

From: [Carolyn Trocino](#)
To: [Comments](#)
Cc: info@everyonesafepassage.org
Subject: Everyone Safe Passage Team - More documents for review
Date: Monday, February 26, 2024 5:48:29 PM
Attachments: [image001.png](#)
[image002.png](#)
[Resolution 08-1509.pdf](#)
[Frequently Asked Questions .pdf](#)
[Note of Support Everyone Safe Passage 22624.pdf](#)

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Dear Mayor Buckley Weber and Council Members,

We submitted our PowerPoint yesterday that showed you the condition of our streets and trails. Today, we submit a note with more comments and a list of some of our supporters. We've also included a Frequently Asked Questions document and the resolution that includes the Trails and Pathways Master Plan.

We also include a link to an Acorn article from May 17, 2007, when portions of the trail were renovated. [New riding trail delights horse owners \(theacorn.com\)](#)

In the article, we appreciate the comment made by Kelly Fisher:

"It has always been the city's desire to construct a network of connecting trails for the residents to enjoy as stated in the 1987 Old Agoura Design Standards," Fisher said. "The City Council not only took in account of the safety of the horses and riders, but the high school students and pedestrians as well since Old Agoura doesn't have sidewalks."

Currently, we are worried about our safety and need your help!

Regards,

Carolyn Trocino, Team Member
Everyone Safe Passage

Carolyn Trocino

Everyone Safe Passage – Old Agoura Multi-use Trails project



Agoura Hills, California 91301

Email: info@everyonesafepassage.org

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RESOLUTION NO. 08-1509

**A RESOLUTION OF THE CITY COUCIL OF THE CITY OF AGOURA HILLS,
CALIFORNIA, ADOPTING THE CITY OF AGOURA HILLS TRAILS AND
PATHWAYS MASTER PLAN**

THE CITY COUNCIL OF THE CITY OF AGOURA HILLS HEREBY FINDS,
RESOLVES, AND ORDERS AS FOLLOWS:

WHEREAS, 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 and three-quarters (75%) of those who participated in the study supported a multi-use trail network for bicycles, horses, and pedestrians; and

WHEREAS, pursuant to City Council direction, staff prepared the Agoura Hills Trails and Pathways Master Plan, a long-range trail planning document that will be used to create and maintain a citywide trail and pathway network; and

WHEREAS, the City Council supports the development, maintenance, and enhancement of trails and pathways in the City that serve a variety of needs at the neighborhood, citywide, and regional level; and

WHEREAS, the City Council has considered the information contained in the Mitigated Negative Declaration (MND) prepared for the Trails and Pathways Master Plan and finds that a MND is appropriate because no significant impacts are anticipated and no substantial mitigation planning is necessary for project implementation; and

WHEREAS, the City of Agoura Hills Planning Commission considered the Trails and Pathways Master Plan during a regularly scheduled meeting held on November 6, 2008; and

WHEREAS, the Planning Commission recommended that the City Council approve the Trails and Pathways Master Plan.

NOW, THEREFORE, THE AGOURA HILLS CITY COUNCIL DOES
HEREBY RESOLVE AS FOLLOWS:

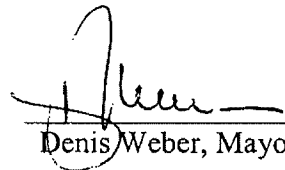
Section 1. The City Council considered the Planning Commission's recommendation to adopt the Trails and Pathways Master Plan during a public meeting held on December 10, 2008.

Section 2. A Trails and Pathways Master Plan is necessary in order to provide guidelines for the design, maintenance, and management of trails and pathways, identify existing and future trails and pathways, provide an implementation strategy and identify potential funding sources for trail construction, maintenance and operation.

Section 3. The proposed City of Agoura Hills Trails and Pathways Master Plan as listed in attached 'Exhibit B' is hereby adopted.


PASSED, APPROVED, and ADOPTED this 10th day of December, 2008, by the following vote to wit:

AYES: (5) Weber, Koehler, Edelston, Kuperberg, Schwarz
NOES: (0)
ABSENT: (0)
ABSTAIN: (0)



Denis Weber, Mayor

ATTEST:



Kimberly M. Rodrigues, City Clerk

Attachment B
Trails and Pathways Master Plan

**CITY OF AGOURA HILLS
TRAILS & PATHWAYS
MASTER PLAN**

December 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.

The Plan is intended to serve as a framework for the development of trails in Agoura Hills. Once a trail or trail segment has been selected for construction staff will prepare an implementation program that provides details regarding, but not limited to, funding, trail type (multi-use or single user), agency that will hold the trail easement, responsibilities for long term trail maintenance any potential impacts on adjacent sensitive habits, soils, geology and hydrology. In addition, neighborhood meetings will be held. Effective communication between the City and its residents ensure a system of trails that benefits the community in terms of increased recreational opportunities, local economic development and an environmentally sustainable and healthy community.

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) –Hard surface of asphalt or concrete may be utilized except for trails and pathways adjacent to natural creeks or other sensitive habitats for which permeable surfaces should be utilized to reduce runoff. The trail or pathway should be designed to accommodate a variety of users. A 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 and binder mix acceptable to the City Engineer.

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

NEIGHBORHOOD TRAIL AND PATHWAY STANDARDS

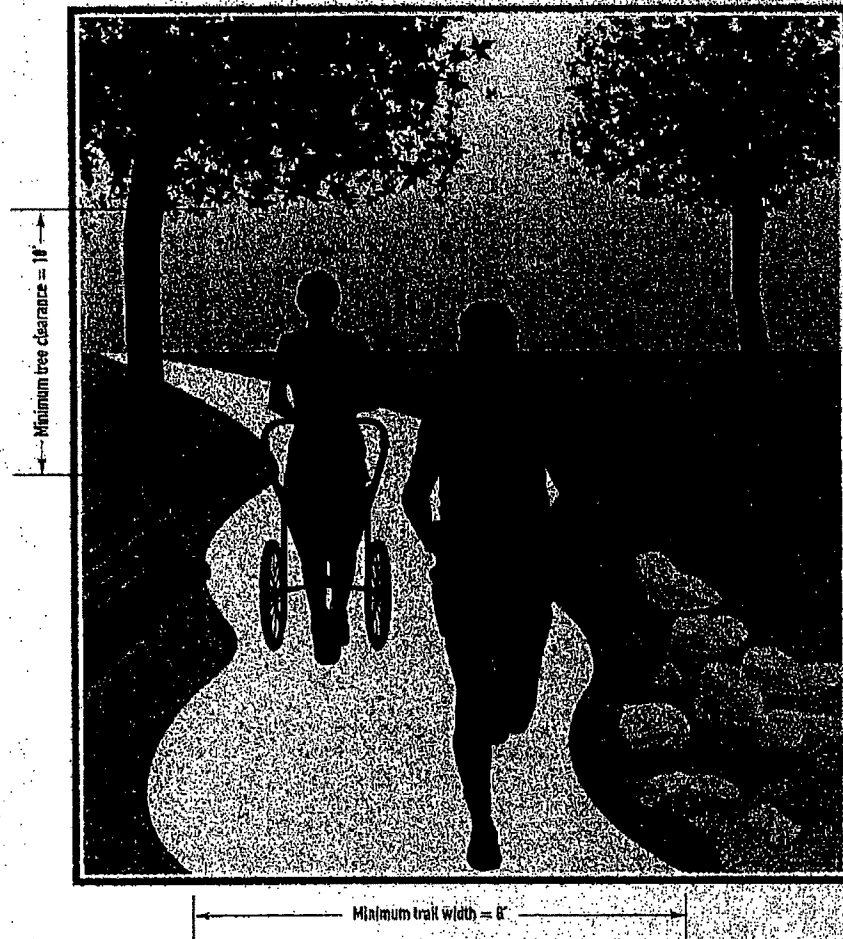


Figure 2 – Open Space Trail

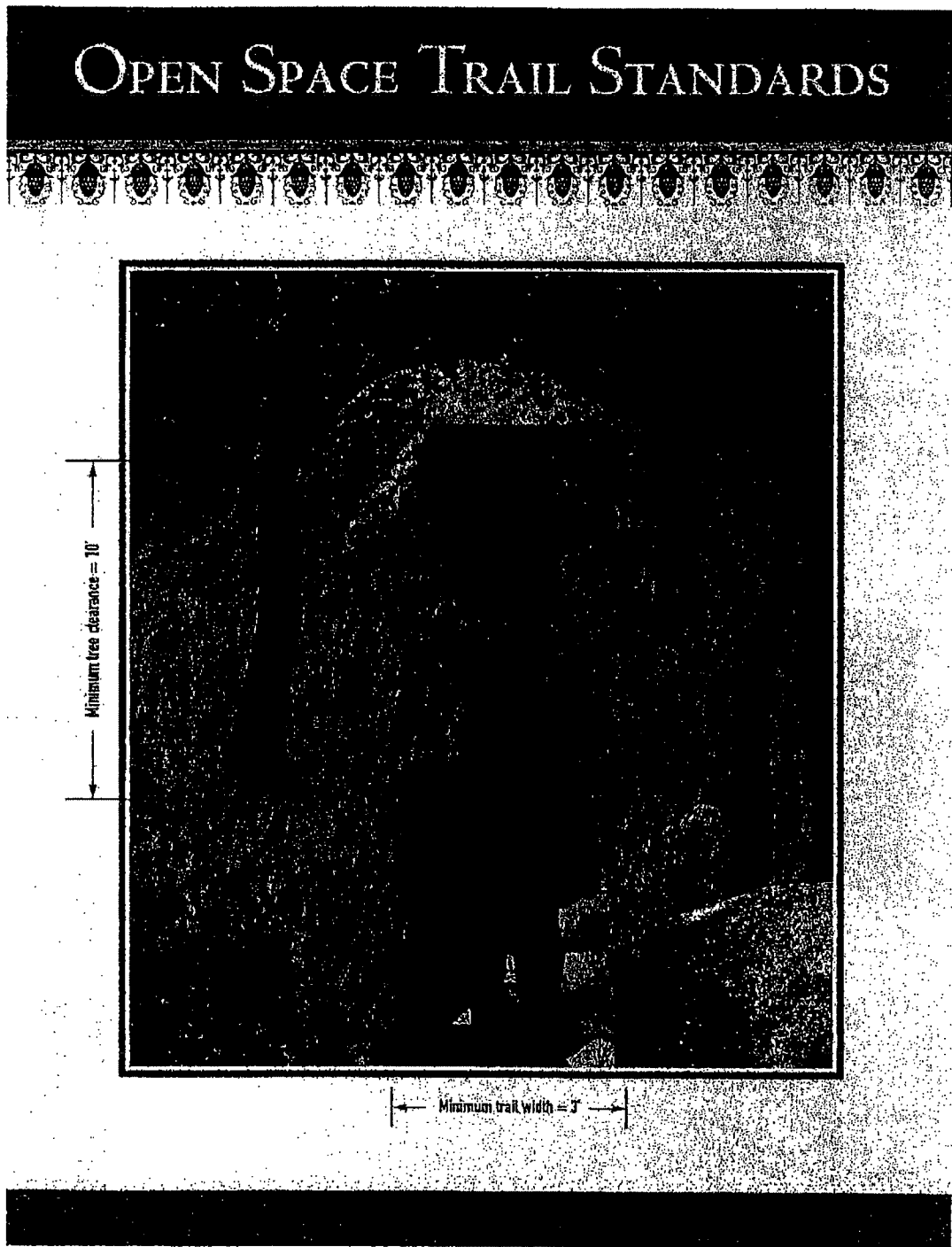
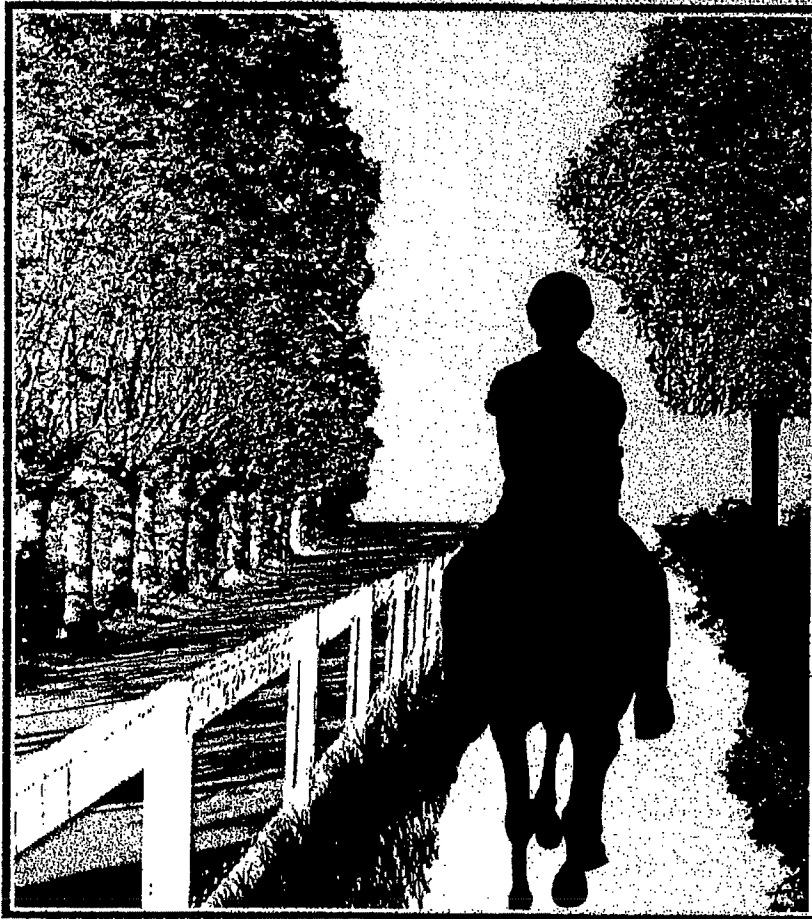


Figure 3 – Equestrian Bridle Path

EQUESTRIAN TRAIL STANDARDS



Minimum tree clearance = 10'

Minimum trail width = 6'

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.

Future 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.

Future 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 These include a trail along Driver Avenue that connects to 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 near 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. The actual trail location and alignment will be coordinated with each development proposed in Agoura Village.

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.

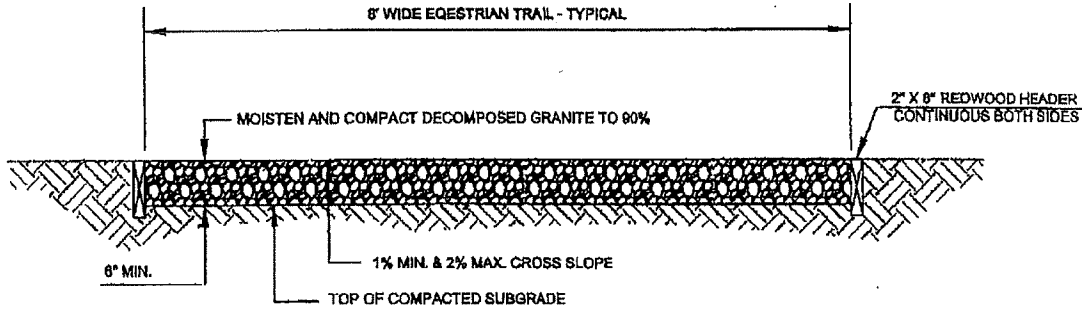
Table 1 provides the roadside locations of equestrian trail easements for Old Agoura streets and Figure 4 provides trail details.

Table 1 –Equestrian Trail Relationship to Streets

Street	Location (Street side)
Balkins Drive	S
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 OR HERBICIDES TO BE USED TO TREAT TOP OR SUBGRADE SURFACES
TRAIL SURFACE DETAIL - RAILING IS SHOWN HERE UNDER IN TWO VIEWS

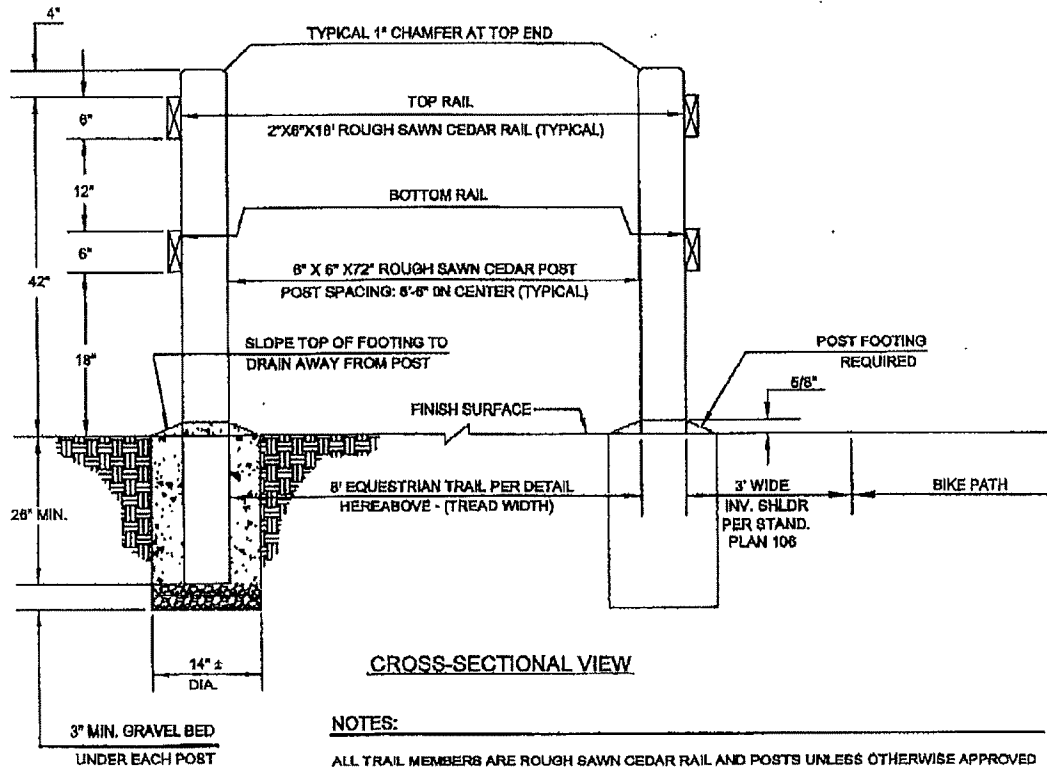
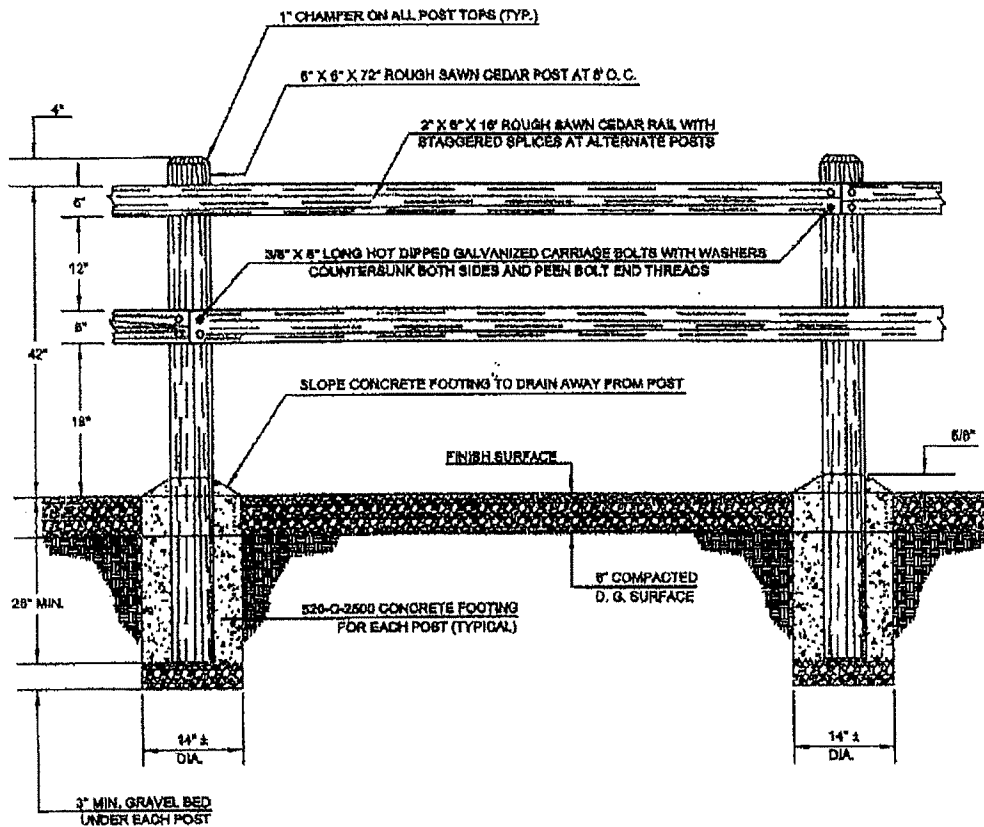


Figure 5 – Equestrian Fence Detail



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.

Upon installation, penetrating oil shall be applied to the fence to enhance and protect the wood. If available, non-toxic and environmental friendly oil should be utilized. Fences should also be sprayed periodically with a non-toxic and environmental friendly penetrating oil-based product to maintain the appearance of the fence.

Sprinklers on private property shall be directed away from the fence at all times.

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 would make the pathway impassable.

In addition, to the fencing requirements shown in Figures 4 and 5, equestrian bridle paths in Old Agoura shall meet the following standards:

- Minimum of 10 feet of vertical clearance beneath tree limbs
- Grade of trail segments shall be 10% or less. Cross grade not to exceed 2%

All equestrian trail materials and/or designs are subject to review and approval by the City.

Footing

The recommended material for construction of equestrian trails is decomposed granite. 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

- Where feasible, parking opportunities should be provided near trailheads. Parking could be provided on the street, in a dedicated parking lot or in a parking lot shared with an adjacent commercial, industrial building or institutional building.

- 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.
- Techniques, such as site specific trail routing, erosion control measures, site specific adjustment of construction standards, and site specific construction practices should be implemented to minimize environmental, visual, or construction impacts.
- Native vegetation including oak trees along all natural open space trails should be

preserved to the greatest extent possible to protect the aesthetic quality of the trail. Clearing of vegetation for trails, especially along creek banks, should be minimized.

- Native and/or self-sustaining plant materials should be used for re-vegetation of all disturbed areas to prevent erosion or for screening purposes.
- The City shall work with outside agencies such as the Fish and Wildlife Service and the Resource Conservation District during the design and construction of trails in open space areas to ensure the preservation and protection of sensitive habitats.
- As determined by staff, prior to the construction of any new trail biological surveys should be conducted at the appropriate times of year.

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, interpretive/educational information 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 and educational information.

VII. Implementation

Implementation Measures

- As part of development, require property owners with a future trail designation on or adjacent to their property to provide a trail easement or construct the trail as required by the City Engineer.
- Complete a study to determine alternative methods, such as payment of a fee, for new development to share the cost of installing and maintaining equestrian trails in Old Agoura.
- 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)

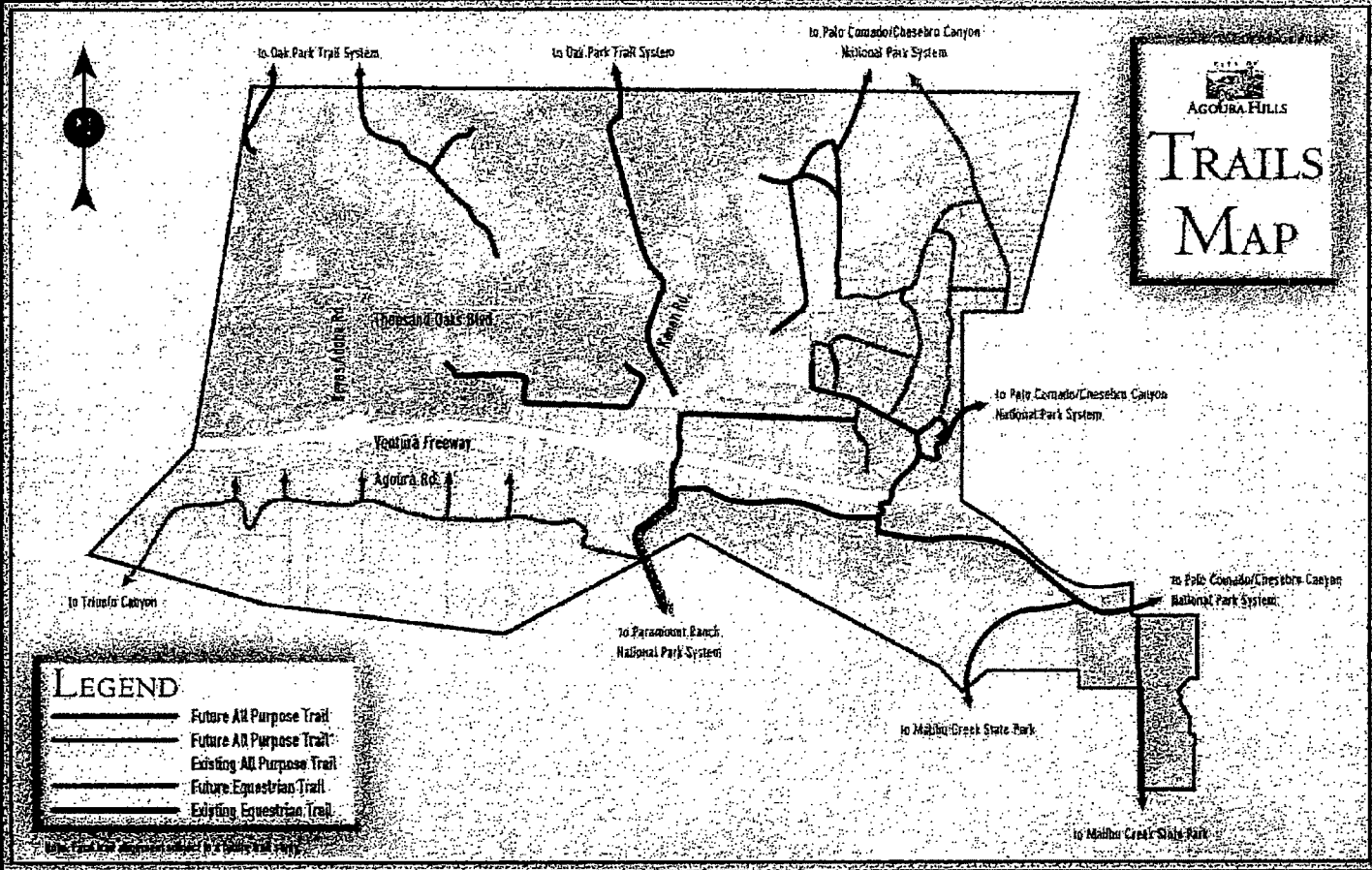
The CCC may offer an opportunity for State-funded implementation of a trail system. CCC field crews are capable of providing trail construction and maintenance. Members of the crew have moderate and specialized technical skill levels.

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.



LEGEND

- Future All Purpose Trail
- - - Future All Purpose Trail
- Existing All Purpose Trail
- Future Equestrian Trail
- Existing Equestrian Trail

CITY OF
AGOURA HILLS
TRAILS
MAP

to Oak Park Trail System

to Uzi Park Trail System

to Palo Verde/Chestnut Canyon
 National Park System

to Palo Verde/Chestnut Canyon
 National Park System

to Triunfo Canyon

to Paramount Ranch
 National Park System

to Palo Verde/Chestnut Canyon
 National Park System

to Malibu Creek State Park

to Malibu Creek State Park

Ventura Freeway

Agoura, B.C.

Thousand Oaks Blvd

Palo Verde

Uzi Park



Frequently Asked Questions:

1. Who is this team?

We are a team of concerned residents who want to get off the streets and onto pathways for safety. We have support from the Old Agoura Homeowners Board of Directors. Two members of the team are on the Old Agoura Homeowner Board.

We also have two team members who spearheaded efforts to get the pathways built on Driver.

Team members:

- ✓ Carolyn Trocino, Fairview
- ✓ Cyrena Nouzille, Chesebro
- ✓ Adrienne Jacob, Colodny
- ✓ Susan Carr, Colodny
- ✓ Chris Nitz, Chesebro
- ✓ Jim Clark, Foothill

2. Why are you doing this?

We started our movement for the safety of neighbors and visitors.

Neighbors are unhappy and scared due to the speeding cars in Old Agoura. Storm runoff erodes many of our pathways, with dangerous ruts or vegetation blocking egress for safe passage. While a city easement exists, pedestrian pathways along streets do not.

3. What do you already know?

The public section of Chesebro Road is in the City of Agoura Hills 2025/2026 road improvement plan. We are asking to reconstruct a pedestrian pathway for multi-purpose use as soon as possible because conditions are unsafe.

Fairview is not included in this year's plan. We want a continuation of the pathway on Driver to extend up to the East side of Fairview. Maintenance should be included in subsequent improvements throughout Old Agoura.

4. Are you looking at cement sidewalks?

No. Ideally, we would like to see pathways like what you see on Driver that meet the standards of equestrian use.

5. Where should the City of Agoura Hills start?

Fairview: Repair and maintain the existing pathway from 28265 Driver to include up to 5440 Fairview (heading North from Driver - before the driveway at 5440).



Chesebro: Public roads near the NPS park entrance to Fairview and Blythdale.

6. Why are you focused on these two streets?

These two streets are heavily traveled, and Chesebro is in the plan. There is a lot of road damage on the street. Fairview experiences some of the same challenges as Chesebro. Both streets are highly trafficked for accessing parks and trail networks, posing the most pedestrian risks.

7. What if it is too narrow to create a path?

We will collaborate with engineers and landscapers to solve problems where encroachments exist.

8. What if I have a mailbox, an electric gate mechanism, a big tree blocking the path, or stones on my pathway?

The General Plan identifies minimum roadbed and trail/sidewalk for each designation of publicly owned streets within the City of Agoura Hills. Public Roads must be 40' per the California Vehicle Code. The minimum widths for driving lanes, parking lanes, sidewalks, trails, "buffers" from vertical elements like trail fences, etc. are established by the Manual for Uniform Traffic Control Devices, California Vehicle Codes, and there is some language in the General Plan that further clarifies that...and it's all specific to the segment of road and how it's defined by our code and guidelines (Arterial Street, Secondary Arterial, Rural Secondary Arterial, Collector, or Residential).

Stones will be replaced by footing appropriate for safe passage. Each homeowner will be contacted, and the movement of objects on the easement will be considered.

Some areas, such as those with fire hydrants and power poles, may precipitate horses and other pedestrians to circumvent these obstacles onto the paved street.

9. What about parking?

Right now, ruts and erosion make it difficult for cars to park off the pavement. The erosion and ruts on Chesebro pose safety hazards to vehicles and pedestrians.

Fairview also has portions where erosion makes it difficult to park cars.

10. Where are the property lines? Where does the easement come into play?

We will obtain maps and information from the City of Agoura Hills. **Resolution No. 08-1509** indicates a pathway easement is part of the plan on every street in Old Agoura. **See Attachment B, Trails and Pathways Master Plan.**



11. Can horses go on the pathways?

These are multi-use pathways, and construction designs are meant to accommodate horses and riders.

12. What else will the pathways do for Old Agoura?

- ✓ Improve walkability.
- ✓ Create safety improvements.
- ✓ Enhance the beauty of our neighborhood.
- ✓ Help prevent future storm runoff erosion.

13. What are the roadside locations of the easements in Old Agoura?

The relationship to the streets is noted in the Equestrian Trail Standard in **the City of Agoura Hills Trails & Pathways Master Plan**.

Chesebro Public Roads – West side of the street
Fairview Place Public section of street – East side of the street

Off-pavement parking easements exist on the opposite sides of the streets.

14. What are the next steps?

We will continue to distribute surveys to residents and non-residents. We will have a community meeting via Zoom, and we will attend the 2/28/24 City Council meeting. We plan to send our presentation in advance.

Please join us on **2/28/24** in support of Everyone Safe Passage! You can send your comments to comments@agourahillscity.org by **2/28/24 at 4:00 PM**. Please reference your comments as “Support of Everyone Safe Passage.”

We will also attend the **3/13/24** Budget Meeting.



Dear Mayor Buckley Weber and City Council,

In this letter, we provide more comments from our Everyone Safe Passage (ESP) survey and a list of some of the Old Agoura residents and non-resident visitors who support ESP and our mission to restore our multi-use trail network and pathways in Old Agoura.

Over **100** residents and non-residents completed our survey.

As you can see, there is a common theme of a need for safety in our community.

- ✓ *It would make it a much safer situation for the horse riders and the people that walk.*
- ✓ *The cars have increased and near miss accidents can happen every day! With people, horses and bikes navigating this with cars and trucks is very dangerous!!!*
- ✓ *Make it safer for anyone not in a car to enjoy the area.*
- ✓ *Easier running path. Less dodging of cars. Decrease in neck twisting.*
- ✓ *I will feel safer riding my horse down Driver Avenue. My children are learning to ride as well and the sheer speed that people travel makes me very nervous to take my kids off the property to utilize the local trails and equestrian center.*
- ✓ *Safe pathways will keep me and my horse safe from being hit and possibly killed.*
- ✓ *Make it safer for anyone not in a car to enjoy the area.*
- ✓ *It is not safe right now.*
- ✓ *Old Agoura is a very special neighborhood because of our commitment to the equestrian lifestyle and because of our proximity to the park. We also have so many young families moving in with active lifestyles and kids who love to play in the hood! Making Old Agoura a safe place to live and play is critical, and I support all the efforts to do so.*
- ✓ *As with most of us, I definitely wish I had a way to get people to slow down. It is frightening how fast some people drive on our streets.*
- ✓ *At the very least we should have multiple signs asking motorists to slow down and explaining that horses have the right of way. Also a police presence once in a while. I'm very concerned about the danger of speeding vehicles, especially with people and children less experienced than myself, handling animals on such narrow streets. We definitely need to provide a safe distance from vehicles.*
- ✓ *This is a valuable and long-overdue project.*
- ✓ *Just so happy you are tackling this!*
- ✓ *Thank you for spearheading this!*
- ✓ *It would be nice to look into the possibility of a two way stop sign at Driver and Fairview. I believe this would minimize speeding. Too many drivers turn onto Fairview very fast, and blinded as to what and who is in front of them. Also would give drivers a chance to make a left onto Driver. Coming from Fairview and trying to get on Driver is nearly impossible, especially with school traffic not allowing a break in this intersection. This added to the fact that we currently don't have a safe passage leaves those on horseback and pedestrians vulnerable.*



Here is a list of some of our resident and non-resident supporters:

Old Agoura Homeowners Board of Directors

Everyone Safe Passage Team

Marcie Kornblith

Ben Suber

Shirley Stratton

Tammy VonBuck

Dr. Corey Hirsch, JD, LCSW

Jarred Walker

Kajsa Vikman

Walt Chandler

Gary Buzza

Tricia Costa

Ross Olney

Sophie Fung

Jean-Luc Nouzille

Deborah Newton

Gwen Campbell

John Kassir

Vanessa Kassir

Steve Jacob

Laila Biscaldi

Kevin Austin

Donna Flint

Ricki Clark

Barbara Wampler

Nicol McVicker

Mike Trocino

Sharon Stutz

Lesli Preuss

Rachelle Dior

Elijah Inbar

Michelle Metzner

Raina Tikka

Olivia Salinas

Michelle Meehan

Toni Thomas

Charisse Glenn

Shelly Kozaski

Mindy Levine

Darryl Levine