

**AGOURA HILLS
CITYWIDE TRAILS &
PATHWAYS MASTER PLAN**

October 2008

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I. Introduction

Purpose

The purpose of the Citywide Trails and Pathways Master Plan is to provide a pedestrian, bicycle and equestrian system that will link homes, schools, businesses, parks, and natural resources to each other. The Plan will serve as a guide to future trail planning, design and construction. The Plan is not intended to be a trail user's guide but is primarily a document for planning a future citywide trails and pathway system.

The Plan is not intended to show precise alignments or locations of improvements. Precise locations will be developed on a case by case basis following appropriate review procedures and are subject to further analysis of geologic, topographic, environmental, hydrology, property ownership, and other factors. Except for the equestrian bridle paths in Old Agoura, the alignments are shown at a corridor level which means the trail or pathway will be located anywhere within approximately 100 feet of the location shown on the trails map (Exhibit A). The location of the equestrian bridle paths in Old Agoura are planned adjacent to the roadway as described below under Equestrian Trail Standards.

Benefits of Plan

Trails and pathways positively impact individuals and improve communities by providing not only recreation and transportation opportunities but also health benefits and an overall improvement in quality of life. In the General Plan Survey conducted in August 2006 as part of the City's General Plan Update, an overwhelming majority of residents (85%) indicated they would support developing a network of pedestrian-friendly paths in the City that would allow residents to walk between schools, shopping facilities, libraries, and residences. Three-quarters (75%) of those who participated in the study supported a multi-use trail network for bicycles, horses, and pedestrians.

Trails and pathways provide places for cyclists, hikers, walkers, runners, horseback riders, and physically challenged individuals to exercise, enjoy the outdoors and experience the many benefits of living in the City. If properly planned for and constructed, trails and pathways can connect residential areas with commercial areas, schools, and open space which will provide residents not only a place to exercise but an alternative route for commuting or running errands, thus reducing air pollution and traffic congestion.

In general, trails and pathways add to the attractiveness of the community and help improve the City's quality of life.

Key Guiding Principles of the Plan

- Develop a comprehensive trail and pathway system, including both on and off-street routes that makes pedestrian, bicycle and equestrian travel a feasible, safe and enjoyable mode of transportation and form of recreation in Agoura Hills.
- Develop a comprehensive trail and pathway system which traverses the community both east - west and north - south.
- Link the local trail and pathway system to existing and proposed regional trails.
- Create a trail system between neighborhoods and to local parks, schools and open space routing trail and pathway users off major roadways wherever possible.
- Develop trails and pathways to promote the health and well being of citizens and visitors.
- Locate trails in a manner that does not cause environmental degradation and protects environmentally sensitive areas.
- Make completion of the following two trail and pathway systems a high priority when seeking grants and funding:
 - Medea Creek pedestrian/bicycle system that provides access to a linear scenic pathway system traversing the entire community in a north/south direction along Medea Creek.
 - Old Agoura equestrian trail system that provides access to an equestrian bridle path system planned throughout the Old Agoura community.

II. Setting and Existing Conditions

Existing Setting

Agoura Hills is a predominately residential community surrounded by hills and open space. The City is located along Highway 101 corridor between Los Angeles and Ventura County, in the western part of Los Angeles County. Ladyface Mountain parallels Highway 101 and provides a dramatic backdrop of the City as viewed from along the freeway corridor and other arterials. Other important scenic resources include Strawberry Hill, the Morrison Ranch Hills, Palo Comado Hills, and the higher more distance Simi Hills to the north.

A number of regional recreational facilities surround Agoura Hills. The majority of these resources are situated within the Santa Monica National Recreation Area, which borders Agoura Hills on the south and east. Comprising 153,075 acres, the Santa Monica

Mountains National Recreation Area is the world's largest urban national park. A brief description of the sites situated within close proximity to Agoura Hills follows:

- Chesebro/Palo Comado Canyons remains generally undisturbed except for trails that traverse the canyons. Hiking, biking, and equestrian routes are available. To the east, this area joins the Upper Las Virgenes Canyon Open Space Preserve (formerly Ahmanson Ranch) in Ventura County which consists of 2,983 acres of open space with numerous trails and wildlife.
- Paramount Ranch is located south of Agoura Hills. Available facilities include hiking trails, picnic areas, and a western town movie set.
- Peter Strauss Ranch lies southwest of Agoura Hills. The property is owned by the National Parks Service and offers hiking, concerts, picnics, and art exhibits.
- Malibu Creek State Park is contiguous to the city's southerly boundary at Liberty Canyon. Hiking and equestrian trails lead through this wilderness preserve and cross Mulholland Highway.
- To the north, the Simi Hills, a small, rugged mountain range located in eastern Ventura County, abuts the City and provides access to the open space and trail system of the Oak Park community. The Oak Park open space system is owned and managed by the Rancho Simi Recreation and Parks District.

In addition to the publicly owned open space surrounding the City, the City has approximately 772 acres of protected open space (deed restricted) within it's boundaries including land owned by the City of Agoura Hills, Mountains Recreation and Conservation Authority, and many of the Homeowners Associations in the City. Local parks account for 44 acres in the City.

Existing Local and Regional Plans

Local Plans. The Citywide Trails and Pathways Master Plan incorporates policies and guidelines specified by several plans that the City has already adopted. These include:

- General Plan (1993)
- Parks and Recreation Master Plan (1988)

Regional Plans. Regional planning efforts and trail plans prepared for adjacent cities and areas have also been considered in the Citywide Trails and Pathways Master Plan. These include:

- Santa Monica Mountains Area Recreational Trails Coordination Project -SMMART (1997)
- California State Parks Recreational Trails Plan (2002)

- Santa Monica Mountains North Area Plan (2000)
- Santa Monica Mountains Local Coastal Plan (1986 – currently under review)
- Simi Hills Comprehensive Design Plan, Santa Monica Mountains National Recreation Area, NPS (1996)

III. Proposed Trail and Pathway System

General Trail and Pathway Types

A variety of different trail types will be considered in Agoura Hills. These include:

- Neighborhood trail and pathway (Figure 1) – Typically hard surface of asphalt or concrete, and designed to accommodate a variety of users. Minimum of 8' width is recommended and a 10' wide width is preferred. These trails include trails within the urbanized areas of the City and would also serve as a link to open space trails in the surrounding open space. Neighborhood trails and pathways should be designed as multi-use trails that allows bicyclists to pass pedestrians safely. Some of the neighborhood trails and pathways can also be designed to permit use by persons in wheelchairs.
- Open space trail (Figure 2) – Open space trails will serve primarily to provide access to open space areas in the City. The trail should be designed to accommodate hikers, equestrians and mountain bicyclists where width and/or slope do not present safety constraints. Whenever possible, natural trails should utilize existing fire roads or other unpaved roads or trails. Minimum of 4' width is recommended.
- Equestrian bridle path (Figure 3) – Equestrian bridle paths will be located adjacent to the streets in Old Agoura. The paths should be 8' in width and constructed with decomposed granite or similar self-compacting sand, wood chips or plant mulch, or loose area sand when retained by stabilized lumber.

Where off street corridors are not readily available to connect residential areas with open space, schools and shopping, sidewalks can be utilized as connection paths. In addition, the existing and planned bicycle system in the City will complement and enhance the trail and pathway system.

Figure 1 – Neighborhood Trail and Pathway

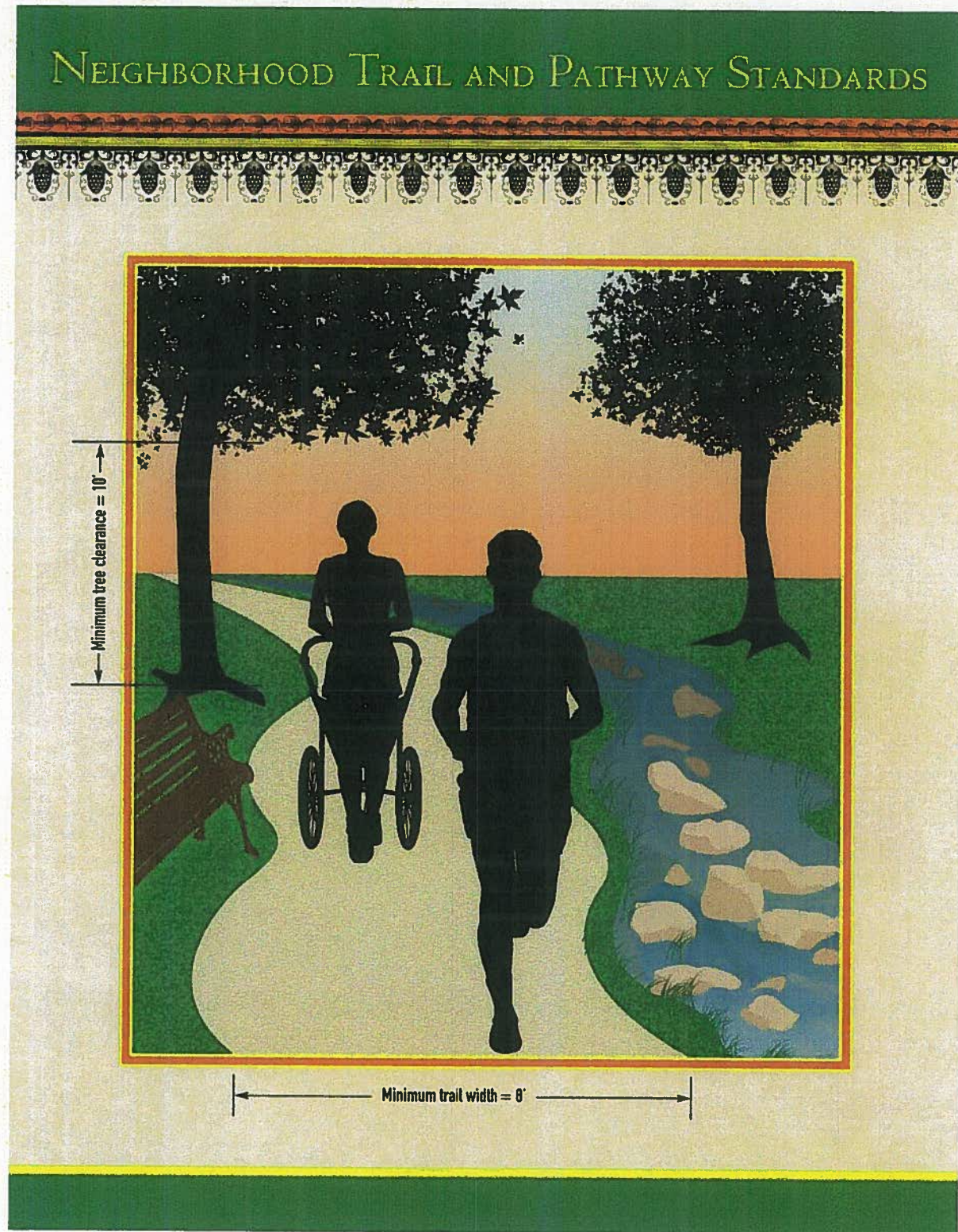


Figure 2 – Open Space Trail

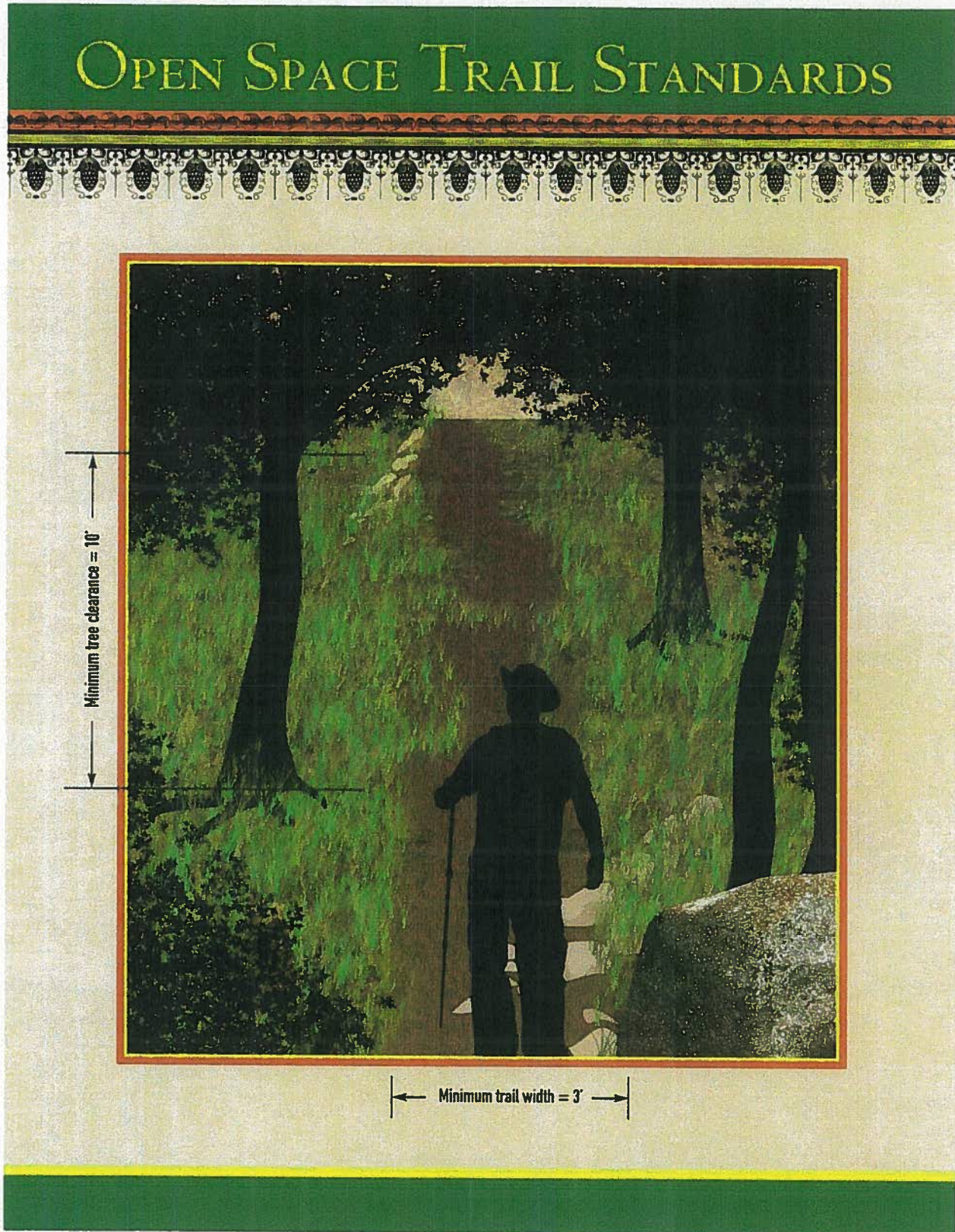
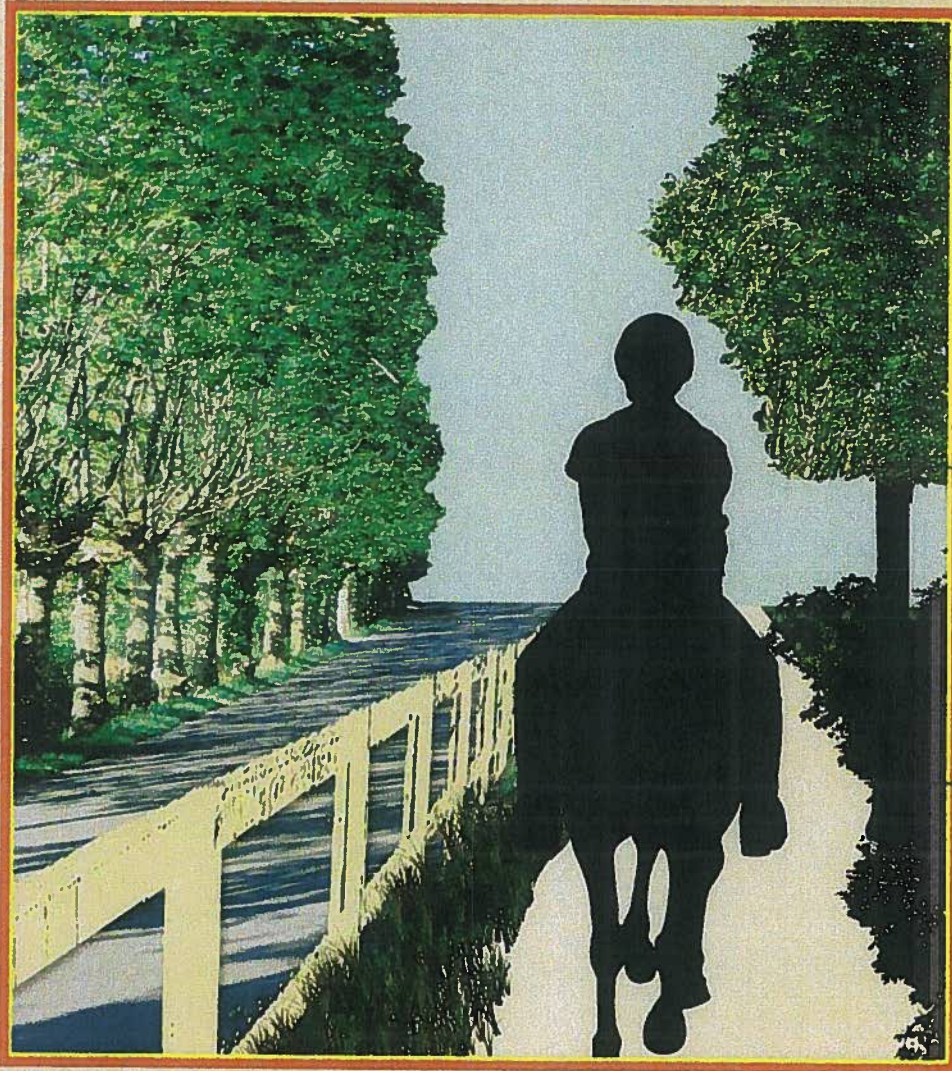


Figure 3 – Equestrian Bridle Path

EQUESTRIAN TRAIL STANDARDS



Minimum tree clearance = 10'

Minimum trail width = 8'

Trail and Pathway Users

Trails should be designed to accommodate a variety of users. Activity on a trail lends a sense of safety and comfort and encourages others who are not as active to use the trail.

Users of trails and pathways will include:

- Walkers – Use trails and pathways for exercise and recreation
- Joggers and Runners – Use trails and pathways for exercise and activity.
- Recreational Cyclist – Use trails and pathways for exercise and activity.
- Mountain Biking – Users can travel on crushed rock or more natural trail surfaces, and prefer trails with challenging terrain.
- Equestrians – Use trails and bridle paths to move throughout the community and access surrounding open space.

Proposed Trail and Pathway Alignments

The Trails and Pathways Map (Exhibit A) depicts the long-range plan for trail and pathway construction in Agoura Hills. The majority of the proposed trail and pathway alignments utilize existing open space areas owned by public agencies and Homeowners Associations and public and private right of ways.

The proposed trails located in the open space areas owned and managed by the Santa Monica Mountains Conservancy are shown on existing dirt trails. While these existing trails have not been designated as official trails, it is the long term goal of the Trails and Pathways Master Plan to work with the Conservancy to have the trails officially designated and made part of the City's overall trails plan. In addition, trails shown in the open space areas in the northwestern portions of the City are proposed on either existing dirt trails or existing utility roads.

A trail is also planned that will traverse the length of Ladyface Mountain. The final trail alignment including connections to Agoura Road will be determined as part of a separate trails study that will be undertaken by the City. The goal will be to provide numerous short loop trails that can be accessed from Agoura Road and provide hiking opportunities for either short hikes that could be taken during a lunch hour or longer weekend hikes.

One of the guiding principles of the Trails and Pathways Master Plan is the completion of the existing equestrian bridle trail system in the Old Agoura neighborhood and the construction of the Medea Creek pathway along Medea Creek in the central part of Agoura Hills.

Currently, several equestrian trails exist in the Old Agoura community as shown on Exhibit A, including a trail along Driver Avenue that connects to the Old Agoura Park, which includes a horse arena. The trail traverses the perimeter of the park and provides equestrian access from the park along a flood channel (Chesebro Creek) east of Colodny Drive which continues under Highway 101. The trail then follows the flood channel in a westerly direction along Agoura Road to Agoura Village. The trail, which is part of the regional Zuma Ridge Trail, currently ends at the western edge of the Mann Theater Shopping Center. Plans call for the trail to be extended to the south along Medea Creek to the Santa Monica Mountains. The trail will also connect with the pathway planned adjacent to the flood channel west of the Mann Theater which is part of the Medea Creek pathway system.

As shown on Exhibit A, there are two (existing and planned) off street crossings under Highway 101. The first is an existing under crossing that is part of the Zuma Ridge Trail which is described above. The highway underpass exists in the vicinity of Colodny Drive on the north side of Highway 101 and Dorothy and Roadside Drives on the south side. The other off street crossing of Highway 101 is planned at an existing highway underpass along Medea Creek adjacent to the Mann Theater shopping center on Roadside Drive.

The planned Medea Creek pedestrian/bicycle circulation system would provide access to a linear scenic walk and pathway system. This trail will provide a linear path along Medea Creek connecting the residential neighborhoods in the north part of the City to Agoura Village which will be located south of Highway 101 on Agoura Road. Currently, an existing trail called the Medea Creek Trail winds through Medea Creek Park, a tree-shaded suburban greenbelt located in Oak Park. Medea Creek forms on the south flank of Simi Peak in the Simi Hills. The creek descends from Conejo Ridge and flows year-round through Oak Canyon Community Park, Oak Park, Agoura Hills, and into the Santa Monica Mountains, merging with Malibu Creek at Malibu Lake. The Trails and Pathways Master Plan envisions the continuation of the Oak Park trail as it enters Agoura Hills. The trail would be located along the naturalized portion of the creek as it traverses Morrison Ranch and continue to the concrete flood channel behind the Twin Oaks and Agoura Meadows shopping centers on Kanan Boulevard and Thousand Oaks Boulevard before crossing over Kanan Road and through the Oak Creek apartment community eventually crossing under Highway 101 near the Mann Theater complex. The trail would continue on to Agoura Village and the Santa Monica Mountains trail system beyond.

In addition, to these two major trail systems, trails are planned throughout the community to provide opportunities for residents to walk to local parks and schools as well as walk for recreation and exercise.

IV. Equestrian Trail Standards

Exhibit A shows the equestrian bridle trail system throughout the Old Agoura area. This network of connecting bridle paths greatly enhances the unique rural character of the area.

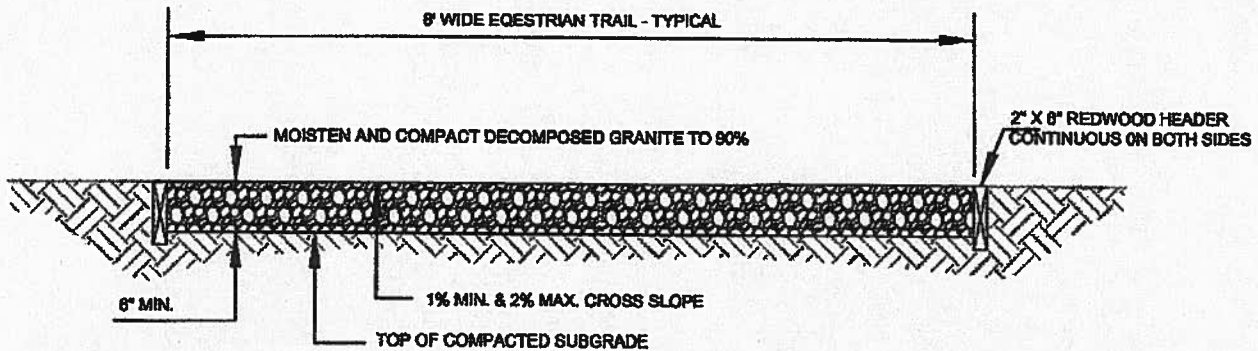
Table 1 provides the roadside locations of equestrian trail easements for Old Agoura streets and Figure 4 provides trail details.

Table 1 –Equestrian Trail Relationship to Streets

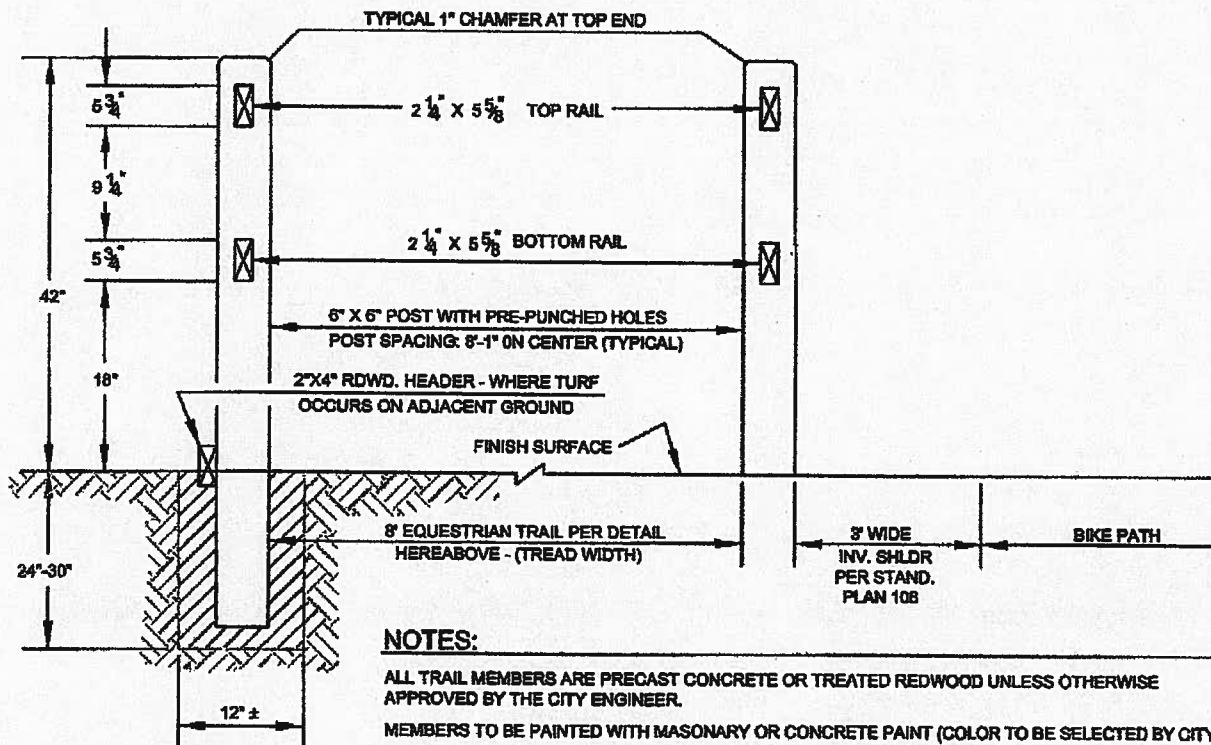
Street	Location (Street side)
Driver Avenue	N
Easterly Road	E
Colodny Drive (Section II)	E
Fairview Place	E
Lewis Road	E
Chesebro Road	W
Foothill Drive	S & E
Fountain Place	S

The continuation or creation of 8-foot wide bridle paths along residential streets will be required for all new development projects. Remodel projects with an alternation/addition of 50% or more with an existing trail easement, will also be required to construct an equestrian trail along the parcel frontage per City of Agoura Hills standards. The City may establish and collect an equivalent fee for those properties that do not have an equestrian easement on their side of the street or for flag lots.

Figure 4 – Equestrian Trail Detail



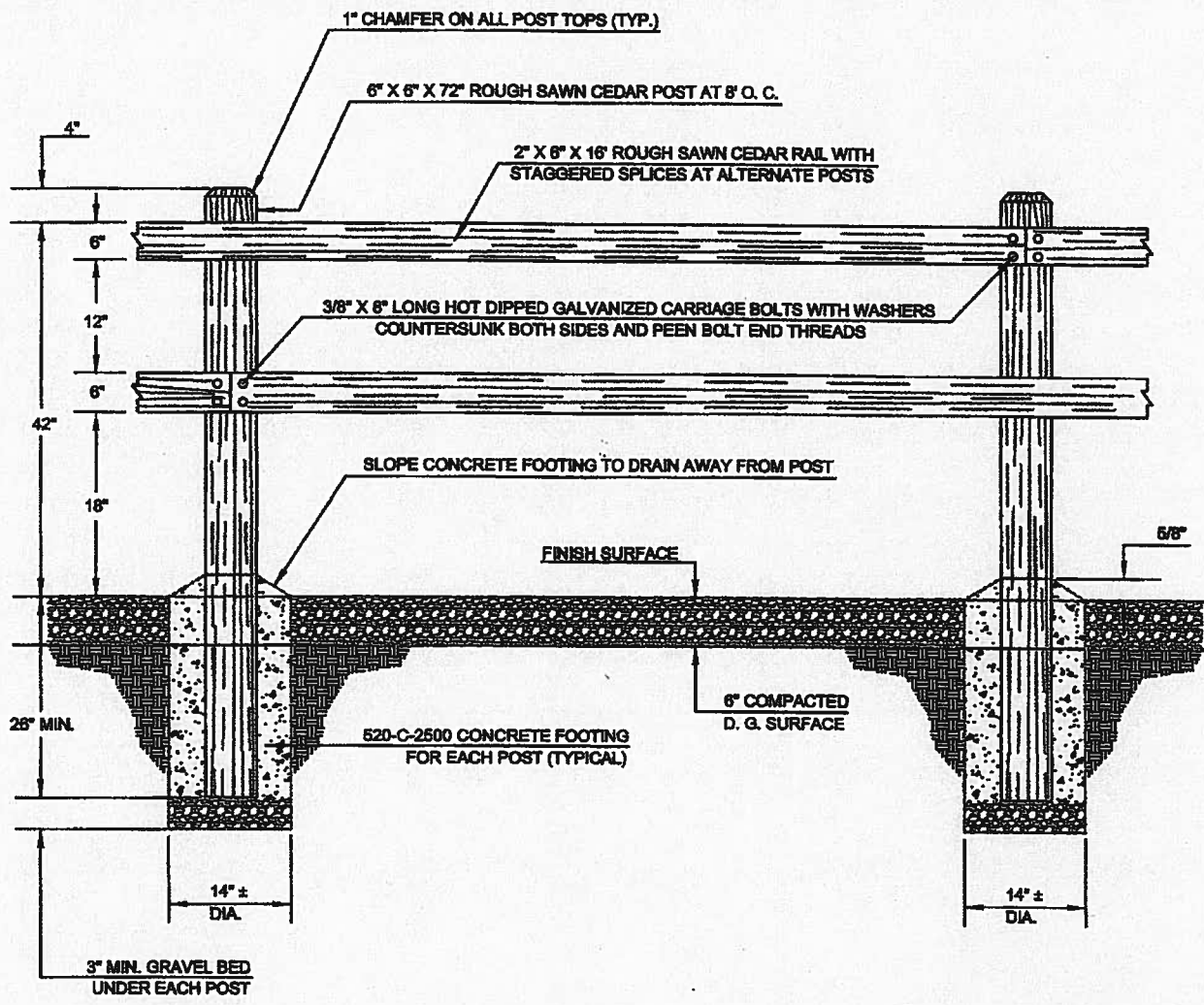
NOTE: NO PESTICIDES TO BE USED TO TREAT TOP OR SUBGRADE SURFACES



NOTES:

- ALL TRAIL MEMBERS ARE PRECAST CONCRETE OR TREATED REDWOOD UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
- MEMBERS TO BE PAINTED WITH MASONRY OR CONCRETE PAINT (COLOR TO BE SELECTED BY CITY)
- CHANGE IN LINEAR DIRECTION REQUIRES 2 POSTS - SIDE BY SIDE.
- END POSTS SHALL HAVE OPEN SLOTS FILLED WITH MORTAR AND TEXTURE FINISHED PRIOR TO PAINTING.
- ALL TRAIL MEMBERS IN PRIVATE ROADWAYS CAN BE EITHER TREX WOOD/FIBER RESIN, TREATED PEELER POLES, OR WHITE VINYL, UNLESS OTHERWISE APPROVED BY CITY ENGINEER. ALL FENCES ON PRIVATE ROADS SHALL BE 2-4 RAILS.

Figure 5 – Equestrian Fence Detail



The following items outline the City's requirements regarding equestrian trails.

Maintenance

It will be the responsibility of private property owners to maintain those equestrian trails located along the property frontages on private roads. Maintenance of equestrian trails fronting public roads will be the responsibility of the City.

Fencing

Equestrian fences help to increase the safety of roadways that are used by both the driving and horse-riding community. Except for the continuation of the bridle path on Driver

Avenue, a fence between the public roadway and equestrian trail shall be constructed by the property owner in accordance with the Old Agoura Trail Standards and Details. An additional fence between a public roadway and equestrian trail may be constructed by the property owner, subject to approval of the City. The City may not require fencing if a determination is made by the City that fencing is not necessary for safety, environmental resource proportion, or private property reasons.

Fencing requirements for trails fronting public roads in Old Agoura are as follows:

- Fences shall be a maximum 42-inches (3'6") in height
- Minimum of 10 feet of vertical clearance beneath tree limbs
- Fences shall be constructed of pre-concrete
- Fences shall have two rails only.
- Members to be painted with masonry or concrete paint (color to be selected by City)
- Grade for trail segments shall be 12% or less. Cross grade not to exceed 2%

Fencing requirements for trails fronting private streets in Old Agoura are as follows:

- Fences shall be a minimum of 36-inches (4') and shall not exceed 60 inches (5'0" in height)
- Fences shall be a minimum of two rails and a maximum of four.
- Private fences shall be constructed of Trex® wood fiber/resin or similar material, or treated peeler poles, or white vinyl, unless otherwise approved by the City.
- Wrought-iron, and solid walls and fences are prohibited on the frontages of properties bordering equestrian trails.
- With the City's approval, treated lumber such as railroad ties or split telephone poles may be used to designate trails.
- The use of obstructions such as rocks, boulders, and/or low concrete forms is prohibited due to potential damage to vehicles and horses.

All equestrian trail materials and/or designs are subject to review and approval by the City. See Figure 4 – Equestrian Trail Detail and Figure 5 – Equestrian Fence Details for further information.

Footing

The recommended materials for construction of equestrian trails includes decomposed granite or similar self-compacting sand, wood chips or plant mulch, or loose arena sand when retained by stabilized lumber. All other footing materials must be approved by the city prior to construction. Figure 4 – Equestrian Trail Detail provides footing details.

In sloped areas where roadways exist, a stair-stepped retaining system may be used to reduce substrate erosion. Steps should be long and broad with no more than a 2% slope or as recommended by a civil engineer. Steps should be retained by railroad ties, split telephone poles, and any other treated lumber; and no more than 12 inches higher than the previous step.

VI. General Design and Management Policies

These design, maintenance and management policies are intended to assist city staff with implementation of the Citywide Trails and Pathways Master Plan, as well as provide the development community with a clear understanding of design standards considered appropriate by the City of Agoura Hills. The policies in this section are based on a number of factors, including safety, accessibility, and overall appearance of the trail system.

Trail and Pathway Design

- Trails and pathways should be designed and managed to minimize conflicts among users.
- Maintenance of adequate sight distances should be provided around horizontal and vertical curves
- Gentle trail grades should be provided to minimize unsafe downhill speeds
- Adequate trail widths should be provided to accommodate anticipated user volumes
- When developing trails through residential neighborhoods efforts will be made to maintain the privacy of existing residences.
- Trails should be located and constructed in such a manner as to minimize maintenance requirements and to maximize access.
- Trails in natural open space areas should follow natural contours where possible and respect surrounding land forms.
- Drainage features should be incorporated into the design and construction of trails where appropriate to reduce erosion.
- Wide, gentle curves with good forward sight distance should be utilized.
- When possible, trail systems should offer loops, allowing the individual to return to a starting point without having to back-track.
- Trail design should be incorporated into plans for natural drainage channels, street rights-of-way, landscape corridors, utility right-of-ways and other open space.
- Trail plans should be incorporated into plans for new transportation structures such as roads, bridges, and overpasses.

- The City should retain existing city-owned rights-of-way that have potential to assist in the implementation of the Trails and Pathways Master Plan.
- The City should obtain rights-of-way from other entities (e.g., utility districts) that assist in the implementation of the Trails and Pathways Master Plan.

Trail and Pathway Management

Motorized Vehicles

Except for authorized maintenance and emergency vehicle access needs, the trail system is for non-motorized use only. All motorized vehicles of any type are prohibited. Trail entry points will be designed to discourage motorized vehicle use. Trail signage, barriers, fences, and active trail management will help restrict use by motorized vehicles.

Daylight Hour Trail Use

Evening use (after sunset) of a trail will be restricted on trails managed by the City. Trail signage will indicate this restriction. The evening closure serves several purposes:

1. Reduces the impact of the trail on neighboring private properties by limiting hours of use, and
2. Allows law enforcement personnel to take corrective action against violators on the trail who may have criminal intent.

Trail Easements

All trails that are open to the public should be located on publicly owned or dedicated property. There are a variety of mechanisms for this to occur. Dedicated easements are the most common and acceptable form of public access rights.

Signage

Trail signs should be created to perform some or all of the following functions:

- **Direction:** On-street signs to direct people to trail access points.
- **Trailhead:** Identify trail access points and parking areas.
- **Information:** These may include a map with information about the trail, places it accesses, trail rules and seasonal closures.

As new trails are completed, signs should be installed along the major corridors of the trail system with information on direction, safety and trail policy. Specific locations of signs will be evaluated on a case-by-case basis during the initial trail design. All signs should be designed and built with high quality materials that will be vandal resistant and weatherproof.

Appropriate warning signs should be installed to indicate potential hazards, limited sight distance or where the slope exceeds the recommended standard or where the trail width or vertical clearance is less than the recommended standard. Signs identifying private property should be installed to ensure that the trail user does not trespass on private property.

Important trailheads should include the following information on the trail sign: a map of the trail, destination and distances, permitted uses, regulations and rules including but not limited to keeping dogs on a leash, no smoking, high fire danger, and how to handle emergencies, information on hazards in the area, trail conditions, trail difficulty, hours of use, and access for the disabled. The sign may also contain interpretive information.

VII. Implementation

Implementation Measures

- Pursue creative methods of trail easement acquisition and strive to work with willing property owners when acquiring trail easements. To encourage the donation of easements or land the City will develop educational materials and assist property owners.
- Incorporate off-street trail rights-of-way/easement acquisition and trail development into the City's Capital Improvement Program.
- Apply for grants and alternative funding sources for trails.
- Develop a trail user's guide.
- Coordinate the City's trail system planning, implementation and management efforts with those of regional jurisdictions and public agencies.
- Identify partnership opportunities with neighborhood groups, private individuals and local businesses as a means to acquire various trail amenities.
- Develop a trail promotion program which includes developing a trail user's guide, providing information on the City's web page and providing information, at activity centers such as the City's community centers and parks, on the location of trails within the City and connections to regional trails surrounding the City.
- Incorporate off-street trail rights-of-way/easement acquisition and trail development into the City's Capital Improvement Program.
- Establish an "Adopt a Trail" program for ongoing trail construction, maintenance and patrol activities.

Funding and Other Implementation Resources

Funding is a key element to successfully implement trail-related projects. The following list provides the potential funding sources at the various government levels.

Local Funding Sources

Bonds and Assessment Districts

In the past, various state and local agencies have successfully used bonds or assessment districts to fund improvement projects or acquisitions.

General Fund

An annual set-aside in the City's Capital Improvement Program (CIP) could be used to fund trail development. These funds could be leveraged annually by using them as matching funds for grants, for example.

State Programs

Transportation Development Act (TDA)

TDA funds are available for transportation projects, including trails. Funds are allocated by the Los Angeles County Metropolitan Transportation Authority (MTA).

California Wildlife Coastal and Parkland Conservation Act of 1988

Competitive grants are available for acquiring and developing land and rights-of-way for bicycle riding, horseback riding, hiking and handicapped access trails.

Land and Water Conservation Fund

The Land and Water Conservation Fund program provides funds to federal agencies and to the states. The money allocated to the states may be used for statewide planning, and for acquiring and developing outdoor recreation areas and facilities. Because Agoura Hills is located within the Santa Monica Mountains National Recreation Area and proximate to several NPS and State park facilities and lands, this fund may aid the City's neighboring jurisdictions with regional trail system projects and planning.

This program provides \$20 million annually to cities and counties on a 70 percent state and 30 percent local matching basis. This program is administered by the California State Department of Parks and Recreation. The program provides funds for acquisition, development and innovative trail programs. Limited funds would be available from this fund as most of the money has been allocated to other projects.

Habitat Conservation Fund

Cities, counties and districts are eligible to apply for the \$12 million that is available under this program which is administered by the California State Department of Parks and Recreation. Trails and recreational programs are new additions to the categories of projects supported by this fund.

Trail Grant Program

Acquisition and enhancement of property for public trails are eligible for this program. Grants are available to local governments and authorized non-profits. The program is administered by the California State Department of Parks and Recreation.

Water Security, Clean Drinking Water, Coastal and Beach Protection Act (Prop 50)

This program provides grants for the acquisition, restoration, protection and development of river parkways. Providing compatible recreational opportunities, including trails along rivers and streams, is an eligible activity.

Urban Stream Restoration Program

This program provides grants to assist local agencies and organizations with on-site restoration work including erosion control, landscaping and creek channel maintenance.

Environmental Enhancement and Mitigation Program

This program is administered by the California State Resources Agency and is available for projects that provide mitigation for the environmental effects of transportation facilities. Roadside recreational projects are eligible and may provide for acquisition and/or development of trails, trailheads and parks.

Federal Programs

Transportation Efficiency Act for the 21st Century (TEA-21) Funds

TEA-21 funds are administered by the California Department of Transportation and were established to fund transportation-oriented projects.

Recreational Trails Program (RTP)

The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails-related projects. The RTP is administered at the federal level by the Federal Highway Administration (FHWA). It is administered at the state level by the California Department of Parks and Recreation (DPR). The purpose of the program is to provide acquisition and development/rehabilitation of trails and support facilities, such as trailhead staging areas.

Cities, counties, districts, state agencies and nonprofit organizations with management responsibilities over public lands are eligible. A 20% match is required and can be made in cash or in-kind services. Five percent of the 20% must come from local sources such as a city, county, state or private source.

Federal Highway Administration Funds

These funds are made available based on a three year Transportation Improvement Program (TIP) prepared by the MTA, the regional transportation planning agency for Los Angeles County.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

This program provides funds for bicycling and walking facilities by offering competitive matching grants to cities and counties.

Safe Routes to School Program

The purpose of the Federal Safe Routes to School (SRTS) Program is to encourage communities to make walking and bicycling to school a safe and routine activity. The Program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.

Other Grant Sources

American Hiking National Trails Fund Awards

To be eligible for an award, applicants must be a nonprofit (501(c) (3) organization and meet one of the following three criteria: 1) building or maintenance of trails which will result in improvement to the environment and enhancement of the hiking experience, 2) acquisition of trail lands including costs associated with acquiring conservation easements, and 3) constituency building surrounding specific trail projects including volunteer recruitment and support. Awards range from \$500 to \$10,000 per grant. The program is administered by American Hiking Society.

The Robert Wood Johnson Foundation

This foundation funds a number of different kinds of projects that deal with its mission to improve the health and health care of all Americans. There are no deadlines. Applications must be received via email.

Public/Private Partnerships

In addition to government sponsored revenue-generating opportunities, other types of public/private partnerships can be considered which would result in the constructing or

maintaining of trails facilities, including:

- Donations
- Fundraising
- Contributions commemorating an event or memorializing an individual
- Club or organizations sponsorship (Kiwanis, Boy Scouts, etc.)

Private contributions can be enlisted to adopt a trail, whereby they provide on-going trail construction, clean-up and maintenance in return for on-site public recognition.

California Conservation Corps (CCC)

The CCC may offer an opportunity for State-funded implementation of a trail system. CCC field crews are capable of providing trail construction and maintenance. Members of the crew have moderate and specialized technical skill levels.

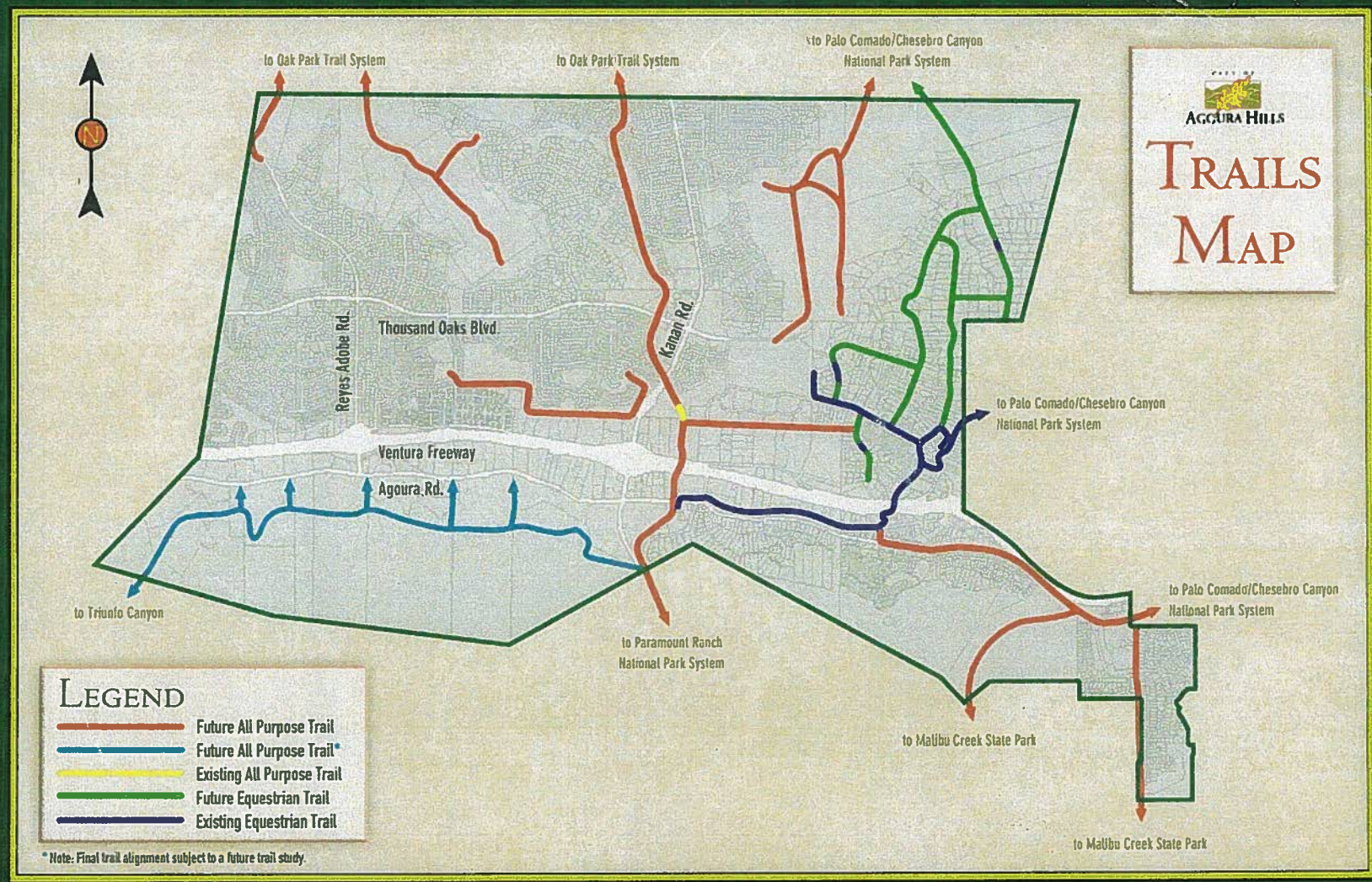
Private landowners

Landowners can assist in the acquisition of land for trails. The implementation of the Trails and Pathways Master Plan offers opportunities for landowners to accrue state and federal tax benefits from whole or partial donations of land for trails. Land donations often generate tax benefits that equal or outweigh the unrealized gain of a conventional market-rate sale.

Citizen involvement

The City of Agoura Hills, through its Community Services Department, can enlist the help of local citizens to implement the Trails and Pathways Master Plan. Active citizens can help construct trails or perform periodic clean-up and maintenance.

Exhibit A - Trails Map



*A large scale map is available for viewing at the City of Agoura Hills Community Development Department.