The Santa Clarita Valley Area Plan provides for conceptualized regional planning and standardization of various types of paths. This plan provides classifications for Class I Bikeways, Pedestrian and Hiking Facilities, and other trails and recreational amenities.

The City of Santa Clarita adopted a Multi-use Corridor System plan as part of its circulation element in 1997. This provides for a series of pathways that are readily available for residents and visitors in the planning area. The plan includes many paths that connect neighborhoods, transit stations, and communities. The City takes a similar approach to classifying facilities of that in the Santa Clarita Valley Area Plan.

Trail and Roadway Crossings

Wherever feasible, trails and roadways should avoid crossing. This encourages a more natural feel to trails and provides users with the most safe, comfortable experience. This is noted in Section 4.3.7 of the County Trails Manual in the discussion of road crossing design. Improved user experience is only one reason for avoiding vehicular infrastructure. The high costs of installation of signs and sidewalk modifications will increase project costs and could be a barrier to installing trails.

Two typical crossings are found in the County Trails Manual, at-grade crossings or under the road through a culvert. Bridges are also an option when at-grade crossings are unsafe or not feasible. The manual states that the design of all road crossings be consistent with the requirements of the applicable regulatory oversight body: "The County of Los Angeles Department of

Public Works, Division of Traffic and Lighting is the regulatory oversight body in the unincorporated territory of the County. Road crossings on roadways under federal, state, or local jurisdiction must be coordinated with the appropriate authority, and plans and guidelines for the road crossing must be submitted for plan check and approval.”¹²

Emergency Access and Response

Providing for emergency services along trails is a difficult task, as vehicular crossings are often avoided to provide for a higher quality user experience. Thus, it is important to identify which entity is responsible for the emergency access and response in case of emergencies. Section 5.1.5 of the County Trails manual dictates that: “Emergency response to County trails will be provided by various agencies, depending on the location. In many cases, the closest public safety agency will respond, which may include County sheriffs, local police, or national forest personnel.”¹³

Accessibility

The County Trails Manual provides a more relaxed set of standards for the design of recreational trails than the requirements for urban transportation routes or routes that connect developed facilities within a site. The Federal Register published revised final regulations for ADA Guidelines, known as the Final Rule 26, which made it easier to exempt an entire trail from the ADA Guidelines. Importantly, the ADA Guidelines do not apply to shared use trails that accommodate horses or bicycles – only hiking/pedestrian trails – but the County Trails Manual has

¹² Los Angeles County Department of Parks and Recreation. County of Los Angeles Trails Manual. Page 4-26. Available online at <https://trails.lacounty.gov/Files/Documents/121/LA%20County%20Trails%20Manual%20%28Revised%2006-20-13%29%20RS%202016.pdf>

¹³ Ibid. Page 5-3

specifically adopted them as guidelines for the County’s multi-use trail system.

The County Trails Manual, Section 2.4.1.1.1, addresses accessible trails and states that trail planning must take into account users’ various needs and conditions. “In areas where it is feasible, trails should be located adjacent to already accessible trailheads and or accessible recreational elements, such as parks. It is also important to locate accessible trails that reach highly used destination areas such as waterfalls, scenic vistas, or other points of interest. Trail alignments should be located in areas where grade and obstacles will not be a problem with accessible trails.” Ideally, grades are below 8% and widths at least 36 inches, with few protruding objects and tread obstacles below 2 inches in height with a reasonably firm surface. Section 4.3.1.1 of the County Trails Manual discusses ADA Compliance. It states that outdoor facilities such as trails are not covered in the Americans with Disabilities Act Guidelines of 2002. On September 15, 2010, the Federal Register published a revised version of the Final Rule.

DPR System Accessibility Goals and Objectives

DPR’s commitment to trail system accessibility mirrors that of California State Parks, with the particular goal of providing the same range of trail experiences (views, natural environments, and amenities) for people with disabilities. To achieve this DPR will:

- Provide fully accessible trails satisfying the more stringent standards for Outdoor Recreation Access (5% maximum grade, paved surface) designed to fully accommodate wheelchairs and other assistive devices where this would not be prohibitively expensive, fundamentally alter the nature of the trail experience for

other users or damage the resource that was being accessed;

- Provide information about the accessibility-related conditions of trails to allow trail users to decide whether a trail will be accessible to them.

3.7 Property Ownership Analysis

For regional trail planning, it is necessary to understand the mosaic of property ownership in which the planning will take place. This can be seen in Figure 3-16: Property Ownership Comparison and Figure 3-17: Property Ownership. In the SSMTMP-PII Study Area, the majority of land is privately held, either by individual property owners or developers with plans for subdivisions. The other major landholders in the study area are conservancies and trusts. The remaining land is mostly public, held by the county, the state, the federal government, the City of Santa Clarita, and schools. The study area is somewhat split from the north to south, with most of the land south of Pico Canyon Road zoned as agricultural or open space, while the land north of Pico Canyon Road is primarily commercial and residential. Many of the subdivisions planned in the study area include trails in the subdivision planning documents, some of which are planned as future County trails, specifically the Pico Canyon Trail and the Gavin Canyon Trail in Lyons Ranch. While these planned trails are important future connections for proposed trails, the planned subdivision developments limit new trail planning through the subdividing of properties into tracts. Currently, the subdivision of properties for residential development is quite frequent within and around the study area. As such, part of this planning process will be to propose trails through privately held properties with the intention of guiding trail development should these parcels be subdivided in the future. Alternatively, in some cases, current

property owners may grant easements to the County for trails to pass through parcels which have trails planned through them.

3.8 Opportunities and Constraints

The SSMTMP-PII area features many acres of protected open space, primarily under conservancy ownership and management, with accompanying trails. These provide the greatest opportunity for the expansion of a County-managed trail network, where connections to and between these existing trails can be made. However, a variety of other factors will determine where trails will be proposed, for that reason, an analysis of topography, hydrology, zoning, slope, destinations, and constructed barriers are presented in the following section. A summary of these opportunities and constraints are presented in Figure 3-25: Opportunities and Constraints.

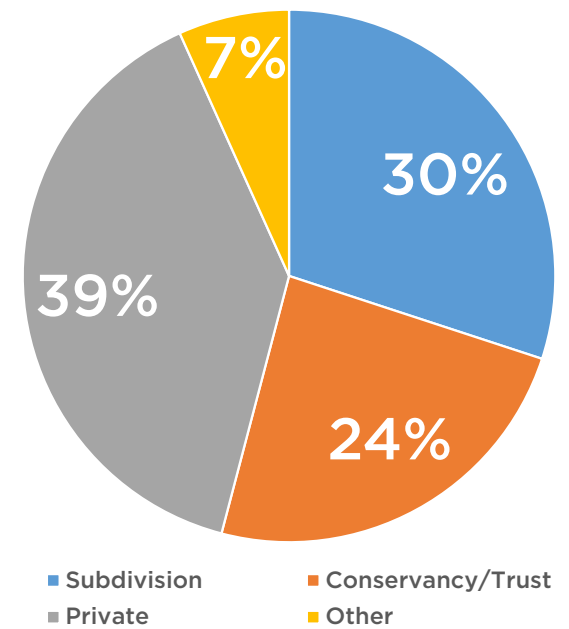
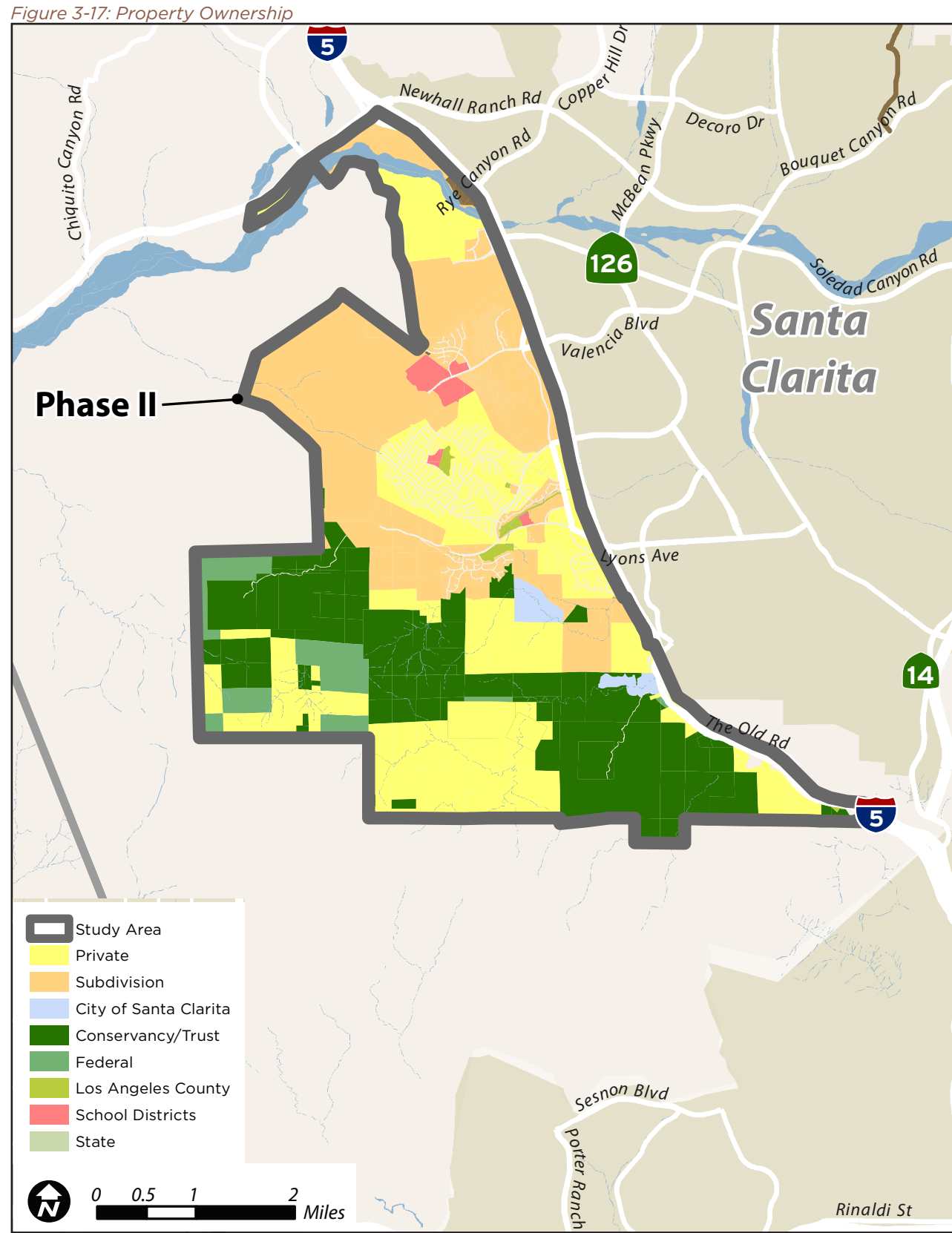
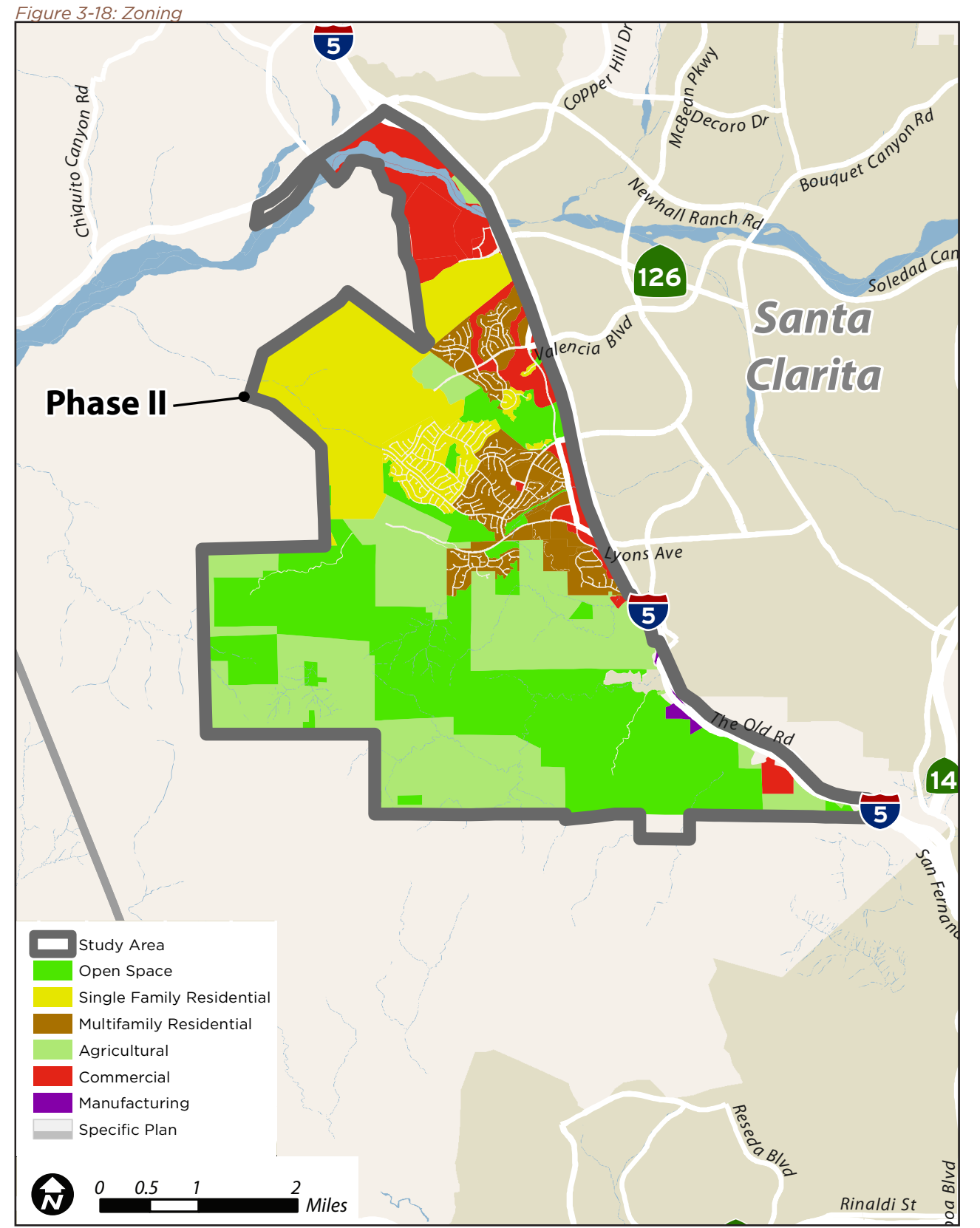


Figure 3-16: Property Ownership Comparison (By Acres)



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Date Map Created/Revised: 10/6/2017 Author: James Powell
 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Data Sources: Los Angeles County Enterprise GIS, City of Santa Clarita 2016, California Protected Areas Database 2016b, Santa Clarita Valley Master Plan of Trails 2015, California Recreational Trails Plan 2011, Los Angeles County General plan 2007, Newhall Ranch Specific Plan 2003



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Topography and Slope

Mountains and Ridges

The Santa Susana Mountains are a transverse range rising from the Oxnard Plains in the west on towards the Newhall pass, which divides them from the San Gabriel Mountains to the east. The study area comprises the northeastern portion of the Santa Susana Mountains and is characterized by east to west ridgelines descending steeply down towards northern foothills and the Santa Clarita Valley and Santa Clara River. The Simi Hills are divided from the Santa Susana Mountains by the Santa Susana Pass to the north and are predominantly characterized by the sandstone rock formations which litter the hills and ridgelines. The steep terrain which provides for such dramatic views also increases the challenge of developing sustainable trails which can navigate the steep slopes. An overview of the study area's topography can be seen in Figure 3-21: Topography and Hydrology. Slope is depicted across the study area in Figure 3-20: Slope Analysis, where slopes are

depicted by <5% (ADA compliant without limits on length of runs), 5-12% (ADA compliant as a ramp, and with limited runs), 12-15% (beyond ADA compliance but within the limits of a sustainable slope for a trail) and >15% (beyond the standard for trails that will drain well and resist erosion).

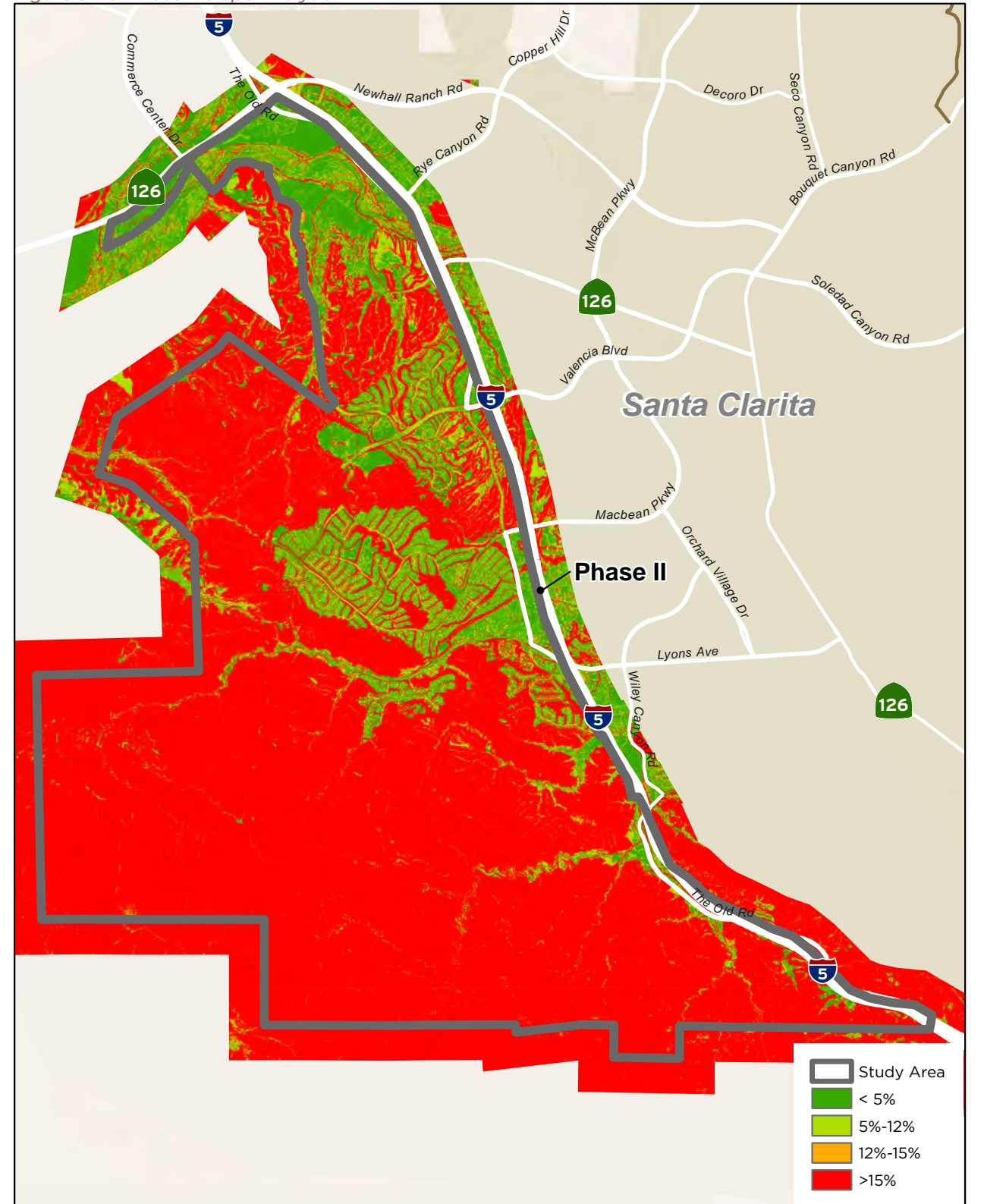
Sand Rock Peak is the only summit identified in the study area by the USGS. The 2,411-foot peak is on the northern edge of the Santa Susana Mountains as it descends towards the foothills. South of Sand Rock Peak are two ridgelines of increasing elevation, the lower ridge, the Pico Anticline, with an elevation of nearly 2,900 feet and the higher Oat Mountain Ridgeline, the summit of the Santa Susana Mountains, with a maximum elevation of 3,734 feet.

The study area includes eight significant ridgelines, as identified in the Santa Clarita Valley Area Plan. These ridgelines provide panoramic views of the area and are protected by the Los Angeles County Code of Ordinances Community Standards Districts which were developed to protect the ridgelines and to limit work within specific radii of them. Though the



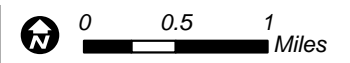
Figure 3-19: The Steep Ridges of the Santa Susana Mountains Descending Towards the Santa Clarita Valley

Figure 3-20: Phase II Slope Analysis



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 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Sources: Los Angeles County LARIAC DEM



study area is not part of a Community Standards District the protection of these ridgelines increases the scenic potential of the study area, and are important considerations for trail development.

Hydrology

Streams

The study area includes over 56 miles of USGS blue line streams, including four named streams (as can be seen in Figure 3-21: the Santa Clara River running west at the northern extents of the study area, Castaic Creek, which runs north-south through the northern edge of the study area, and the South Fork Santa Clara River on the southeastern edge of Phase II). The blue line designation limits development within the immediate area, including disturbances to native vegetation and riparian habitat. Trails constructed adjacent to the established centerline of these streams will need to avoid grading or native vegetation removal. These development restrictions often remove competition for other uses in these areas, leaving large areas of land available for trail use. Streams are mapped in Figure 3-12: Topography and Hydrology.

Santa Clara River as Opportunity and Obstruction

The Santa Clara River is a rich ecological and scenic resource at the northernmost portion of the study area. A proposed county trail along the river has yet to be defined, however, a connection to the river from the south through the study area would be an important linkage in a regional trail network. However, if the future river trail is along the northern side of the river, a new crossing would be necessary to connect trail users to that trail.

Constructed Barriers

The built environment around the study area creates obstacles for trail connectivity which limit some trail connections and prioritizes trails which can overcome these barriers.

Freeways

The Interstate 5 freeway runs along a portion of the eastern boundary of the study area. Though there are five roadway overpasses, three roadway undercrossings and one trail undercrossing beneath the freeway, the freeway presents a significant barrier for the residents from the communities to the east of the I-5 to access the study area.

Shopping Center

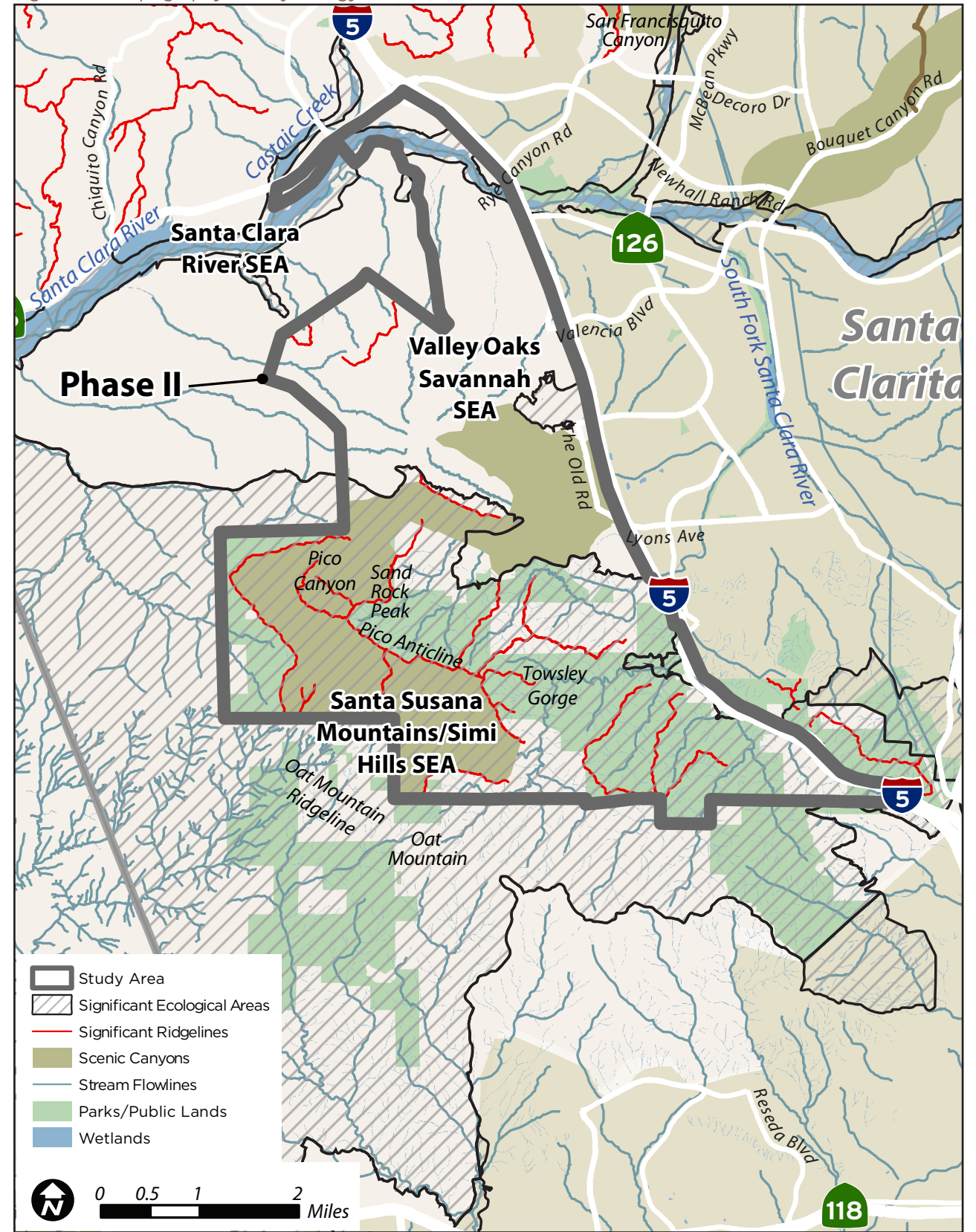
Pico Canyon drains eastward towards the I-5 Freeway and Santa Clarita. A community trail alongside the Pico Canyon drainage connects The Old Road and the Valencia Marketplace with Pico Canyon Trail. From the east, this drainage connects Vista Valencia Golf Course under the I-5 freeway (see Figure 3-22). The Valencia Marketplace shopping center divides the two open drainages from The Old Road to Vista Valencia Golf Course. At the shopping center, the drainage is channeled under the parking lot and becomes inaccessible.

Significant Ecological Areas

Santa Clara River SEA

The Santa Clara River passes along the northern portion of the study area. This SEA designation allows an additional level of environmental review upon any development in the immediate area of the river, but would not create additional restrictions on trail activities beyond those imposed by USGS blue line designation.

Figure 3-21: Topography and Hydrology



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Santa Susana Mountains/Simi Hills SEA

The Santa Susana Mountains/Simi Hills SEA stretches north from the Santa Susana Pass State Historic Park within the SSMFTMP (Phase I) study area, to the Phase II study area at the edge of Stevenson Ranch. The designation should not impact trail activities within the study area but will put limitations and additional review upon any other future development.

Valley Oaks Savannah SEA

The Valley Oaks Savannah SEA is located in the northeastern portion of the study area along the old road adjacent to Stevenson Ranch. The SEA is part of a larger parcel which has been subdivided for residential and a golf course. The additional environmental review may have limited development in this SEA and it may be an ideal location for a trail easement within the property.

Cultural Resources

Records searches and tribal consultation efforts by Sapphos Environmental, Inc. have identified a variety of historic and prehistoric cultural and archaeological sites. For the purposes of trail planning and protecting sensitive resources, these sites will not be mapped. Many of the cultural sites are sacred or delicate and will not support frequent visitation. As such, buffers will be created around cultural sites and proposed trails will be planned to move outside of those buffers.



Figure 3-22: A Drainage Channel Flowing from Pico Canyon Is One of the Few Points Which Crosses Beneath the Interstate 5 Freeway Which Runs Along the Eastern Boundary of the Phase II Study Area

Existing Trails and Recreational Facilities

LA County Trails

Pico Canyon Trail

DPR currently operates one trail within the study area. The 0.6-mile Pico Canyon Trail in Phase II runs along a residential community on Pico Canyon Road and through Pico Canyon Park. The park has restrooms, picnic areas, and ample parking and provides a staging area for the trail. The trail does not currently loop or provide major connections, however, the county has adopted trail extensions that would connect the trail to the Santa Clarita Woodlands Park near Mentryville to the west, and East Canyon via The Old Road, to the east. The trail extension will connect to the Pico Canyon drainage trail which runs along the drainage channel from Jake Kuredjian County Park to The Old Road, and the Pico Canyon - The Old Road Commercial District. Though the existing and proposed trails are in an urban/developed setting which is less appealing to hikers, mountain bikers, and equestrians, they can play an important role in connecting the surrounding developed communities with the open spaces at the Santa Clarita Woodlands Park.

Other Trails

Conservancy Trails

The Santa Clarita Woodlands Park, which makes up a significant portion of the study area and is managed by the MRCA contains a number of mapped and unmapped trails which provide hikers, mountain bikers, and equestrians access to the park from The Old Road and Pico Canyon Road.

Mapped Trails

The MRCA has mapped a number of the main trails which the agency maintains within the park. Users are provided access to trails from three trailheads along The Old Road, at Towsley Canyon and East Canyon, and from Weldon Canyon Motorway off Coltrane Avenue. From these trailheads, users gain access to Towsley Canyon Loop Trail, East Canyon Trail, Rice Canyon Trail, and the Weldon Canyon Motorway. From Pico Canyon Road, users can park at Mentryville and travel along the Pico Canyon Service Road to Johnson Park picnic area and further into the backcountry above the Pico Anticline, with opportunities to view historic oil infrastructure along the way.



Figure 3-23: An Oil Seep in Towsley Canyon

Unmapped Trails

A number of trails weave through the Santa Clarita Woodlands Park that have been previously unmapped. These trails have been identified via aerial photography or through mapping data provided by trail users. In the East and Rice Canyon area, there are a number of user-provided trails which navigate the canyons via smaller trails around the main trail. Towards the end of the canyons, the trails climb toward ridgelines. From East Canyon, trails ascend to the Weldon Canyon Motorway, while from Rice Canyon trails switchback up the steep slopes of the Pico Anticline. Additionally, these user-provided trails continue south out of the study area towards Orcutt Ranch, the Palo Sola Truck Route, and the Sunshine Canyon Motorway.

City of Santa Clarita Trails

Rivendale Open Space

At the mouth of Towsley Canyon, the city of Santa Clarita manages the Rivendale Open Space which has a short loop trail and spur into the eastern foothills along The Old Road.

South Fork River Trail

This multi-use trail of the City of Santa Clarita connects the northern extents of the study area with the city of Santa Clarita to the south and east and will connect to the future Santa Clara River Bike Path.

Proposed Trails

In addition to the many existing county, city, conservancy, and user trails, there are a number of proposed trails which will also provide important connections within and around the study area.

In addition to the Pico Canyon Trail extension, the County of LA has proposed a Santa Clara River Trail which will travel from east to west across the county along the Santa Clara River. Additionally, the County, in the SSMFTMP (Phase I) document, has proposed

trails along the Palo Sola Fire Truck Road and Oat Mountain Motorway that would provide important connections between the Phase I and Phase II areas. The many planned subdivisions within and around the study area demand thousands of acres of open land, however a number of them have specifically proposed trails and paseos that can play a role in planned connections through the study area, and some of which will be managed and maintained by DPR.

Restricted Conservation Areas

Spineflower Preserves

The endangered San Fernando Valley spineflower was discovered in the study area and surrounding areas by Newhall Land and Farming Co. The Newhall Ranch project will include preservation of restricted access open space designated spineflower preserves, in accordance with the Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan, as mitigation for development within an area with known spineflower populations.

Significant Destinations

Within and around the study area are a variety of types of destinations that will be important to consider during trail planning and development. These destinations include commercial districts, recreation and entertainment sites, parks, natural features, places of worship, and schools.

Along The Old Road, which forms the border to the southeastern open spaces of the Santa Clarita Woodlands park, the Newhall Church of the Nazarene, the Oak Tree Gun Club, and the Pico Canyon Rd - The Old Road Commercial District, are existing major destinations that new trail development should consider and make an effort to connect with.

The many natural features of the Santa Clarita Woodlands Park are of high interest and many are currently disconnected from each other by trail. Connecting the canyons and peaks of the Santa Clarita Woodlands Park and surrounding areas of Salt Canyon and Oat Mountain is a great opportunity to give users trail connectivity through many points of high interest.

The parks of Pico Canyon, including Mentryville, Pico Canyon Park, and Jake Kuredjian Park, are all in close proximity with the proposed extension of the Pico Canyon Trail and could act as integral hubs in a west to east trail corridor through the study area.

3.9 Public Transit and Bikeway Connections

Connections to public transit via on-street bicycle and pedestrian corridors greatly increase the number of people who can access the trails and areas in this plan. Large portions of the population in Los Angeles County belong to households without access to a personal vehicle, or are otherwise unable to drive. During the public outreach meetings conducted in April and May 2017, community members expressed interest in potential connections between

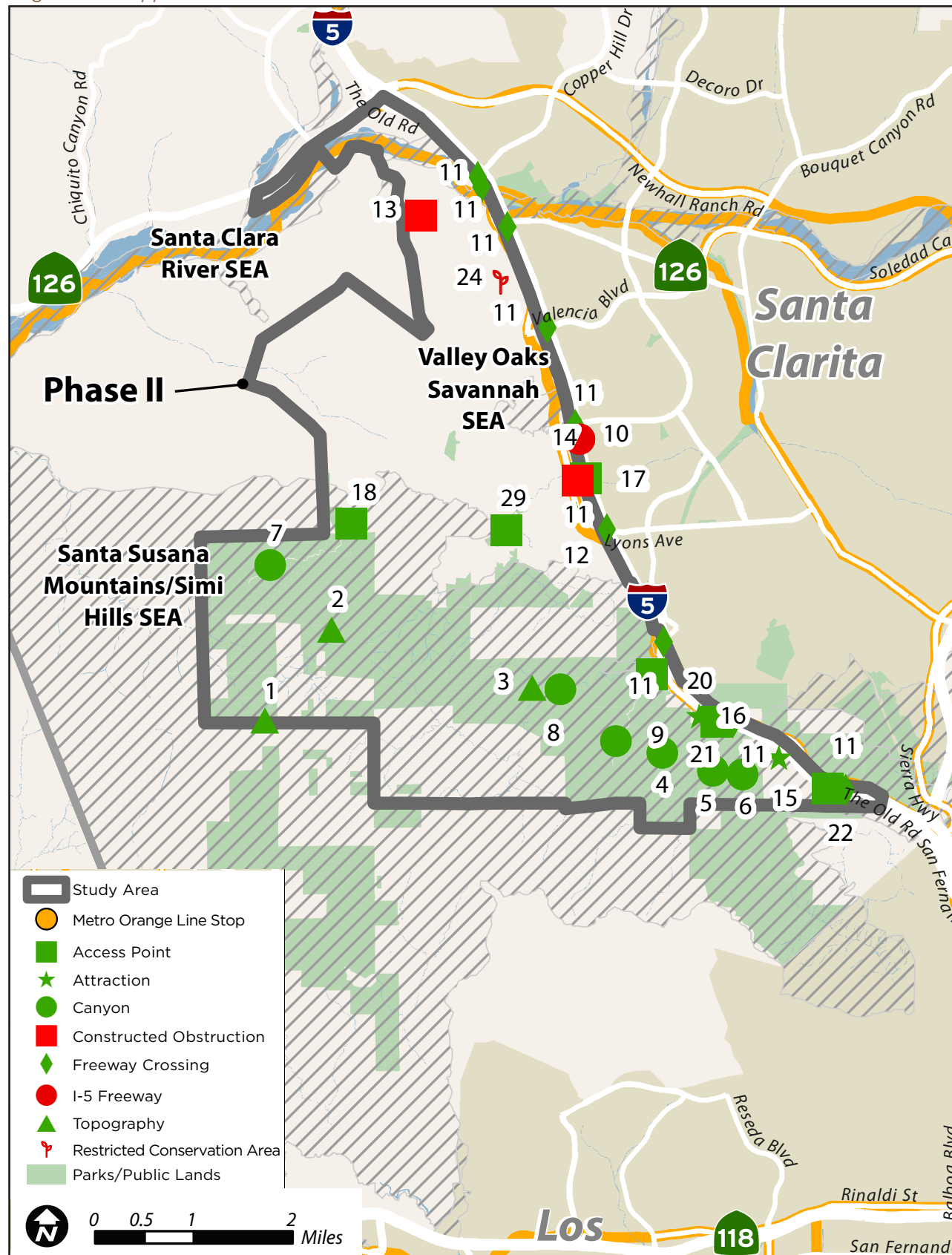


Figure 3-24: Santa Clarita Woodlands Park

Table 3-5: Opportunities and Constraints

Number	Opportunity/Constraint Description	Type	Category
1	Oat Mountain Ridge	Opportunity	Topography
2	Pico Anticline	Opportunity	Topography
3	Towsley Gorge	Opportunity	Topography
4	Leaming Canyon	Opportunity	Canyon
5	Rice Canyon	Opportunity	Canyon
6	East Canyon	Opportunity	Canyon
7	Pico Canyon	Opportunity	Canyon
8	Towsley Canyon	Opportunity	Canyon
9	Wiley Canyon	Opportunity	Canyon
10	I-5 Freeway	Constraint	I-5 Freeway
11	I-5 undercrossing	Opportunity	Fwy Crossing
12	Pico Canyon - The Old Road Commercial District	Opportunity	Attraction
13	Six Flags Magic Mountain	Constraint	Constructed Obstruction
14	Parking Lot Obstruction	Constraint	Constructed Obstruction
15	Oak Tree Gun Club	Opportunity	Attraction
16	Church of the Nazarene	Opportunity	Attraction
17	Drainage Channel under I-5	Opportunity	Access Point
18	Access Point - Pico Canyon	Opportunity	Access Point
19	Access Point - Pico Canyon Park	Opportunity	Access Point
20	Access Point - Towsley Canyon, Wiley Canyon, Rivendale Open Space	Opportunity	Access Point
21	Access Point - East Canyon and Rice Canyon	Opportunity	Access Point
22	Access Point - Weldon Canyon Motorway	Opportunity	Access Point
23	Access Point - Roscoe Canyon	Opportunity	Access Point
24	Spineflower Preserve	Constraint	Restricted Conservation Area

Figure 3-25: Opportunities and Constraints



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proposed trails, bikeway connections, and public transit. Transit access is provided via Santa Clarita Transit bus routes 1, 2, 3, 5, 6, and 7, which have stops along The Old Road, a proposed bikeway in the ATSP and a proposed trail corridor in the LA County General Plan. Routes 5 and 6 have stops at the existing trail along Pico Canyon Channel. Metro, DPR, the Trust for Public Land, and local municipalities have been exploring transit to trails programs, which provide shuttle service between Metro transit stops and popular trails.¹⁴ Similar services can help bring users to proposed trails in this study area. Additionally, Metro provided Strava data to the planning team, which was used to help identify routes currently used by bicyclists in the SSMTMP-PII area.

3.10 Public Feedback

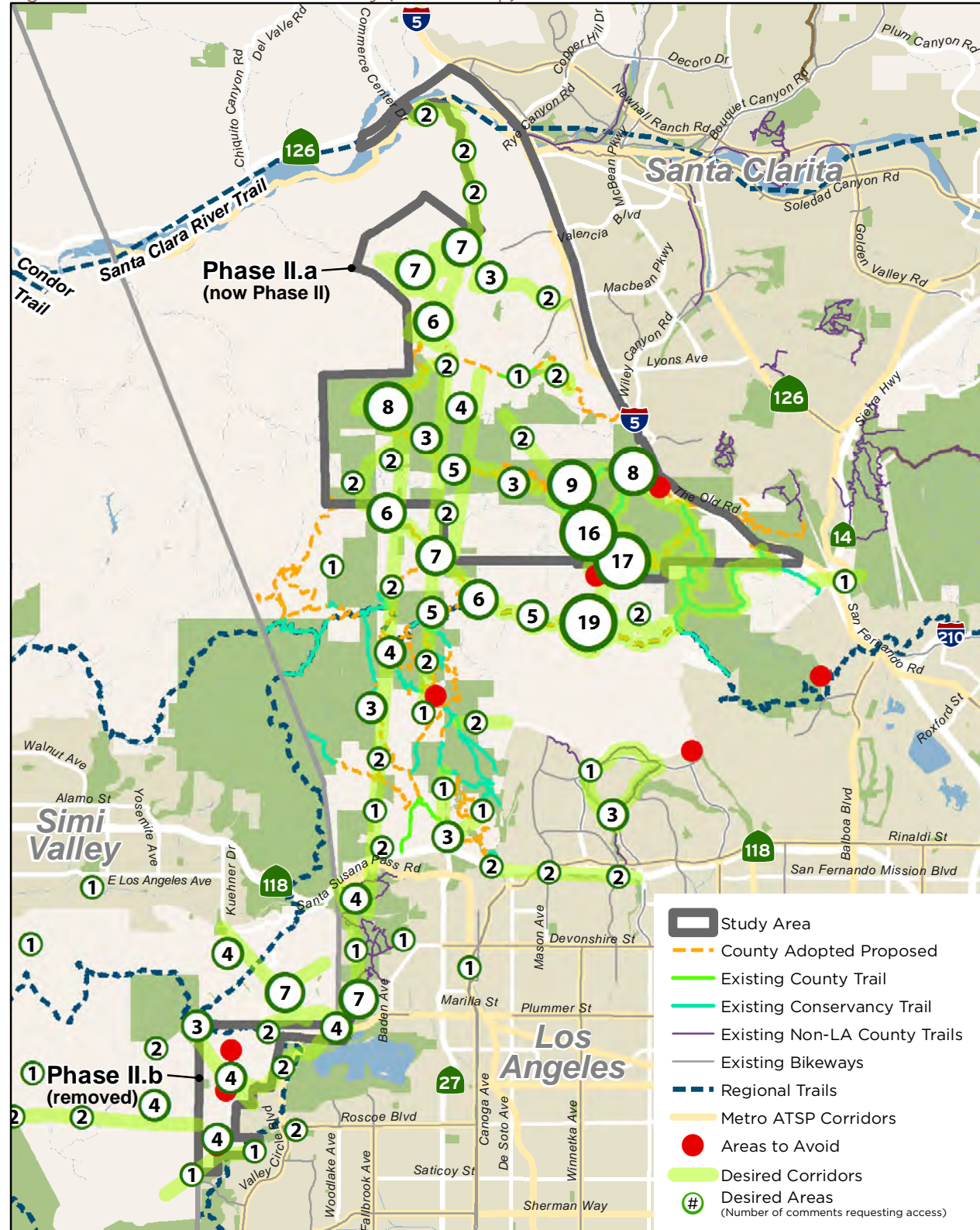
Attendees at community meetings brought attention to many recreational destinations (see Figure 3-26). Attendees emphasized unmapped de facto and social trails around Rice and East Canyons, as well as the recreational opportunities of the surrounding areas including the SSMFTMP (Phase I) study area and the Gateway Ranch Open Space. Historic Nike missile sites, the Santa Susana Field Lab, and historic oil wells and extraction infrastructure were mentioned as important historic features. Many attendees suggested important linkages that could be made including: East Canyon to the Sunshine Canyon Motorway and/or Palo Sola Truck Road, and a connection from the Santa Clarita Woodlands Park to Malibu and coast of the Pacific Ocean.

Attendees also identified a number of constraints that should be considered in trail planning. One common theme was the topography of the study area. The steep nature of the mountains provides for

difficulty in trail design. Additionally, the east to west orientation of the mountain ridges makes for difficulty in developing a north to south corridor. Another point that was consistently brought up is the challenge of navigating private land when on trails, and concerns about the subdividing and development of existing open spaces.

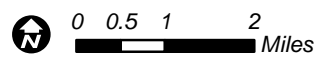
¹⁴ "Pasadena-Altadena Pilot Transit to Trails Service." Office of Supervisor Barger, County of Los Angeles, <http://file.lacounty.gov/SDSInter/bos/supdocs/121571.pdf>. Accessed 20 August 2018

Figure 3-26: Public Comments Summary (Process Map)



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 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Data Sources: Los Angeles County Enterprise GIS, California Protected Areas Database 2016b



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Trails Master Plan

SECTION 4.0

4.1 Planning and Design Objectives and Measures

As discussed in Section 2 of this document, the SSMTMP-PII seeks to address the goals of connecting growing populations around the study area to trails and recreational opportunities within the study area and its surrounding open spaces, for hiking, mountain biking, and equestrian users. As such, the following trails have been proposed and measured on the ability to address the previously stated goals. To reiterate, these proposed trails were selected for the trail's potential to:

Accommodate a wide range of trail user types and abilities, consistent with the County's multi-use trails policy

Trails and corridors were considered and selected to provide a range of experience, with opportunities for ADA accessible trail segments, as well as areas through steep and challenging terrain. Trails were planned with the ability to accommodate hiking, mountain biking, and equestrian users.

Connect to desirable destinations, features, and settings

Important natural, cultural, and recreational destinations were identified and used to guide connections made by planned trail corridors.

Provide safe and sustainable trails

Existing safe and sustainable trails were identified throughout the study area and leveraged where possible in proposed corridors. All new proposed trails are to conform to the adopted trails standards of the County of Los Angeles Trails Manual (2013).

Avoid or minimize environmental impacts

In order to reduce environmental impact in new areas, proposed trails follow existing unpaved roads, de facto/social trails, and existing improved trails where possible; however, not all proposed trail will follow

existing paths. This helps minimize new trail construction and maintains existing use patterns. As trail development moves beyond the planning phase, social trails adjacent to the proposed trail corridors should be decommissioned.

Be implemented and maintained

Trails and corridors, where possible, were designed to make best use of existing public land, either municipal, county, conservancy, or federal to allow for simpler implementation and agency partnerships.

Close gaps in existing trail networks and provide regional connectivity

The proposed trail corridors connect vast areas of currently inaccessible open space creating new regional connectivity and many loop trails.

4.2 Overview: Gaps and Barriers in Existing Trail Routes

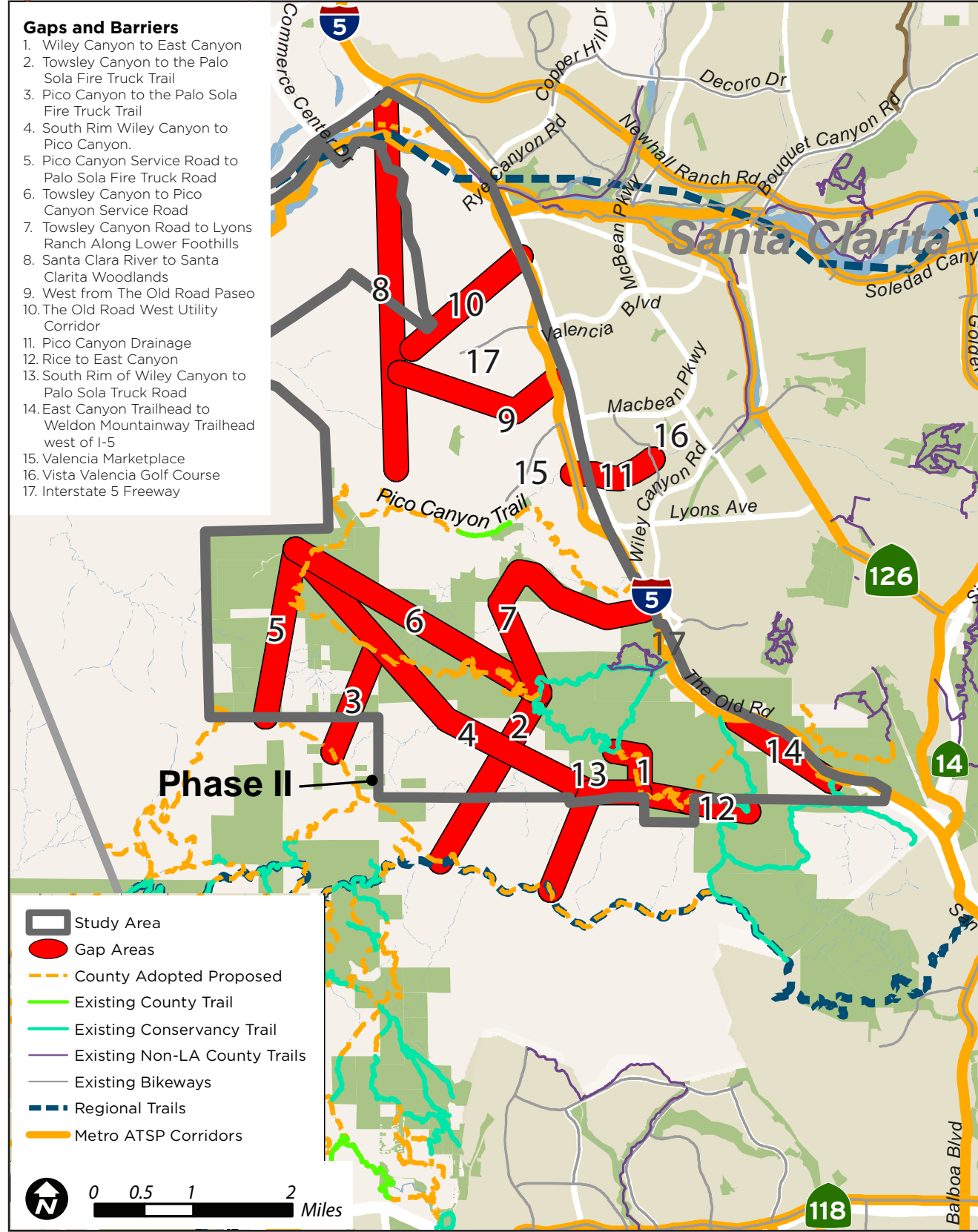
There are 14 gaps and 3 major barriers in the existing trail network that cause a lack of overall connectivity between existing trails and to regional and local destinations. While gaps generally indicate a lack of existing trails where connections would benefit regional connectivity, barriers present major obstacles that must be traversed or avoided in order to create connections. These identified gaps and barriers to regional multi-use trail development are shown in Figure 4-1: Trail Network Gaps and Barriers and are described below.

Trail Network Gaps

1. Wiley Canyon to East Canyon

In the Santa Clarita Woodlands Park, Wiley Canyon connects to the northwest over its western ridgeline to Towsley Canyon for the Towsley Canyon Loop Trail. To the south of Wiley Canyon are Leaming, Rice

Figure 4-1: Trail Network Gaps and Barriers



- Gaps and Barriers**
1. Wiley Canyon to East Canyon
 2. Towsley Canyon to the Palo Sola Fire Truck Trail
 3. Pico Canyon to the Palo Sola Fire Truck Trail
 4. South Rim Wiley Canyon to Pico Canyon.
 5. Pico Canyon Service Road to Palo Sola Fire Truck Road
 6. Towsley Canyon to Pico Canyon Service Road
 7. Towsley Canyon Road to Lyons Ranch Along Lower Foothills
 8. Santa Clara River to Santa Clarita Woodlands
 9. West from The Old Road Paseo
 10. The Old Road West Utility Corridor
 11. Pico Canyon Drainage
 12. Rice to East Canyon
 13. South Rim of Wiley Canyon to Palo Sola Truck Road
 14. East Canyon Trailhead to Weldon Mountainway Trailhead west of I-5
 15. Valencia Marketplace
 16. Vista Valencia Golf Course
 17. Interstate 5 Freeway

- Study Area
- Gap Areas
- County Adopted Proposed
- Existing County Trail
- Existing Conservancy Trail
- Existing Non-LA County Trails
- Existing Bikeways
- Regional Trails
- Metro ATSP Corridors

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 Data Sources: Los Angeles County Enterprise GIS, City of Santa Clarita 2016, California Protected Areas Database 2016b, Santa Clarita Valley Master Plan of Trails 2015, California Recreational Trails Plan 2011, Los Angeles County General Plan 2007, Newhall Ranch Specific Plan 2003

and East Canyons. Each canyon has a trail close to the drainage bottom which leads to the east and The Old Road. While Rice and East Canyons are accessible from the same trailhead, Leaming has limited access due to private property along The Old Road. These official MRCA trails should be linked via trails along the rim of each canyon. Existing de facto/social trails have been identified by users which connect Wiley Canyon to Rice Canyon, and Rice Canyon to the East Canyon Motorway near its junction with the Weldon Canyon Motorway. Along the Weldon Canyon Motorway to the south, there is access to the proposed SSMFTMP (Phase I) Oat Mountain Motorway. Formalizing the de facto/social trails would provide an east to west corridor along the Pico Anticline connecting the major canyons of eastern Santa Clarita Woodlands Park to each other, and to the SSMFTMP (Phase I) to the south, providing opportunities for new loops within the Santa Clarita Woodlands Park and greater regional connectivity.

2. Towsley Canyon to the Palo Sola Fire Truck Trail

Towsley Canyon winds through the Santa Clarita Woodlands Park from the base of the Oat Mountain Ridgeline to The Old Road. A previously unmapped trail begins where the Towsley Canyon Loop Trail leads south to Wiley Canyon. This trail climbs the canyon to the Towsley Waterfall. Extending this trail to the top of the Oat Mountain Ridgeline and the Palo Sola Truck Road would provide opportunities for new loop trails and greater regional connectivity. No existing trail has been observed from the waterfall to the top of the ridge. New trail construction could be challenging due to steep slopes and narrow canyons.

3. Pico Canyon to the Palo Sola Fire Truck Trail

The Palo Sola Fire Truck Trail enters the study area at the southwestern corner, the location of the headwaters for Salt Canyon, which drain northeast out of the study area towards the Santa Clara River. From the existing Pico Canyon Service Road, a trail should be extended to connect with the Fire Truck Trail. This would create a regional connection and link the Phase II study area with the trails proposed in the SSMFTMP (Phase I). Limited existing trails have been observed from the Pico Canyon Service Road to the top of the ridge. New trail construction could be challenging due to steep slopes and narrow canyons.

4. South Rim Wiley Canyon to Pico Canyon.

Westward from the south rim of Wiley Canyon is Towsley Canyon. On this southern side of the Pico Anticline is a series of long canyons that could connect back up the Pico Anticline to the Pico Canyon Service Road. This connection would provide access to an unseen portion of the study area and create regional connections from Pico Canyon to the eastern portion of the study area, and to the SSMFTMP (Phase I). No existing trails have been observed in this area, and new trail construction could be challenging due to steep slopes and narrow canyons.

5. Pico Canyon Service Road to Palo Sola Fire Truck Road

At the end of the Pico Canyon Service Road along the Pico Anticline at the western edge of the Towsley Canyon watershed, a ridgeline rises southward towards the Palo Sola Fire Truck Trail. Connecting these two roads would create regional connectivity from Pico Canyon and offer users access to currently unseen areas. An existing de facto/social trail has been observed using aerial imagery creating this connection.

6. Towsley Canyon to Pico Canyon Service Road

The western portions of the Santa Clarita Woodlands Park near Pico Canyon are currently inaccessible from the eastern areas of the park around Towsley Canyon. A connection could be made from just east of the Towsley Canyon switchbacks, westward up the ridge of the Pico Anticline, to the end of Pico Canyon Service Road. An existing trail has been observed using aerial imagery and could be developed to connect Pico Canyon with Towsley Canyon. The completion of this connection would create a large loop trail offering additional access into the backcountry of the Santa Clarita Woodlands Park, as well as opportunities for long views of the Santa Clarita Valley from the steep slopes of the Pico Anticline.

7. Towsley Canyon Road to Lyons Ranch Along Lower Foothills

West of the narrows on the Towsley Canyon Loop Trail, there is a drainage that could connect over the foothills to Lyons Ranch Road. This connection could create a new shorter loop trail with Lyons Ranch Road and Towsley Canyon Road, and the future Pico Canyon Trail. Parts of the connection through Lyons Ranch have existing roadways and de facto/social trails that could be used. There are multiple alignments out of Towsley Canyon that could be used, one that seems to have an existing trail and another without.

8. Santa Clara River to Santa Clarita Woodlands

Current open space between the Santa Clara River and the Santa Clarita Woodlands Park is set to be developed into subdivisions. Plans have already been made for most of these subdivisions and associated trails within the Newhall Ranch Specific Plan Area and the Phase II study area. This trail utilizes

remaining undeveloped open space to link the northern extents of the study area to the southern open spaces, providing an important regional connection as well as access to a larger trail network and recreational opportunities for the planned communities.

9. West from The Old Road Paseo

The Savannah Oaks SEA lies along The Old Road south of TPC Valencia Golf Course. This area has special ecological value, making it an ideal location to provide trails and recreation with consideration made to avoid/protect sensitive habitats. A future north-south trail



Figure 4-2: Pico Canyon Narrows into Steep Shaded Drainages

corridor would be an important regional connection from the west, and potential loop opportunity. Portions of this corridor have no existing trails, and construction of sustainable trails may be difficult due to steep slopes and narrow ridges.

10. The Old Road West Utility Corridor

North of the Valencia Boulevard residential community is a utility corridor that travels southwest. The proposed community has trails along and to the corridor. This corridor could be an important connection to a future north-south corridor along the western edge of the study area. The connection could provide important regional travel, as well as help to create a new loop trail.

11. Pico Canyon Drainage

An existing trail along the Pico Canyon drainage channel runs eastward from the Jake Kuredjian County Park. The trail ends at The Old Road, where the drainage is forced into a culvert underneath a parking lot. Emerging east of the I-5 freeway, the drainage flows through Vista Valencia Golf Course before being channelized again on to the south fork of the Santa Clara River. After the golf course, the multi-use trail begins again until it meets with the South Fork River Trail. Closing this gap between the golf course and The Old Road could provide for a major regional connection.

12. Rice to East Canyon

Existing trails through both Rice Canyon and East Canyon in the Santa Clarita Woodlands Park begin at the same trailhead along The Old Road. Currently, the Rice Canyon Trail ends at the back of the canyon, with social/de facto trails climbing up the steep hillsides to the north and south. The East Canyon Motorway continues up through East Canyon and winds its way up the northern side of

the canyon to the ridge above, continuing along that north-south ridgeline before connecting with the Weldon Mountain Motorway in the Michael D. Antonovich Open Space. These two trails should connect atop the ridgeline that divides the canyon so as to create a complete loop trail that explores two canyons, climbs a ridgeline, and returns to the same location as it began. Closing this gap would create another front-country loop near The Old Road, with the potential to draw more people to East and Rice Canyons who are currently using the Towsley Canyon Loop Trail.

13. South Rim of Wiley Canyon to Palo Sola Truck Road

Along the south rim of Wiley Canyon in the Santa Clarita Woodlands Park within and south of the study area, existing social/de facto trails connect Rice Canyon with the Towsley Canyon Loop Trail to the west. South from the Wiley Canyon south rim is the Palo Sola Truck Road, which is the proposed route for the Rim of the Valley Trail, and part of the SSMFTMP (Phase I). Connecting these two areas via a north to south trail would provide regional connectivity and the opportunity to utilize the Santa Clarita Woodlands Park as a starting point for a longer regional trip along the Rim of the Valley Trail. Existing trails have been observed connecting this gap by way of Orcutt Ranch.

14. East Canyon Trailhead to Weldon Motorway Trailhead West of I-5

Proposed trails along The Old Road would connect the major entrances to the Santa Clarita Woodlands Park at Towsley Canyon and at East and Rice Canyons. Farther south, the Weldon Canyon Motorway is accessed from Coltrane Avenue, which can mainly be approached by automobile. Connecting The Old Road to Coltrane Avenue and providing trails along both roads would allow for users

to make any of the connecting trails in the Santa Clarita Woodlands Park into complete loops. The gap should be addressed on the southwest side of the I-5 freeway, to allow for users to stay in the open space areas within and adjacent to the Santa Clarita Woodlands Park. Existing service and utility roads in Caltrans right of way could be possible opportunities for trail alignments. Closing the gap would also give access to the Oak Tree Gun Club, Sadie Springs Stables, and other destinations within the study area.

Barriers

15. Valencia Marketplace

The Valencia Marketplace obstructs the continuation of the existing Pico Canyon Channel trail. Currently the channel goes under the shopping center and parking lot. Potential exists for a path to be delineated through the parking lot, to the channel east of the shopping center, which provides a connection under the I-5 to the Vista Valencia Golf Course.



Figure 4-3: Pico Canyon Becomes Lush and Shady as the Trail Travels West from The Old Road

16. Vista Valencia Golf Course

The Pico Canyon Channel ends where the golf course meets I-5, and becomes a soft-bottom stream through the golf course. The stream flows east toward Tournament Road, where it enters another section of the County-maintained Pico Canyon Channel. Were access through the golf course to be secured, a connection along the County-owned Pico Canyon Channel could be continued into Santa Clarita and the city's South Fork River Trail, which begins at the eastern end of the Pico Canyon Channel.

17. Interstate 5 Freeway

The I-5 Freeway separates the Phase II study area from Santa Clarita to the east. Access over or under the freeway is limited, preventing open access between Santa Clarita and the study area. Existing underpasses can be used for on-street connections between Santa Clarita and the study area. Constructing off-street connections under the freeway faces complex permitting and constrained rights-of-way.

4.3 Proposed Trails

In total, 67.5 miles of trails are proposed in the SSMTMP-P11, with 8.3 miles of these trails being outside the study area but forming important connections to adjacent areas. Not all existing trails identified in Section 3 have been included in this total; only existing trails meeting the regional goals of the SSMTMP-P11 are considered part of this plan. The included trails originate from a number of sources, shown below:

- New SSMTMP-P11 trails: **24.7 miles**
- Adopted County Trail System Proposed: **5.7 miles**
- Existing Conservancy Trails: **8.2 miles**
- Existing County Trails: **1.5 miles**
- Realigned Adopted County Trail System Proposed: **2.6 miles**
- SSMFTMP (Phase I): **0.2 miles**
- Realigned SSMFTMP (Phase I): **7.9 miles**
- Proposed Subdivision Trails: **8.4 miles**
- Proposed Connections Outside the Study Area: **8.3 miles**

These trails consist of a variety of segments and spurs, and have been organized into general corridors that make up distinct route opportunities, and connecting to create a dynamic network of trail options throughout the study area. There are 22 proposed trail corridors that will be described in this section. An overview map of these corridors appears in Figure 4-4, followed by an index map and detailed maps Figures 4-7 through 4-20.

The following narrative provides a brief geographic and experiential description for each proposed trail corridor based on field visits, data analysis, aerial photography, and topographic mapping of the proposed trails.

Within each corridor, trails are broken into segments which represent specific site conditions within the corridor. Segments have been classified according to existing

design guidelines in the County Trails Manual. These classifications include Natural Surface Trail (NAT), Urban Pedestrian Trail (UPT), Recreational Pathway (REC), and existing trails (EXS), and are described in more detail in Section 4.6. Specific notes for each trail segment, as well as these classifications, appear in Table 4-1: Phase II Proposed Trails Overview.

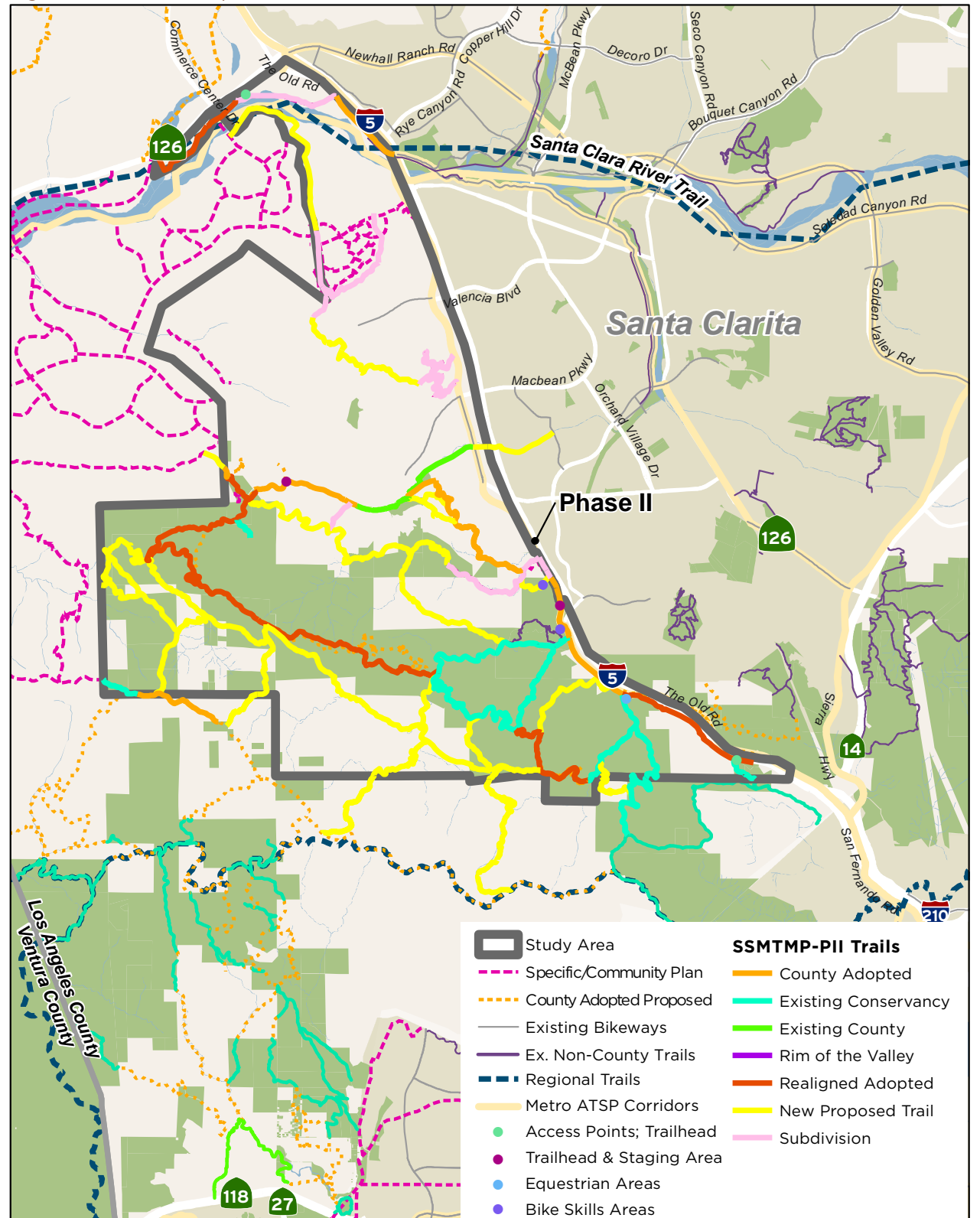
Entrada

The Entrada (ENT) Trail corridor (see Figures 4-8 through 4-11) would create a 5.8-mile natural surface trail through both public and private land to connect to The Old Road at points both north and south of Valencia Blvd. Primarily using existing trail, this proposed corridor would travel, at its southern terminus, west from The Old Road through the Savannah Oaks SEA along the Westfield Ridge Trail before heading north along 1-mile of proposed trail through the foothills to the east of Stevenson Ranch. Wrapping around Rancho Pico Junior High School, the trail would cross Valencia Boulevard and follow the ridgeline above West Ranch High School. North of the high school the trail would head back east towards The Old Road along a Southern California Edison utility corridor, before following a drainage channel to recreational trails proposed in the Entrada South subdivision. This corridor would create important recreational opportunities for the proposed and existing residential areas surrounding Valencia Boulevard. Additionally, the trail would connect with the proposed Entrada to Santa Clara River Trail.

Entrada to Santa Clara River

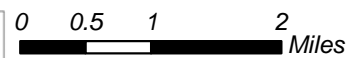
The Entrada to Santa Clara River (ESC) Trail (see Figures 4-8 and 4-10) would travel 2.6 miles north to south. The new natural surface trail would be on private land, and connect the Entrada Trail with the Santa Clara River and its proposed trails, as

Figure 4-4: Phase II Proposed Trails Overview



DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

Date Map Created/Revised: 6/28/2017 Author: James Powell
 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Data Sources: Los Angeles County Enterprise GIS, California Protected Areas Database 2016



well as Newhall planned trails. Linking the Santa Clara River south to the residential communities would provide important regional connections for trail users and create an opportunity for a recreational corridor extending from the Savannah Oaks SEA to the Santa Clara River SEA.

Lyons Ranch

The 4.2-mile Lyons Ranch (LYR) Trail corridor (see Figures 4-14 and 4-15) would link The Old Road at Lyons Ranch Road with Towsley Canyon through primarily conservancy land, and a proposed subdivision trail easement. Though primarily made up of existing natural surface trails and surface roads, a planned development at Lyons Ranch would include a proposed county trail that would follow the existing Lyons Ranch Road south and west through the residential community and into the open space. This corridor would extend this trail into the low foothills and rise up to the northeastern ridge of Towsley Canyon. Following that ridgeline back to the east, the corridor would connect back with Towsley Canyon and the Rivendale Open Space via a new 1.4-miles of trail and offer a connection back to The Old Road and the opportunity for loop routes.

Mentryville to Lyons

The Mentryville to Lyons (MVL) Trail corridor (see Figure 4-13 and 4-14) would be a new 3.2-mile natural surface trail segment connecting Mentryville with Wickham Canyon, and onward to the proposed Lyons Ranch Trail. The trail would travel through private land along exposed north facing hillsides above Stevenson Ranch through currently inaccessible open space areas. The trail has potential to create an important linkage from The Old Road west to Pico Canyon along the northern foothills of the Santa Susana Mountains and provide another alternate route into and

out of Mentryville. A spur of this trail would connect from Wickham Canyon to The Old Road and the proposed Pico Canyon Trail.

Mentryville to Newhall Ranch

The Mentryville to Newhall Ranch (MNR) Trail (see Figures 4-10, 4-12, and 4-13) would create a 0.8-mile spur trail from Pico Canyon north to Newhall Ranch. The natural surface trail, on both conservancy and private land, would utilize mostly existing trail to climb a south-facing slope behind Mentryville. The trail would connect to future Newhall Ranch preserved open space and potentially trails which link further northward, providing a longer regional connection along the western edge of Los Angeles County.

The Old Road

The Old Road (ORD) Trail corridor (see Figures 4-15, 4-19, and 4-20) would run along the west side of The Old Road from Lyons Ranch and the Pico Canyon Trail Corridor south to the Weldon Canyon Motorway. This new 3.3-mile roadside trail would travel through both public and private land and include a portion of the proposed Pico Canyon Trail south of the entrance to Rice and East Canyons. As The Old Road crosses under the I-5 Freeway, the proposed trail would leave The Old Road to run along the south side of the freeway, utilizing existing service roads to connect with Coltrane Avenue at the entrance to the Oak Tree Gun Club. From here, it would continue alongside Coltrane Avenue until reaching the trailhead to the Motorway. This trail would create connections between any of the trailheads that head into the open space areas of the Santa Clarita Woodlands Park, providing regional connections and a variety of trail loops to be explored.

Pico Canyon

The Pico Canyon (PCA) Trail corridor (see Figures 4-10 through 4-15) would include proposed and existing county trails along Pico Canyon Road, which are street-adjacent multi-use trails extending from Mentryville to west of Pico Canyon Park. The 7.6-mile trail combines existing asphalt with proposed decomposed granite portions, and would travel through both public and private land. At Mentryville, the trail would follow the existing Pico Canyon Service Road east where the pavement ends and the road climbs out of the canyon to the ridgeline above. From the back of Pico Canyon, there would be opportunities to connect to Towsley Canyon, the Palo Sola Truck Road, or the proposed Newhall Open Space on proposed trail corridors that lead towards each destination, creating loop trails and regional travel opportunities. To the east of Pico Canyon Park, the proposed trail segment would ascend a ridgeline behind Stevenson Ranch to connect with The Old Road near the entrance to Lyons Ranch. This trail would create a long, central corridor from east to west, and expand a planned trail corridor previously adopted by DPR.

Pico Channel

The Pico Channel (PCL) Trail corridor (see Figures 4-14 and 4-15) is a 1.7-mile route which would travel through public and private property to connect the proposed Pico Canyon Trail at Jake Kuredjian County Park west to the South Fork Trail. The proposed trail would use an existing decomposed granite trail which runs along the Pico Channel west to The Old Road. From The Old Road, the new trail would need to travel through the Valencia Marketplace parking area, before descending under the I-5 Freeway, to continue on through the Vista Valencia Golf Course. The trail would continue along the channel until it

meets with the South Fork Trail at Orchard Village Road Connecting Pico Canyon with the South Fork Trail would create a long regional corridor which connects the wild spaces of the Santa Clarita Woodlands Park with urban Santa Clarita, and ultimately to the Santa Clara River to the north.

Pico Park

The Pico Park (PPA) Trail corridor (see Figure 4-14) would connect an existing trail through Pico Canyon Park with the Pico Canyon Trail to make a 1-mile loop trail which creates an alternative to the Pico Canyon Trail for exploring the northern foothills above Pico Canyon Road. Using existing service roads and social trails, this trail would travel through public and private land through the large Oaks of Pico Canyon Park, up to the more exposed hillsides to the south.

Pico to Newhall Ranch

The Pico to Newhall Ranch (PNR) Trail corridor (see Figure 4-12) would be made of a series of natural surface trails totaling 3.1-miles on the western extent of the study area. Traveling through primarily public, but also private land from the Pico Canyon Service Road, this corridor would head south and west through small canyons, then switchback up to the ridgeline above along 0.6-mile of existing trail. The remaining 2.5-miles of trail would be all new segments, beginning with an exposed ascent north to the ridgeline separating Pico and Salt Canyons. The trail would then either descend a northern fork of Salt Canyon down to the drainage below, or stay atop the ridge, heading southeast overlooking Salt Canyon. While the first trail option would connect with proposed Newhall Open Space trails, the second follows the ridge to meet with the Pico to Palo Sola trail corridor, providing an opportunity for a loop route back towards Pico Canyon Service Road,

or for regional connections to either Palo Sola Truck Road and beyond to the south, or to Towsley Canyon to the northeast.

Pico to Palo Sola Truck Road

The Pico to Palo Sola Trail (PPS) corridor (see Figures 4-12, 4-13, 4-16, and 4-17) would be made of a series of natural surface trails totaling 4.4-miles on both public and private land. The corridor would leave the Pico Canyon Service Road where the pavement ends and continues along 1.7-miles of new trail at the bottom of the Pico Canyon drainage, heading back to the southeastern edge of the canyon. From there, the trail would ascend north to meet back up with the Pico Canyon Service Road at Odeen #1, creating a canyon and ridge loop through Pico Canyon. Alternatively, the route could be modified by taking another new trail segment which travels 1.3-miles of new trail from the bottom of Pico Canyon south to a ridge that leads to the Palo Sola Truck Road

and to other regional connections beyond. The final option would be to take an existing trail along another ridgeline from Odeen #1 southeast, which connects to the Palo Sola Truck Road further east near Sand Rock Peak. Connecting Pico Canyon To Palo Sola Truck Road would create long regional connections and individual trail segments would provide opportunities for loop routes and access to remote Santa Susana Mountains backcountry.

Rice Canyon Trail

The Rice Canyon Trail (RCY) corridor (see Figure 4-19) follows the existing Rice Canyon Trail in the Santa Clarita Woodlands and connects to East Canyon Motorway and the proposed Wiley South Rim Trail to the south. The Wiley South Rim Trail connects Rice Canyon to the Towsley View Loop Trail. The Leaming Canyon northern ridgeline provides a route northeast back to The Old Road. The 3.7-mile trail corridor would begin at the trailhead to East and Rice Canyons and



Figure 4-5: Existing Trails Wind Through Pico Canyon

follow the Rice Canyon drainage, meandering through riparian vegetation and mature oaks. The trail corridor primarily takes advantage of an existing natural surface trail, and would include 2.9-miles of new trail on conservancy land. A small portion along The Old Road is located on private land. The existing trail has multiple small creek crossings and meets an existing mountain bike trail out of the canyon to the southeast towards the ridgeline above. A series of switchbacks climb a mostly exposed west-facing hillside out of the canyon. After reaching the ridgeline above, the trail connects to the East Canyon Motorway, offering an opportunity to return to The Old Road via the East Canyon Motorway, forming a loop, or to continue south to the Weldon Canyon Motorway. An additional segment would follow the ridgeline west of Leaming Canyon, beginning near the Field of Fire Paintball facility, up to the Wiley South Rim Trail, connecting back down into Rice Canyon. In conjunction with the proposed trail along The Old Road, this would create a ridge and canyon loop trail.

Santa Clara River

The Santa Clara River (SCR) Trail (see Figures 4-8 and 4-9) in Phase II would be a 3.1-mile portion of the greater Santa Clara River Trail. The trail would connect with the existing South Fork Trail at The Old Road. The trail would run parallel to The Old Road for nearly a mile before cutting west along the north side of the Santa Clara River, just below the proposed Entrada North Development. The proposed trail would connect with Commerce Center Drive before continuing southwest along the river, behind the Valencia Travel Village, and terminating near the new baseball fields.

Towsley to North Ridge

The Towsley to North Ridge Trail (TNR) corridor (see Figures 4-13, 4-14, and 4-17) would head west from Towsley Canyon up to the ridges of the Pico Anticline. The 2.3-mile trail corridor would utilize existing trail to climb a side canyon from the Towsley View Loop Trail just south of the “Narrows.” The trail corridor, which would be entirely on conservancy land, would wind its way through the drainage up to the steep ridge



Figure 4-6: The Trailhead to the Weldon Canyon Motorway Offers Access Into the Santa Clarita Woodlands Park

above. At the top of the ridgeline, the trail would follow the steep ridge west to connect with the Pico Canyon Service Road, part of the proposed Pico Canyon Trail, at the historic Odeen #1 oil well. The ridgeline provides scenic views to both the canyons in the south, including Salt Canyon, the Santa Clarita Valley to the north, and the Santa Clarita Woodlands Park to the east. The trail would play an important role in linking Pico Canyon and Towsley Canyon.

Towsley to Rim of the Valley Trail

The Towsley to Rim of the Valley (TRV) Trail corridor (see Figures 4-17 and 4-18) would travel south from Towsley View Loop Trail along existing trail into Towsley Canyon and towards the Towsley Canyon Waterfall, at the junction of the proposed Towsley South Ridge Trail and the proposed Wiley South Rim Trail. This 2.9-mile natural surface trail corridor would travel from conservancy land onto private land, ultimately climbing up the Oat Mountain Ridgeline to connect with the Palo Sola Truck Road and the Oat Mountain Peak, where it would connect with the Rim of the Valley Trail. The proposed trail would create long regional connections to the open spaces to the south of the study area, including the proposed Rim of the Valley Trail, which utilizes the Truck Road in this section.

Towsley to South Ridge

The Towsley to South Ridge (TSR) Trail corridor (see Figures 4-13, 4-17 and 4-18) would connect Towsley View Loop Trail west along a new 2.1-mile natural surface trail through the southeastern fork of Towsley Canyon up to the Pico Anticline and the ridgeline to the north. The trail, which runs through conservancy and private land, would meet the ridgeline at Odeen #1, where it would junction with the Pico Canyon Trail, the Pico to Palo Sola Corridor, and the Towsley North Ridge Corridor. This canyon

trail would create an important connection, offer opportunities for multiple loop routes, and provides a backcountry experience just miles from developed Santa Clarita Valley.

Towsley View Loop Trail

The Towsley Canyon Loop (TVL) Trail corridor (see Figures 4-14, 4-15, 4-18, and 4-19) is an existing MRCA trail which begins at the Towsley Canyon Trailhead on The Old Road. The trail is reported at 5.1 miles on trailhead signage, but was measured at 5.2-miles by the project team. The trail follows Towsley Canyon west along a wide service road, before winding its way through the narrows of Towsley Gorge with multiple creek crossings. The trail enters a broad valley in the backcountry of the Santa Clarita Woodlands Park before following switchbacks over a high ridge to the south, and down into Wiley Canyon. The trail features densely wooded riparian areas, geologic features, tar pits, and sweeping views. Connections from this trail could be made to the proposed Lyons Ranch Trail, the Towsley to North Ridge Trail, Towsley to South Ridge, Wiley South Rim Trail, and the Towsley to Rim of the Valley Trail.

Weldon Canyon Motorway

The Weldon Canyon (WEC) Trail corridor (see Figures 4-19 and 4-20) is an existing unpaved service road which consists of 2.8-miles of existing conservancy trails in the Santa Clarita Woodlands. The southern segment begins along The Old Road at the Newhall Pass Trailhead and heads south, ascending the Newhall Pass ridgeline. The northern segments begin along The Old Road at the Rice and East Canyon Trailhead, and travel south along the East Canyon Motorway towards the Weldon Canyon Motorway. The trails create important linkages into the Santa Clarita Woodlands Park backcountry and the future Rim of the Valley Trail.

Wiley to Rim of the Valley

The short Wiley to Rim of the Valley (WRV) Trail corridor (see Figures 4-18 and 4-19) would be a 2.3-mile natural surface trail on both public and private land which uses existing trails to connect the Rim of the Valley Trail to Towsley Canyon. The trail would begin at the junction of the proposed Wiley West Rim Trail and the Wiley South Rim Trail. With Towsley Canyon being the major trailhead into the Santa Clarita Woodlands Park, creating this connection to the Palo Sola Truck Road and the Rim of the Valley trail would provide long regional travel opportunities.

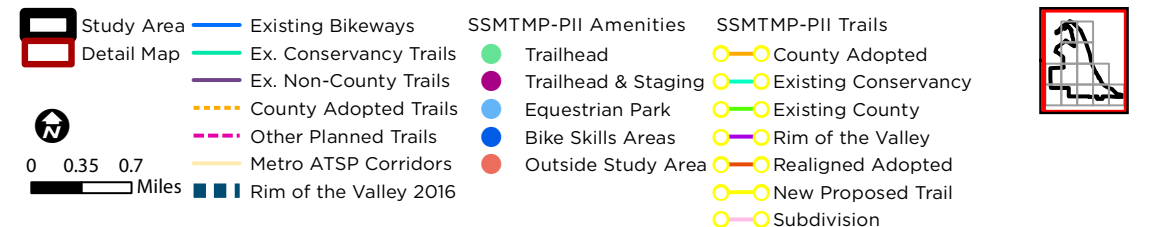
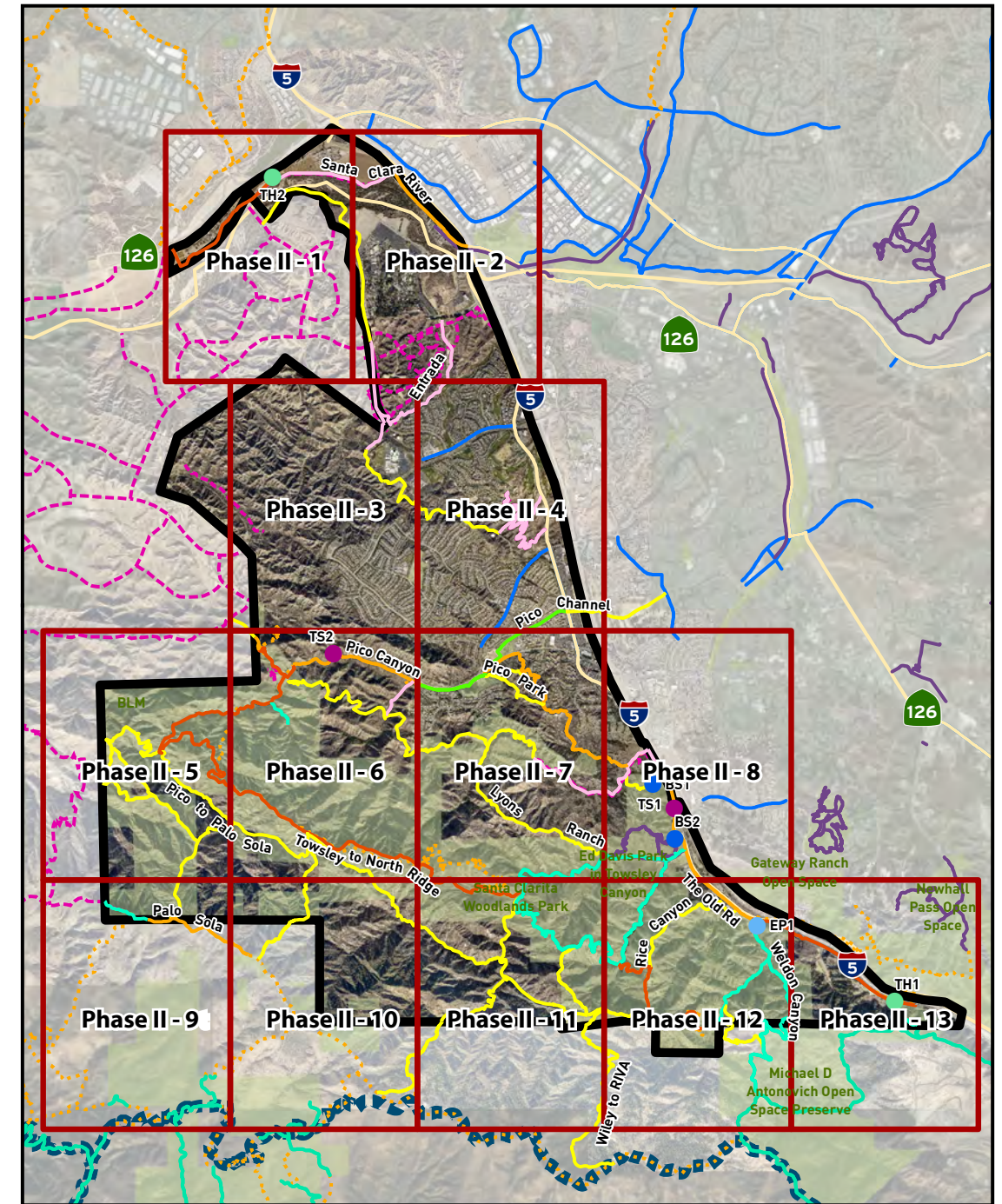
Wiley South Rim

The Wiley South Rim Trail (WSR) corridor (see Figures 4-18 and 4-19) would connect the existing Rice Canyon Trail in the Santa Clarita Woodlands Park with the proposed Wiley to Rim of the Valley Trail, south of the existing Towsley Canyon Loop Trail. The 2-mile corridor would primarily follow the route of existing social trails, with a proposed 0.5-mile segment that is not currently used as a social trail. The natural surface trail, on conservancy property, would start in Rice Canyon in the southeastern portion of the Woodlands Park and follow existing mountain bike trails up a steep slope towards the south Wiley Rim to the west. The slope and ridgeline are mostly exposed, but provide scenic views of Santa Clarita Valley to the north. The trail would follow the ridgeline towards the rim of Towsley Canyon, where it would descend the southeastern fork of Towsley Canyon. This narrow canyon and steep drainage make for a challenging trail design through what appears to be dense vegetation and tree canopy. The trail would connect to the Towsley Waterfall at the terminus of the drainage where it connects with the proposed Wiley to Rim of the Valley Trail.

Wiley West Rim

The short 0.8-mile Wiley West Rim (WWR) Trail corridor (see Figures 4-18 and 4-19) would connect the back of the Towsley View Loop Trail, along a ridgeline south to the proposed Wiley South Rim Trail corridor and Orcutt Ranch in the Michael D. Antonovich Open Space. This existing natural surface ridgeline trail would run through conservancy land to connect to the proposed Wiley to Rim of the Valley Trail, which would lead it to multiple backcountry canyons, ridges, proposed trails in the study area, and ultimately to the Palo Sola Truck Road, the Rim of the Valley Trail, and connecting trails to the south.

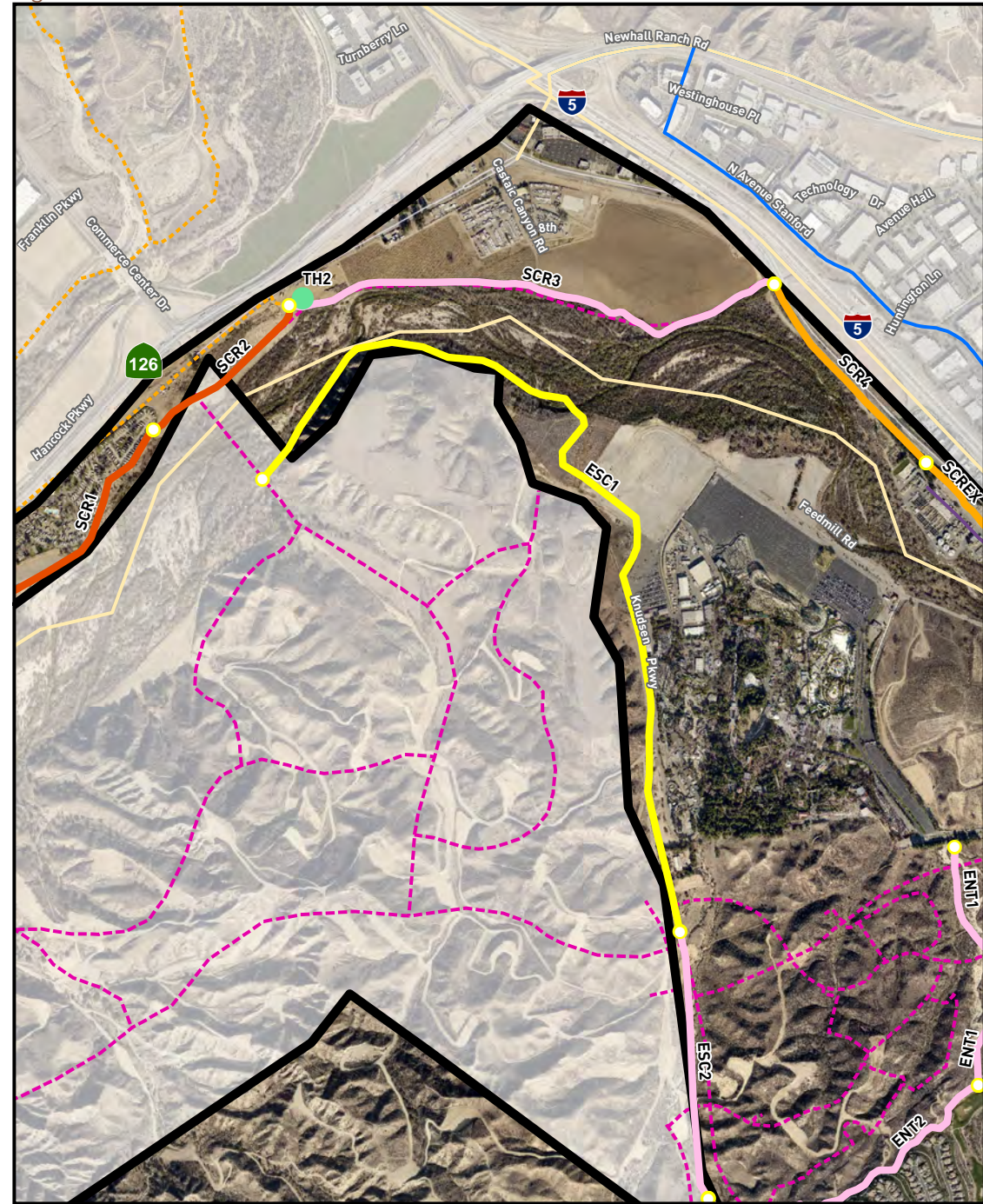
Figure 4-7: Phase II Key Map



DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

SOURCES: Date Map Created/Revised: 10/24/2017 Author: James Powell
 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Data Sources: Los Angeles County Enterprise GIS, California Protected Areas Database 2016b, Los Angeles County LAR-IAC4 Imagery 2014, Santa Susana Mountains Final Trails Master Plan 2015, Rim of the Valley Special Resource Study Final Summary 2016, Active Transportation Strategic Plan 2016, Castaic Area Trails Master Plan 2016, Newhall Ranch Specific Plan 2003

Figure 4-8: Phase II-1



To Map: 2

Study Area	Existing Bikeways	SSMTMP-PII Amenities	SSMTMP-PII Trails
Public Lands	Ex. Conservancy Trails	Trailhead	County Adopted
	Ex. Non-County Trails	Trailhead & Staging	Existing Conservancy
	County Adopted Trails	Equestrian Park	Existing County
Map 1	Other Planned Trails	Bike Skills Areas	Rim of the Valley
	Metro ATSP Corridors	Outside Study Area	Realigned Adopted
	Rim of the Valley 2016	New Proposed Trail	Subdivision

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 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Data Sources: Los Angeles County Enterprise GIS, California Protected Areas Database 2016b, Los Angeles County LAR-IAC4 Imagery 2014, Santa Susana Mountains Final Trails Master Plan 2015, Rim of the Valley Special Resource Study Final Summary 2016, Active Transportation Strategic Plan 2016, Castaic Area Trails Master Plan 2016, Newhall Ranch Specific Plan 2003

Figure 4-9: Phase II-2

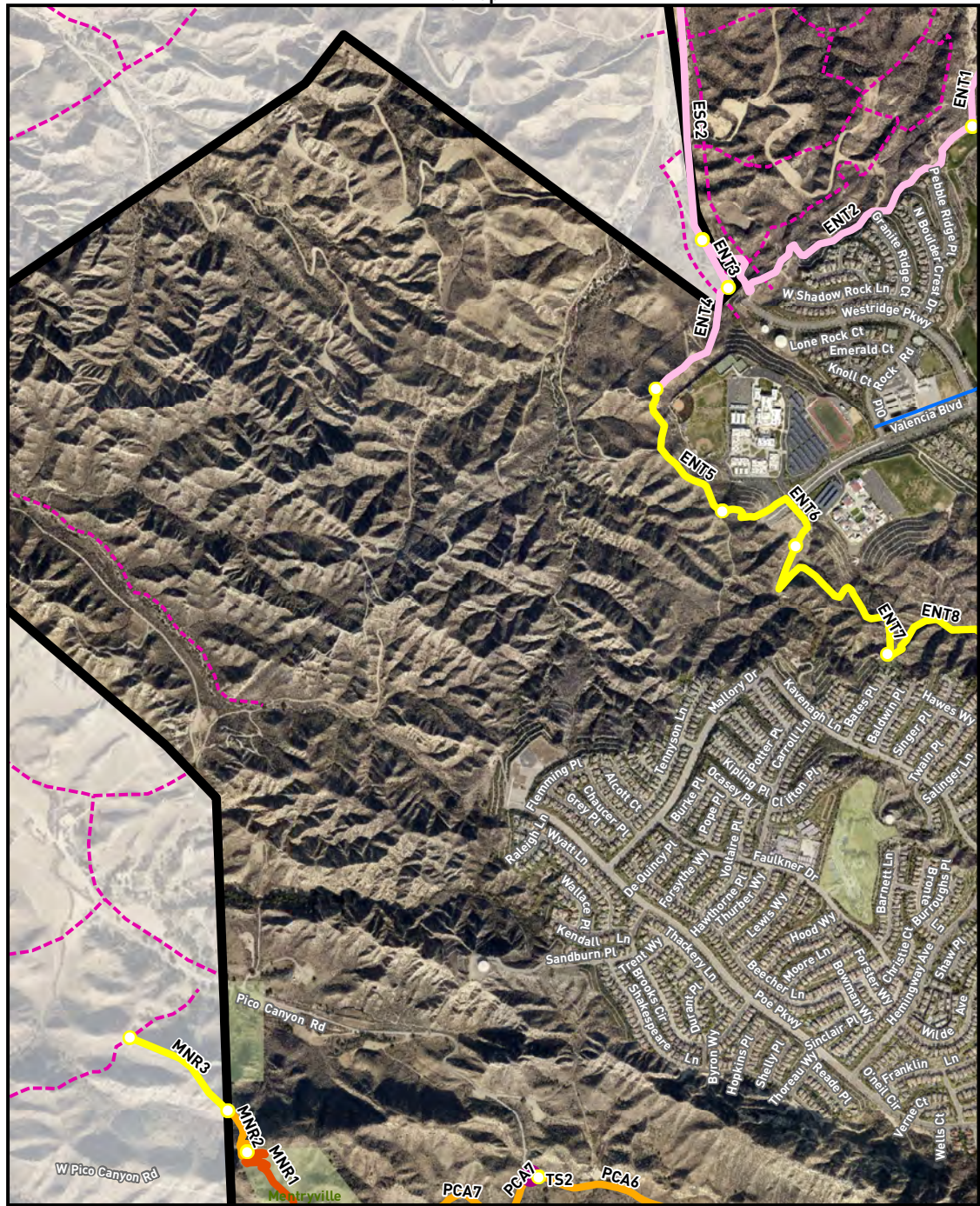


To Map: 1

Study Area	Existing Bikeways	SSMTMP-PII Amenities	SSMTMP-PII Trails
Public Lands	Ex. Conservancy Trails	Trailhead	County Adopted
	Ex. Non-County Trails	Trailhead & Staging	Existing Conservancy
	County Adopted Trails	Equestrian Park	Existing County
Map 2	Other Planned Trails	Bike Skills Areas	Rim of the Valley
	Metro ATSP Corridors	Outside Study Area	Realigned Adopted
	Rim of the Valley 2016	New Proposed Trail	Subdivision

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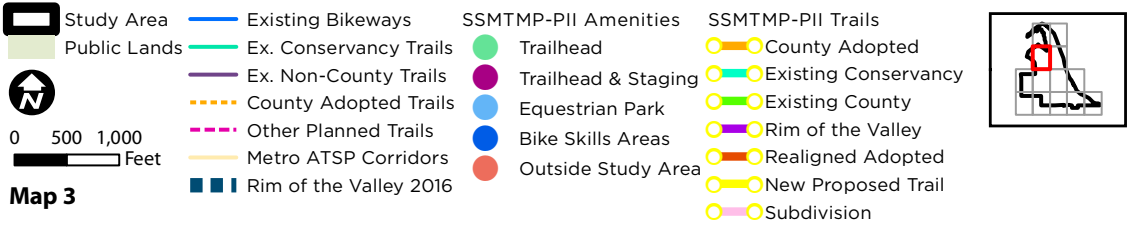
Figure 4-10: Phase II-3



To Map: 1

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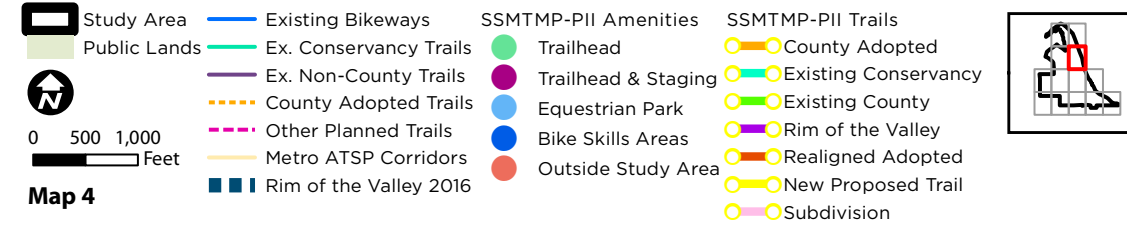
To Map: 6



To Map: 2

To Map: 3

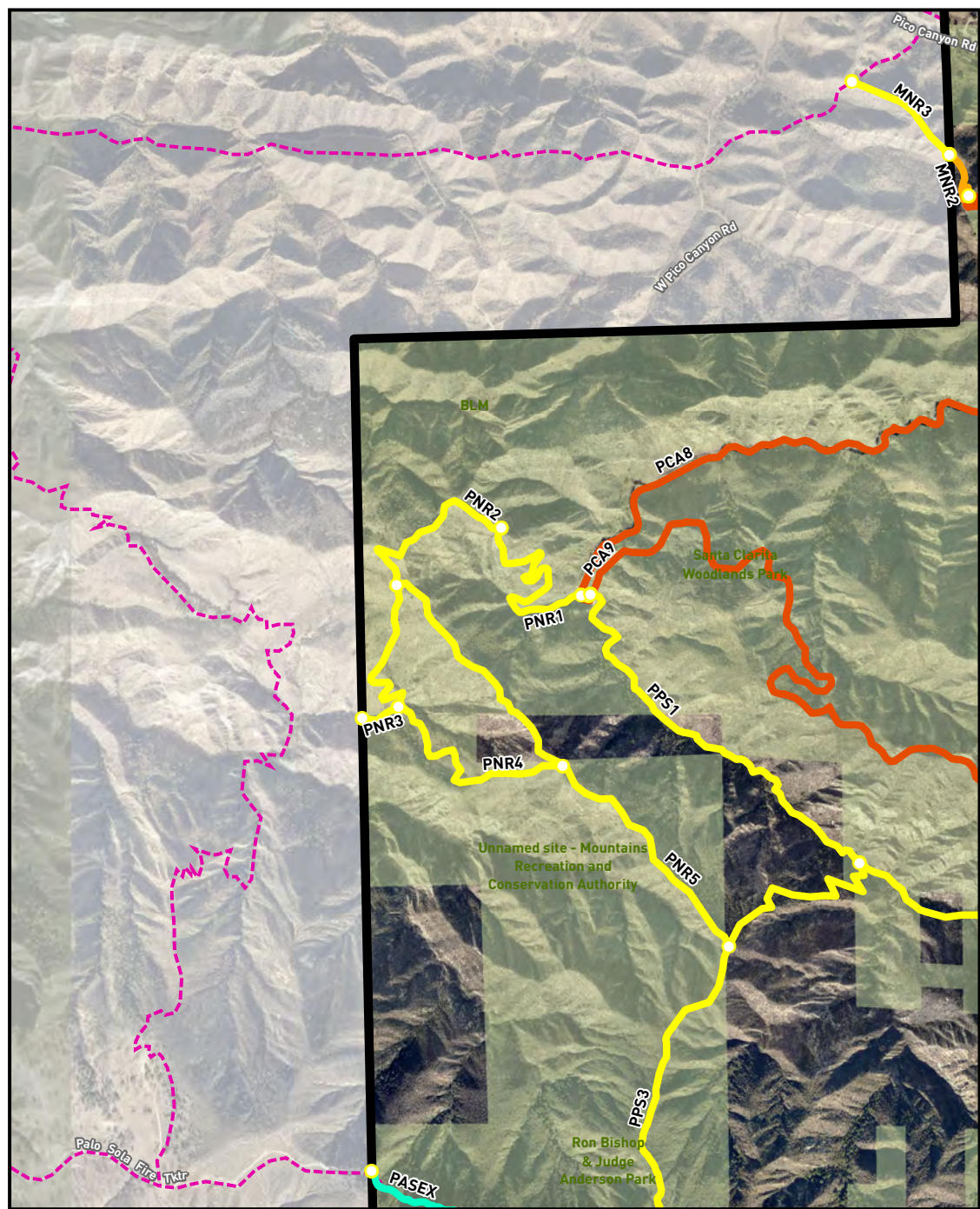
To Map: 7



DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.
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Figure 4-12: Phase II-5



To Map: 9

To Map: 6

	Study Area		Existing Bikeways		SSMTMP-P-II Amenities		SSMTMP-P-II Trails
	Public Lands		Ex. Conservancy Trails		Trailhead		County Adopted
			Ex. Non-County Trails		Trailhead & Staging		Existing Conservancy
	0 500 1,000 Feet		County Adopted Trails		Equestrian Park		Existing County
Map 5			Other Planned Trails		Bike Skills Areas		Rim of the Valley
			Metro ATSP Corridors		Outside Study Area		New Proposed Trail
			Rim of the Valley 2016				Subdivision

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SOURCES: Date Map Created/Revised: 10/24/2017 Author: James Powell

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Figure 4-13: Phase II-6



To Map: 3

To Map: 5

To Map: 7

	Study Area		Existing Bikeways		SSMTMP-P-II Amenities		SSMTMP-P-II Trails
	Public Lands		Ex. Conservancy Trails		Trailhead		County Adopted
			Ex. Non-County Trails		Trailhead & Staging		Existing Conservancy
	0 500 1,000 Feet		County Adopted Trails		Equestrian Park		Existing County
Map 6			Other Planned Trails		Bike Skills Areas		Rim of the Valley
			Metro ATSP Corridors		Outside Study Area		New Proposed Trail
			Rim of the Valley 2016				Subdivision

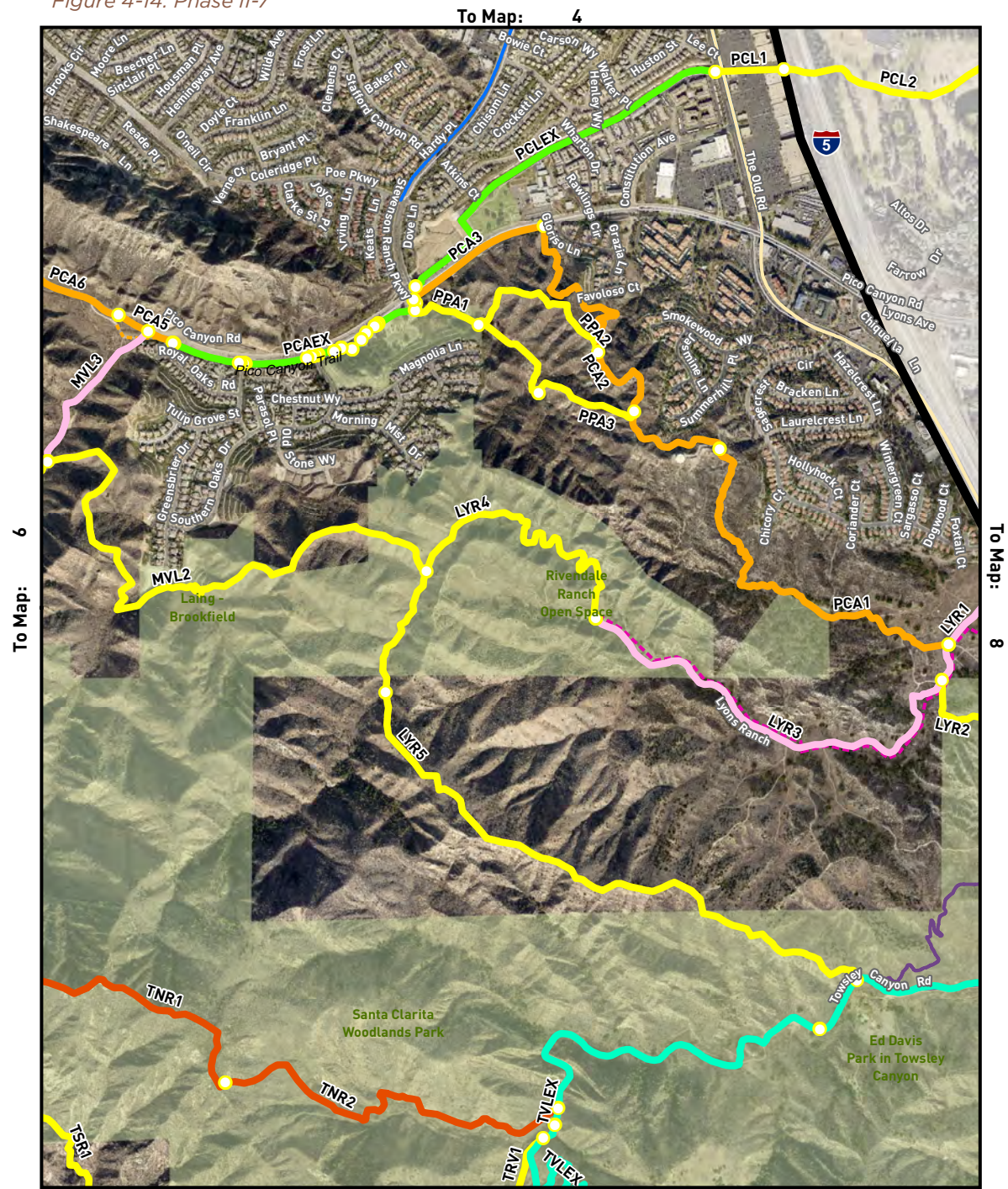
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Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016

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Figure 4-14: Phase II-7

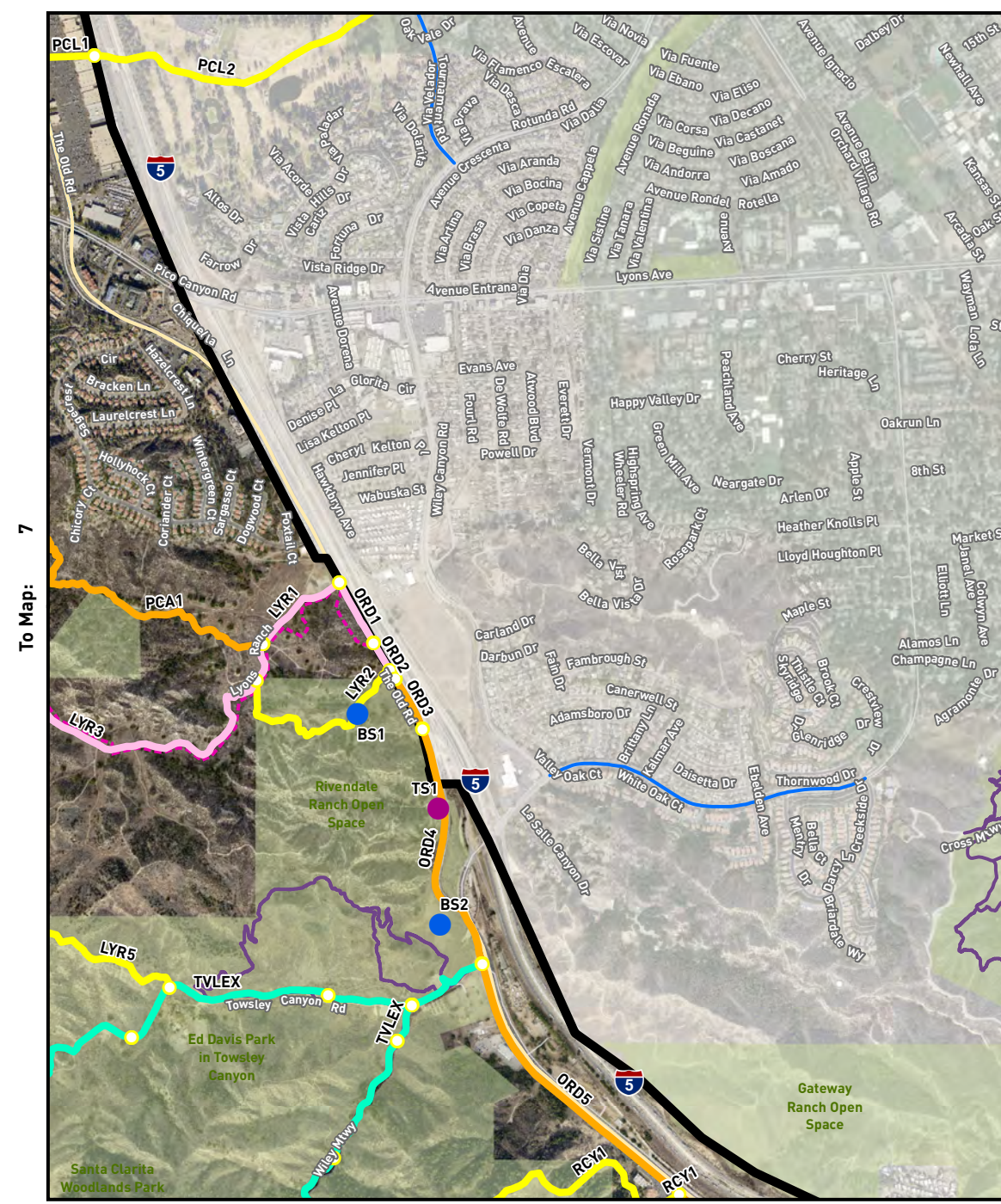


To Map: 11

Study Area	Existing Bikeways	SSMTMP-P II Amenities	SSMTMP-P II Trails
Public Lands	Ex. Conservancy Trails	Trailhead	County Adopted
	Ex. Non-County Trails	Trailhead & Staging	Existing Conservancy
	County Adopted Trails	Equestrian Park	Existing County
Map 7	Other Planned Trails	Bike Skills Areas	Rim of the Valley
	Metro ATSP Corridors	Outside Study Area	Realigned Adopted
	Rim of the Valley 2016		New Proposed Trail
			Subdivision

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Figure 4-15: Phase II-8

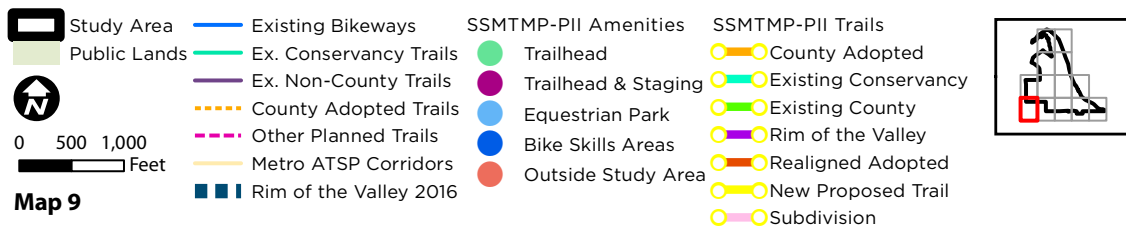
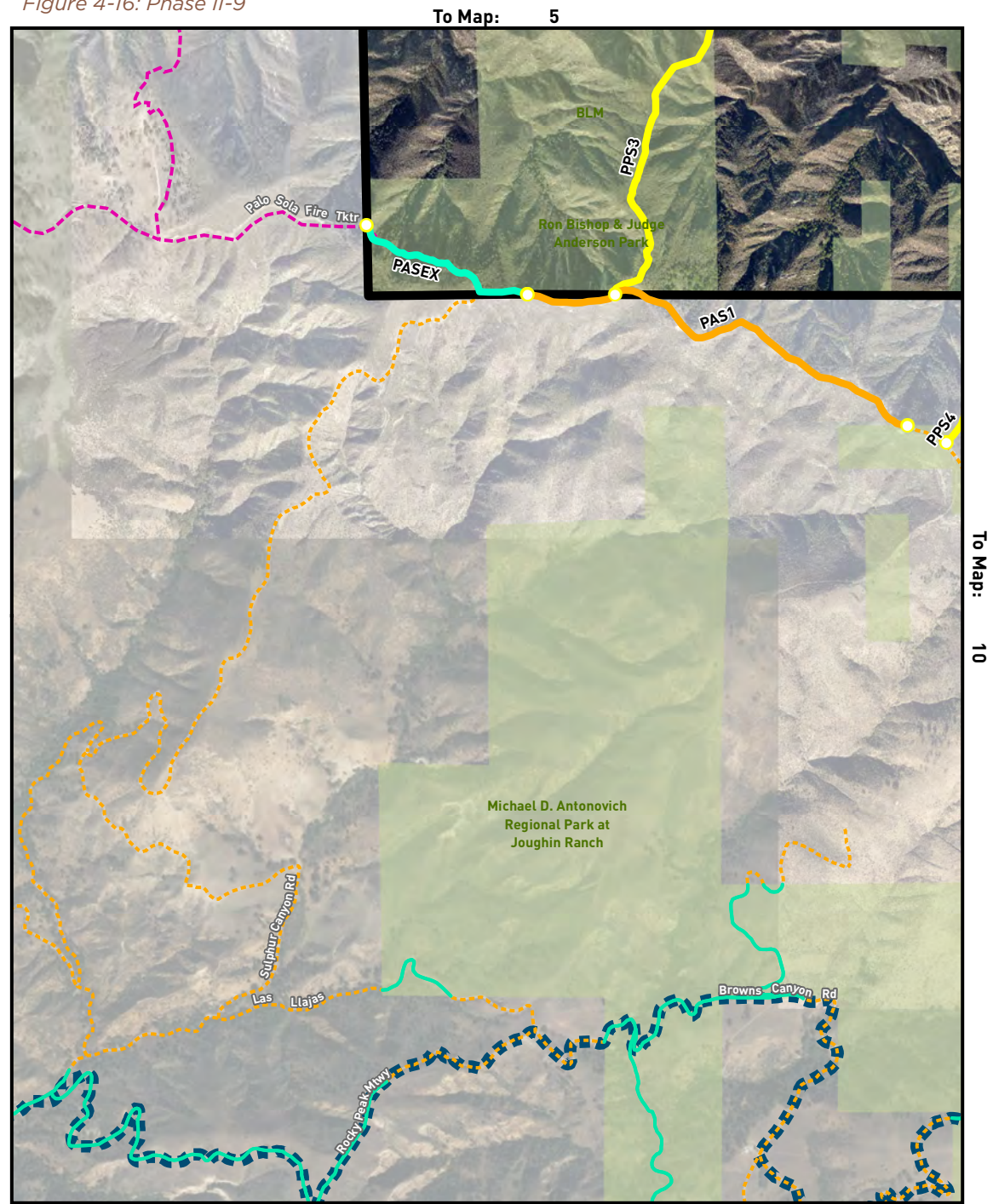


To Map: 12

Study Area	Existing Bikeways	SSMTMP-P II Amenities	SSMTMP-P II Trails
Public Lands	Ex. Conservancy Trails	Trailhead	County Adopted
	Ex. Non-County Trails	Trailhead & Staging	Existing Conservancy
	County Adopted Trails	Equestrian Park	Existing County
Map 8	Other Planned Trails	Bike Skills Areas	Rim of the Valley
	Metro ATSP Corridors	Outside Study Area	Realigned Adopted
	Rim of the Valley 2016		New Proposed Trail
			Subdivision

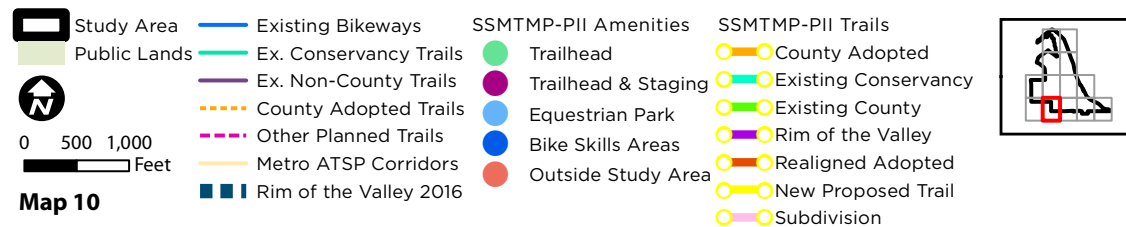
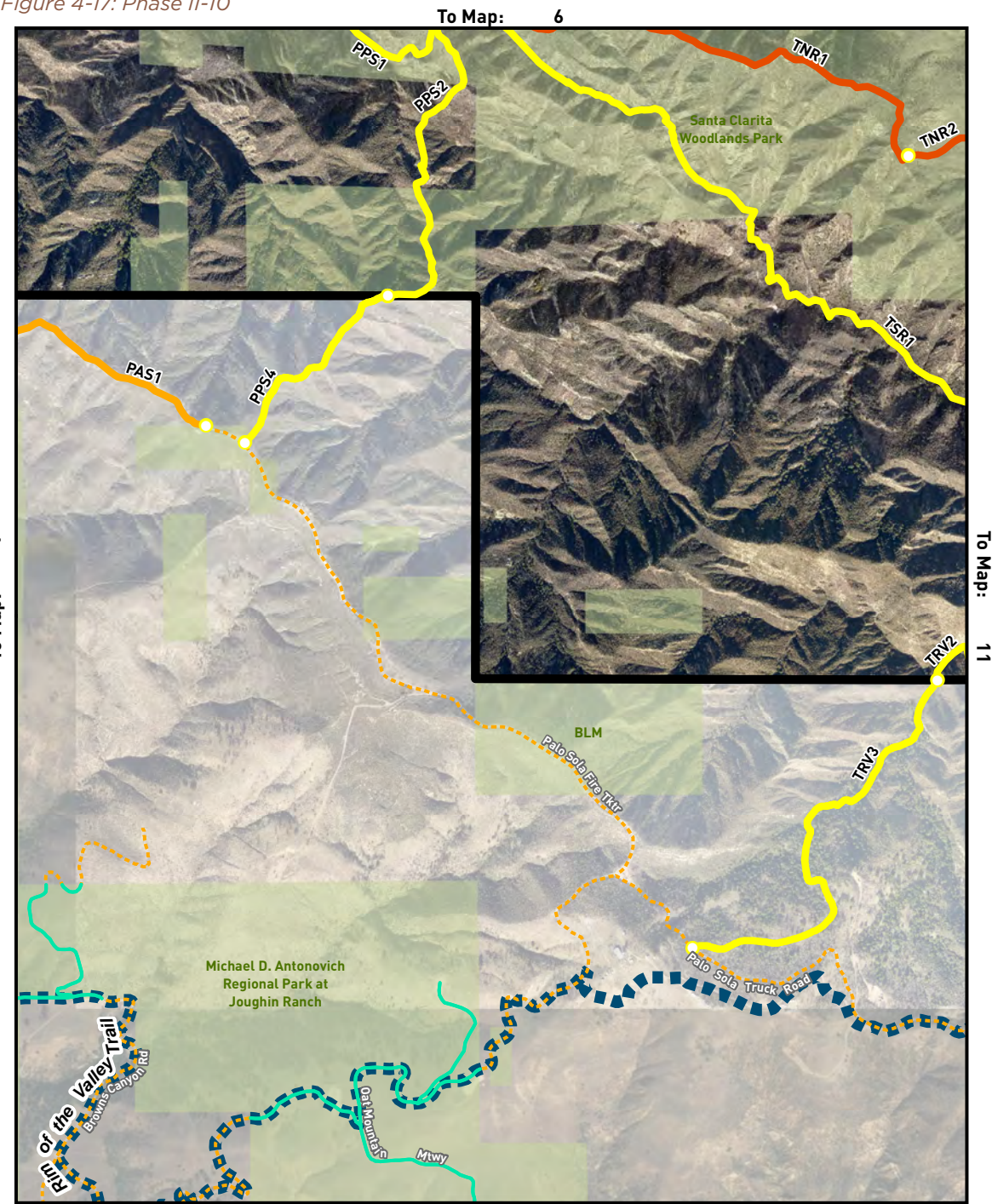
DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.
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Figure 4-16: Phase II-9



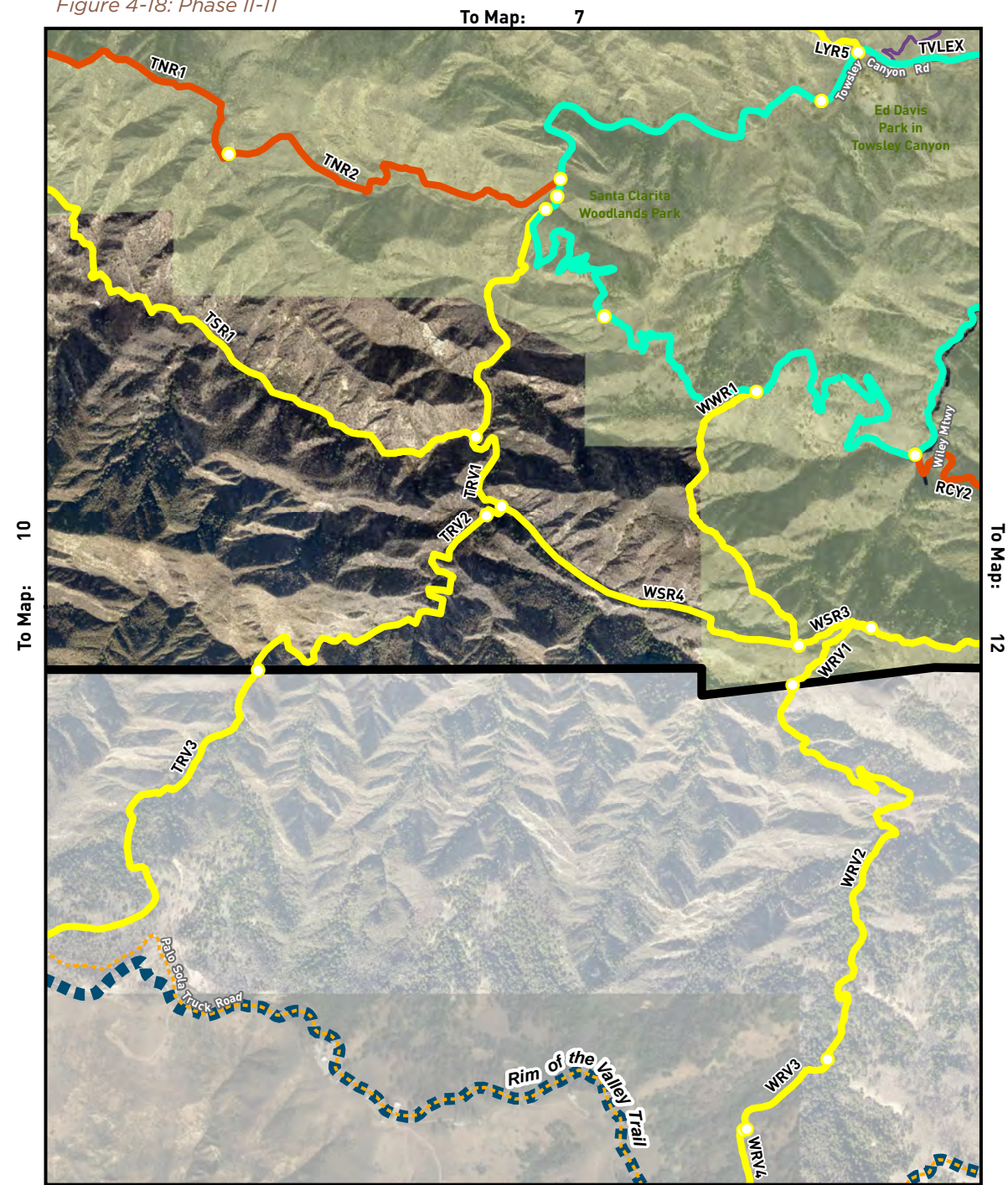
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Figure 4-17: Phase II-10



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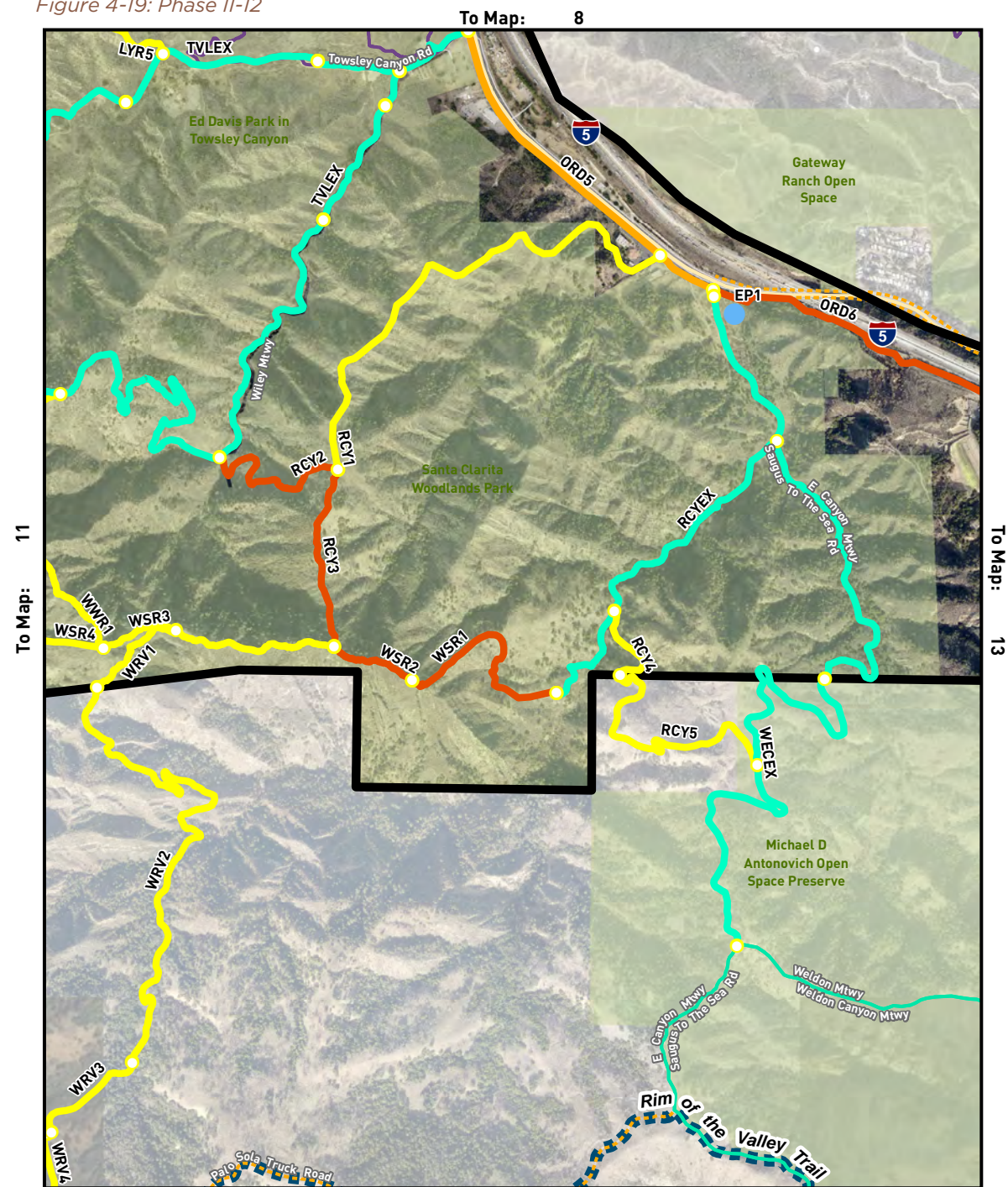
Figure 4-18: Phase II-11



Study Area	Existing Bikeways	SSMTMP-P II Amenities	SSMTMP-P II Trails
Public Lands	Ex. Conservancy Trails	Trailhead	County Adopted Trails
	Ex. Non-County Trails	Trailhead & Staging	Existing Conservancy Trails
	County Adopted Trails	Equestrian Park	Existing County Trails
Map 11	Other Planned Trails	Bike Skills Areas	Rim of the Valley Trails
	Metro ATSP Corridors	Outside Study Area	Realigned Adopted Trails
	Rim of the Valley 2016		New Proposed Trail
			Subdivision

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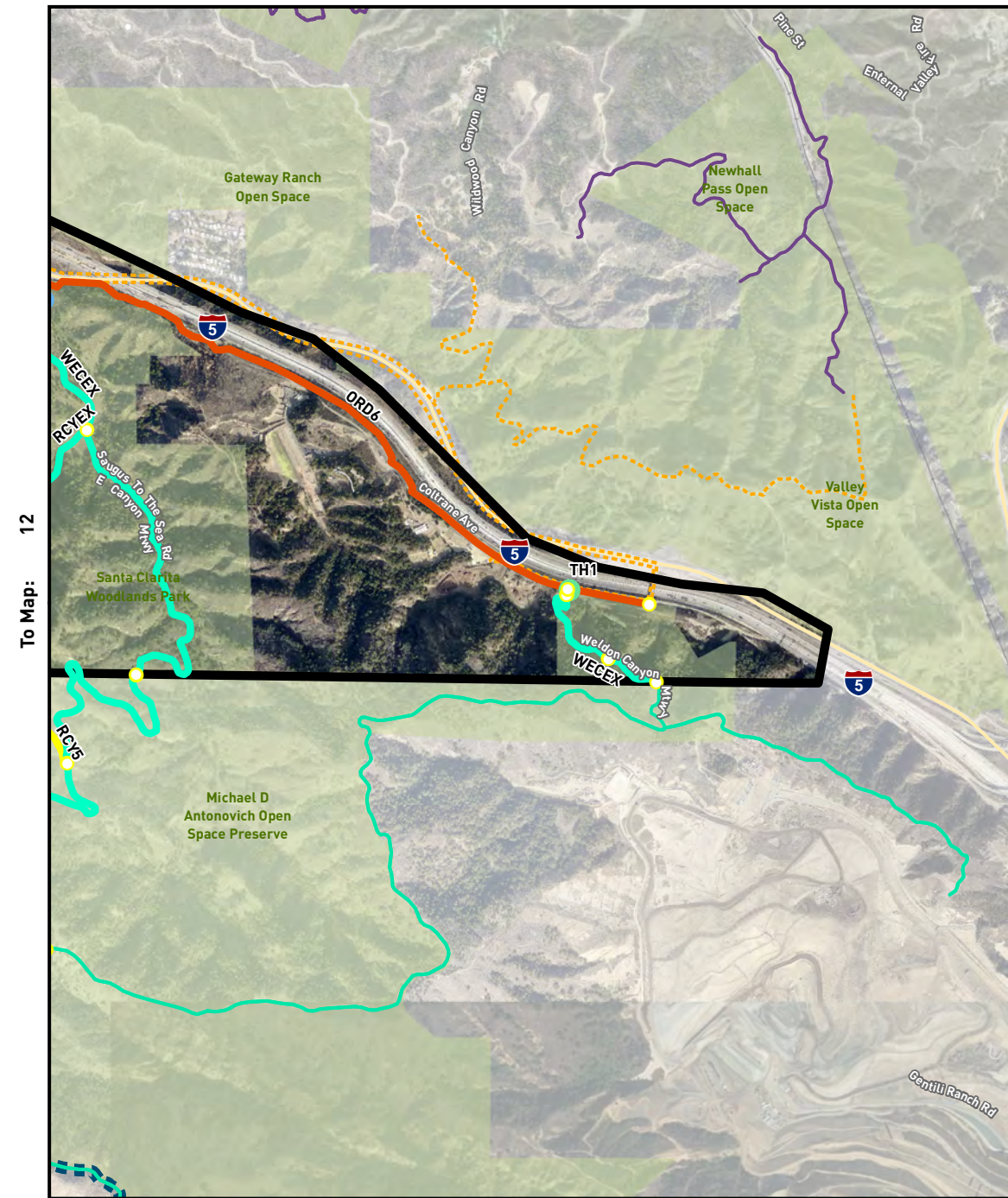
Figure 4-19: Phase II-12



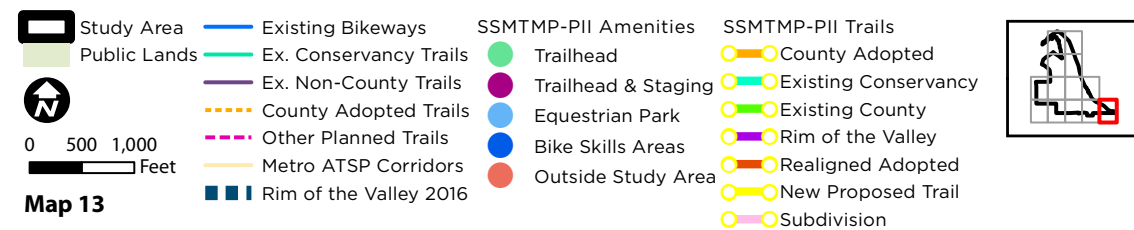
Study Area	Existing Bikeways	SSMTMP-P II Amenities	SSMTMP-P II Trails
Public Lands	Ex. Conservancy Trails	Trailhead	County Adopted Trails
	Ex. Non-County Trails	Trailhead & Staging	Existing Conservancy Trails
	County Adopted Trails	Equestrian Park	Existing County Trails
Map 12	Other Planned Trails	Bike Skills Areas	Rim of the Valley Trails
	Metro ATSP Corridors	Outside Study Area	Realigned Adopted Trails
	Rim of the Valley 2016		New Proposed Trail
			Subdivision

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Figure 4-20: Phase II-13



To Map: 12



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Table 4-1: Phase II Proposed Trails

Segment Code	Source	Trail Classification	Length (Miles)	Physical Status	Permitting Agency
Entrada			5.8		
ENT1	SSMTMP-P II Proposed	REC	0.5	None	Private
ENT2	SSMTMP-P II Proposed	REC	0.8	Social/De Facto	Private
ENT3	SSMTMP-P II Proposed	NAT	0.1	None	Private
ENT4	SSMTMP-P II Proposed	NAT	0.3	Social/De Facto	Private
ENT5	SSMTMP-P II Proposed	NAT	0.3	Social/De Facto	Private
ENT6	SSMTMP-P II Proposed	NAT	0.3	None	Private
ENT7	SSMTMP-P II Proposed	NAT	0.5	Social/De Facto	Private
ENT8	SSMTMP-P II Proposed	NAT	0.7	None	Private
ENT9	SSMTMP-P II Proposed	REC	0.6	Social/De Facto	Private
ENTEX	SSMTMP-P II Proposed	REC	1.6	Existing/Official	Private
Entrada to Santa Clara River			2.6		
ESC1	SSMTMP-P II Proposed	UPT	2.0	None	Private
ESC2	SSMTMP-P II Proposed	UPT	0.6	None	Private
Lyons Ranch			4.2		
LYR1	Realigned Adopted	REC	0.2	Social/De Facto	Private
LYR2	SSMTMP-P II Proposed	REC	0.5	Partial	Private
LYR3	SSMTMP-P II Proposed	NAT	1.1	Social/De Facto	Private
LYR4	SSMTMP-P II Proposed	NAT	1.0	Social/De Facto	MRCA
LYR5	SSMTMP-P II Proposed	NAT	1.4	None	Private
Mentryville to Lyons			3.2		
MVL1	SSMTMP-P II Proposed	NAT	1.4	None	Private
MVL2	SSMTMP-P II Proposed	NAT	1.4	None	Private
MVL3	SSMTMP-P II Proposed	NAT	0.4	None	Private

Key: REC = Recreational Trail; NAT = Natural Surface Trail; UPT = Urban Pedestrian Trail (see Figure 4-7)
 * Outside the jurisdiction of the county and planning area

Description
New trail heads north from utility corridor along proposed recreational trail within the Entrada South residential development
Existing utility road running alongside residential community and golf course; south of proposed subdivision which would have trails linking to it
This new segment of trail is within a proposed subdivision
Existing dirt service road above high school, exposed along ridgeline before heading north down towards the proposed extension of Westridge Parkway
Existing dirt service road above high school to the west and proposed assisted living community to the east; exposed along ridgeline
New trail segment descends from ridgeline through medium dense vegetation down just south of Valencia Blvd, then crosses Valencia Blvd at existing crossing at West Ranch High School
Existing service road rises up ridgeline from Valencia Boulevard to the south towards Stevenson Ranch; trail would require approval and consultation with Stephenson Ranch HOA
New trail segment would traverse ridgelines north of Stevenson Ranch towards the east to connect with The Old Road; slopes are somewhat steep with some low shrubs and trees
Existing service road runs southwest from The Old Road through the Savannah Oaks SEA along the Westfield Ridge Trail along a low ridge through small rolling hills, infrequent trees and low shrubs
The Westfield Ridge Trail in Savannah Oaks SEA connects The Old Road with Oak Savannah Court
New trail segment behind Magic Mountain. Future subdivision plans designate this area for open space, new trail would utilize proposed service road easements and connect Newhall trails and the Santa Clara River, with subdivisions in the south
This new segment of trail is part of a proposed subdivision, utilizing proposed service road easements
Existing Lyons Ranch Road leads west from The Old Road
Existing trail from pull out on The Old Road to Lyons Ranch Road
Existing Lyons Ranch Road; proposed subdivision calls for a county maintained trail alongside the road through the community heading west from The Old Road back into open space
Existing narrow trail from Lyons Ranch Road winds its way alongside creek through drainage in area recently burned out in Sage Fire
New trail segment to connect Towsley Canyon with Lyons Ranch Road; follows game trails on mostly exposed terrain
New trail segment on exposed north-facing hillsides above Stevenson Ranch community; existing game trails and some service roads to connect Lyons Ranch with Wickham Canyon through open space areas
New trail segment leads from Wickham Canyon west above a proposed development along a north facing slope. The trail winds its way over ridges and through steep drainages before descending into Mentryville
Existing dirt road through Wickham Canyon. Portion closest to Pico Canyon Road to be developed by proposed future subdivision

Table 4-1: Phase II Proposed Trails (cont.)

Segment Code	Source	Trail Classification	Length (Miles)	Physical Status	Permitting Agency
Mentryville-Newhall Ranch			0.8		
MNR1	Realigned SSMFTMP (Phase I)	NAT	0.4	Partial	MRCA
MNR2	SSMFTMP (Phase I)	NAT	0.2	None	Private
*MNR3	SSMTMP-PII Proposed	NAT	0.3	None	Private
The Old Road			3.3		
ORD1	Adopted County Trail System Proposed	UPT	0.1	Social/De Facto	Los Angeles County
ORD2	Adopted County Trail System Proposed	UPT	0.1	Social/De Facto	Private
ORD3	Adopted County Trail System Proposed	UPT	0.1	Social/De Facto	Los Angeles County
ORD4	Adopted County Trail System Proposed	UPT	0.5	Social/De Facto	Los Angeles County
ORD5	Adopted County Trail System Proposed	UPT	0.8	Social/De Facto	MRCA
ORD6	Realigned Adopted	NAT	1.6	Partial	MRCA
Palo Sola			1.3		
PASEX	SSMFTMP (Phase I)	NAT	0.4	Existing/Official	US Government
*PASI	SSMFTMP (Phase I)	NAT	0.9	Social/De Facto	Private
Pico Canyon			7.6		
PCA1	Adopted County Trail System Proposed	NAT	0.9	Social/De Facto	US Government
PCA2	Adopted County Trail System Proposed	NAT	1.0	Social/De Facto	Private
PCA3	Adopted County Trail System Proposed	UPT	0.3	Social/De Facto	Private
PCA4	Adopted County Trail System Proposed	UPT	0.0	Social/De Facto	Private
PCA5	Adopted County Trail System Proposed	NAT	0.1	Social/De Facto	Los Angeles County
PCA6	Adopted County Trail System Proposed	UPT	0.6	Social/De Facto	Private
PCA7	Adopted County Trail System Proposed	UPT	0.4	Social/De Facto	Los Angeles County
PCA8	Realigned SSMFTMP (Phase I)	UPT	1.7	Social/De Facto	Private
PCA9	Realigned SSMFTMP (Phase I)	NAT	2.0	Social/De Facto	MRCA

Key: REC = Recreational Trail; NAT = Natural Surface Trail; UPT = Urban Pedestrian Trail (see Figure 4-7)
 * Outside the jurisdiction of the county and planning area

Description
Alignment from SSMFTMP (Phase I) - slightly modified for terrain.
Proposed trail from SSMFTMP (Phase I) - unchanged
Connection from previously proposed SSMFTMP (Phase I) trail to Newhall Ranch planned trails
Trail runs along the west side of The Old Road in existing right of way connecting to Lyons Ranch and Pico Canyon Trails
(See description above)
(See description above)
Trail runs along the west side of The Old Road in existing right of way connecting to Towsley Canyon Trails
Trail runs along the west side of The Old Road in existing right of way connecting to Rice Canyon Trails
Freeway-adjacent bypass of The Old Road
Existing trail connecting Pico Canyon and Rice Canyons with the Palo Sola Fire Rd and the Phase I study area
Trail connects Pico Canyon with Phase I study area via steep ridges and canyons
Existing segment heads north along south facing slopes from Lyons Canyon towards Pico Canyon Rd and Pico Park
Existing segment connects Pico Canyon Rd with Lyons Canyon on steep exposed north south ridge which connects to Pico Park
Existing segment extends existing decomposed granite Pico Canyon Trail along Pico Canyon Rd to the east to connect with natural trails leading to Lyons Ranch
Short segment extending existing Pico Canyon Trail connecting with the proposed Mentryville to Lyons trail
Short segment extending existing Pico Canyon Trail to the west, connects with the proposed Mentryville to Lyons trail
Segment extending existing Pico Canyon Trail to the west towards Mentryville and Newhall Ranch
Segment extending existing Pico Canyon Trail to the west reaching Mentryville and the Mentryville to Lyons Trail
Existing Pico Canyon service road travels along the valley floor of Pico Canyon from Mentryville on an asphalt road with historic oil machinery along the way; connections to the Johnson Trail and Picnic area, and the Minnie Lotta trail
Existing Pico Canyon Service road unpaved portion leads from valley floor to historic oil site, Odeen #1

Table 4-1: Phase II Proposed Trails (cont.)

Segment Code	Source	Trail Classification	Length (Miles)	Physical Status	Permitting Agency
PCAEX	Existing County Trail	UPT	0.6	Existing/ Official	Los Angeles County
Pico Channel			1.7		
PCL1	SSMTMP-P II Proposed	UPT	0.1	None	Private
*PCL2	SSMTMP-P II Proposed	NAT	0.7	None	Private
PCLEX	Existing County Trail	UPT	0.9	Existing/ Official	Los Angeles County
Pico to Newhall Ranch			3.1		
PNR1	SSMTMP-P II Proposed	NAT	0.6	Social/ De Facto	MRCA
PNR2	SSMTMP-P II Proposed	NAT	0.4	None	MRCA
PNR3	SSMTMP-P II Proposed	NAT	0.1	None	US Government
PNR4	SSMTMP-P II Proposed	NAT	0.5	None	US Government
PNR5	SSMTMP-P II Proposed	NAT	1.5	None	US Government
Pico Park			1.0		
PPA1	SSMTMP-P II Proposed	NAT	0.4	Social/ De Facto	Private
PPA2	SSMTMP-P II Proposed	NAT	0.4	Social/ De Facto	Private
PPA3	SSMTMP-P II Proposed	NAT	0.2	Social/ De Facto	Private
Pico to Palo Sola			4.4		
PPS1	SSMTMP-P II Proposed	NAT	1.7	None	US Government
PPS2	SSMTMP-P II Proposed	NAT	0.9	Social/ De Facto	US Government
PPS3	SSMTMP-P II Proposed	NAT	1.3	None	US Government
PPS4	SSMTMP-P II Proposed	NAT	0.5	Social/ De Facto	US Government
Rice Canyon			3.7		
RCY1	SSMTMP-P II Proposed	NAT	1.2	None	MRCA
RCY2	Realigned SSMTMP (Phase I)	NAT	0.4	Social/ De Facto	MRCA
RCY3	Realigned SSMTMP (Phase I)	NAT	0.4	Partial	MRCA

Key: REC = Recreational Trail; NAT = Natural Surface Trail; UPT = Urban Pedestrian Trail (see Figure 4-7)
 * Outside the jurisdiction of the county and planning area

Description
Existing decomposed granite multi-use trail running along the south side of Pico Canyon Rd
Connection through shopping center - requires on-street segment
Connection from Pico Canyon Channel under shopping center to golf course and Santa Clarita trails
Existing trail segment along Pico Channel connecting the Old Road with Pico Canyon Rd and Jake Kuredjian County Park
Existing trail segment from Pico Canyon Service road leading up towards ridgeline separating Pico and Salt Canyons; exposed south facing slope switchbacks up the mountain
New trail connecting Pico Canyon and Salt Canyon over exposed ridgeline
Short segment through riparian area in Salt Canyon from proposed Newhall trail, potential for multiple creek crossings
New trail segment leads south to connect with another proposed trail leading to Palo Sola Truck Road
New trail segment climbs ridgeline to meet up with another new trail to reach Palo Sola Truck Road; ridgeline appears to be steep and mostly vegetated with some game trails along the seam
Existing dirt road from Pico Canyon Park connects with smaller trails which climb ridges to a water tower
Existing trail along ridgeline above Pico Canyon Park creates loop trail for users of the park to access the open space areas just to the east of the park
Existing narrow trail segment climbs the ridges above Pico Canyon Park to create a loop trail
Trail leads up Pico Canyon from Pico Canyon Service road along riparian drainage to the top of the Pico Canyon Service Road; segment appears to have dense vegetation and steep slopes, route may be challenging with multiple creek crossings
Trail segment follows narrow existing trail southeast along ridgeline from Pico Canyon Service Road, rising steeply up to the high ridge; some tree coverage on north-facing slopes, as well as exposed ridgeline
New trail climbing towards the Palo Sola Truck Road; segment climbs slope face via switchbacks until a high ridgeline leads to the truck road
Existing segment connects a narrow trail up to the Palo Sola Truck Rd or back down towards the Pico Canyon Service Road; some tree coverage on north-facing slopes, as well as exposed ridgeline
Mostly new trail following some game trails along the ridgeline between Leaming and Wiley Canyons; near Field of Fire Paintball along The Old Road, segment winds along the ridgeline southward to the top of the Pico Anticline
Steep narrow existing trail leading out of Wiley Canyon to ridgeline between Wiley and Leaming Canyon; mostly exposed with some tree coverage
New trail segment connects from Newhall trails near Salt Canyon up a ridgeline to connect back up to the top of the Pico Anticline

Table 4-1: Phase II Proposed Trails (cont.)

Segment Code	Source	Trail Classification	Length (Miles)	Physical Status	Permitting Agency
RCYEX	SSMFTMP (Phase I)	NAT	0.8	Existing/ Official	MRCA
RCY4	SSMTMP-P II Proposed	NAT	0.2	Social/ De Facto	MRCA
*RCY5	SSMTMP-P II Proposed	NAT	0.7	Social/ De Facto	Private
Santa Clara River			3.1		
SCREX	Adopted County Trail System Proposed	REC	0.4	Social/ De Facto	Private
SCR1	Realigned Adopted	REC	0.8	None	Private
SCR2	Realigned Adopted	REC	0.4	Social/ De Facto	Private
SCR3	Adopted County Trail System Proposed	REC	1.1	None	Private
SCR4	Adopted County Trail System Proposed	REC	0.5	None	Private
Towsley to North Ridge			2.3		
TNR1	Realigned SSMFTMP (Phase I)	NAT	1.4	None	MRCA
TNR2	Realigned SSMFTMP (Phase I)	NAT	0.9	Social/ De Facto	MRCA
Towsley to RIVA			2.9		
TRV1	SSMTMP-P II Proposed	NAT	1.0	Social/ De Facto	Private
TRV2	SSMTMP-P II Proposed	NAT	0.9	None	Private
*TRV3	SSMTMP-P II Proposed	NAT	1.0	None	Private
Towsley to South Ridge			2.1		
TSR1	SSMTMP-P II Proposed	NAT	2.1	None	MRCA
Towsley View Loop Trail			5.2		
TVLEX	Existing Conservancy Trail	NAT	0.9	Existing/ Official	MRCA
TVLEX	Existing Conservancy Trail	NAT	0.3	Existing/ Official	MRCA
TVLEX	Existing Conservancy Trail	NAT	2.2	Existing/ Official	MRCA

Key: REC = Recreational Trail; NAT = Natural Surface Trail; UPT = Urban Pedestrian Trail (see Figure 4-7)
 * Outside the jurisdiction of the county and planning area

Description
Existing MRCA trail segment connecting to The Old Road and winding its way through narrow the Rice Canyon lined with dense Oak Trees and featuring multiple creek crossings
Existing trail segment from Rice Canyon up to ridgeline dividing Rice and East Canyons
Existing trail connects ridgeline between Rice and East Canyons with East Canyon Motorway
Existing trail segment connects runs along The Old Road near a water treatment facility and connects under the 1-5 freeway to the South Fork Trail
New trail segment travels south of RV park along the Santa Clara River connecting to an existing asphalt road to the east
Existing asphalt road built alongside Henry Mayo Drive just north of the Santa Clara River
Segment to be built as part of Entrada North development, south of the new development along the Santa Clara River
Segment runs parallel along The Old Road, joining with existing trail to complete the connection between the Santa Clara River Trail and the South Fork Trail
New trail to connect Odeen #1 at the end of Pico Canyon Service Road with Towsley Canyon
Existing narrow and steep trail segment rising east from Towsley Canyon to the ridgeline above to connect with the Pico Canyon Service road via a steep ridgeline with medium vegetation and few trees
Segment on existing trail from Towsley Canyon loop trail to waterfall; multiple creek crossings and riparian areas with steep canyons and some dense foliage
New segment of trail leading from Towsley Waterfall through steep riparian drainage with dense tree foliage; multiple creek crossings presumably required
Segment of new trail outside study area connecting to Palo Sola truck road, probably crosses a creek multiple times
New trail segment leading up west fork of Towsley Canyon up ridgeline; trail follows drainage and steep canyons which have vegetation which may be dense, multiple creek crossings likely
Existing trail follows Towsley Canyon west along a wide service road, before winding its way through the narrows of Towsley Gorge with multiple creek crossings; trail enters a broad valley in the backcountry of the Santa Clarita Woodlands Park before following switchbacks over a high ridge to the south, and down into Wiley Canyon; features densely wooded riparian areas, geologic features, tar pits, and sweeping views
(See above description)
(See above description)

Table 4-1: Phase II Proposed Trails (cont.)

Segment Code	Source	Trail Classification	Length (Miles)	Physical Status	Permitting Agency
TVLEX	Existing Conservancy Trail	NAT	0.8	Existing/ Official	MRCA
TVLEX	Existing Conservancy Trail	NAT	0.5	Existing/ Official	MRCA
TVLEX	Existing Conservancy Trail	NAT	0.2	Existing/ Official	MRCA
TVLEX	Existing Conservancy Trail	NAT	0.2	Existing/ Official	MRCA
TVLEX	Existing Conservancy Trail	NAT	0.1	Existing/ Official	MRCA
Weldon Canyon			2.8		
WECEX	Existing Conservancy Trail	NAT	0.2	Existing/ Official	Los Angeles County
WECEX	Existing Conservancy Trail	NAT	1.1	Existing/ Official	MRCA
WECEX	Existing Conservancy Trail	NAT	0.1	Existing/ Official	MRCA
WECEX	Existing Conservancy Trail	NAT	0.0	Existing/ Official	MRCA
WECEX	Existing Conservancy Trail	NAT	1.3	Existing/ Official	MRCA
Wiley to RIVA			2.3		
WRV1	SSMTMP-PII Proposed	NAT	0.3	Partial	MRCA
*WRV2	SSMTMP-PII Proposed	NAT	1.3	Social/ De Facto	Private
*WRV3	SSMTMP-PII Proposed	NAT	0.3	Social/ De Facto	Private
*WRV4	SSMTMP-PII Proposed	NAT	0.5	Partial	Private
Wiley South Rim			2.0		
WSR1	Realigned SSMFTMP (Phase I)	NAT	0.5	Social/ De Facto	MRCA
WSR2	Realigned SSMFTMP (Phase I)	NAT	0.2	Social/ De Facto	MRCA
WSR3	SSMTMP-PII Proposed	NAT	0.6	Social/ De Facto	MRCA
WSR4	SSMTMP-PII Proposed	NAT	0.7	None	Private
Wiley West Rim			0.8		
WWR1	SSMTMP-PII Proposed	NAT	0.8	Social/ De Facto	MRCA

Key: REC = Recreational Trail; NAT = Natural Surface Trail; UPT = Urban Pedestrian Trail (see Figure 4-7)

* Outside the jurisdiction of the county and planning area

Description
(See above description)
(See above description)
(See above description)
(See above description)
(See above description)
(See above description)
Existing trail follows the Weldon Canyon Motorway from Coltrane Ave just west of the Newhall Pass to climb steeply into the Michael D. Antonovich Open Space Preserve; trail loops back around to the Old Road, connecting with the Rice Canyon Trail
(See above description)
(See above description)
(See above description)
(See above description)
Social ridgeline trail requires upgrades to meet County guidelines; branches south from Wiley South Rim
Descends from ridgeline to adjacent valley via a series of switchbacks
Provides connection between valley trail to a small plateau with existing structures
Connection to Palo Sola Truck Rd via an unmaintained dirt road
Segment of mostly exposed existing trail leaving Pico Canyon Trail heading up to the ridgeline of the Pico Anticline above Rice Canyon, then Leaming, then Wiley Canyon
Narrow existing trail along steep ridgeline at south end of Wiley Canyon, connecting to top the proposed Rice Canyon Trail towards Leaming Canyon
Connects the proposed Wiley West Rim Trail north with Leaming Canyon
New trail segment beginning at Towsley Waterfall leading through steep riparian drainage. Heavy vegetation and steep hillsides make for potential challenges; leads to a peak and ridgeline above Wiley Canyon
Existing trail segment leads from Towsley Canyon loop trail along ridgeline to southern ridgeline of Wiley Canyon and trails connecting to the south; steep ridge with massive views to east and west

4.4 Proposed Trail Related Facilities

Trail-related or support facilities for the SSMTMP-PII have been proposed for all trail users (see Table 4-2) and include Trailheads (two designated), Trailheads & Staging Areas (two designated), Equestrian Facilities (one designated), Bike Skills Areas (two designated), and Outside of Study Area (five designated). Locations for these facilities can be seen in Figure 4-22. Facilities are included at the beginning or end of trails, and also may appear mid-corridor when feasible. Amenities are included for equestrians, hikers, and mountain bicyclists. On-trail amenities are dictated by the County Trails Manual. At public meetings, community members expressed the importance of creating facilities which are accessible for a wide range of users, including those with impaired vision. The inclusion of art at trailheads was also recommended by the public, as both a way to engage local artists and to improve the experience of trail users.

Table 4-2 Trail Facility Descriptions

Type	Description
Trailhead	A defined area with parking typically at, but not limited to, the beginning of a trail, with or without additional amenities such as restrooms, picnic facilities, trash receptacles, etc. (grades or classes of trailheads may be developed in the future to further define subtypes of trailheads)
Trailhead & Staging Area	Same as a trailhead except horse trailers can be accommodated
Equestrian Park	Same as a staging area except it has horse boarding facilities, arena(s), restrooms, group picnic
Equestrian Center	Same as an equestrian center except no boarding facilities
Bike Skills Area	Same as a staging area except it has bike skills facilities
Rest Area	A widened area along the trail provided for rest with no parking that can accommodate horses

Trailheads

Trailheads are the most basic facility, and may rely on existing parking. Minimal amenities are provided, such as a map board and/or trail entrance signage. Additional amenities may be provided as conditions allow. The recommended trailheads are described in Table 4-3.

Potential amenities at trailheads include:

- Mapboards
- Wayfinding Signage
- Restrooms
- Picnic Facilities

Trailheads & Staging Areas

Trailheads & staging areas are similar to the basic trailhead, with the added accommodation for equestrian trailers. Basic amenities, such as parking and wayfinding, provide a convenient way for users to access trails. Table 4-4 discusses the recommended trailheads & staging areas.

Potential amenities at trailheads & staging areas include:

- Horse Trailer Parking
- Restrooms
- Picnic Tables
- Wayfinding Signage
- Map Kiosks
- Interpretive Signage
- Gathering Areas
- Shade Structures
- Drinking Fountains (for humans, equine, or pets)
- Horse Ties and Rails
- Bike Racks
- Bike Repair Stations
- Benches/Seating

Equestrian Facilities

Equestrian facilities can either be equestrian parks or equestrian centers, the difference being that equestrian centers offer boarding facilities while equestrian parks do not. Proposed equestrian parks are assumed to be primarily equestrian spaces. The county does not currently operate any equestrian facilities within the area. Public comment on equestrian use in the area was focused in the SSMTMP (Phase I) area, with desire to enter portions of the southern Phase II area. These facilities require more space than a staging area, and potentially more construction, limiting potential placement to areas with greater available land and areas where clearing ground will provide

Table 4-3 Proposed Trailheads

Type	Code	Description
Phase II		
Trailhead 1	TH1	Trailhead to Weldon Canyon Motorway; begins on LA County land; opportunity for improved trailhead with Mapboard and other basic amenities; no new parking or restroom facilities
Trailhead 2	TH2	Trailhead connecting Henry Mayo Drive to the Santa Clara River trail, to be developed as part of the Entrada North Development

Table 4-4 Existing Conditions at Proposed Trailheads & Staging Areas

Type	Code	Description
Phase II		
Trailhead & Staging 1	TS1	City of Santa Clarita Property; Trailhead, or picnic area in oak trees, or some equestrian amenities; within SSM SEA
Trailhead & Staging 2	TS2	End of public Pico Canyon Road; opportunity for parking and trailhead with mapboard; currently used as additional parking for Mentryville, outside of MRCA fee area

Table 4-5 Existing Conditions at Proposed Equestrian Facilities

Type	Code	Description
Phase II		
Equestrian Park 1	EP1	MRCA property; Opportunity for improved trailhead with equestrian facilities and picnic areas with amenities; adjacent to an existing private equestrian area; within SSM SEA



Figure 4-21: Amenities at Equestrian Facilities Can Include Riding Arenas Like the Ones at Marshall Canyon Equestrian Center

minimal environmental disturbance. Details on equestrian trailheads can be found in Table 4-5 Existing Conditions at Proposed Equestrian Facilities. Potential amenities at equestrian facilities include:

- Trailheads
- Horse Trailer Parking
- Restrooms
- Picnic Tables
- Wayfinding Signage
- Map Kiosks
- Horse Arenas
- Gathering Areas
- Shade Structures
- Drinking Fountains (for humans, equine, or pets)
- Horse Ties and Rails

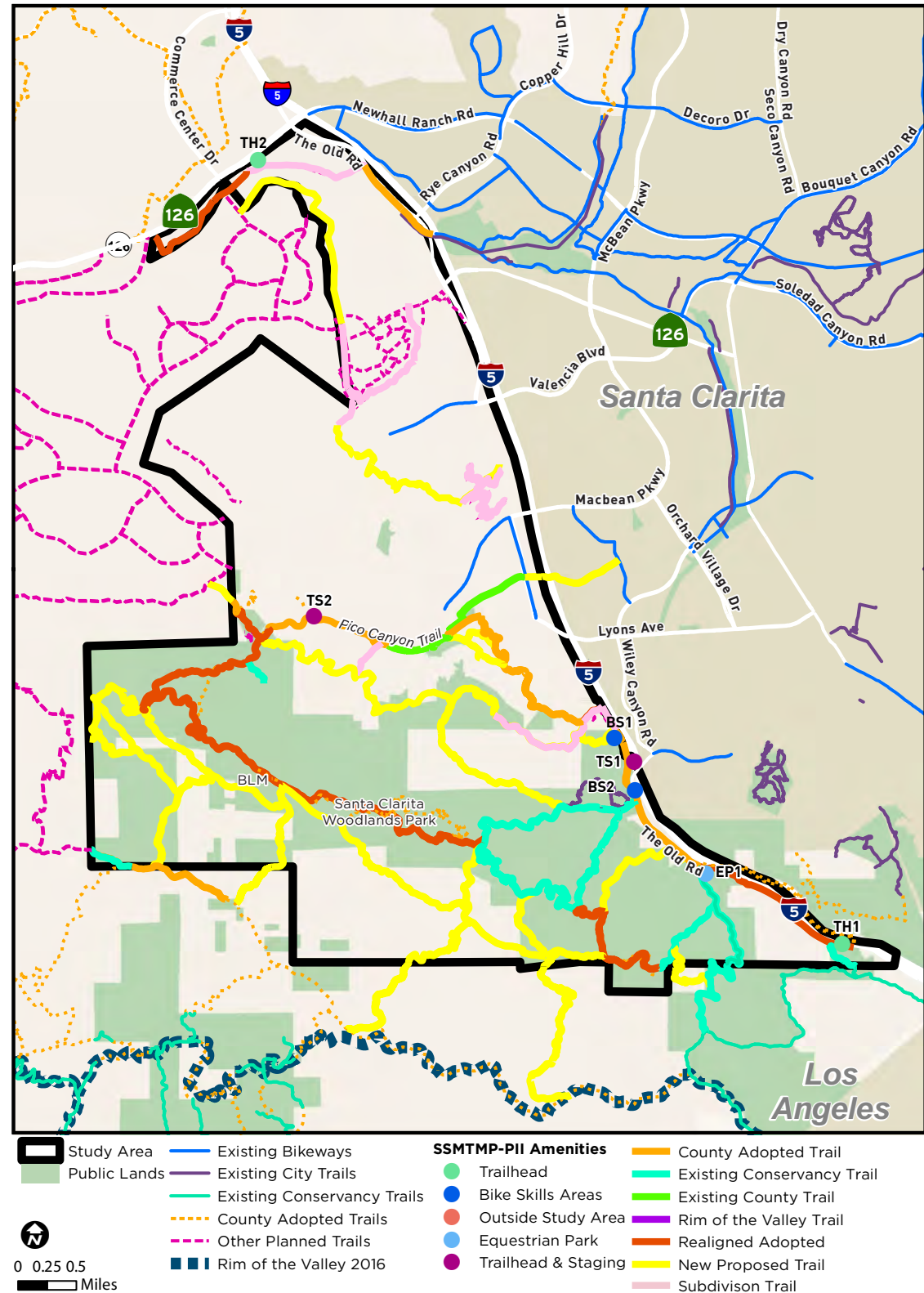
Bike Skills Area Amenities

Bike skills areas can take a wide range of forms, from small pump tracks or balance skills areas as small as an acre to large facilities with a range of courses for users of different abilities, covering 40 acres or more. The study area includes few locations with sufficient open space and appropriate land ownership for a bike skills area. The City of Santa Clarita owns a series of parcels near Towsley Canyon, but these are within an SEA boundary which may limit the extent to which these could be developed. Public outreach indicated limited desire for larger developed facilities, as riders valued the remoteness offered by existing trails. Recommendations are provided which assume a mid-size facility of approximately five acres, with a select range of features.

Bike Skills Area Amenities identifies two possible locations for bike skills areas.

Potential amenities at bike skills areas facilities include:

Figure 4-22: Phase II Trail-Related Facilities



DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

SOURCES: Date Map Created/Revised: 10/24/2017 Author: James Powell
 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016

Data Sources: Los Angeles County Enterprise GIS, California Protected Areas Database 2016b, Santa Susana Mountains Final Trails Master Plan 2015, Rim of the Valley Special Resource Study Final Summary 2016, Active Transportation Strategic Plan 2016, Castaic Area Trails Master Plan 2016, Newhall Ranch Specific Plan 2003

- Restrooms
- Trailheads
- Parking
- Map Kiosks
- Wayfinding Signage
- Drinking Fountains
- Resting Areas/Seating
- Shade Structures
- Pump tracks (No pedaling required, as cyclists utilize body movement to push bike forward)
- Progressive jumps (Natural soil with small, medium, & large height jumps constructed of compacted dirt)
- Balance skills features (Typically, utilization of wooden features i.e. log with top cut off and/or wooden teeter-totter)
- Rock/technical features (Rock garden with narrow width trails over undulating or a variety of terrain)
- Flow trails (Start at higher elevation and ride downhill through various turns, and jumps)
- Trails (Simple trails with turns over undulating or a variety of terrain and possible water crossings for all ages)
- Road handling skills areas (Hard-packed soil course)
- Beginner, intermediate, and expert skills courses (Courses for all ages and experience levels)
- Advanced downhill course (Steep terrain with multiple jumps, turns and obstacles)
- Slalom course (Two trails adjacent to each other for competition purposes)

4.5 Decommissioned Trails

Many proposed trails will travel near existing social/de facto trails or historic unpaved roadways. It is recommended that during implementation, the County identify opportunities to close access to unauthorized trails and promote access to new official trails. The decommissioning of trails can focus travel to specific routes and reduce the impact of recreational use on the environment. Some existing trails may offer important alternative experiences than official trail routes, providing users with more steep and direct routes to destinations. In these cases, consideration should be made to make multiple trail routes official and sustainable, preventing other forms of trail cutting which can be detrimental to the trails and the surrounding environment. Trails can be decommissioned or closed through the use of physical barriers, such as brush, berms, ditches, or even small roped fences, as well as through revegetation efforts to remove the trail, accompanied by signs which communicate “environmental restoration in progress.” It has been noted that trail users are more likely to respect closures if a quality alternative trail is offered, and a reasonable explanation for why the trail has been closed is provided.

Table 4-6 Existing Conditions at Proposed Bike Skills Areas

Type	Code	Description
Phase II		
Bike Skills Area 1	BS1	City of Santa Clarita Property; adjacent to The Old Road. Opportunity for trailhead with amenities, open space with potential for larger facility; within SSM SEA
Bike Skills Area 2	BS2	City of Santa Clarita owned land; open Space along the Old Road near entrance to Towsley Canyon and Rivendale park; opportunities for equestrian facilities or bike skills area; within SSM SEA



Figure 4-23: Bike Skills Area Can Include Pump Tracks, Flow Trails, Berms, Progressive Jumps, Amongst Other Features

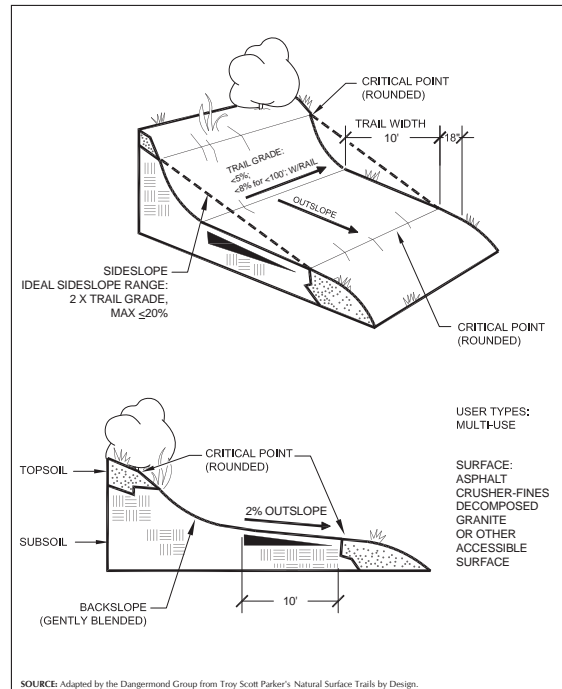
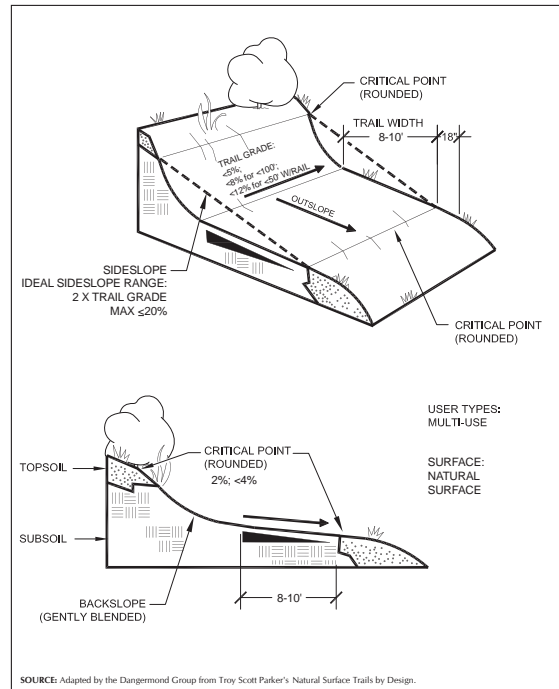


Figure 4-24: Recreational Pathway (left) and Pedestrian Path (right) from the County Trails Manual

4.6 Trail Planning and Design Policies and Standards

The County Trails Manual clarifies the standards for the alignment and design of the trails that will comprise DPR jurisdiction. Adopted in 2011, and revised in 2013, the County Trails Manual is a comprehensive guide for the planning, design, and implementation of trails by Los Angeles County.

Trail Types Defined in the County Trails Manual

The County Trails Manual includes Trail Design Guidelines (Section 4.0) that address methods of trail alignment and design to provide trails that are sustainable: controlling runoff and avoiding erosion, requiring limited maintenance, accommodating users well, and creating minimal environmental impact. It includes trail classifications to accommodate trails in different settings, summarized in Table 4-7: Trails Manual Trail Classification Guidelines.

Natural Trails (1, 2, and 3) are the classifications most relevant to the SSMTMP-P. These are illustrated in the County Trails Manual. The specific natural trail classification will depend on site conditions along a corridor, available easements, and changing adjacencies along a trail. Nearly all proposed trails in the study area fall into one of the three natural trails categories, largely in an effort to maintain the study area's character and minimize environmental disturbance. Urban Pedestrian Trails and Recreational Trailways are used sparingly, in already-developed areas where either larger numbers of users or adjacency to roadways or other development warrants a more robustly-designed trail.

It is DPR's policy and objective that all trails will be multi-use whenever possible to accommodate pedestrians/hikers, mountain bikers, and equestrians. As discussed in the County Trails Manual, creating a positive user experience is an important component of trail design. All multi-use trails should consider the principles and elements detailed in the County Trails Manual, including natural

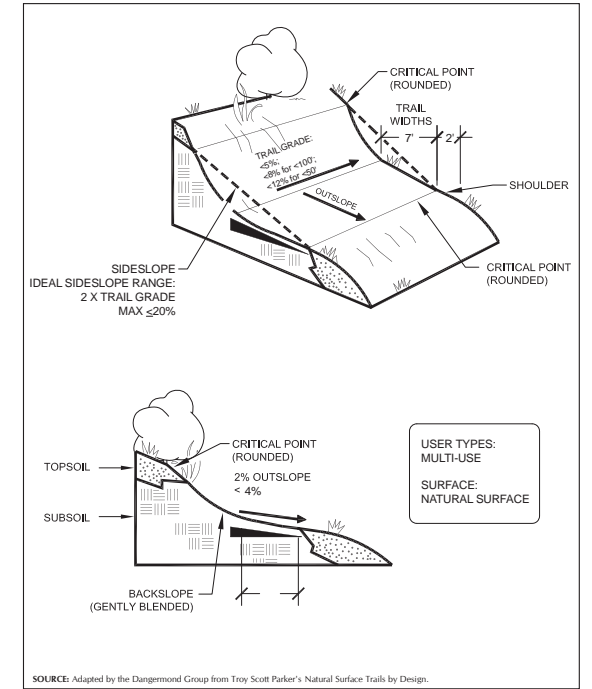
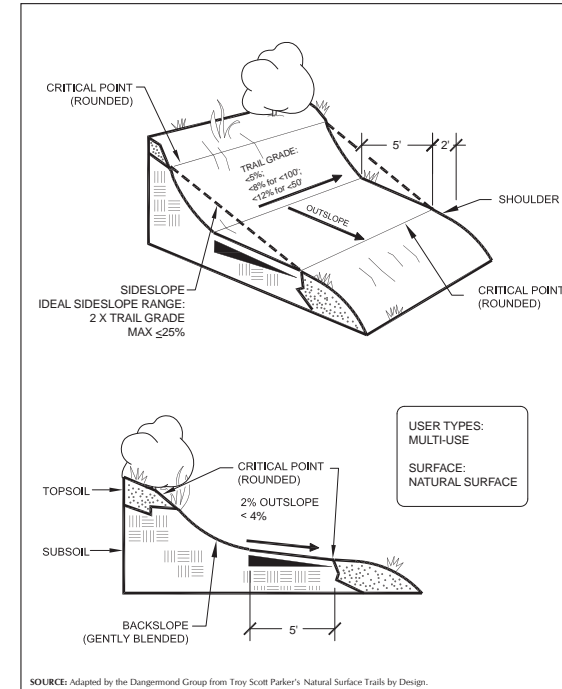


Figure 4-25: Natural Trail 1 (left) and Natural 2 (right) from the County Trails Manual

shapes, anchors, edges, gateways, vistas, playfulness, and harmony. Additionally, the experience of equestrian and mountain bikers can be significantly improved with specific features and characteristics. The County Trails Manual cites the U.S. Forest Service's Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds, which is an important reference for equestrian trail design and includes specific design details for equestrian only and shared use trails, and how to design for the best experience. Some elements cited to improve the equestrian experience are looping trails, unpaved surfaces, and water crossings.

The County Trails Manual also looks to the International Mountain Biking Association (IMBA) and the Trail Solutions (2004)¹ manual, which provides guidance for trail construction. Additional guidance from IMBA and the Bureau of Land Management (BLM) is provided in Guidelines for a Quality Trail

Experience (2017) (GTQE)². In the GTQE, an improved mountain bike experience for shared use trails is presented through the addition of "bike optimized features" including: rollers, small berms, rock gardens, slow-speed technical features, and clear sightlines on faster trail sections. While trying to promote the experience of all users on trails, it is important to consider the potential conflicts that can emerge from multi-use trails and develop strategies to prevent them. In the Draft Trail Use Conflict Study (2012)³, California State Parks lays out nine recommendations to reduce conflict including: tread width and passing space, sight distance, turn radius, sinuosity, speed control features, surface texture, low trail structures, gradient,

¹ International Mountain Bicycling Association. 2004. Trail Solutions. Boulder, CO: International Mountain Bicycling Association.

² International Mountain Bicycling Association, Bureau of Land Management. 2017. Guidelines for a Quality Trail Experience. Boulder, CO: International Mountain Bicycling Association. Available online at: https://www.blm.gov/sites/blm.gov/files/uploads/Travel-and-Transportation_Guidelines-for-a-Quality-Trail-Experience-2017.pdf

³ California State Parks. 2012. Draft Trail Use Conflict Study. Available online at: https://www.access4bikes.com/wp-content/uploads/2014/05/app_c_trailuseconflictstudy_chginuse_draft-abreviated.pdf

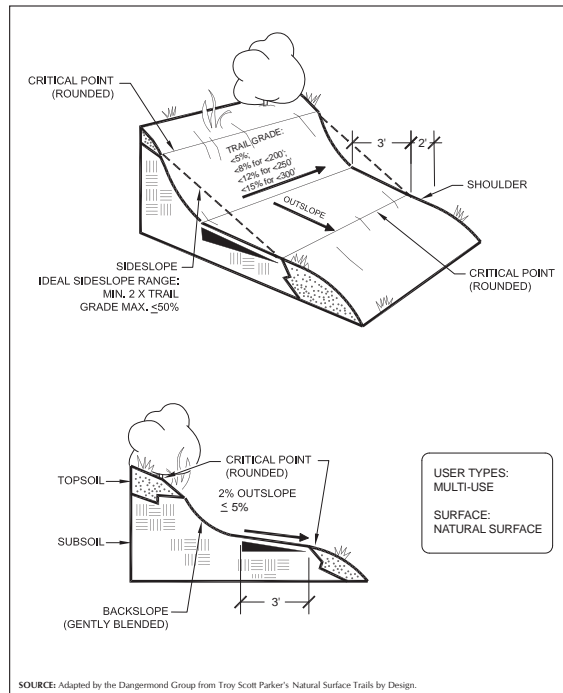


Figure 4-26: Natural Trail 2 from the County Trails Manual

and trail layout and classification. Upon implementation, each trail should be considered individually with attention paid to the concepts and guidance provided by the above mentioned documents to result in a sustainable trail which provides a fun and safe experience for all intended user groups.

To the extent feasible, based on terrain and environmental constraints, trails will also be designed to accommodate people with disabilities. The County Trails Manual advises that appropriate wayfinding and signage be used to support accessible trails and that:

Trail alignments should be located in areas where grade and obstacles will not be a problem with accessible trails. This requires careful planning and route selection to ensure grades are ideally below 8 percent, widths are at least 36 inches, few protruding objects are present, tread obstacles are less than 2 inches in height, and that the surface is reasonably firm.

Although the trail classifications include Urban Pedestrian Trails that may be paved,

the objective for the SSMTMP-PII is that all trails will be unpaved, except for short stretches that may cross or share driveways, service roads, and service access points.

Section 4.2.8, *Traffic Calming Design* of the County Trails Manual includes guidelines to help control mountain bike speed, which can be a source of conflict on multi-use trails. These measures work in concert with the sustainable trail design principles of generally following contours, maintaining the natural smaller watersheds reflected in gradual rise and fall of the trail, and incorporating many turns to gain or lose elevation, while avoiding sharp switchbacks.

Though the trail classifications include trails as narrow as two feet, the County Trails Manual advises that multi-use trails should be a minimum of five feet wide whenever possible, provide turnout areas at regular intervals, and maintain maximum line-of-sight distances to minimize conflict between trail users:

It is the County's objective to have trails within the County be multi-use, which the County defines as including equestrians, hikers, and mountain bikers. In order to accommodate these users, it is recommended that trails be a minimum of 5 feet wherever possible; however, this does not preclude trails that are 3 feet wide from being designated a multi-use trail. Where trails are narrower than 5 feet or where 5-foot-wide trails will experience a high level of traffic, it is recommended that wider turnout areas of 6 to 10 feet be provided every quarter mile to allow for passage of trails users. In addition, it is recommended that where narrower trails cross terrain with excessive sideslope, typically greater than 45 degrees, the trail width be expanded to a minimum of 6 feet. It is recommended that trails that are multi-use allow users sufficient line of sight to react to

Table 4-7: County Trails Manual Trail Classification Guidelines

Trail Classification	Trail Grade (percent)	Surface	Tread / Trail Width (feet)	Outslope (percent)
Urban Pedestrian Trail	< 5% < 8% for < 100' with rail	Asphalt Crusher fines Decomposed granite	10 to 11	2%
Recreational Trailway	< 5% < 8% for < 100' < 12% for < 50'	Natural surface	8 to 10	2% < 4%
Natural Trail 1	< 5% < 8% for < 150' < 12% for < 50'	Natural surface	7 to 10	2% < 4%
Natural Trail 2	< 5% < 8% for < 100' < 12% for < 50'	Natural surface	5 to 8	2% < 4%
Natural Trail 3	< 5% < 8% for < 200' < 12% for < 50' < 15% for < 20'	Natural surface	2 to 3	2% < 5%

other trail users. The following line of sight guidelines are recommended:

Minimum +/- 85 feet for trail grades of 5-10 percent'

Minimum +/- 50 feet for trail grades of 10- 12 percent and at blind turns

In order to address the concerns of all trail users, a design where soft-surface trails are located adjacent to hard surface trails for use of mountain bikes traveling at speeds in excess of equestrians may be considered (Section 4.3.2.1, page 4-14).

Guidelines for Trail Corridor Width

The objective for acquiring trail access should include securing a sufficient corridor for the trail to allow construction, use, and maintenance with little or no conflict with existing or potential future adjacent uses, as well as to provide a

positive trail user experience, preferably of a natural or at least scenic setting.

The County Trails Manual does not specify trail easement or corridor widths. The recommended minimum width for a trail easement or other corridor is 20 feet. Depending on the width of the trail and the steepness of the side slope it is to be constructed on - as well as adjacent uses, views and visibility, natural or scenic resources, and other opportunities and constraints - the trail corridor and associated protected area or access points may need to be wider than 20 feet. Conversely, if site constraints or property owner willingness dictate, the trail corridor/easement could be as little as 10 feet-wide in a relatively level setting, but such narrow corridors should only be accepted if an alternative corridor is unavailable.

National, state, and regional trail systems each have individual standards for the ideal and minimum width for a trail easement or alignment corridor.

Trails in the Road Right-of-Way

Several trail routes adopted in the County of Los Angeles General Plan 2035 are along county roads, and in some cases pass through state highway right-of-way (ROW) at crossings of I-5. In general, SSMTMP-PII limits the proposal of trails within roadway ROW. An exception is The Old Road and segments of Pico Canyon (both of which are previously-adopted). Publicly-owned road ROW offers an opportunity to extend trail access, but maintaining multi-use functionality can prove difficult without sufficient roadside ROW. The County Trails Manual has a detail for a Multi-use Front Yard Trail on Secondary Roadway (See Figure 4-3, 1-6 The County Trails Manual Detail Multi-use Front Yard Trail on Secondary Roadway) that shows a trail that could be developed within public ROW but outside the paved roadway area. This configuration can be, and often is, included in a condition of approval of subdivision developments, but where trails are envisioned to follow roadways in areas that are already developed it would be very challenging – especially in denser residential or commercial areas with many parcels and significant built features. In these cases, a trail may lose its multi-use function and convert to an on-street bicycle facility, a pedestrian pathway, or a Class I shared-use (bicycle and pedestrian path). Should this happen, DPR must provide adequate signage and alternative routes for trail users which cannot proceed along the primary route.

In order to accommodate access consistent with the County Trails Manual, a 20-foot easement or corridor parallel to the roadway would suffice. If there is sufficient undeveloped usable space in the road ROW, and the County Department of Public Works Survey/Mapping and Property Management Division, Right-of-way Engineering Section agrees that the ROW is not needed in the near term for roadway improvements, this presents an opportunity to construct a multi-use trail.

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Implementation and Phasing

SECTION 5.0

This section addresses strategies for implementation. It discusses other public and private organizations with which DPR may need to coordinate or wish to partner, as well as case studies of other public and private organizations who are currently managing trails in the region. Additionally, this section goes into detail addressing phasing, implementation steps, cost estimation, maintenance strategies, and funding opportunities.

5.1 Schedule

There is no projected construction schedule for the proposed Trails Master Plan because it is conceptual in nature, and the location of the trail alignment is subject to adjustment should development of the trails be pursued. Trails proposed in this plan are not, as of the completion of this plan, scheduled for construction. It is anticipated that the trails will be constructed incrementally over the 2035 planning horizon as a result of a variety of factors: conditions of approval of development projects, particularly residential subdivisions, segments funded by Measure A grant monies, and segments for which private property owners provide easements, or the DPR acquires fee-title of an easement to construct. Should the development of the trails in this plan be pursued, the exact alignment of trails will be subject to adjustment, and no trail development will take place without the explicit consent of current property owners. Any references to a construction schedule in the MND are for evaluation of a reasonable worst-case scenario only.

5.2 Coordination and Partnerships

Strategic coordination with governmental and other agencies, as well as partnerships with volunteer groups, can help DPR not only

expedite trail development, but also establish frameworks for long-term trail maintenance. Trails planned in this document pass through a variety of ownership scenarios, each with its own challenges and benefits.

Coordination

Federal and State Agencies

While federal and state land ownership within the study area is minimal overall, much of the study area falls within the proposed expansion of the Santa Monica Mountains National Recreation Area as proposed in the Rim of the Valley Corridor Special Resource Study.¹ Currently, the study has not been formally adopted by Congress but exists as a set of recommendations for projects within the Rim of the Valley study area. These recommendations should be considered with any further trail development efforts, but are currently not mandatory.

¹ United States Department of the Interior, National Park Service. February 2016. Rim of the Valley Corridor Special Resource Study: Final Summary. Available online at <http://www.npshistory.com/publications/samo/srs-summary.pdf>



Figure 5-1: Mentryville and Pico Canyon Are Managed by the Santa Monica Mountains Conservancy

The legislation, introduced in 2016 as the Rim of the Valley Corridor Preservation Act, is currently with the Natural Resources Committee in the House and the Energy and Natural Resources Committee in the Senate and has not been taken up for a vote in either chamber. Were the legislation to pass, a new National Park System unit would be established, and the recommendations in the study would become law. This would make the County of Los Angeles eligible to receive goods, services, and funding from the National Park Service (NPS) for projects within the unit, including the sharing of trail crews and equipment for trail building and maintenance. With that legislation, the NPS will manage and advise areas within the Park System Unit, but will not own the majority of the land. During the design, development, and implementation of trails proposed within the SSMTMP-P11, NPS would provide input, attend meetings and review documents to advise the County of Los Angeles.

The State of California owns just over seven acres within the study area, none of which are maintained as public space. The State does, however, operate the Santa Susana Pass State Historic Park, which includes its own extensive network of trails and is located approximately 4 miles south of the Phase II study area. It is largely maintained by a dedicated volunteer group, discussed in Section 5.1.

Park staff have indicated that there are a great number of unauthorized trails and entrance points to the park and requested that any connections proposed in this plan utilize both authorized trails and access points.

Los Angeles County Metropolitan Transportation Authority (Metro)

Metro has been placing increasing priority on multimodal connectivity and expanding its service areas to include nonmotorized transportation facilities and connection

strategies, including shared use paths, transit to trails programs, bike share, first-last mile planning, and funding programs for trails. Metro has also prioritized bringing urban residents throughout Los Angeles County to natural areas. Opportunities to form partnerships with Metro should be explored which provide transit access to trailheads, identify on-street bicycle and pedestrian connections between existing transit service and trails, and ways to leverage funding to provide these connections between trails and the transit network.

City of Santa Clarita

The City of Santa Clarita borders a large portion of the study area along its eastern side. It is important that DPR coordinate with the City to create connections between Phase II and the city. Santa Clarita has an extensive Class 1 and multi-use trail network which can connect to proposed trails within the study area via existing I-5 underpasses. County trail design standards should be shared with the City of Santa Clarita to promote seamless transitions between jurisdictions. Coordination between DPR and the City will be necessary to develop proposed amenities in and adjacent to city-owned Rivendale Open Space along The Old Road. Additionally, the City should be encouraged to provide transit connections from Santa Clarita Transit to proposed trails and amenities in Phase II, particularly along The Old Road near Towsley Canyon Park.

Conservancy and Trust Land

One of the primary landholders in the study area is the MRCA. While this agency does not necessarily have the resources to implement and maintain the trails proposed in this document, it is receptive to forming partnerships with DPR, particularly where DPR can provide funding and other resources for trails. Many unofficial trails

exist on MRCA land throughout the study area, some of which present safety and/or environmental concerns. The trails proposed in this document have been reviewed by the MRCA and tentatively approved as conceptual alignments, and the agency is willing to cooperate with DPR in this study.

Local Agencies and Utilities

Southern California Edison (SCE) holds a series of easements near Stevenson Ranch, which form an important connection in this otherwise difficult-to-build terrain. DPR has entered into agreements with SCE on multiple occasions, where SCE either holds an easement or owns the land in fee. Trails proposed in SSMTMP-P11 that fall within SCE-controlled property should follow these previous agreements as precedents, in order to ease the process for both parties. Examples of these agreements are in Appendix E.

The Los Angeles County Flood Control District (LACFCD) currently maintains one of the few existing trails within the study area and should be consulted anywhere a proposed trail is expected to cross a maintained drainage channel. Pico Canyon Channel is currently the primary drainage in the area, but LACFCD should be kept informed of any trail development plans, particularly in areas surrounding planned subdivisions.

Newhall Ranch High Country Recreation and Conservation Authority

The Newhall Ranch High Country Recreation and Conservation Authority (NRHCRCA) was formed in 2006 between the Santa Monica Mountains Conservancy, the City of Santa Clarita, and the County of Los Angeles to jointly acquire, develop, and manage park and open space land set aside as part of Newhall Land's development in the Santa Clarita Valley. The NRHCRCA provides access to a

range of different financing mechanisms to fund capital acquisitions and improvements, as well as funding opportunities for ongoing operations and maintenance. Park and open space land owned by the NRHCRCA can be utilized for a variety of purposes, including the development of the County's multi-use trail network. The NRHCRCA has granted a conservation and management easement to the Center for Natural Lands Management for the ongoing maintenance and management of the lands under the NRHCRCA's jurisdiction. Coordination with the NRHCRCA and the Center for Natural Lands Management will be necessary to develop proposed trails segments and amenities in and adjacent to the Newhall Ranch High County and Westridge Open Space.

Types of Trail Partnerships

Friends Groups

Friends groups can provide trails with a diverse range of support. This support can include providing for ongoing trail and trailside cleanup, constructing trail facilities, improving the character of trails, fundraising, and more. These groups provide trail managers with the much-needed capacity to ensure a trail or park facility functions well as a recreational facility. Generally, friends groups align with a geographic area or specific trail to ensure that resources are not spread thin and to build stronger support and ownership.

Activity-Oriented Groups

Groups that are organized to promote recreational opportunities around a specific use, such as mountain biking, can be effective in mobilizing volunteers and often bring a high level of technical expertise. However, these groups' efforts need to be guided and channeled into completing projects

that are needed from the point of view of a park supervisor and/or trail plan. In some cases, activity oriented groups can also be effective in completing needed regular maintenance, such as vegetation trimming.

Community Trail Committees

A growing number of communities are establishing trail committees at a local level. These groups tend to be focused on creating new trail opportunities on community lands, but may want to create connections to state parks and forests, too.

Adopters

Adopters can be individuals, organizations, or businesses who agree to regularly monitor and maintain a particular section of trail. Adopter programs can be effective ways to channel volunteer interest, but a certain level of formality, training, and monitoring is required. Adopt-A-Trail programs may also be organized and overseen by parks friends groups or other similar organizations. These programs organize adopters, provide training, and oversee the program. It is the responsibility of the volunteer organization to stay in close communication with a member of the DPR staff in order to determine the trail work that is needed and permitted, but it is ultimately the organization which facilitates the program. The County has both Adopt-A-Park and Adopt-A-Trail programs under which people can help with unmet needs of trails, parks, and other public natural areas.

Volunteer Trail Patrols / Ambassadors

Like adoption programs, individuals and organizations may agree to regularly patrol and serve as “ambassadors” on a trail. Ambassadors help monitor trails, provide outreach, lead maintenance and operations of trails, and implement

programs related to education, recreation, environment, and safety.

Local Trail Partner Organizations

Santa Susana Mountain Park Association

The Santa Susana Mountain Park Association (SSMPA) was developed in the early 1970’s as an advocacy group with the goal of creating a state park in the Santa Susana Mountains. The SSMPA created two wings: (1) a 501(c)4 to advocate the Association’s agenda and (2) a 501(c)3, the SSMPA Foundation, to raise money and to acquire land for the Santa Susana Pass State Historic Park, which was achieved in 1992. The SSMPA gave this land over to the California State Parks to formally create and manage the park.

During the 2009 budget crisis, there was a proposed closure of many parks, including the Santa Susana Pass State Historic Park. Rather than allow the park to close, SSMPA offered to develop a volunteer program to manage the State Historic Park. SSMPA modified their existing structure to become a Cooperating Agency, acting as representatives of the state towards the management and maintenance of the State Historic Park.

For nearly a decade, SSMPA has engaged volunteers in the ongoing daily operation of the park including maintaining trails, performing general maintenance, removing graffiti, leading public hikes, offering educational opportunities to local youth, and acting as Park Observers who monitor the park for problems. To maintain active engagement from volunteers, the SSMPA develops new recruits through a Naturalist Study Class, which introduces new volunteers to the resources of the Santa Susana Mountains and prepares them to support SSMPA’s efforts to care for the State Historic Park. The California State Parks system has hailed the work performed by

Table 5-1: Partner Agency Opportunities

Partner Agency Name	Scope of Operations	Advocacy	Design	Easement/Lease Opportunity	Funding Assistance	Planning	Management, Operations, or Maintenance	Promotion/Marketing
Santa Monica Mountains National Recreation Area	Federal	●	●		●	●	●	
National Park Service	Federal	●	●		●	●	●	
California State Parks	State							
California State Parks Foundation	State	●			●		●	●
California Department of Parks and Recreation Volunteers	State						●	
Mountains Recreation & Conservation Authority/ Santa Monica Mountains Conservancy	Regional Conservancy			●				
Southern California Edison	Regional Utility			●				
Los Angeles County Flood Control District	Regional Utility			●				
Community Hiking Club	Regional						●	
Sierra Club: Angeles Chapter	Regional							
Santa Susana Mountain Park Association	Local	●					●	
Foundation for the Preservation of the Santa Susana Mountains	Local	●			●		●	

the SSMPA, and this model of Cooperating Agency built on volunteer support is being promoted throughout the state.

SSMPA has identified a strong constituency of devoted community members in the Chatsworth and West Hills communities who have great potential as volunteers to maintain the quality of the Santa Susana Mountains. Further, SSMPA has indicated a willingness and interest in expanding the purview of the organization to include potential new open space areas. It is highly recommended that the SSMPA remains engaged and its operating agreements and volunteer program be used as a model for DPR trails.

Foundation for the Preservation of the Santa Susana Mountains

The Foundation for the Preservation of the Santa Susana Mountains (the Foundation) is a sister organization to SSMPA. The Foundation was formed in 1974 to support the acquisition of land that ultimately led to the creation of Santa Susana Pass State Historic Park. The Foundation supports three volunteer programs including interpretive hikes, daily park observers, and monthly graffiti removal.

Community Hiking Club

The Community Hiking Club is a hiking enthusiast group focused on the Santa Clarita Valley. Its members engage in trail volunteer work, educational programs, advocacy, and

organize guided hikes throughout the area. While much of the group's past work has focused on the Castaic area and within the City of Santa Clarita, the group is supportive of the Rim of the Valley Trails, and members of the group have expressed interest in the Santa Susana Mountains area as well. Leveraging the knowledge, political support, and partnerships that this group has already formed will greatly help in the implementation of trails in the SSMTMP-P II area.

Regional and State Trail Partner Organizations

Sierra Club: Angeles Chapter

The Angeles Chapter of the Sierra Club was formed more than 100 years ago and now has 16 regional groups (including Santa Clarita Valley) and 27 different committees for various interests and issues. The chapter has volunteer opportunities year-round, including a Trail Crew that serves both Los Angeles and Orange Counties. This committee's work includes building new trails, repairing eroded trail tread, correcting water drainage problems, installing bridges and other structures, pruning back vegetation, and removing invasive non-native plant species.

California Department of Parks and Recreation Volunteers

The California Department of Parks and Recreation Volunteer program has been around for 100 years and grown to nearly 40,000 volunteers who donate over one million hours of time each year. The program assists in nearly all of California's State Parks in multiple ways, including park operations, park equipment maintenance, trail construction and maintenance, and habitat restoration.

California State Parks Foundation

In 1969, the director of the California Department of Parks and Recreation founded the California State Parks Foundation (CSPF), a member-supported nonprofit that enhances state parks through advocacy, education, capital improvement, grants, and fundraising. In partnership with California Department of Parks and Recreation, CSPF runs a Park Champions program that holds volunteer work days in parks across the state. Park Champions volunteers improve safety, quality, and preservation of parks through trail maintenance and repair, invasive plant removal, habitat restoration, and more.

Case Studies

Many successful partnerships have been created between the public, nongovernmental organizations (NGOs), foundations, and agencies like DPR. The following programs and partnerships are good examples of the type DPR could develop for the SSMTMP-P II study area.

Mountains Restoration Trust

The Mountains Restoration Trust (MRT) was formed by the California Coastal Commission and State Coastal Conservancy in 1981, to assist the Coastal Commission with required mitigation in the Santa Monica Mountains. In 1884, MRT separated from governmental organizations to become a nonprofit organization and inherited purview over the Murphy Preserve. Now, MRT owns and/or manages over 2,000 acres of land in the Cold Creek watershed.

MRT has regularly scheduled community restoration events that ask volunteers to help with invasive species removal, vegetation restoration, and trash/graffiti removal. MRT partnered with the State Parks Department to develop the Commemorative Oaks

program in Malibu Creek State Park. Under this program, volunteers remove non-native vegetation and replace them with oak trees. To date, more than 2,500 oak trees have been planted. In 2010, MRT launched a program to restore Malibu Creek by removing non-native aquatic species and trash, with the help of local community members.

Pacific Crest Trail Association

The Pacific Crest Trail Association (PCTA) was formally founded in 1992 and is the federal government's major partner in the management and operation of the Pacific Crest National Scenic Trail. PCTA recruits and trains volunteers for trail maintenance. PCTA offers a trail maintenance educational program, Trail Skills College, which is free for new and experienced volunteers. Volunteers help maintain over 1,700 miles of trail, restore/reconstruct over 46 miles of trail, and more. PCTA partners with local organizations near the study area including Antelope Valley College, Los Angeles Conservation Corps, and the Trailblazing program at the William S. Hart Union High School District in Santa Clarita.

San Gabriel Mountains Trailbuilders

Formed in 1984, the San Gabriel Mountains Trailbuilders (SGMT) is a nonprofit organization of volunteers who construct and maintain trails in the San Gabriel Mountains' Angeles National Forest. Since its formation, SGMT has built and maintained over 110 miles of trails. Additionally, SGMT establishes and maintains trail signs. The organization uses volunteers from schools, youth groups, and more to assist with these trail projects.

Santa Monica Mountains Fund

The Santa Monica Mountains Fund (SMMF) was formed by concerned citizens in 1988 to educate and protect resources in the mountains. The SMMF organizes volunteers

for a number of programs across Los Angeles and Ventura Counties, including trail maintenance, trail patrol, and restoring native habitats. Volunteer groups patrol and maintain trails regularly, with training provided and open to people of all ages.

Santa Monica Mountains Trails Council

The Santa Monica Mountains Trails Council is a volunteer nonprofit organization that works with government agencies to develop and preserve trails, assist in negotiations with property owners regarding trail alignments, promote public awareness, and build, monitor and maintain trails. The council offers trail maintenance and construction training and online resources.

5.3 Trail Access Acquisition Methods

Implementation of the SSMTMP-P II requires that DPR negotiate public access for proposed trail routes. This section provides guidance to help DPR staff and their partners in other County departments, as well as partners in trails, parks, open space, and conservation agencies, move toward securing public access rights. One of the County's most effective means for securing trail easements and open space area dedications is through the inclusion of trail conditions in subdivision agreements through the Los Angeles County Regional Planning Department. The trail following the Pico Canyon Channel, built as part of Stevenson Ranch, is a local example of one of these agreements,

There will be occasions where a desired trail alignment passes through private property that is already developed or not part of a subdivision. In these cases, the County would seek to acquire an easement or potentially fee (outright) ownership of a parcel on a willing seller basis. This may

be accomplished through one or more of the acquisition methods outlined below.

An overview of property ownership and land use designations in the study area can be found in Section 3. The following tools and techniques can be used for trail access acquisition and related open space conservation. The applicability of the tool depends very much on the property owner, setting, and needs that will be determined on a case-by-case basis.

Trail Easement or Parkland Dedication

As specified in P/R Policy 3.1 of the Parks and Recreation Element of the County of Los Angeles General Plan 2035, the County standard for the provision of parkland is four acres of local parkland per 1,000 residents of the population in the unincorporated areas, and six acres of regional parkland per 1,000 residents of the total population of Los Angeles County. Under the Quimby Act, the County requires developers to dedicate park/trail lands outright or as an easement, or pay a fee that is used to acquire and develop park and trail facilities nearby. This exaction fee is a way to offset increased demand for parks or trails created by population growth anticipated as a result of the development.

The Quimby Act, part of the Subdivision Map Act, applies to residential subdivisions and permits the County, by ordinance, to require the dedication of land or payment of fees for park and recreational purposes. As part of its approval of a subdivision, the County may require the subdivider to provide land to serve the park and recreational needs of future residents of the subdivision, with a standard of three acres of parkland per 1,000 residents. Quimby fees may be used to acquire land for local park purposes, improve local parkland (including existing local parks), or both acquire and develop local parkland. A developer may also apply

to the County to form a Mello-Roos District pursuant to the California Mello-Roos Community Facilities Act of 1982 to develop and maintain park improvements. Pursuant to County guidelines, the parks should be regional in nature, and have an impact or benefit beyond the associated subdivision.

Trail Easement Acquisition

A partial interest in a property is purchased from a willing seller to allow public trail access, typically within designated limits. Easement acquisition is usually cheaper than outright purchase of land. It is a way of defining a legal corridor for the trail when parcel subdivision codes may not allow a corresponding separate legal parcel.

Fee Simple Purchase

Fee simple purchase is the trail access acquisition method used when property owners would rather sell a property outright than sell an easement. Purchase of the land “in fee” can be significantly more costly than an easement. Typically the County would not want to own the entire parcel unless it had value as parkland or another public purpose. There may be parcels that have open space or natural resource values, in addition to trail opportunities, that would warrant the purchase by a conservation agency or organization, in which case the County may be able to acquire a trail easement.

Purchase and Sale with Easement

One approach used by land trusts and other conservation organizations is to purchase the land outright, place conservation and trail easements over the property and sell it at a reduced price to another party who wants to live on and/or continue agricultural use on the property.

Lease or License

In the case of a lease or license, the access right is acquired from the landowner for a set amount of time. Property owners that may be unwilling to grant permanent access, such as railroads, utility companies, and public entities, may be willing to allow access for a long, but limited, time period.

Land Donations

A landowner can donate property or an easement to an agency or organization. Tax credits may be available for land donated for trail or conservation purposes. The tax deduction would depend on the permanent conservation of the property, or a significant portion of it. Thus, this method may require partnership with a conservation agency or organization that would own the land and grant a trail easement to the County.

Bargain Sale

The landowner sells property to a conservation agency or organization at less than full market value and donates the remaining value. The difference between full market value (as determined by a professional appraisal) and the sale price can be treated as a charitable contribution and can significantly reduce any capital gains taxes payable on the sale. The tax deduction would depend on the permanent conservation of the property or a significant portion of it. Thus, this method may require partnership with a conservation agency or organization that would own the land and grant a trail easement to the County.

Bequest or Living Trust

A landowner can donate property or an easement through a will. A bequest is a provision in a will or codicil that instructs the estate’s executor to convey the land or

Table 5-2: Ranking Criteria

Possible Score	1	2	3
Oil Lease Crossings	> 1	1	0
Property Ownership	> 2 owners or > 5 parcel crossings	2 owners or 2-5 parcel crossings	1 owner or parcel crossing
Negotiating Agency	Private or outside study area	State/ Federal/ Utility	County/ Conservancy
Trail and Bikeway Connections	< 2	2-3	> 3
Destinations	0	1-3	> 3
Cultural Resources within 60 Feet	>1	1	0
Physical Status	None	Partial	Existing
Average Slope	> 15%	< 15% and > 5%	< 5%
Blue Line Stream Crossings	>5 stream crossings or within a riparian corridor	> 3 stream crossings or crosses riparian areas	< 3 stream crossings or outside of a riparian area
Public Support Comments	0	1-2	> 2
Range of Scores	10-30*		
	<i>*Base range: corridors with existing maintained segments are ranked higher, based on the percentage of the corridor consisting of maintained trails.</i>		

a conservation easement to the County or a partner organization. This allows a landowner the maximum usage of a property during their lifetime, with eventual preservation – another method that would likely require a conservation agency or organization partner. A living trust can achieve the same result but avoids the probate process.

Purchase Option

A purchase option is a legal document conveying the right to buy. The document outlines the required price and applicable period, with a fee (often 10 percent of land value). If the property is bought, the fee is deducted from the purchase price; if the purchase does not proceed, the fee is nonrefundable. This option may be a good approach if the County is interested in purchasing land or an easement but needs to secure funds for the purchase.

Right of First Refusal

Based on an agreement with the property owner, the right of first refusal gives the County or a partner organization the opportunity to match a purchase offer received by the owner at a future time if and when the owner elects to sell the property. The owner retains property rights until such time as a purchase is amenable to the owner.

5.4 Phasing

The primary purpose for trail phasing is to ensure a logical sequence of implementation that provides a high degree of success as each phase is built, thereby building momentum for future phases and trail network expansion. Success is directly correlated with a substantial level of use, strong public and political support, and proven effective management of the trail as each phase is implemented. Phasing recommendations also help DPR identify trails which can be implemented at a

potentially lower cost, those with fewer land and regulatory negotiations, and those which may be implemented faster than others.

The trail phasing strategy is based upon the composite score of the following categories:

- Land ownership
- Connectivity
- Site conditions
- Public support

These categories are comprised of specific factors, which can help guide future trail development in the SSMTMP-PII area by giving an overall picture of potential implementation challenges. Table 5-2 details the specifics of these factors.

Scoring is applied at both the segment and corridor level, allowing individual segments to be evaluated within a corridor, but also allowing corridors as a whole to be compared. Table 5-3 shows this scoring as applied to trails proposed in this document.

Land Ownership

Immediate projects should focus on property currently owned or managed by the County or other public space entities. To acquire the land for further trail development, the acquisition strategies and approaches identified in Section 5.3 should be followed. Landowner information and how it relates to each segment can be seen in Table 5-2, under the columns:

- Property Ownership: counts the number of parcel crossings and the number of unique owners across those parcels;
- Negotiating Agency: what type of owner will do the negotiating. Public agencies are prioritized, while private ownership and areas outside the study area are deprioritized; and

Table 5-3: Phase II Corridor Ranking

Corridor	Miles	Primary Owner	Total Score	Cultural Resources	Slope	Destinations	Public Comment	Blue Line Stream Crossings	Connections	Oil Leases	Ownership	Agency	Physical Status	% Maintained
Pico Channel	1.7	LACFCD	34.5	3.0	2.5	2.0	2.6	1.0	2.5	3.0	3.0	1.5	2.0	50%
Santa Clara River	3.1	Subdivision	32.8	3.9	2.0	2.0	4.0	1.3	4.0	4.0	2.3	3.5	2.3	11%
Rice Canyon	3.7	MRCA	27.6	3.0	2.3	2.3	1.4	1.5	3.0	1.6	2.5	2.2	2.6	23%
Entrada	5.8	Subdivision	26.9	3.0	1.5	2.4	1.8	1.0	3.0	1.7	2.9	1.8	1.9	28%
Palo Sola	1.3	Private	26.6	3.0	2.0	3.0	2.0	1.2	3.0	1.0	3.0	1.2	1.0	30%
The Old Rd	3.3	LA County	26.0	3.0	2.9	2.5	2.5	1.4	3.0	3.0	3.0	1.7	3.0	0%
Pico Canyon	7.6	LA County	23.3	2.3	2.1	3.0	2.1	1.4	2.6	1.5	2.0	2.0	2.7	8%
Wiley West Rim	0.8	MRCA	22.0	3.0	2.0	3.0	1.0	1.0	3.0	1.0	3.0	2.0	3.0	0%
Pico Park	1.0	Subdivision	21.8	3.0	2.0	3.0	1.8	1.0	3.0	2.1	3.0	1.2	1.6	0%
Lyons Ranch	4.2	City of Santa Clarita	21.3	3.0	2.0	2.2	2.0	1.0	2.7	1.8	3.0	1.4	2.0	0%
Wiley to RIVA	2.3	LA County	21.2	3.0	1.7	2.7	1.3	1.9	3.0	1.0	3.0	1.8	1.9	0%
Wiley South Rim	2.0	MRCA	21.2	3.0	2.0	2.3	1.0	1.6	3.0	1.0	2.4	2.6	2.3	0%
Entrada to Santa Clara River	2.6	Private	19.4	3.0	1.8	1.0	2.0	2.0	3.0	2.8	1.2	1.4	1.2	0%
Towsley to North Ridge	2.3	MRCA	19.0	3.0	2.0	1.8	1.0	2.0	3.0	1.0	1.6	1.4	2.2	0%
Towsley to South Ridge	2.1	MRCA	19.0	3.0	2.0	1.0	1.0	1.0	3.0	1.0	3.0	1.0	3.0	0%
Mentryville-Newhall Ranch	0.8	MRCA	18.9	2.5	2.0	1.5	1.0	1.0	3.0	1.3	1.8	2.3	2.5	0%
Mentryville to Lyons	3.2	Subdivision	18.5	2.6	2.0	1.2	1.1	1.0	3.0	1.0	3.0	1.6	2.0	0%
Pico to Newhall Ranch	3.1	MRCA	18.2	3.0	2.0	1.4	1.2	1.0	3.0	1.0	2.2	1.7	1.7	0%
Pico to Palo Sola	4.4	US Govt	16.0	3.0	1.0	2.0	1.0	2.2	1.0	2.2	1.0	1.0	1.6	0%
Towsley to RIVA	2.9	Private	16.0	2.7	1.7	1.7	1.0	1.0	2.0	1.0	2.7	1.3	1.0	0%



Figure 5-2: The Pico Channel Trail Corridor Utilizes Portions of an Existing Trail Along Pico Channel Between The Old Road and Pico Canyon Road

- Oil Leases: number of oil leases crossed, having potential conflicts with oil operations and safety concerns.

Connectivity

Overall connectivity is indicated in Table 5-2 by two columns: Destinations, which refers to the number of priority destinations identified in Section 3.1 that are within 1/4-mile of the corridor; and Trail and Bikeway Connections, which measures the number of connections to existing or planned bikeways and trails within 1/4 mile of a proposed trail.

Site Conditions

While the planning process undertaken for SSMTMP-P II has incorporated general best practices for the selection of trail alignments, varying site conditions will play a great effect on a trail's constructability, potential costs, and anticipated level of use. Specific existing

conditions along trail segments which have been considered are:

- Existing physical trail status: existing roads or trails, partial trails or footpaths;
- Riparian crossings and corridors: trails proposed within 50 feet of an existing river or stream, as well as the number of stream crossings;
- Topography: average slope along a proposed trail;
- Cultural resource adjacency: trails falling within 60 feet of an identified cultural resource.

Public Support

The SSMTMP-P II planning process included several public meetings, online interactive mapping, surveys, and comment cards, details of which can be found in Section 2 and in Appendix A. Public comment indicated areas of desire and the need for

trails development. Comments were tallied per corridor, as votes for a particular corridor. Comments advocating for a particular corridor are scored under the Public Support Comments column in Table 5-2.

Percent Maintained

This criterion evaluates the percentage of total miles of a corridor that is currently maintained by either LA County or the MRCA. This percentage is factored into the total corridor score, giving a bonus to corridors which are already partially complete. Trails were defined as maintained by their status as an existing trail in LA County GIS data as of April 2017.

Total Score

The total score represents the average score per factor of all segments within a corridor, normalized by segment length. For example, a two-mile segment's scores will have a greater weight on a corridor's overall score than a one-mile segment. Where corridors contain existing and maintained trail segments, the corridor receives a bonus score based upon the percentage of overall corridor miles consisting of these maintained segments.

The range of possible scores and breakdown of scoring values is shown in Table 5-2. Corridors are ranked in Table 5-3. Scores are provided at the corridor level to encourage the creation of complete trails at the corridor level, rather than at the finer segment level, which could result in the creation of gaps in the system. A more detailed ranking by trail segment is provided in Appendix F.

5.5 Implementation Steps

There are seven basic project steps to construction, proceeding from this plan.

Base Information for Design

Implementation will begin with preparation of detailed base mapping and related information for design. Aerial imagery will be obtained to provide high resolution photos and topography in the form of contours and spot elevations, as well as approximate property and easement boundaries. Existing topographical and boundary surveys can be used where available, but some areas will need field surveys to provide accurate information. Field studies will also address environmental resource conditions to inform the environmental review step below.

Preliminary Design

The preliminary design will define the precise location, configuration, and materials of the trail and the trail amenities. This will be based on designer and agency staff meetings to walk the trail alignment and resolve specific details. This is also the stage at which access rights would need to be negotiated and secured for private property along the route.

Environmental Review

Following preparation and agency approval of the preliminary design plans, at a point when no major revisions to the proposed project are anticipated, California Environmental Quality Act (CEQA) environmental documentation can begin, including biological resource assessment, cultural resources assessment, and jurisdictional policies and standards assessment. There will be at least a 30-day period for public and agency review of the draft environmental document, after which the preparers would respond to comments, and the responsible agency would review and certify the document as complete. Any environmental impacts of the project would be addressed in mitigation measures identified in the

environmental document, and a monitoring plan will specify follow-up responsibilities.

Permits and Approvals

A number of permits are required to construct trails, based on the anticipated features and environmental setting of various segments. In addition to the preliminary plans and the CEQA document, some of these applications will require more detailed studies and design calculations. Some of the permits cannot be obtained until nearly complete construction plans are provided, as described below.

Construction Documents

Final construction plans, specification and cost estimates, along with construction contracts and bid documents, will be prepared to provide the basis for putting the project(s) out to bid. These documents are typically prepared and then reviewed and approved by the responsible agencies at progress stages – e.g., 60%, 95%, and 100%.

Bidding and Contract Award

Where the bid documents are advertised, meetings will be held for prospective bidders to clarify project and bid requirements. Bids will be received, reviewed and a winning responsive bid will be recommended to the County for approval and contract award.

Construction and Construction Period Services

Construction can then go forward, subject to the constraints of environmental limits on work during the wet season and seasonal limits regarding locations of sensitive wildlife or plant species. Agency staff will monitor and manage the construction project through completion and final

acceptance, with assistance from the designers and environmental consultants.

5.6 Planning-Level Cost Summary

Cost estimation relies on a variety of factors that are related to the complexity of ownership along the trail corridor, as well as design challenges. The following factors play a role in cost estimation:

Hard Costs

Hard costs account for the costs to build the recommended trail improvements including:

- Construction costs
- Contingency for unanticipated work items
- Construction overhead (costs the contract typically includes over and above the individual work items, such as mobilization and general conditions)
- Mitigation and monitoring

Soft Costs

Soft costs cover a variety of professional services, including:

- Survey
- Preparation of Construction Documents
- Public Participation
- Permitting (local, state and federal as required)
- Bid Assistance
- Construction Observation and Contract Administration

Cost Considerations

Many factors can affect trail construction costs. Land acquisition can be the largest cost variable if purchasing property is required. Project scoping and phasing

is another consideration that can affect cost. Larger trail projects see economies of scale than constructing short/small trail segments. Additional factors can affect construction costs, including:

- Final construction phasing
- Revisions to the design as required by local, state and federal permitting agencies
- Additional requirements imposed by property owners as a condition of granting property rights (e.g., fencing, vegetated buffers, etc.)
- Fluctuations in commodity prices during the design and permitting processes
- Selected construction materials
- Type and quantity of amenities (e.g., benches, lighting, bike racks, etc.)
- Extent of landscaping desired

See Table 5-4: Funding Sources.

5.7 Operation and Maintenance Strategies

Management policies and practices should be undertaken consistent with the provisions of the County Trails Manual Section 5.0, Trail Operation and Maintenance. Such policies and practices for trail maintenance and use management are intended to facilitate safety.

Operation Strategies

There are several operation strategies to improve trail sustainability and public safety that may be considered:

- Maintaining predefined hours of operation
- Designing trails for all users and enforcing safe trail behavior
- Protection of physical resources
- Accommodation and enforcement of parkland uses

- Emergency response protocol
- The County Trails Manual closure policy

Trail Assessment

Prior to conducting maintenance, an assessment may be undertaken, in accordance with the provisions of the County Trails Manual²:

- Create trail assessment and repair sheet
- Walk or ride the trail
- Confer with the land manager
- Assign work crews

Maintenance Activities

Consistent with the provisions of the County Trails Manual guidelines, a variety of maintenance activities may be considered over a multi-year trail maintenance schedule, including but not limited to:

- Mowing and spraying
- Tree and brush trimming
- Debris removal
- Removal of trash and debris in culverts
- Culvert upgrades due to deterioration or stormwater flow changes
- Removal of trash and debris from water crossings
- Re-grading from erosion areas in water crossings
- Sign and amenity upgrades and repair
- Graffiti removal
- Fire mandated brush clearance
- Pumping out flooded tunnel ways

² County of Los Angeles Department of Parks and Recreation. Adopted May 2011, Revised June 2013. County of Los Angeles Trails Manual. Available online at <https://trails.lacounty.gov/Files/Documents/121/LA%20County%20Trails%20Manual%20%28Revised%2006-20-13%29%20RS%202016.pdf>

5.8 Funding Strategies

Outside of typical DPR operating budget, assessment fees, and user fees, DPR may utilize outside funding sources. A variety of options exist to further plan, design, and construct trails proposed in the SSMTMP-P11, including federal, state, regional, local, and private sources. Leveraging these funding sources for trail development allows County operating budgets to be preserved for maintenance, which is rarely covered by grant programs. Table 5-4 shows which funding sources can be applied to which types of projects and the content below describes each of these funding sources further.

Federal

Transportation Investment Generating Economic Recovery (TIGER)

U.S. Department of Transportation TIGER is a yearly discretionary grant program that funds innovative, multimodal, and multi-jurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, region, or nation. However, this grant does not fund planning, preparation, or design of capital projects.

Community Development Block Grant Program (CDBG) U.S. Department of Housing and Urban Development (HUD)

CDBG is a grant program that can be used for a variety of different projects, including trail construction. The CDBG Entitlement Program provides annual grants to municipalities of at least 50,000 people and counties, and the Section 108 Loan Guarantee Program provides loan guarantees for local government or third-party developers.

Smart Growth Program, Environmental Protection Agency

The Smart Growth Program provides communities with grants and technical assistance to expand economic opportunity while protecting human health and the environment.

Rivers, Trails and Conservation Assistance (RTCA) Program, National Park Service (NPS)

RTCA, a community assistance arm of the NPS, provides technical assistance to a variety of agencies and organizations in order to preserve open space and develop trails. RTCA's funds can be used for developing plans, engaging the public, and identifying other sources of funding for conservation and outdoor recreation projects. Applications are due annually by June 30th.

Land and Water Conservation Fund (LWCF) Grants, National Park Service (NPS)

LWCF is a matching grant program for states and local governments for the acquisition, planning, and development of public outdoor recreation areas and facilities. Since 1949, 75% of funds have gone to locally sponsored projects to provide close-to-home recreation opportunities.

State

Active Transportation Program (ATP), California Transportation Commission and Caltrans

ATP combines federal and state funding to encourage increased use of active modes of transportation throughout the state. The funding is distributed through both a statewide competition and regional pools and can be used both

for infrastructure and non-infrastructure projects. The goals of ATP are to:

- Increase the proportion of trips accomplished by biking and walking;
- Increase safety and mobility for active transportation users;
- Advance active transportation efforts of regional agencies to achieve California's greenhouse gas reduction goals, pursuant to SB 375 (of 2008) and SB 341 (of 2009);
- Enhance public health;
- Ensure that disadvantaged communities fully share in the benefit of the program; and,
- Provide a broad spectrum of projects to benefit many types of active transportation users.

There is no minimum funding requirement for recreational trail projects, and eligible projects include:

- Infrastructure Projects: Capital improvements that will further program goals, typically including planning, design, and construction.
- Non-Infrastructure Projects: Education, encouragement, enforcement, and planning activities that further program goals. The focus of this category is on pilot and start-up projects that can demonstrate funding for ongoing efforts.
- Active Transportation Plans for disadvantaged communities: Include bike, pedestrian, safe routes to school, or comprehensive active transportation plans for disadvantaged communities.

Environmental Enhancement and Mitigation Funds (EEMP), California Natural Resources Agency

EEMP provides grants to projects that indirectly mitigate the environmental impacts of new transportation facilities. Funds are

available for land acquisition and construction and should fall into one of the following three categories: urban forestry projects, resource lands projects, or mitigation projects beyond the scope of the lead agency. The local Caltrans district must support the project. The average award amount is \$250,000.

Land and Water Conservation Fund, California Department of Parks and Recreation

The Land and Water Conservation Fund is a federal program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. In California, the fund is administered by the California State Parks Department. Cities, counties, and districts authorized to acquire and develop park and recreation space are eligible for grant funding. While non-profits are ineligible to apply directly, partnerships with eligible agencies are allowed. Applicants must fund the project entirely and will be reimbursed for half of the cost.

Habitat Conservation Fund, California Department of Parks and Recreation

The Habitat Conservation Fund provides funding through state general funds to local agencies to protect threatened species, to address wildlife corridors, to create trails, and to provide nature interpretation programs which bring urban residents into park and wildlife areas.

Sustainable Communities Planning Grant and Incentives (SCPGI) Program, California Strategic Growth Council

The SCPGI program provides grants for development and implementation of plans that have a variety of environmental, economic, and social benefits, including trail planning.

Table 5-4: Funding Sources

Federal Sources		Type of Project						
Agency	Funding Source	Pedestrian	Bicycle	SRTS	Trails	Planning	Construction	Other
Department of Transportation	Transportation Investments	●	●	●		●		●
	Generating Economic Recovery (TIGER)							
Department of Housing and Urban Development	Community Development Block Grants	●	●	●	●	●		●
Environmental Protection Agency	Smart Growth Program		●	●	●			●
National Park Service	Land and Water Conservation Fund			●	●	●		●
State Sources		Type of Project						
Agency	Funding Source	Pedestrian	Bicycle	SRTS	Trails	Planning	Construction	Other
Caltrans and California Transportation Commission	Active Transportation Program	●	●	●	●	●		●
California Natural Resources Agency	Environmental Enhancement and Mitigation Program			●		●		●
California Department of Parks and Recreation	Land and Water Conservation Fund			●		●		●
California Department of Parks and Recreation	Habitat Conservation Fund			●		●		
California Strategic Growth Council	Sustainable Communities Planning Grant and Incentives (SCPGI) Program	●	●	●	●			
Recreational Trails Program	Administered by California Department of Parks and Recreation	●	●		●		●	

* SRTS - Safe Routes to School

Table 5-4: Funding Sources (cont.)

Regional and Local Sources		Type of Project						
Agency	Funding Source	Pedestrian	Bicycle	SRTS	Trails	Planning	Construction	Other
Regional Park and Open Space District (RPOSD)	County of Los Angeles, Department of Parks and Recreation	●	●		●	●	●	●
Southern California Association of Governments	Sustainability Planning Grant Program				●			●
Transportation Development Act	Metro	●	●	●	●	●	●	
Regional Park and Open Space District (RPOSD)	County of Los Angeles, Department of Parks and Recreation			●		●	●	
Proposition 84 Grant Program	Santa Monica Mountains Conservancy (SMMC)			●	●	●		●
Private Sources		Type of Project						
Agency	Funding Source	Pedestrian	Bicycle	SRTS	Trails	Planning	Construction	Other
PeopleForBikes	Community Grant Program	●	●	●		●		
Robert Wood Johnson Foundation	Various Grants							●
Walmart Foundation	Various Grants							●
Kodak American Greenways Awards Program	Eastman Kodak Company, the Conservation Fund and the National Geographic Society			●	●	●		●
Plan4Health Coalitions	American Planning Association (APA) and American Public Health Association (APHA)							●

* SRTS - Safe Routes to School

Recreational Trails Program (RTP), administered by California Department of Parks and Recreation (CDPR)

RTP provides federal funds annually to all levels of government for recreational trails and trails-related projects, and in California is administered by CDPR. Applicants must match at least 12% of the total project cost.

Regional / Local

Regional Park and Open Space District (RPOSD), County of Los Angeles, Department of Parks and Recreation³

RPOSD administers both Proposition A and Measure A funding for the acquisition, development, restoration and rehabilitation of property for parks, recreation, cultural and community facilities, and natural lands in the County of Los Angeles. The funding is available to eligible entities whose proposed projects will be maintained and operated in perpetuity.

Sustainability Planning Grant Program, Southern California Association of Governments (SCAG)

The Sustainability Planning Grant Program provides member jurisdictions with technical assistance for planning and policy work that works towards the implementation of the regional Sustainable Communities Strategy (SCS). SCAG awards grants under three categories, including Green Region, such as natural resource plans, and Active Transportation, which includes community or area-wide bicycle and pedestrian plans, and non-infrastructure programs (such as demonstration projects). Active transportation projects are limited to a maximum of \$200,000 (2017 grant

³ "RPOSD." Los Angeles County Regional Park and Open Space District, Los Angeles County, <http://rposd.lacounty.gov/> Accessed 20 August 2018

cycle), and no match required is required. However, projects that include a hard match or leverage through in-kind efforts are prioritized during scoring. For the 2017 grant cycle, applications are due August 31st, 2017.

Transportation Development Act (TDA), administered by Metro

State TDA Article 3 funds are allocated annually on a per capita basis to both cities and the County of Los Angeles for the planning, construction, and maintenance of bicycle and pedestrian facilities. Local agencies may either draw down these funds or place them on reserve. County and cities can submit a claim form to Metro by the end of fiscal year.

Proposition 84 Grant Program, Santa Monica Mountains Conservancy (SMMC)

The Proposition 84 Grant Program provides funding for public agencies and non-profit organizations to acquire, develop, rehabilitate, restore, and protect land and water resources consistent with Proposition 84. This includes trail and open space planning and construction.

Private Sources

Community Grant Program, PeopleForBikes

A coalition of bicycle suppliers and retailers, PeopleForBikes provides funding for the design and construction of important and influential bicycle infrastructure projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike trails, end-of-trip facilities, bridges, etc. An applicant may request up to \$10,000 and funding should be less than 50% of project budget. Leverage and funding

partnerships are important to this program. There are one to two grant cycles per year.

The Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation awards grants to public agencies and non-profit organizations for a variety of health-related projects, including bicycle education and bicycle infrastructure projects. Each grant has specific goals, funding amounts, and deadlines.

The Walmart Foundation

Offers a variety of grant programs to non-profit organizations, including the Community Grant Program and a State Giving Program. The Community Grant Program awards small grants for a variety of work and provides between \$250 to \$5,000 through local Walmart and Sam's Club Stores. The State Giving Program provides larger grants (\$25,000 to \$250,000) in five focus areas, which include Education, Environmental Sustainability, and Women's Economic Empowerment. The Community Grant applications are due in December and announced in February. The State Giving Program accepts applications biannually.

Kodak American Greenways Awards Program, Eastman Kodak Company, the 5.7.3.5 Conservation Fund and the National Geographic Society

The Kodak American Greenways Awards Program provides small grant funding to plan, design, and construct greenways. Funding can be used for mapping, ecological assessments, surveying, conferences and design activities; developing brochures, interpretative displays, audio-visual productions or public opinion surveys; hiring consultants; incorporating land trusts; and/or building footbridges, planning bike paths or other creative projects.

The program awards between \$500 and \$2500, and applications may be submitted from March 1 through June 1 of each calendar year. Non-profits organizations receive priority over public agencies.

Plan4Health Coalitions, American Planning Association (APA) and American Public Health Association (APHA)

Plan4Health Coalitions funds projects that build local capacity in addressing population health goals and promoting the inclusion of health in non-traditional sectors such as transportation. Each proposal must address inactivity, unhealthy diets and/or health equity. The average funding amount is \$150,000, and no more than two awards granted in a single state.

Other

The County should be creative when considering how to develop or maintain trails. Soliciting volunteer work can substantially reduce the cost of implementing some projects. For example, the County could partner with a local college design class and landscape architecture or engineering firm to design a shared route for a class project. The County could organize work parties to help clear the right of way for the trail or ask a local construction company to donate or offer discount services for construction work. The County could also develop an "adopt a trail" program, where local businesses or residents could "adopt" a bicycle route to help with construction and maintenance.

Roadway Active Transportation Projects Only

The following projects only apply to facilities within roadways, specifically on-street bicycle facilities. While funding from these sources cannot generally be used to fund

projects that DPR would lead, these can provide valuable resources for partner agencies which may be constructing facilities which connect to DPR trails.

Federal

Bus and Bus Facilities Grants Program, Federal Transit Administration (FTA)

The FTA offers formula allocations and grants to a variety of organizations, including local governments, to pay for buses and related facilities. Agencies can use these funds to pay for bicycle routes to transit, bike racks, bike shelters, and bicycle equipment for public transportation vehicles. In Long Beach, these funds flow directly to Long Beach Transit and are used to fund bus and bus-related facilities.

Highway Safety Improvement Program (HSIP)

HSIP is a data-driven funding program for construction-related projects with a goal of reducing traffic fatalities and serious injuries on all public roads. Agencies must identify eligible projects through crash analyses. Agencies can use HSIP funds for both infrastructure and non-infrastructure projects, including bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects and crossing treatments in school zones. In California, all HSIP projects must be consistent with the California Strategic Highway Safety Plan.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

CMAQ provides funding to state and local agencies for transportation projects that help meet Clean Air Act objectives. Funded projects must work to reduce congestion and improve area quality in nonattainment or maintenance zones for ozone, carbon monoxide or particulate matter. CMAQ funds can be used for bicycle and pedestrian projects that are included in the metropolitan planning organization's (MPO) current transportation plan and

transportation improvement program (TIP). Projects can include bicycle and pedestrian facilities that are not exclusively recreational and for outreach related to safe bicycle use. Studies that are part of the project development pipeline (e.g. preliminary engineering) are also eligible for funding.

CMAQ funding is administered through the Southern California Association of Governments (SCAG) on the local level. These funds are eligible for transportation projects that contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air-quality maintenance areas. Examples of eligible projects include enhancements to existing transit services, rideshare and vanpool programs, projects that encourage bicycle transportation options, traffic light synchronization projects that improve air quality, grade separation projects, and construction of high-occupancy vehicle (HOV) lanes. Projects that are proven to reduce direct PM2.5 emissions are to be given priority.

State

AB 2766 Motor Vehicle Subvention Program, South Coast Air Quality Management District (SCAQMD)

The State of California charges a motor vehicle registration fee authorized by AB 2766. The South Coast Air Quality Management District (SCAQMD) distributes these Motor Vehicle Subvention Program funds to cities and counties within its district based on population size. Cities and counties use these funds to develop measures or programs that reduce motor vehicle emissions. Funds can be used for projects that encourage biking, walking, and/or use of public transit. For bicycle-related projects, eligible uses include: "designing, developing and/or installing bikeways or establishing new bicycle corridors; making bicycle facility enhancements/

improvements by installing bicycle lockers, bus bicycle racks; providing assistance with bicycle loan programs (motorized and standard) for police officers, community members and the general public."⁴

Sustainable Transportation Planning Grant Program, Caltrans

Supports transportation planning processes which address local and regional transportation needs and issues. The program offers two types of grants: Strategic Partnerships and Sustainable Communities, to all levels of government. The Strategic Partnership Grants fund regional agencies to address state highway system deficiencies, strengthen government relationships, and result in programmed system improvements. The Sustainable Communities Grants fund a variety of projects at all levels of government. Projects are expected to "identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, and ultimately result in programmed system improvements."⁵

State Transportation Improvement Program (STIP), Caltrans

The STIP is a five-year plan developed by Caltrans that allocates funding to new construction projects that add capacity to the transportation network. STIP consists of two components, Caltrans' Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies' Regional Transportation Improvement Program (RTIP). STIP funding is a mix of state, federal, and local taxes

and fees. Bicycle and pedestrian projects can be programmed under ITIP and RTIP.

Affordable Housing and Sustainable Communities (AHSC) Program, California Strategic Growth Council

The California Strategic Growth Council's AHSC Program provides funding for compact transit-oriented development and related infrastructure and programs that reduce greenhouse gas (GHG) emissions. These projects increase the accessibility of housing, employment centers, and key destinations via low-carbon transportation options such as walking, biking, transit.

Office of Traffic Safety (OTS) Grants

The California OTS distributes grants statewide to establish new traffic safety programs or fund ongoing safety programs. Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs. The list of traffic safety priority areas includes pedestrian and bicycle safety. Eligible grantees are governmental agencies, state colleges and universities, school districts, fire departments and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include potential traffic safety impact, collision statistics, rankings, the seriousness of problems, and performance on previous OTS grants. The California application deadline is January of each year. There is no maximum cap on the amount requested; however, all items in the proposal must be justified to meet the objectives of the proposal.

4 "Mobile Source Committee Meeting." South Coast Air Quality Management District, 17 September 2018. <http://www.aqmd.gov/docs/default-source/Agendas/Mobile-Source/msc-sep2017-agenda.pdf?sfvrsn=8>

5 "Workshop: Caltrans Sustainable Transportation Planning Grant Program." Southern California Association of Governments - Pressroom. SCAG. 2 September 2016. <http://www.scag.ca.gov/Lists/News/DispForm.aspx?ID=155>

Regional

Metro Local Return Programs

Proposition A, Proposition C, Measure R, and Measure M Local Return programs are each one-half cent sales taxes that finance countywide transit development. Metro is responsible for distributing a certain proportion of the tax revenues to cities and counties to develop and improve public transit, paratransit, and related transportation infrastructure. Funds from Propositions C, R, and M can be used for bicycle-related uses such as infrastructure, signage, bicycle sharing, and education efforts. These Local Return Funds are distributed monthly to jurisdictions on a per capita basis.

Highway Safety Improvement Program, Caltrans

The FAST Act eliminates the ability of states to shift funds designated for infrastructure safety programs to behavioral or educational activities, ensuring resources remain in construction-related programs. It also designates several new safety improvements eligible for funding including vehicle-to-infrastructure communication and roadway improvements that provide separation between pedestrians and motor vehicles.

With regards to unpaved roads, the FAST Act allows states to “opt out” of collecting safety inventory data for unpaved/gravel roads if certain conditions are met, as long as the states continue to collect data related to serious crashes and fatalities. It also requires that the United States Department of Transportation (USDOT) review data and report to Congress on best practices for roadway infrastructure improvements that enhance commercial motor vehicle safety.

The Highway Safety Improvement Program (HSIP) is a data-driven funding program, and eligible projects must be identified through analysis of crash experience, crash potential, crash rate, or other

similar metrics. Infrastructure and non-infrastructure projects are eligible for HSIP funds. Bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the state’s Strategic Highway Safety Plan. In California, HSIP is administered by Caltrans.

Petroleum Violation Escrow Account, Caltrans

In the late 1970s, a series of federal court decisions against selected United States oil companies ordered refunds to the states for price overcharges on crude oil and refined petroleum products during a period of price control regulations. To qualify for Petroleum Violation Escrow Account (PVEA) funding, a project must save or reduce energy and provide a direct public benefit within a reasonable time frame. In California, Caltrans Division of Local Assistance administers funds for transportation-related PVEA projects. PVEA funds do not require a match and can be used as match for additional federal funds.

Regional Surface Transportation Program, Caltrans (RSTP)

The Regional Surface Transportation Program was established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code. This program provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital and intercity passenger projects.

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