



DRAFT

UPDATED RIDING, HIKING, AND BIKEWAY TRAILS COMPONENT

City of Yorba Linda

1. Introduction

The City of Yorba Linda has had one of the most ambitious trail plans in the United States. The General Plan states that the City of Yorba Linda views the trails system within the City as a linkage between recreational opportunities and nodes of employment or commercial uses with emphasis on interfacing with the trail systems of adjacent cities, Orange County, Chino Hills State Park and the region. The General Plan acknowledges that missing links and incomplete connections exist in the trails system as identified in the initial 1972 Master Plan, and states that the City's goal is to complete these missing links to create a comprehensive, continuous trails system.

The initial 1972 Master Plan of Trails provides:

- A guide for establishing and preserving riding, hiking, and bicycle trails throughout the City of Yorba Linda.
- A plan that represents the official city policy of the City Council on the development of a trail system that clearly expresses the City's intention to establish trails.
- Long-range and short-range policies, and a framework for making decisions on development issues so that staff, the Planning Commission, City Council and developers have guidelines for the development and extension of trails into new areas.
- A plan to facilitate possible funding through State and Federal agencies for the acquisition, development, and maintenance of trails.

The 1972 Master Plan of Trails laid out an entire network of proposed earthen and paved trails throughout the community. These trails are intended for use by equestrians, pedestrians, joggers, bicyclists, skateboards, and other non-motorized forms of transportation and recreation. Since the plan's enactment, many of the trails have been constructed and are widely used. Others have not been built. As new development has occurred, some trails have been constructed as part of new housing tracts. In other cases, land has been developed without concurrent trail construction. The Master Plan of Trails has not always been followed. In some locations trail easements have been granted without trail construction. These trail easements present opportunities for future construction of the planned trails.

Along with growing interest in trails throughout the United States, the City of Yorba Linda has renewed interest in developing trails that are on the Master Plan of Trails but not yet constructed. The City would like to develop a more comprehensive network of trails, recognizing the value of a complete trail network that would enable Yorba Linda residents to access a trail in their neighborhood by horse or bicycle, or walk or jog to nearly any other location in Yorba Linda. A complete network of trails will enable people to easily travel from Chino Hills State Park or the Santa Ana River to access trails to other destinations in the regional Orange County trail network. Currently, the General Fund funds the maintenance and operations of one-third of the trails located on the west side of Yorba Linda, whereas the Landscape Maintenance Assessment District funds the remaining two-thirds.

In 2005 the city took on an extensive review of the 1972 plan. The City saw its largest development and increase in population during this time, therefore, the Riding, Hiking, and Bikeway Trail Component of the Yorba Linda General Plan was updated. This update to the Master Plan of Trails commenced an effort to complete the trail network. A consultant team including Alta Planning + Design, RRM Design Group and Tom Anderson was selected to carry out this planning effort. This planning process began by convening a Technical Advisory Committee (TAC) comprised of representatives of the City's Parks and Recreation, Planning, Public Works and Transportation officials. Officials from the Orange County, Chino Hills State Park, and the local equestrian community also served on the TAC. The TAC advised the consulting team throughout the process on the history of the trails, previous planning efforts, and present maintenance procedures. The consultant team reviewed various historical documents: the 1972 Master Plan of Trails, the City's General Plan, the City's Community Vision, the Orange County Trail Plan, the San Bernardino County Trails Plan, aerial photos, and the Chino Hills State Park Plan. Most importantly, the consultant team studied tract maps to determine property lines, where easements exist, and the nature of the easements. The tract map research created the foundation for fieldwork.



An equestrian on the El Cajon Trail.

The consultant team spent a significant amount of time in the field on horseback, bicycle, and foot assessing the potential for constructing trails along easements in order to complete the trail network. In a few locations, the consultant team assessed the potential for constructing trails along other rights-of-way. The consultant team met with members of the local equestrian community to determine where new trails might go, where informal trails already exist, as well as other issues related to the safety and convenience of traveling by horseback in Yorba Linda.

This analysis led to recommending the following:

- a. The City Council should authorize the City Manager to 1) effectuate the completion of the missing trail links, and 2) to work with property owners to make adjustments in property lines to achieve trail widths, depending upon the circumstances per the subject trail element.
- b. The City should consider establishing a Trails Manager position responsible for enforcing the Trails Master Plan and the General Plan as it relates, as well as this trails study, and coordinating with other departments such as Planning, Parks and Recreation, and Public Works Trails issues. The Trails Manager would also act as the City's public relations officer as it relates to trails.



Trail possibilities in Yorba Linda

- c. The City should establish a marketing campaign that informs the residents of the value of the trail system and provides them with a user-friendly map that is printed or accessible via the City's website.

Adoption of the 2005 Plan provided a course of action for the City to proceed in developing the remainder of the trail network.

2024 - Riding, Hiking and Bikeway Trails Component (Master Plan of Trails) Plan

Since 2005, many housing developments have been constructed and connections to Yorba Linda's trails have been completed. This 2024 update will reflect those trail segments that have since been completed or are in progress. This **2024 Yorba Linda-Placentia Multi-Agency Active Transportation Plan** includes the review of the 2005 Riding, Hiking and Bikeway Trails Component (Master Plan of Trails) Plan, updating it to reflect the current state of trails in the city, including enhancing trail maps and describing the implementation status of previously recommended trails. The 2005 Plan was an extensive update where this 2024 review was commissioned as an opportunity to build upon the 2005 Plan and improve on the readability of the document and maps themselves. This Plan also recommends an additional five trail segments (Segments 51-55) to further connect the trail network in the city. These newly recommended segments are marked with an asterisk (*) in the Map Segment pages.

Chapter 2 of this report displays the results of the tract map research and fieldwork. Chapter 3 contains recommendations for completion of the trail network as described in text and illustrated on maps.

Chapter 4 provides standards for constructing future trails and for determining the type of trail. This will include the new proposed trails, a new trail map, design recommendations, and recommended procedures for maintenance.

Chapter 4 also includes policies and procedures for acquisition and development of new trails on both public and private land.

The Appendices include a sample easement encroachment permit, a sample landscaping and maintenance bid specifications, tract map analysis matrices, and the California Environmental Quality Act (CEQA) Initial Study checklist.

2. Results of Tract Map Research and Field Work

Trail Types

The goal of this planning effort is to create a plan to develop a complete network of trails throughout Yorba Linda. In conducting this analysis, different types of trail users are considered. Equestrians, joggers, hikers, and mountain bicyclists prefer earthen multipurpose trails. Earthen multipurpose trails lend comfort and create less wear and tear on the legs of both humans and horses than paved trails. Road bicyclists, people in wheelchairs and those with strollers prefer paved surfaces since wheels can roll more efficiently on hard surfaces. Pedestrians may prefer soft surfaces especially when walking long distances. On the other hand, paved surfaces are cleaner to walk on than earthen multipurpose trails and are preferred at other times by pedestrians.

The City of Yorba Linda has built both earthen multipurpose trails and paved paths within its trail network. In many locations, the two parallel one another. This planning effort seeks to accommodate users of both earthen and paved surfaces in as many locations as possible.

The 1972 and 2005 Master Plan of Trails shows “planned equestrian trails” and “planned local multipurpose trails” along many rights-of-way. In other locations, one or the other is proposed. On some rights-of-way the terms “equestrian” and “multipurpose trails” are used interchangeably. The characteristics of “equestrian” trails and “multipurpose” trails are not consistent, however. In order to clarify proposed trails, this Plan Update will adopt the following trail terms:

- Earthen Multipurpose Trails – Soft surfaces intended for use by equestrians, hikers, joggers, and some mountain bicyclists where appropriate.
- Paved Multipurpose Trails – Trails for multiple users (hikers, joggers, equestrians, bicyclists) that do not necessarily meet Class I Bikeway standards because of varying widths and surfaces.
- Paved Trails (Class I Bikeway) - Paved paths intended primarily for use by bicyclists, pedestrians, those in wheelchairs, and those with strollers.
- Bike Lanes (Class II Bikeway) – Striped, stenciled, and signed lanes on streets or highways for the use of bicycles. Bike lanes with an additional painted buffer are known as Class IIB Buffered Bikeways.
- Bike Routes (Class III Bikeway)– Signed routes along streets or highways; bicycles share travel lanes with motor vehicles.
- Separated Bikeways (Class IV Bikeway)- Bike lanes with physical protection from motor vehicles such as with bollards, concrete, planters, or landscaping.

Design standards and guidelines for each of these are provided in Chapter 4 of this plan.

In rights-of-way where space permits, it is recommended that earthen and paved trails be constructed adjacent to one another. In cases where this cannot be done due to right-of-way constraints, intersections and other considerations, earthen multipurpose trails, paved paths, bike lanes or signed bicycle routes are recommended.

Tract Map Research

An initial analysis of planned trails enabled the 2005 planning effort to focus on the status of easements within approximately 150 land tracts. The tract maps for these areas were analyzed to determine where appropriate easements exist that might be used to construct new trails. The results of this analysis are presented in Appendix C. Tracts that contained easements for either recreational or equestrian trails were selected for fieldwork analysis.

As a part of this Plan Update and the Yorba Linda-Placentia Active Transportation Plan, a suitability analysis was completed on parcels in Yorba Linda to identify potential areas where easements could be implemented to extend existing trails or create new trails using proximity to common destinations and environmental variables included in land use data. A suitability score was created based on both the distance of parcels from destinations such as commercial district areas, libraries, schools, city halls, and parks; proximity to disadvantaged communities; and environmental data. Environmental data included a review of parcels that may be susceptible to natural disasters such as those in the 100 Year Flood Plain, in an earthquake fault zone, or in a landslide hazard zone. Environmental data also included a review of parcels in wildlife habitats and conservation areas. The highest-scoring parcels were used by the project team as areas to study during fieldwork and to consider for improved and new trail recommendations. The highest-scoring parcels are those that connect to the most destinations and disadvantaged communities, are at lower risks for natural disasters, and would be least disruptive to natural habitats. The results of this analysis are presented in Appendix C.

Fieldwork Analysis

The consultant team rode on horseback, bicycled, and walked along rights-of-way dedicated in the 1972 and 2005 Master Plan of Trails that have not yet been constructed. The fieldwork focused on rights-of-way identified as either planned equestrian trails or planned local multipurpose trails from the 2005 Plan. Routes identified as planned equestrian trails were analyzed in the field as potential earthen multipurpose trails. Routes identified as planned local multipurpose trails were examined for potential for multipurpose trails, paved paths, bicycle paths, bicycle lanes or bicycle routes.

Fieldwork Findings and Recommendations

As a result of the team's 2005 fieldwork, the team determined that the goal of developing a community-wide network of trails could be realized by focusing on the following needs:

- Trail connectivity in several north-south corridors
- Trail connectivity in at least two east-west corridors
- Trail connectivity to Chino Hills State Park and the Santa Ana River
- Clear trail signage
- Visible and convenient crossings
- User amenities

Fieldwork findings, for the most part, are organized by area of the city with added 2024 Segments listed as 51-55. These areas are identified as:

- Southwest Area
- Central Area

- Imperial Highway Southern Area
- Imperial Highway/Bastanchury Road Area
- Northwest Area
- North Fairmont Boulevard Area
- South Fairmont Boulevard Area
- Eastern Area

Within each of these areas, the findings are first recorded for each tract. Then the findings are shown for the fieldwork along streets that are outside the tract map research. The following tables reference trail segments identified on trail maps.

This 2024 Yorba Linda-Placentia Multi-Agency Active Transportation Plan reviews the 2005 recommendations and updates the recommendations to reflect the current state of trails in the city. This Plan recommends an additional five trail segments (Segments 51-55) to further connect the trail network in the City. These newly recommended segments are marked with an asterisk (*).

Each of the recommendations in this Plan is planning level. Recommendations were made considering each of the factors described above; however, additional design and engineering studies will be required to verify the feasibility of each recommendation before implementation.

DRAFT

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map

Planned Bicycle Facilities

- Bikeway
- Existing Bikeway

Planned Trail Facilities

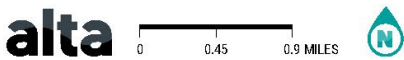
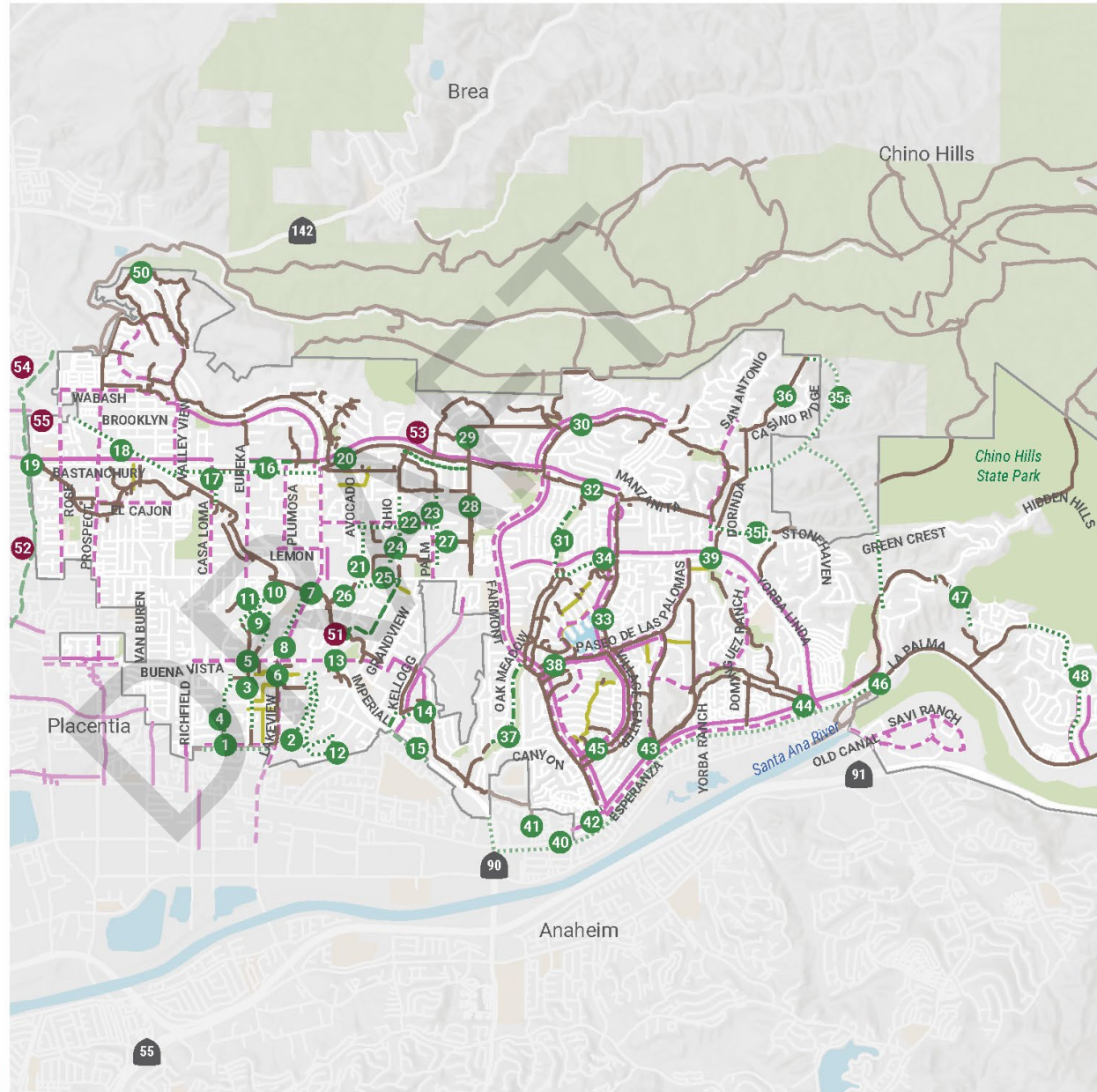
- Planned Earthen Multipurpose Trail
- Planned Paved Multipurpose Trail
- Planned Paved and Earthen Multipurpose Trail
- 2024-2025 Trail Study Recommendation

Existing Trail Facilities

- Existing Trail
- Private Trail

Boundaries and Destinations



- City Tracts
- City Boundary



2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map

SEGMENT 1

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway



Planned Trail Facilities

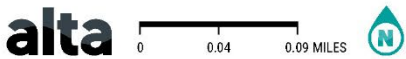
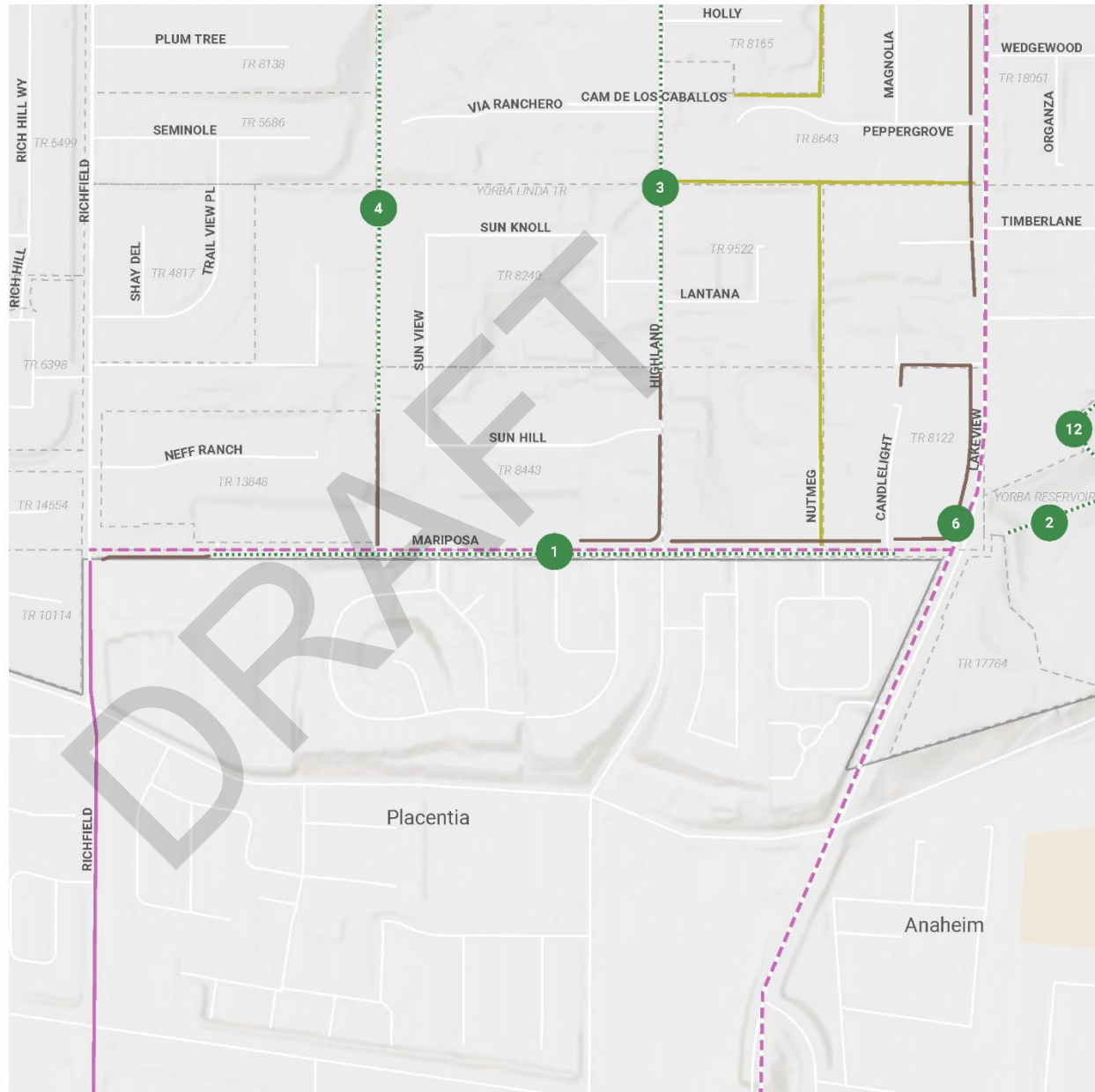
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation

Existing Trail Facilities


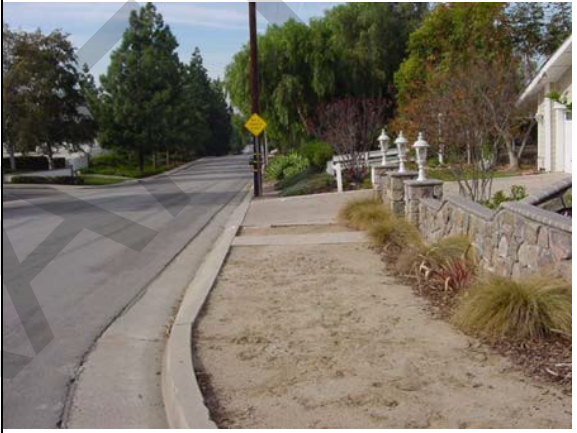

-  Existing Trail
-  Private Trail

Boundaries and Destinations

-  City Tracts
-  City Boundary



Southwest Area Findings and Recommendations

SOUTHWEST AREA	
Segment 1	
Location	Purpose
Tracts 13848, 8443: Mariposa Ave. from Richfield Rd. to Lakeview Ave.	To complete the 1972 Master Plan of Trails.
Findings	
A public right-of-way easement exists along the north side of Mariposa Ave. A number of obstructions, such as mailboxes or landscaping, have been placed in the easement but present no major barrier to trail construction.	
Recommendation	
Construct earthen multipurpose trail the entire length of Mariposa Ave. and sign the trail to Lakeview Ave. Sign Mariposa Ave. as a Class III Bike Route.	
Photos	
 <p>Mariposa Ave. west of Lakeview Ave. looking west.</p>	 <p>Mariposa Ave. just west of Highland Ave. looking west.</p>
 <p>Mariposa Ave. just west of Richfield Rd. looking east.</p>	

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 2

Planned Bicycle Facilities

- - - Bikeway
- Existing Bikeway

Planned Trail Facilities

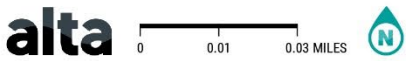
- ⋯ Planned Earthen Multipurpose Trail
- - - Planned Paved Multipurpose Trail
- · - · - Planned Paved and Earthen Multipurpose Trail
- 2024-2025 Trail Study Recommendation



Existing Trail Facilities

- Existing Trail
- Private Trail

Boundaries and Destinations



- City Tracts
- City Boundary



SOUTHWEST AREA	
Segment 2	
Location	Purpose
Gap extending from Mariposa Ave. east to Yorba Linda Reservoir	To link to a trail around the Yorba Linda Reservoir. This will be one segment of a link to the El Cajon Trail.
Findings	
<p>The crossing of Lakeview Ave. needs improving.</p> <p>On the east side of Lakeview Ave. the trail exists but is not well marked. The Orange County Flood Control owns the Yorba Linda Reservoir.</p>	
Recommendation	
Improve the crossing of Lakeview Ave. according to guidelines set forth in Chapter 4. Sign the existing trail from Lakeview Ave. to the Yorba Linda Reservoir.	
Photos	
	
East side of Lakeview Ave. and Mariposa Ave. looking west.	East of Mariposa Ave. looking north.

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 3

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway



Planned Trail Facilities

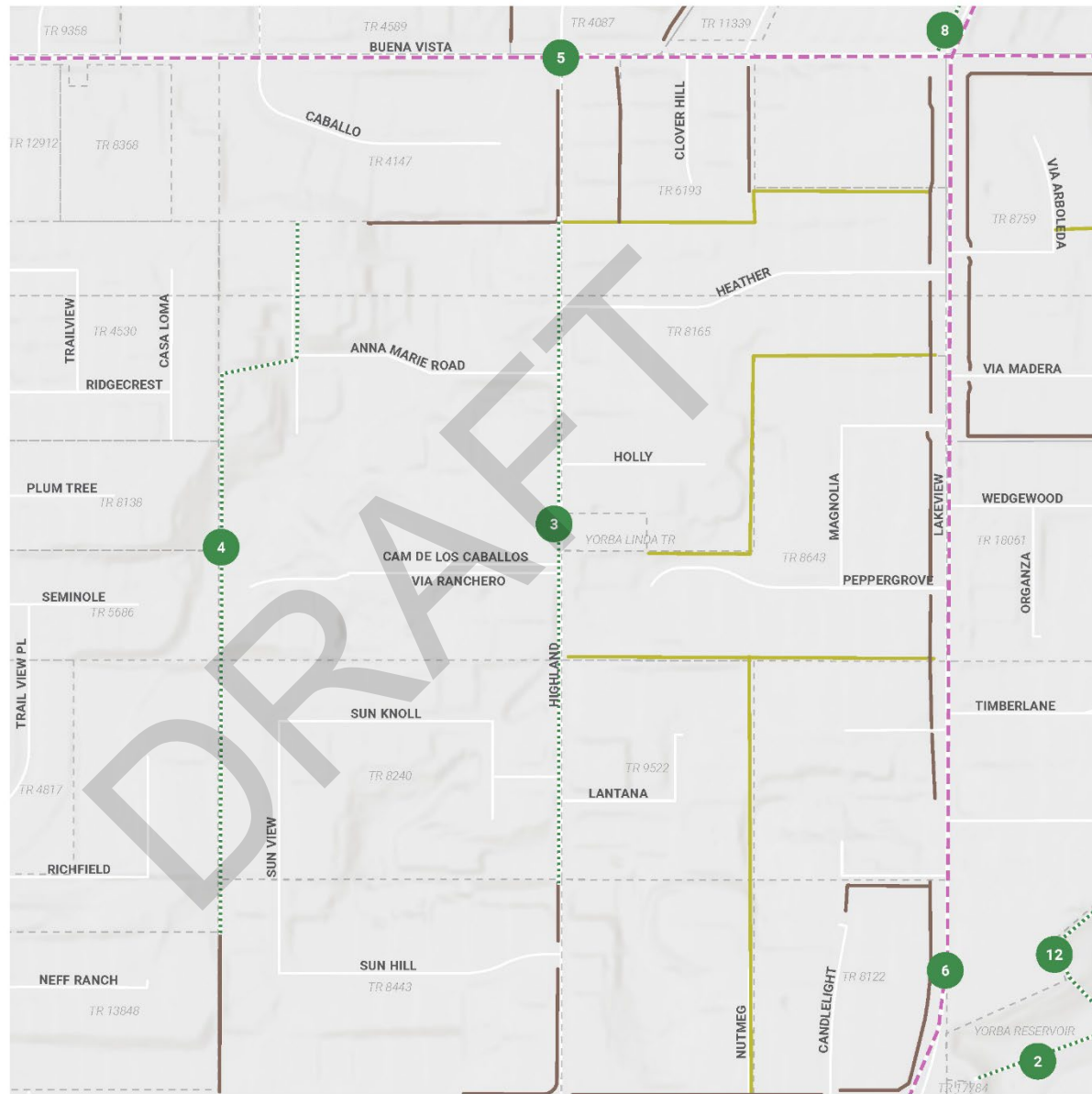
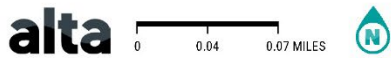
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation

Existing Trail Facilities

-  Existing Trail
-  Private Trail

Boundaries and Destinations



-  City Tracts
-  City Boundary







SOUTHWEST AREA	
Segment 3	
Location	Purpose
Tracts 8443, 8240, 8165, 8643, 4147; Highland Ave. from Mariposa Ave. to Buena Vista Ave.	To complete the 1972 Master Plan of Trails.
Findings	
<p>A public right-of-way easement exists on Highland Ave. in tract 8443.</p> <p>A recreational trail easement exists on Highland Ave. in tracts 8240, 8165 and 8643. An equestrian easement exists in tract 4147.</p> <p>The easement is generally still available to complete the planned earthen multipurpose trail, with the exception of some large trees, signs, mailboxes, and walls at the north end.</p> <p>The north end also has a ridge that would require some grading.</p>	
Recommendation	
Construct an earthen multipurpose trail the entire length of Highland Ave.	
Photos	
	
Highland Ave. just north of Buena Vista Ave. looking south.	Highland Ave. looking northwest from Heather Way.
	
Highland Ave. north of Heather Way looking north.	Highland Ave. north of Sun Hill Dr. looking south.

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 4

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway



Planned Trail Facilities

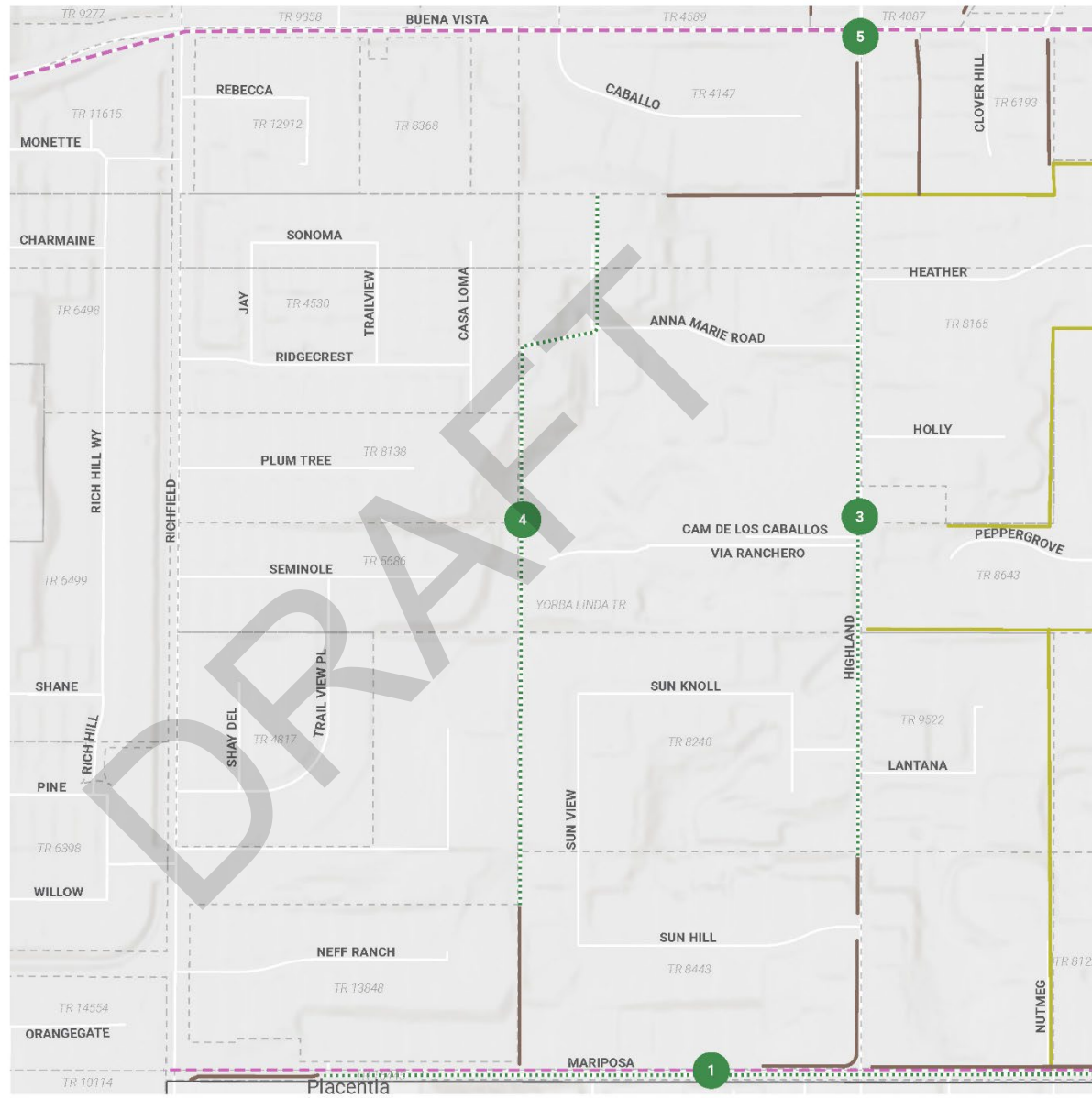
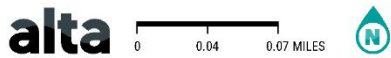
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation





Existing Trail Facilities

-  Existing Trail
-  Private Trail

Boundaries and Destinations



-  City Tracts
-  City Boundary






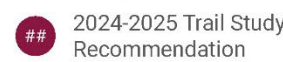
SOUTHWEST AREA	
Segment 4 – In Progress	
Location	Purpose
Tracts 13848, 90-252, 8138, 4530	To complete the 1972 Master Plan of Trails.
Findings	
<p>A trail connection was identified in Trails Master Plan from Neff Ranch Rd. cul-de-sac to trail along Mariposa Ave. (to the south). Homes in the area were completed and there is no trail connection. A partial trail runs behind (to the east of) new development and then dead ends at a parcel at the end of Neff Ranch Rd.</p> <p>A recreational trail easement running east-west was abandoned on tract 13848 through an agreement to directly link this segment with the existing trail that dead ends at the Neff Family Parcel. An equestrian trail easement exists in tract 90-252. A public right-of-way easement exists in tract 8138. Portions of this trail have been constructed.</p>	
Recommendation	
Complete this segment with an earthen multipurpose trail to link with the existing trail that dead ends at the parcel at the end of Neff Ranch Rd.	
Photos	
	
Just west of Highland Ave. looking west.	Further west of Highland Ave. looking west.
	
Just north of Mariposa Ave. looking north.	Further north of Mariposa Ave. looking north.

2024 Yorba Linda
 Updated Riding,
 Hiking & Bikeway Trails
 Component Map
 SEGMENT 5

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway



Planned Trail Facilities

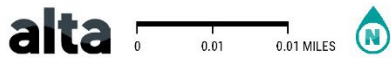
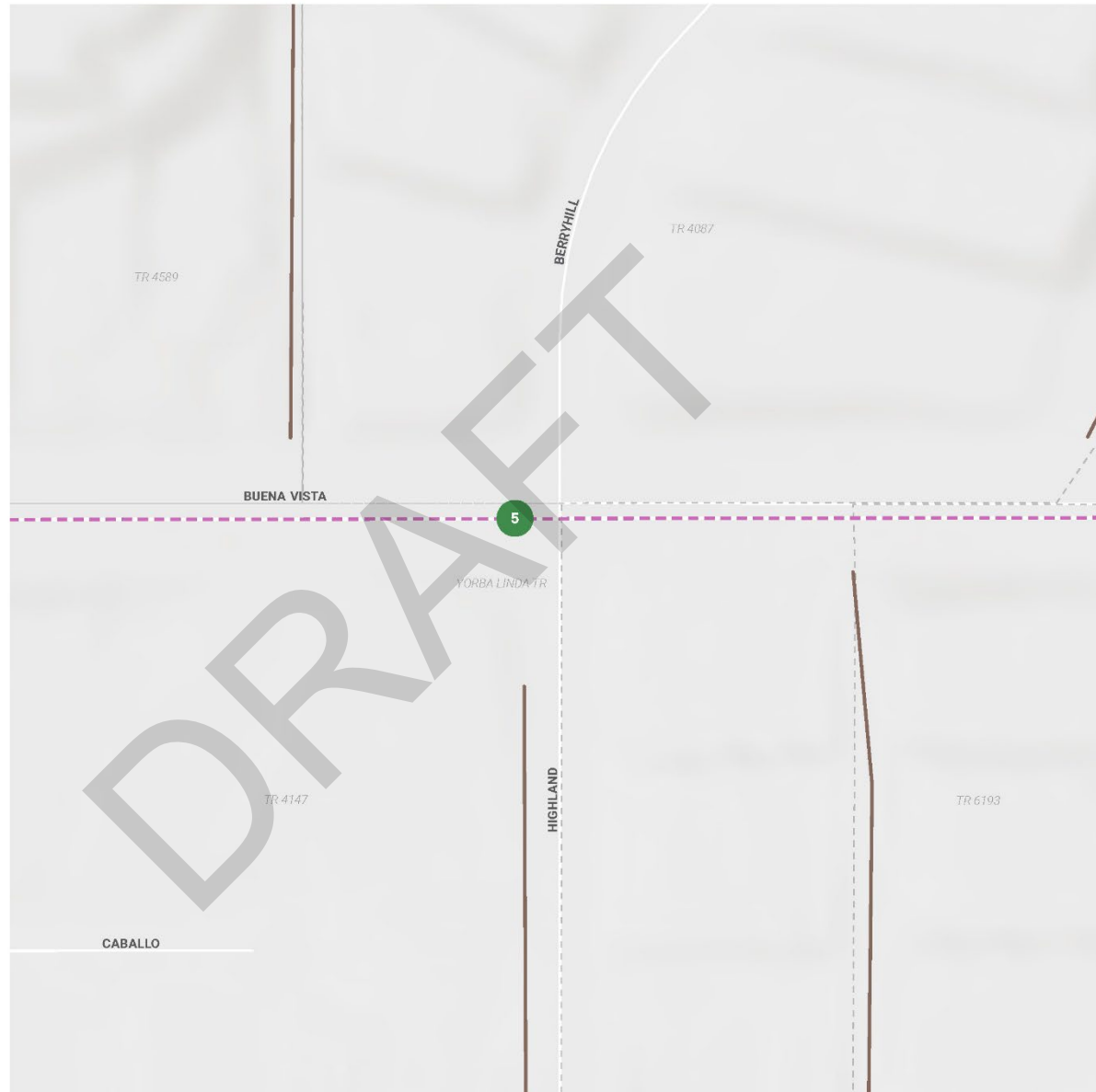
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation





Existing Trail Facilities

-  Existing Trail
-  Private Trail

Boundaries and Destinations

-  City Tracts
-  City Boundary



SOUTHWEST AREA	
Segment 5	
Location	Purpose
Highland Ave. and Buena Vista Ave. Tract 4147	To improve continuity between existing trail segments.
Findings	
This critical crossing is difficult.	
Recommendation	
Improve the crossing according to design guidelines in Chapter 4.	
Photos	
	
Highland Ave. and Buena Vista Ave. looking northwest.	Buena Vista Ave. looking east from Highland Ave.
	
Buena Vista Ave. looking west towards Richfield Rd.	Buena Vista Ave. looking east from east of Highland Ave.

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 6

Planned Bicycle Facilities

- Bikeway
- Existing Bikeway

Planned Trail Facilities

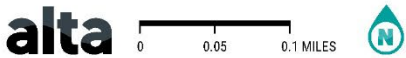
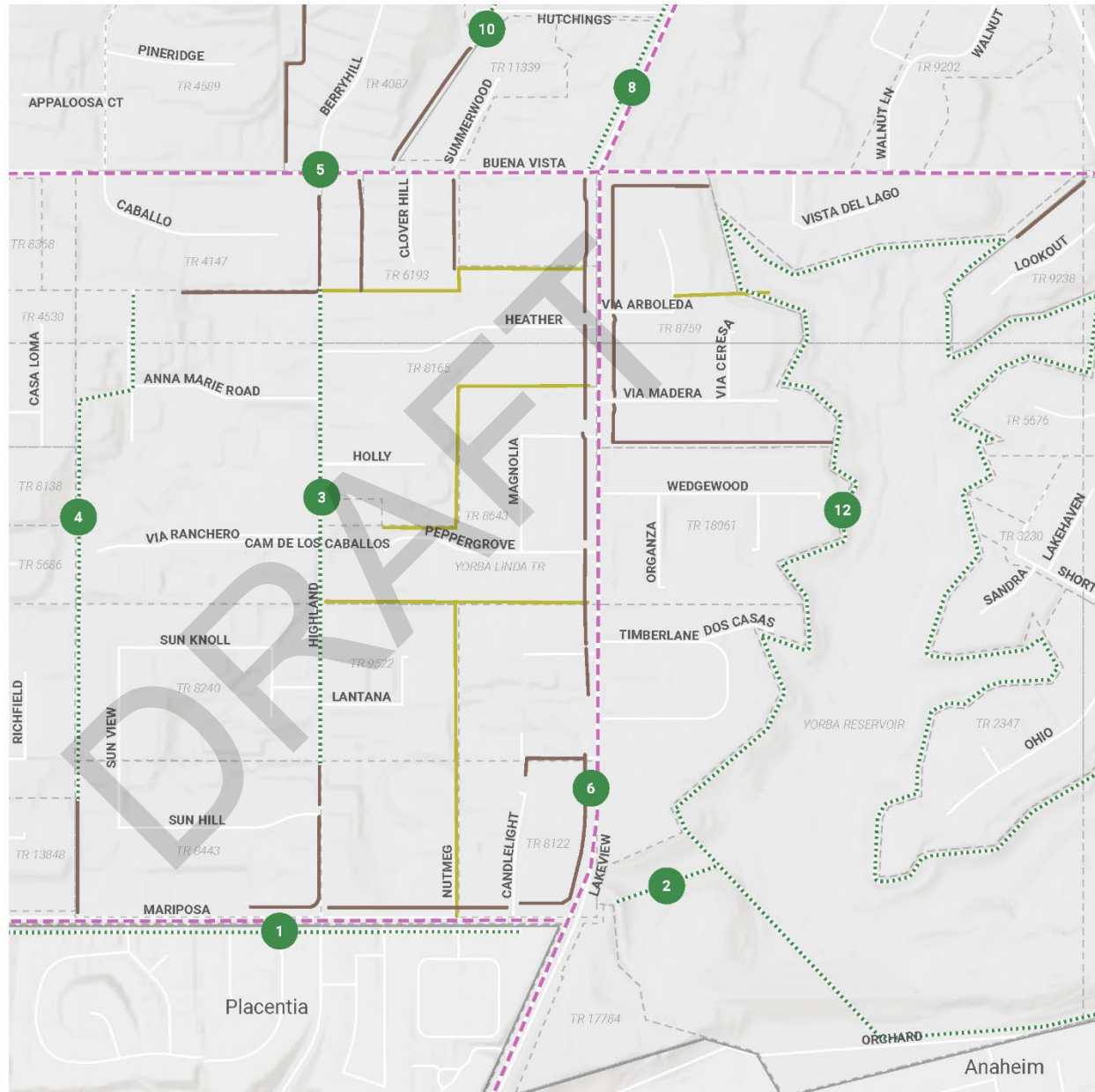
- Planned Earthen Multipurpose Trail
- Planned Paved Multipurpose Trail
- Planned Paved and Earthen Multipurpose Trail
- 2024-2025 Trail Study Recommendation



Existing Trail Facilities

- Existing Trail
- Private Trail

Boundaries and Destinations



- City Tracts
- City Boundary







SOUTHWEST AREA	
Segment 6	
Location	Purpose
Lakeview Ave. from Mariposa Ave. to Buena Vista Ave. Tracts 8165, 8643, & 8759.	To complete the 1972 Master Plan of Trails. To improve continuity between existing trail segments.
Findings	
A crossing is needed near Magnolia Way. The right-of-way is not wide enough for a paved trail. The street is wide enough to re-stripe for Bike Lanes.	
Recommendation	
Provide a crossing according to design guidelines in Chapter 4. Re-stripe lanes on Lakeview Ave. and add Bike Lanes.	
Photos	
	
Lakeview Ave. looking north from a point north of Mariposa Ave.	Lakeview Ave. looking north from a point north of Mariposa Ave.

2024 Yorba Linda
 Updated Riding,
 Hiking & Bikeway Trails
 Component Map
 SEGMENT 7

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway



Planned Trail Facilities

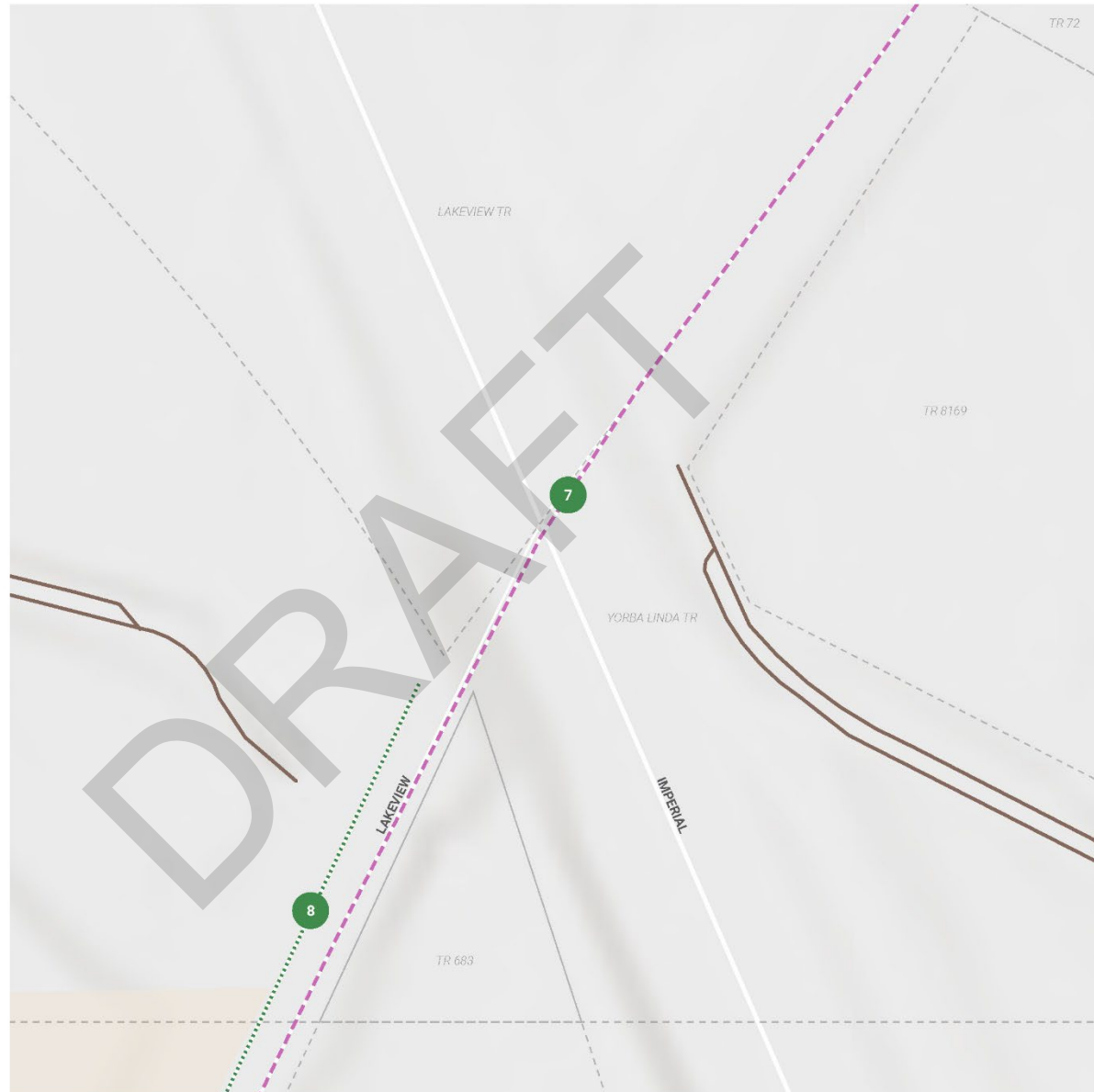
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation

Existing Trail Facilities




-  Existing Trail
-  Private Trail

Boundaries and Destinations

-  City Tracts
-  City Boundary





Central Area Findings and Recommendations

CENTRAL AREA	
Segment 7	
Location	Purpose
El Cajon Trail crossing of Lakeview Ave.	To improve continuity between existing trail segments.
Findings	
<p>The present El Cajon Trail crossing of Lakeview Ave. presents difficult challenges for all users.</p> <p>Adequate width exists in Lakeview Ave. to widen the sidewalk on the east side to create a link from the trail on the east side of Lakeview Ave. to a tunnel that goes under Lakeview Ave. and links to the trail on the west side.</p>	
Recommendation	
Widen the sidewalk on the east side of Lakeview Ave. to 12 feet and sign it for all users to the tunnel.	
Photos	
 <p>El Cajon Trail looking east from just east of Lakeview Ave.</p>	 <p>Lakeview Ave. looking south from just south of the El Cajon Trail.</p>
 <p>Looking west at tunnel under Lakeview Ave.</p>	





2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map

SEGMENT 8

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway



Planned Trail Facilities

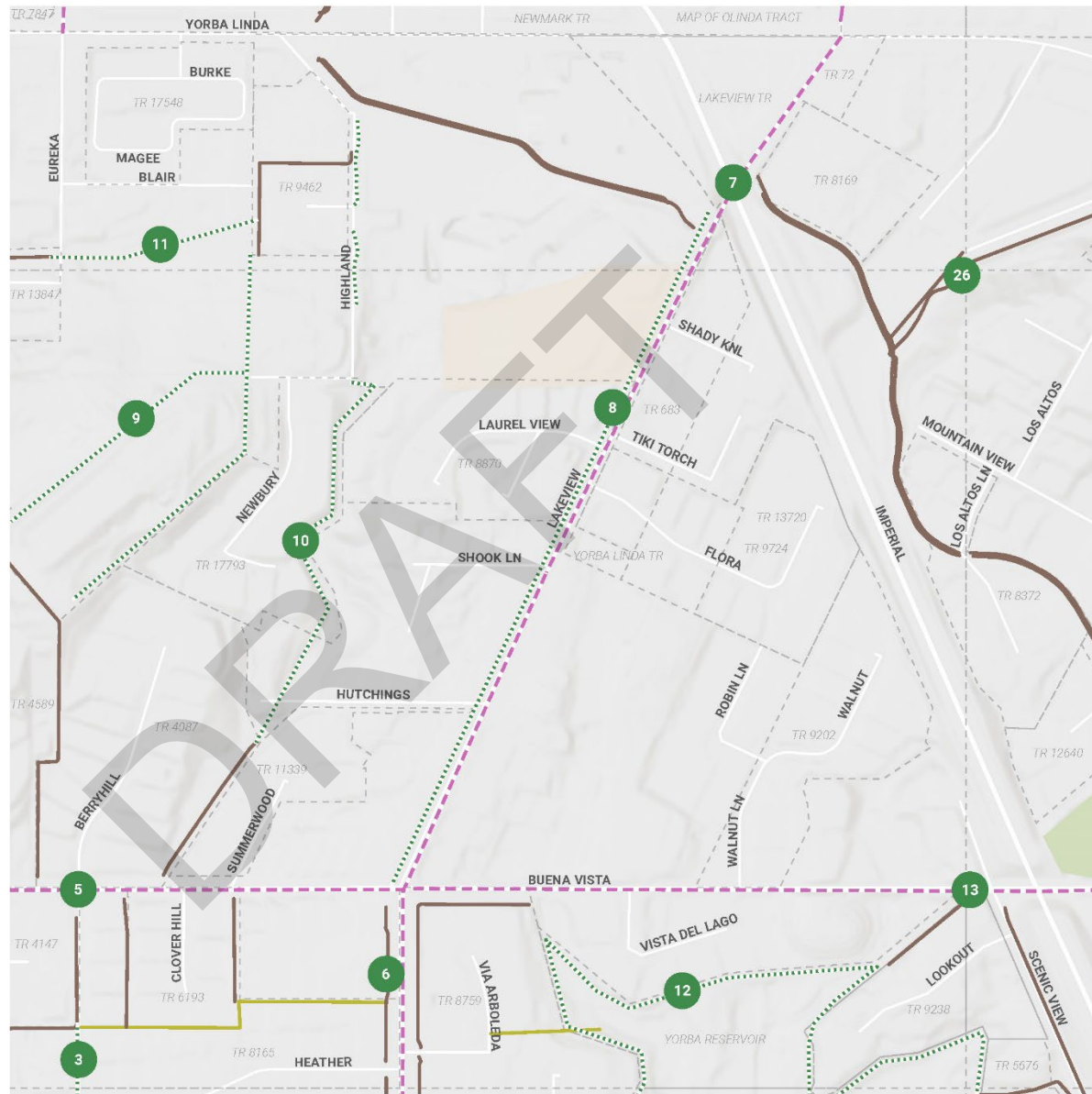
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation


Existing Trail Facilities

-  Existing Trail
-  Private Trail

Boundaries and Destinations

-  City Tracts
-  City Boundary





CENTRAL AREA	
Segment 8	
Location	Purpose
Lakeview Ave. from the El Cajon Trail to Buena Vista Ave.	To complete the 1972 Master Plan of Trails.
Findings	
This stretch of Lakeview Ave. presents a major gap in the north-south trail network for all users. Lakeview Ave. is presently 48 feet wide with parking permitted (but not used when observed).	
Recommendation	
<p>Option 1: Remove on-street parking and use the space gained to put an earthen multipurpose trail along Lakeview Ave., as well as Bike Lanes.</p> <p>Option 2: Construct an earthen multipurpose trail along Lakeview Ave., as well as Bike Lanes when Lakeview Ave. is reconstructed.</p>	
Photos	
	
<p>Lakeview Ave. just north of Buena Vista Ave. looking north.</p>	





2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map

SEGMENT 9

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway



Planned Trail Facilities

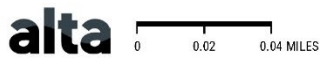
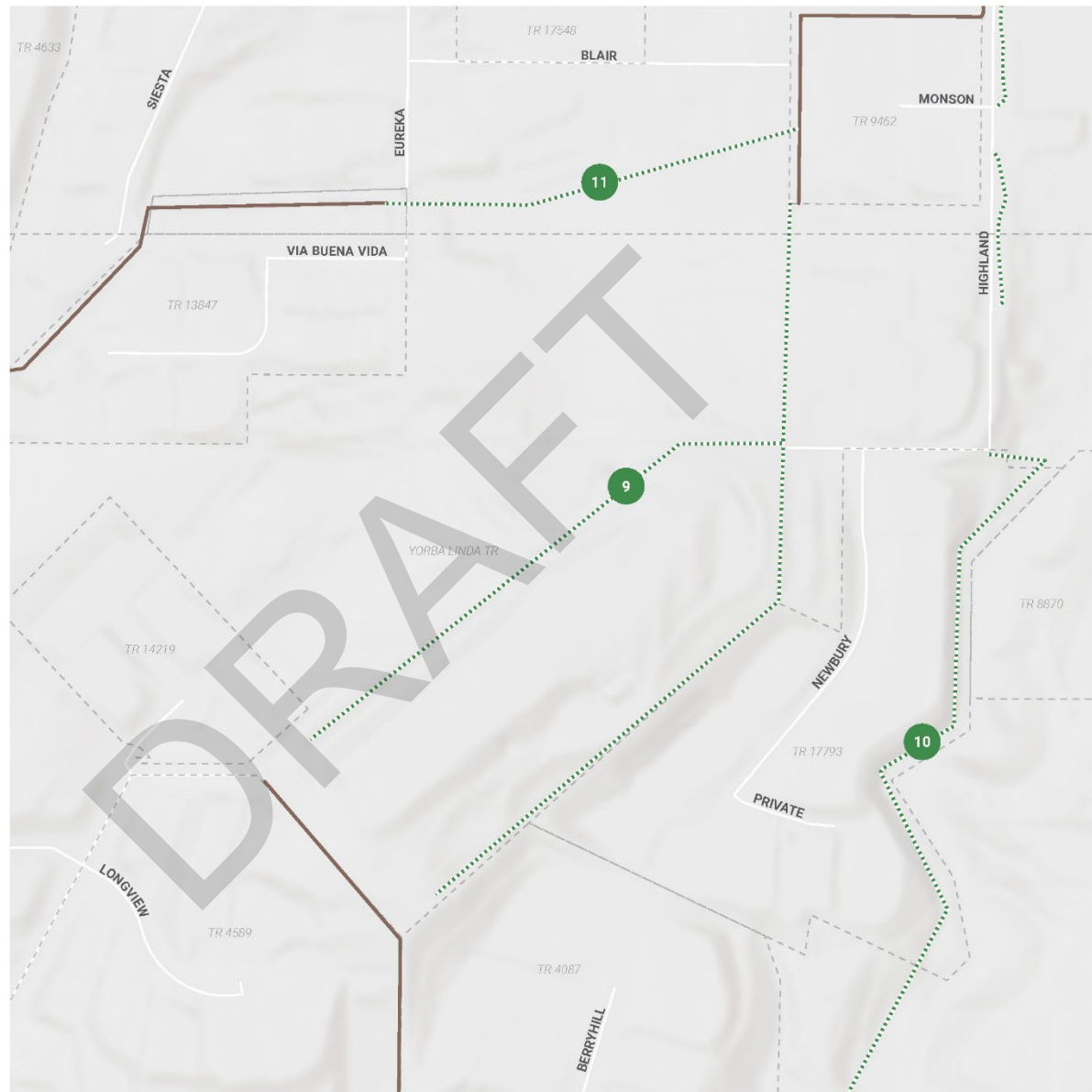
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation



Existing Trail Facilities

-  Existing Trail
-  Private Trail

Boundaries and Destinations



-  City Tracts
-  City Boundary



CENTRAL AREA	
Segment 9	
Location	Purpose
Around the Yorba Linda Water District Reservoir from Highland Ave. to link with trails connecting to Buena Vista Ave.	To complete the 1972 Master Plan of Trails.
Findings	
The right-of-way along Highland Ave. and two planned equestrian trails southeast of Highland Ave. going by the Yorba Linda Water District Reservoir do not have structures constructed along them. Equestrian trails appear feasible. The City will need permission from the Yorba Linda Water District to construct these trails.	
Recommendation	
Negotiate with the Yorba Linda Water District for an easement to construct these trails. Once permission is obtained, construct two earthen multipurpose trails southwest of Highland Ave. and near the Yorba Linda Water District Reservoir.	
Photos	
	
North side of Yorba Linda Reservoir property looking southwest.	Northwest corner of Yorba Linda Reservoir area looking south.

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 10

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway


Planned Trail Facilities

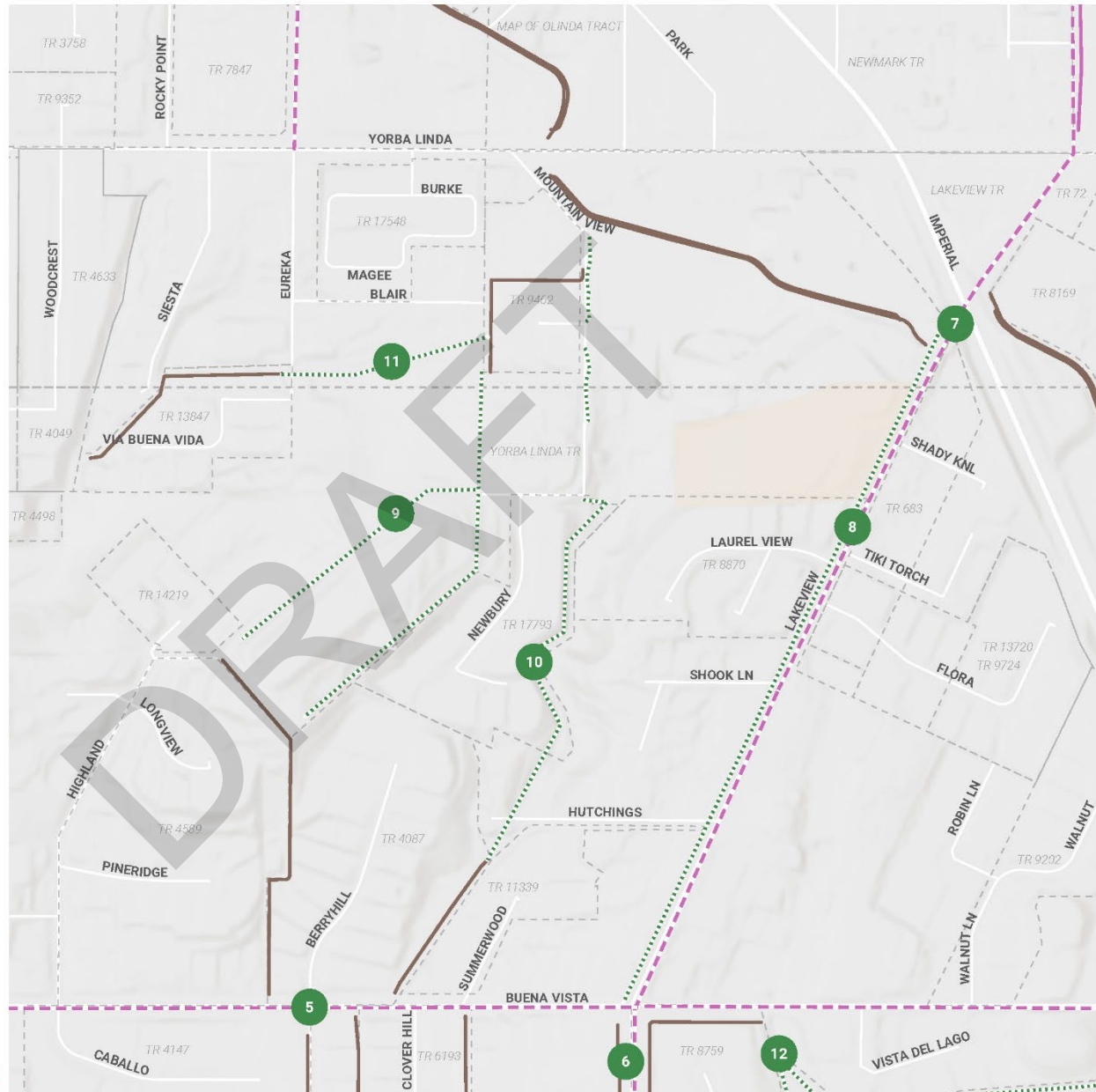
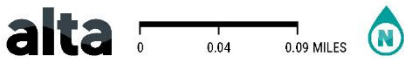
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation




Existing Trail Facilities

-  Existing Trail
-  Private Trail

Boundaries and Destinations

-  City Tracts
-  City Boundary





CENTRAL AREA	
Segment 10 – In Progress	
Location	Purpose
A north-south segment west of Lakeview Ave. and between the El Cajon Trail and Buena Vista Ave.	To complete the 1972 Master Plan of Trails.
Findings	
All segments from Mountain View down the eastside of the Newbury development were completed except for the final portion where one private property owner resides.	
Recommendation	
Try to obtain equestrian easement rights from the private property owner or purchase 10 ft. wide section.	
Photos	
	
Trail on west side of Highland Ave. just south of Mt. View looking north.	Trail on west side of Highland Ave. just south of Mt. View Ave. looking south.
	
Highland Ave. further south of Mt. View Ave. looking north.	



2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map

SEGMENT 11

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway



Planned Trail Facilities

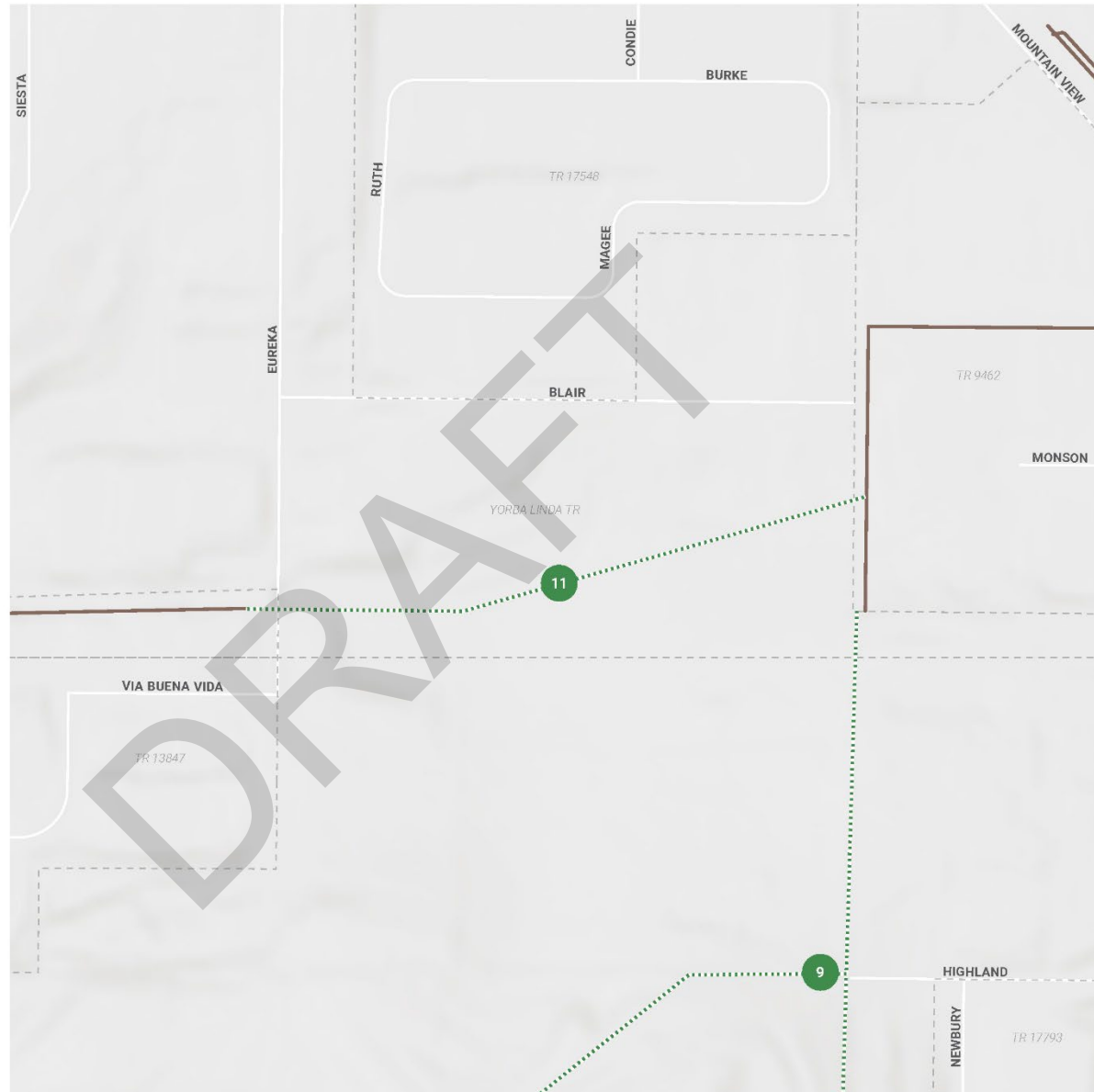
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation


Existing Trail Facilities

-  Existing Trail
-  Private Trail

Boundaries and Destinations

-  City Tracts
-  City Boundary



CENTRAL AREA	
Segment 11	
Location	Purpose
Just south of and parallel to Blair Dr. and east of Eureka Ave.	To complete the 1972 Master Plan of Trails.
Findings	
This segment would link two trail segments connecting the El Cajon Trail towards Richfield Rd. It is presently undeveloped, and a trail is physically feasible.	
Recommendation	
Require developer to construct an earthen multipurpose path if this land is ever developed.	
Photos	
	
Easement south of Blair Dr. and just east of Eureka Ave. looking east.	

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 12

Planned Bicycle Facilities

- Bikeway
- Existing Bikeway

Planned Trail Facilities

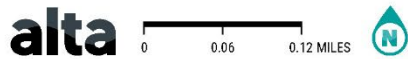
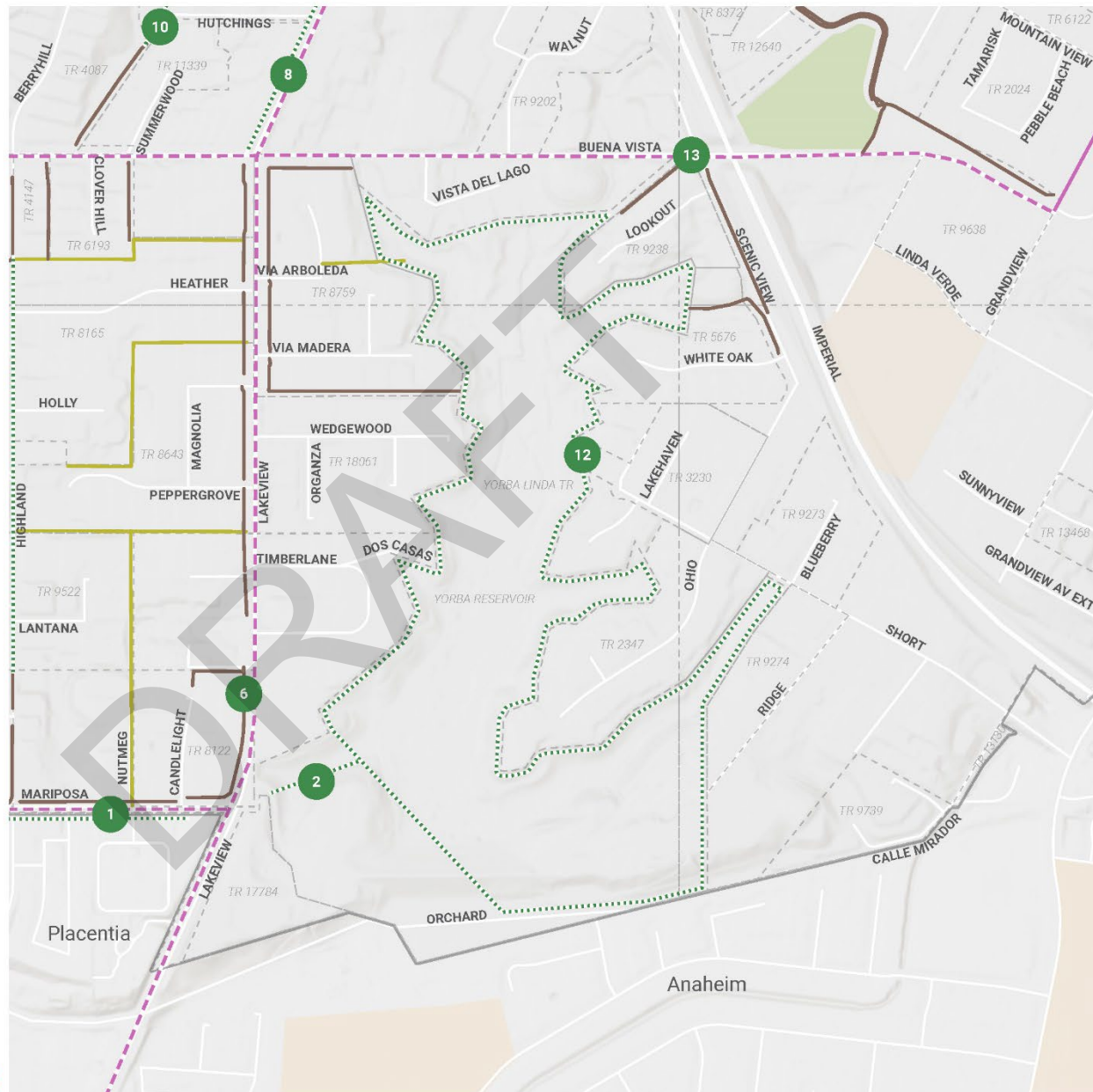
- .-.- Planned Earthen Multipurpose Trail
- - - Planned Paved Multipurpose Trail
- . - . Planned Paved and Earthen Multipurpose Trail
- ## 2024-2025 Trail Study Recommendation

Existing Trail Facilities





- Existing Trail
- Private Trail

Boundaries and Destinations

- City Tracts
- City Boundary





Imperial Highway Southern Area Findings and Recommendations





Imperial Highway Southern Area	
Segment 12	
Location	Purpose
Western and northern perimeter of Yorba Linda Reservoir	To provide an east-west link between the Southwest Area and the El Cajon Trail. To formalize an informal trail around the Yorba Linda Reservoir.
Findings	
Informal earthen multipurpose trails exist along the western and northern perimeters of the Yorba Linda Reservoir.	
Recommendation	
Seek permission from the Orange County Flood Control District to make these earthen multipurpose trails official. Sign these informal earthen multipurpose trails to create an east-west connection between Mariposa Ave. and Imperial Hwy.	
Photos	
	
<p>Reservoir trail just east of Lakeview Ave. looking north.</p>	<p>Reservoir trail near Hidden Lake Ave. looking north.</p>
	
<p>Reservoir trail just east of Lakeview Ave. looking south.</p>	<p>Reservoir trail just north of Orchard Dr. looking east.</p>

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 13

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway



Planned Trail Facilities

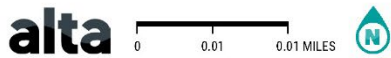
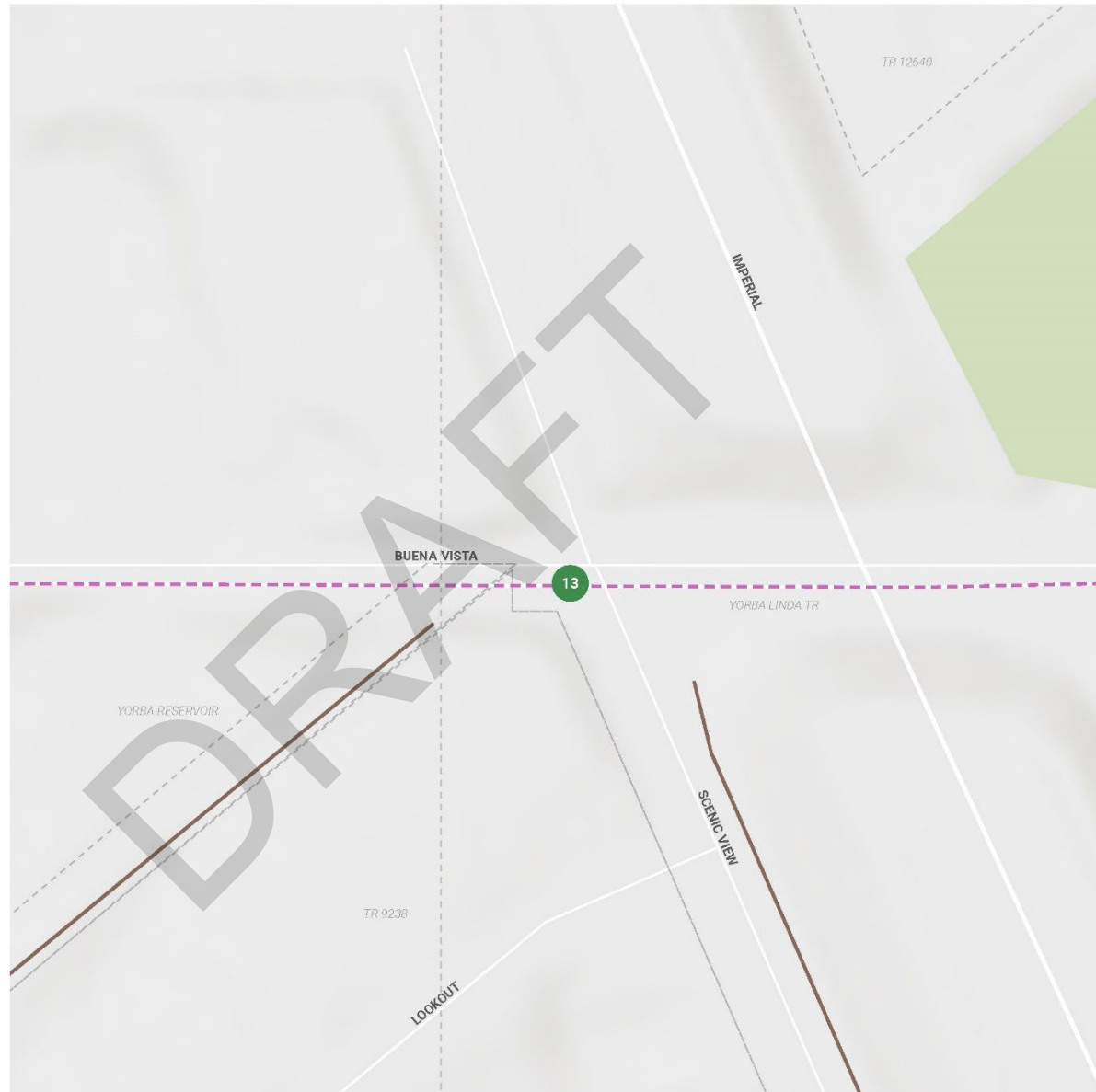
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation




Existing Trail Facilities

-  Existing Trail
-  Private Trail

Boundaries and Destinations

-  City Tracts
-  City Boundary



Imperial Highway Southern Area	
Segment 13	
Location	Purpose
Buena Vista Ave. and Scenic View Dr. Tract 12640.	To improve continuity between existing trail segments.
Findings	
Earthen multipurpose trails exist on both sides of this intersection, but the crossing is difficult.	
Recommendation	
Improve the crossing according to design guidelines in Chapter 4.	
Photos	
	
Buena Vista Ave. looking east under Imperial Hwy.	Buena Vista Ave. looking east under Imperial Hwy.
	
Buena Vista Ave. looking west from under Imperial Hwy.	

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map

SEGMENT 14

Planned Bicycle Facilities

- Bikeway
- Existing Bikeway

Planned Trail Facilities

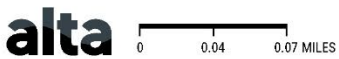
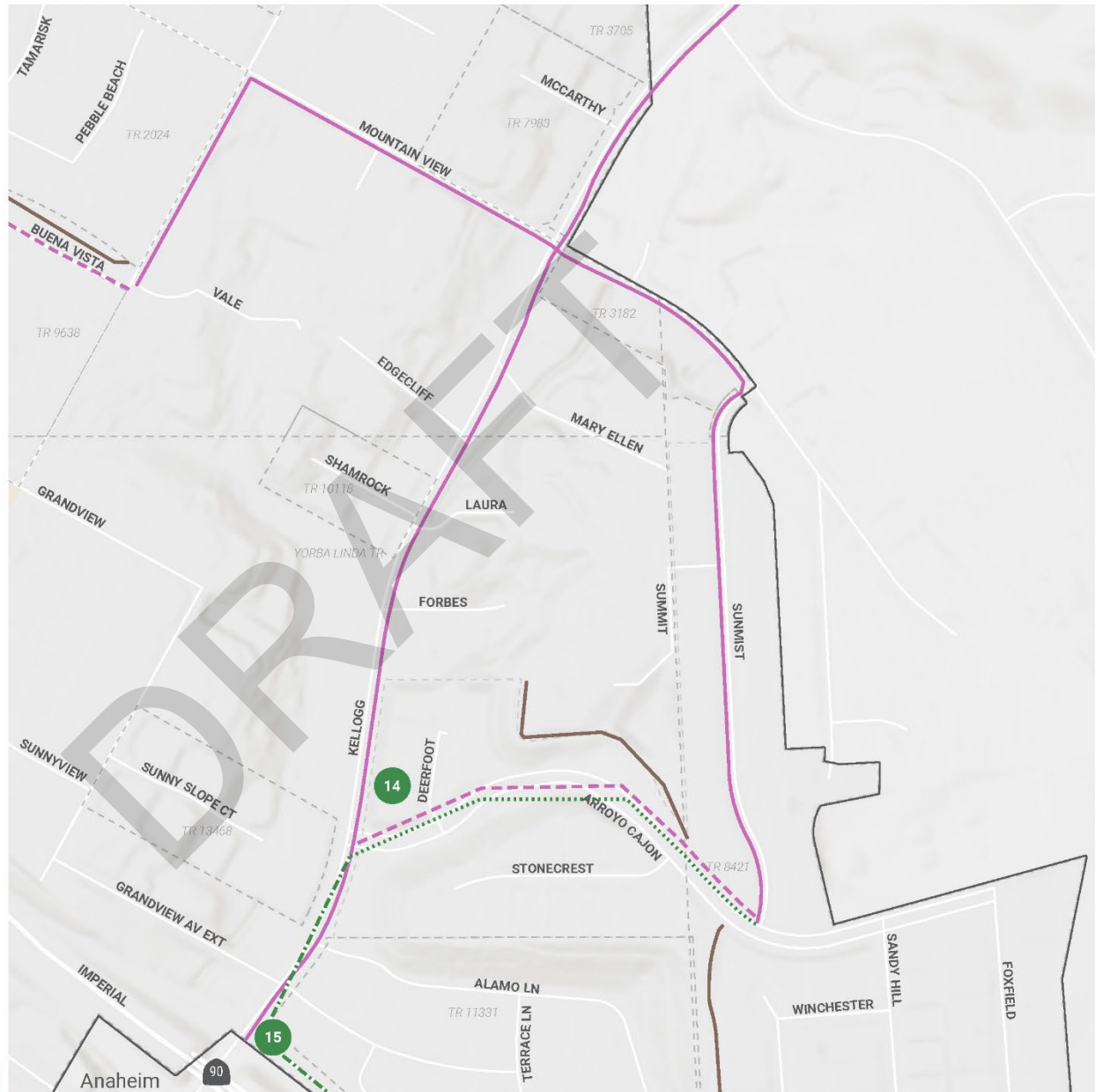
- ⋯ Planned Earthen Multipurpose Trail
- Planned Paved Multipurpose Trail
- · - Planned Paved and Earthen Multipurpose Trail
- ## 2024-2025 Trail Study Recommendation




Existing Trail Facilities

- Existing Trail
- Private Trail

Boundaries and Destinations

- City Tracts
- City Boundary





Imperial Highway Southern Area		
Segment 14 - Updated		
Location	Purpose	
El Cajon Trail gap between Arroyo Cajon Dr. and Kellogg Dr.	To connect existing segments of the El Cajon Trail. This trail is the central artery of the trail network that will link many parts of Yorba Linda.	
Findings		
<p>Bike lanes have been added to Kellogg Dr., connecting Mountain View Ave. to Arroyo Cajon Dr. Bike routes have also been added to Mountain View Ave. and Sunmist Dr.</p> <p>With the added bike lanes currently there is not enough width to add an earthen multipurpose trail along the entire length of Kellogg Dr. as originally recommended in 2005; however, a sidewalk exists most of the way between Mountain View Ave. and Arroyo Cajon Dr. Space physically exists along some areas on the south side of Arroyo Cajon Dr. for an earthen multipurpose trail, but there has also been sidewalk constructed on some portions of this street.</p> <p>The City acquired from the Orange County Water District on September 15, 1969, via Resolution 153, what is known as the El Cajon Trail. In this particular trail location, there are permanent encroachments. To date, documentation reveals that in 1996, the residents requested that the City abandon this easement. The City offered and required the residents to pay costs such as fees for preparation of legal description, the increased costs of rerouting the existing multi-use trail, and the City's actual processing costs for securing all property owner agreements. To date, no documentation supports that the residents came to a 100% agreement, and that no documentation exists that the City quitclaimed this to the residents.</p>		
Recommendation		
<p>Add an earthen multipurpose trail along Arroyo Cajon Dr. from Kellogg Dr. to existing trail at Stonecrest Ln. Add Bike Route signs along Arroyo Cajon Dr. from Kellogg Dr. to the existing trail at Stonecrest Ln.</p>		
Photos		
		
Kellogg Dr. just south of Mt. View Ave. looking south.	Arroyo Cajon Dr. just east of Kellogg Dr. looking east.	Kellogg Dr. just north of Arroyo Canyon Dr. looking north.

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map

SEGMENT 15

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway



Planned Trail Facilities

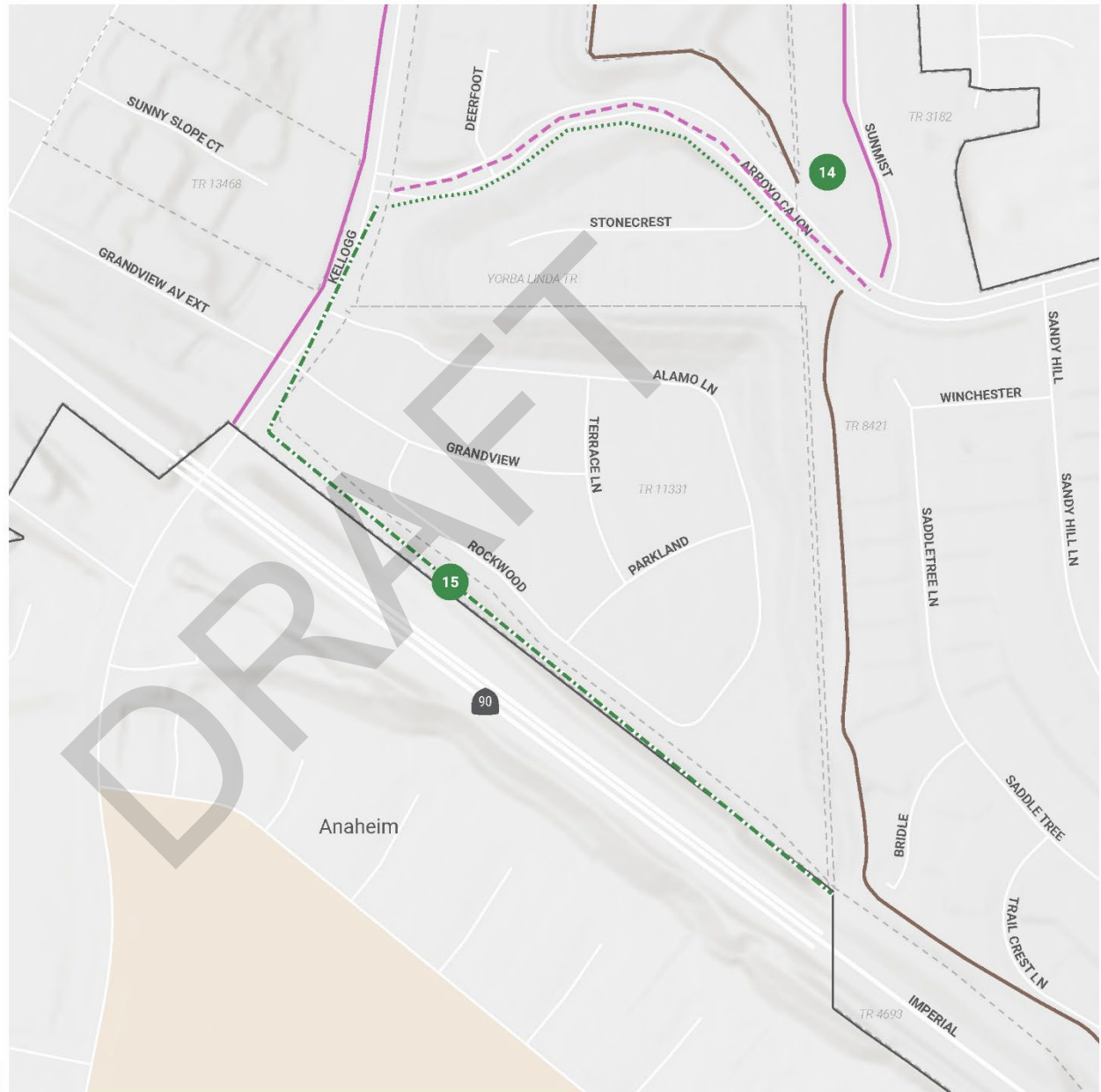
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation


Existing Trail Facilities

-  Existing Trail
-  Private Trail

Boundaries and Destinations

-  City Tracts
-  City Boundary



Imperial Highway Southern Area	
Segment 15	
Location	Purpose
Tract 11311; Between Imperial Hwy. and Rockwood Dr. from Kellogg Dr. to existing trail	To complete the 1972 Master Plan of Trails.
Findings	
Space exists and appears physically feasible to construct both earthen and paved trails. A public right-of-way easement exists. It appears to be wide enough for trails.	
Recommendation	
Construct both earthen and paved multipurpose trails connecting to existing trail. Potential link: Continue earthen multipurpose trail and Bike Lanes proposed on trail segment 13 from Arroyo Cajon Dr. to this trail segment. This would require a crossing of Kellogg Dr.	
Photos	
	
<p>Trail easement south of Rockwood Dr. looking east.</p>	

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map

SEGMENT 16

Planned Bicycle Facilities

- Bikeway
- Existing Bikeway

Planned Trail Facilities

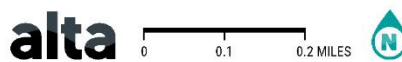
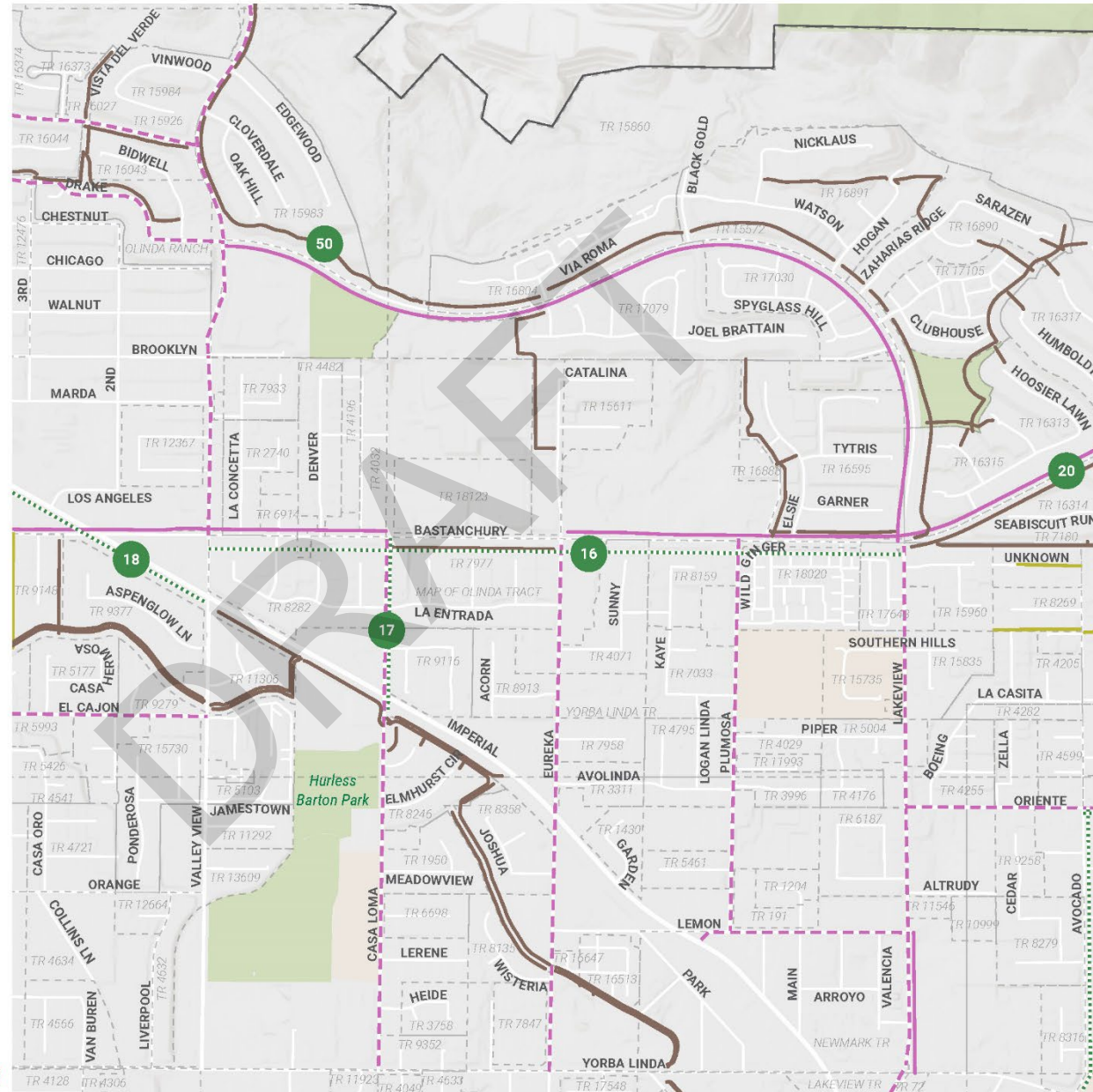
- Planned Earthen Multipurpose Trail
- Planned Paved Multipurpose Trail
- Planned Paved and Earthen Multipurpose Trail
- 2024-2025 Trail Study Recommendation

Existing Trail Facilities


- Existing Trail
- Private Trail

Boundaries and Destinations

- City Tracts
- City Boundary





Imperial Highway/Bastanchury Road Area Findings and Recommendations

Imperial Highway/Bastanchury Road Area	
Segment 16 - In Progress	
Location	Purpose
Bastanchury Rd. from Lakeview Ave. to Valley View Ave. Tract 7977 and 8282.	To complete the 1972 Master Plan of Trails.
Findings	
<p>An earthen multipurpose trail exists on the south side of Bastanchury Rd. from Eureka Dr. to Casa Loma Ave. but is not well marked.</p> <p>Between Valley View Ave. and Casa Loma Ave. on Bastanchury Rd., sidewalks exist but the landscaped area adjacent to the sidewalk limits the potential for an earthen trail.</p> <p>Since 2005, bike lanes have been constructed on Bastanchury Rd. between Lakeview Ave. and Valley View Ave.</p>	
Recommendation	
Sign existing trail from Eureka Dr. to Casa Loma Ave. Work with the development between Valley View Ave. and Casa Loma Ave. to determine if an earthen path is feasible in the landscaped area on the south side of Bastanchury Rd.	
Photos	
	
<p style="text-align: center;">Bastanchury Rd. at Casa Loma Dr. looking east.</p>	

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 17

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway



Planned Trail Facilities

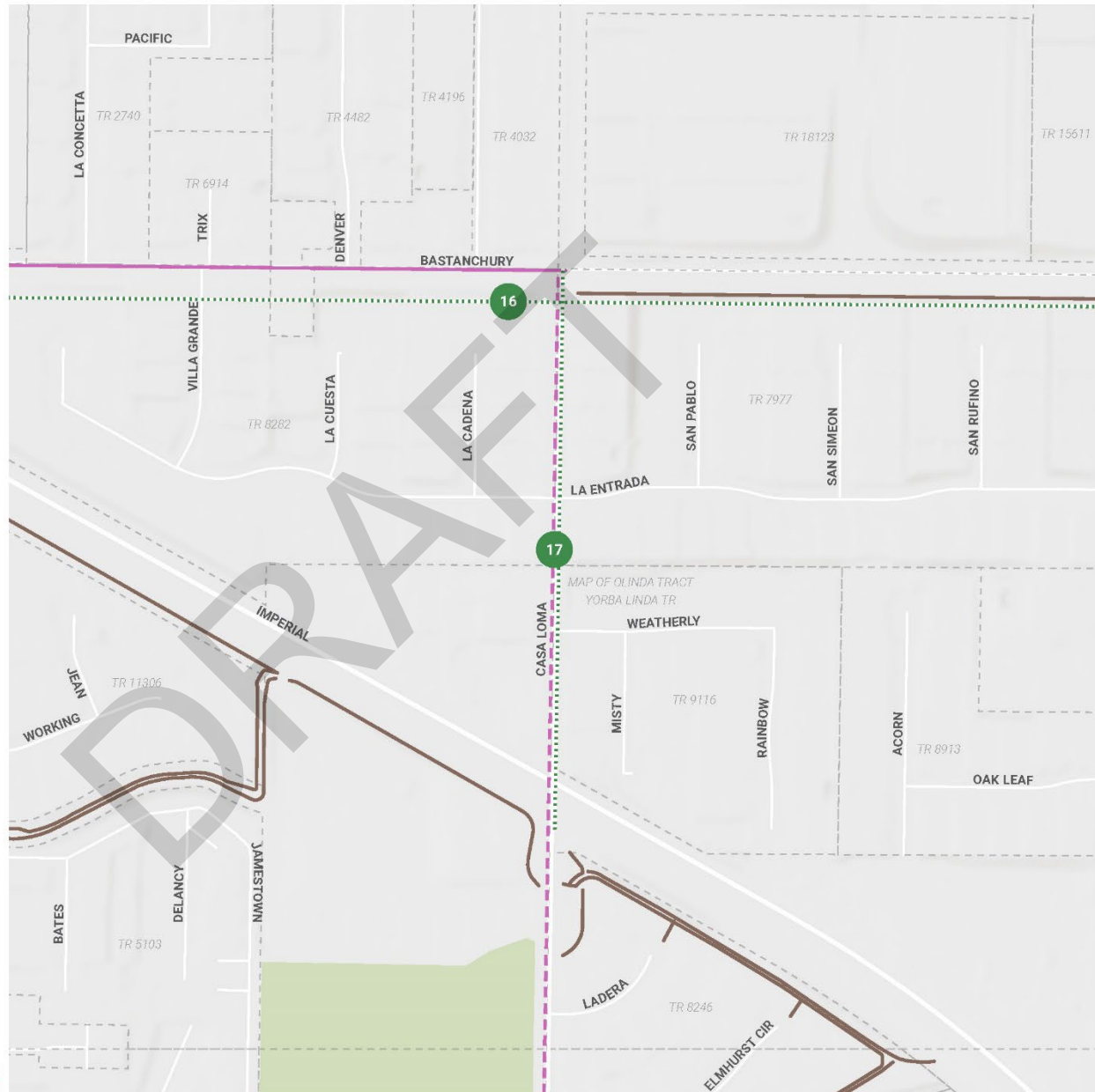
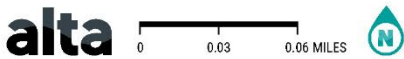
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation


Existing Trail Facilities




-  Existing Trail
-  Private Trail

Boundaries and Destinations

-  City Tracts
-  City Boundary



Imperial Highway/Bastanchury Road Area	
Segment 17	
Location	Purpose
Tracts 7977, 9116. Casa Loma Ave. from Bastanchury Rd. to Imperial Hwy.	To complete the 1972 Master Plan of Trails.
Findings	
Tracts 7977 and 9116 along Casa Loma Ave. are public rights-of-way. It appears physically feasible to construct an earthen multipurpose trail along Casa Loma Ave.	
Recommendation	
Construct an earthen multipurpose trail down Casa Loma Ave. to Imperial Hwy. Add Class III bikeway along Casa Loma Ave. to Imperial Hwy.	
Photos	
 <p>Casa Loma Ave. just south of Bastanchury Rd. looking south.</p>	

Imperial Highway/Bastanchury Road Area	
Segment 18	
Location	Purpose
Tracts 9377, 11306; Imperial Hwy. West of Bastanchury Rd. to where the existing trail ends to Rose Dr.	To complete the 1972 Master Plan of Trails.
Findings	
<p>Tract 9377 has an equestrian or recreational trail easement part of the way, but not the entire length. There are water, storm drain, and sewage easements.</p> <p>Tract 11306 has an equestrian trail easement.</p> <p>The City now owns the remainder of this segment of Imperial Hwy. and a trail is feasible.</p> <p>There is a meandering path and multi-purpose equestrian trail west ending at Bastanchury. The meandering sidewalk/path continues to Rose Dr. It appears to be physically feasible to construct an earthen multipurpose trail on the south side of Imperial Hwy. where or possibly adjacent to where the sidewalk exists now.</p>	
Recommendation	
Construct an earthen multipurpose trail on the south side of Imperial Hwy. westerly to Rose Dr.	
Photos	
 <p>Imperial Hwy. just east of Rose Dr. looking east.</p>	 <p>Imperial Hwy. just west of Bastanchury Rd. looking east.</p>
 <p>Imperial Hwy. further west of Bastanchury Rd. looking east.</p>	

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 19

Planned Bicycle Facilities

- Bikeway
- Existing Bikeway

Planned Trail Facilities

- ⋯ Planned Earthen Multipurpose Trail
- Planned Paved Multipurpose Trail
- · - · - Planned Paved and Earthen Multipurpose Trail
- ## 2024-2025 Trail Study Recommendation



Existing Trail Facilities

- Existing Trail
- Private Trail

Boundaries and Destinations

- City Tracts
- City Boundary



Imperial Highway/Bastanchury Road Area	
Segment 19 – In Progress	
Location	Purpose
West end of El Cajon Trail	This link would enable users to access the Carbon Creek Trail. This would create a future link to a proposed visitors' center at Chino Hills State Park.
Findings	
<p>The El Cajon Trail ends near the western city limit just south of Bastanchury Rd. on a hill.</p> <p>A short gap exists leading down to the Carbon Creek Trail.</p> <p>Part of this is in County jurisdiction and currently being constructed by the County.</p>	
Recommendation	
<p>Continue to work with the County to construct a link to the Carbon Creek Trail with both an earthen multipurpose trail and a Class I bike path.</p> <p>An at-grade crossing of Bastanchury Rd. will be necessary.</p>	
Photos	
	
Carbon Creek channel looking south from Bastanchury Rd.	South side of Bastanchury Rd. looking west at Carbon Creek.

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 20

Planned Bicycle Facilities

- Bikeway
- Existing Bikeway

Planned Trail Facilities

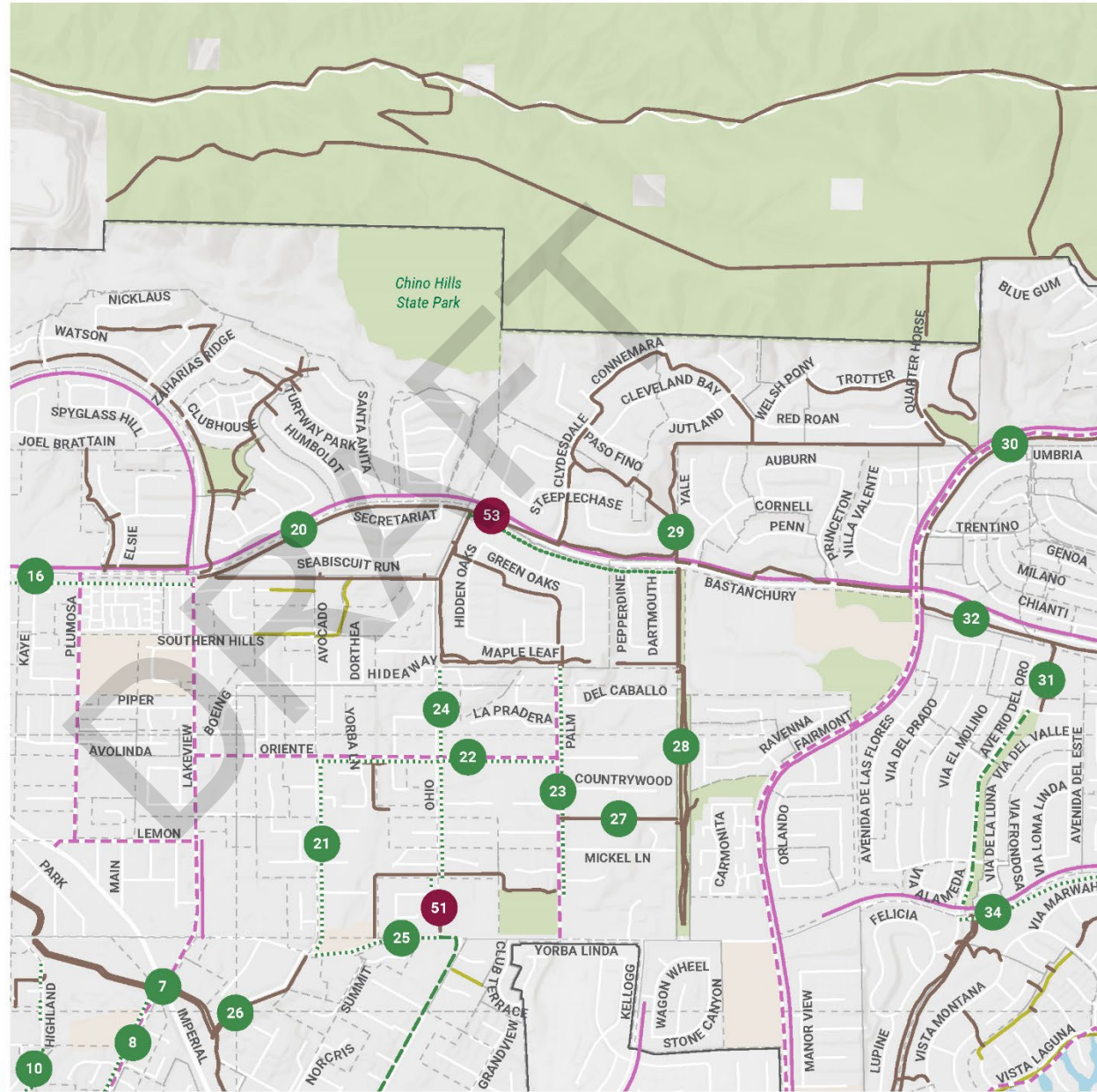
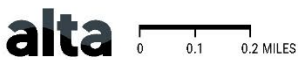
- ⋯ Planned Earthen Multipurpose Trail
- Planned Paved Multipurpose Trail
- Planned Paved and Earthen Multipurpose Trail
- ## 2024-2025 Trail Study Recommendation

Existing Trail Facilities


- Existing Trail
- Private Trail

Boundaries and Destinations

- - - City Tracts
- City Boundary





Northwest Area Findings and Recommendations

Northwest Area	
Segment 20- Complete	
Location	Purpose
Bastanchury Rd. between Lakeview Ave. and Fairmont Blvd.	To complete the 1972 Master Plan of Trails.
Findings	
This stretch of Bastanchury Rd has sidewalk and bike lanes on both sides of the street. There is an earthen multipurpose trail on the south side of Bastanchury Rd between Lakeview Ave and just east of Secretariat Way. The earthen multipurpose trail continues east of Emerald Downs Dr to Fairmont Blvd. See Segment 53 for more information on the gap closure.	
Photos	
	
Looking west towards Bastanchury Rd. from Fairmont Blvd.	

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2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 21

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway



Planned Trail Facilities

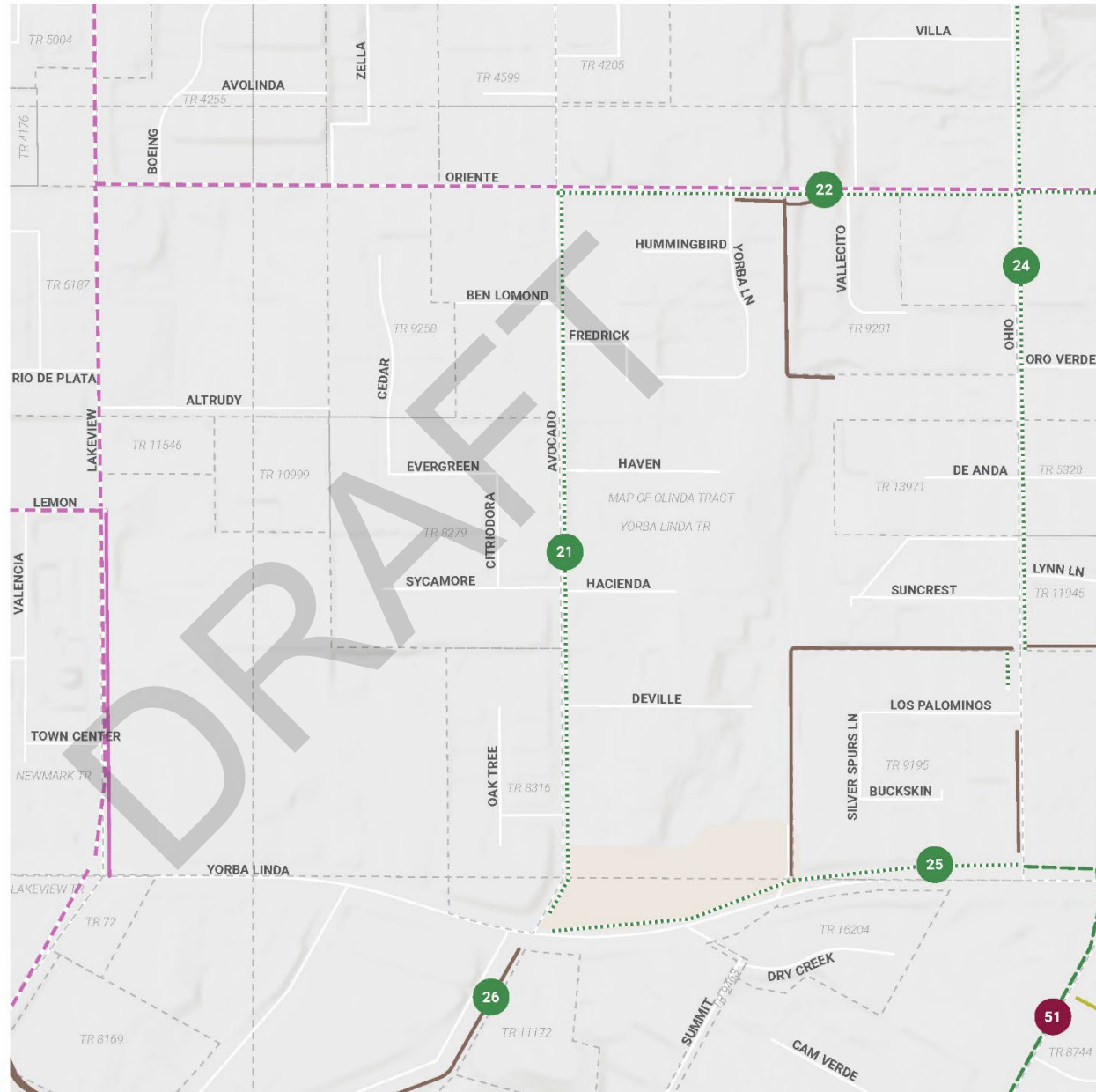
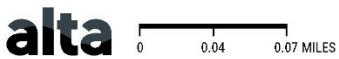
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation




Existing Trail Facilities

-  Existing Trail
-  Private Trail

Boundaries and Destinations

-  City Tracts
-  City Boundary



Northwest Area	
Segment 21	
Location	Purpose
Tracts 8316, 8279; Avocado Ave. from Yorba Linda Blvd. to Oriente Dr.	To complete the 1972 Master Plan of Trails.
Findings	
<p>Tract 8316 has a public right-of-way easement. Tract 8279 has only a drainage easement. A public right-of-way exists along the west side of the street from Yorba Linda Blvd. to Oriente Dr.</p> <p>Physically, it is feasible to construct an earthen multipurpose trail but would require removal of some landscaping and going around large eucalyptus trees.</p>	
Recommendation	
Remove or design around landscaping and construct an earthen multipurpose trail.	
Photos	
	
Avocado Ave. north of Yorba Linda Blvd. looking north.	Avocado Ave. further north of Yorba Linda Blvd. looking north.
	
Avocado Ave. looking north towards Oriente Dr.	

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 22

Planned Bicycle Facilities

- Bikeway
- Existing Bikeway

Planned Trail Facilities

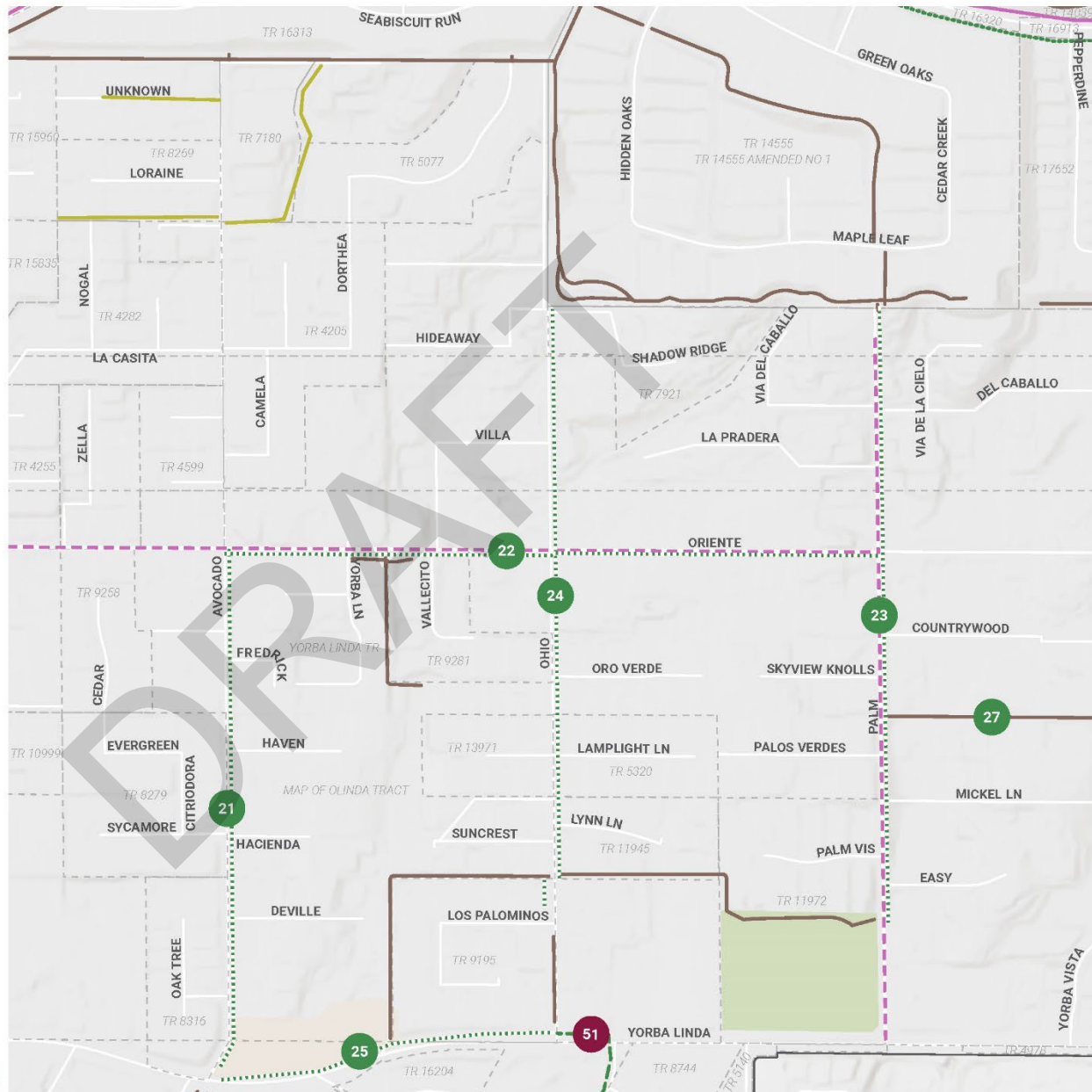
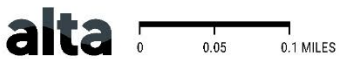
- Planned Earthen Multipurpose Trail
- Planned Paved Multipurpose Trail
- Planned Paved and Earthen Multipurpose Trail
- 2024-2025 Trail Study Recommendation

Existing Trail Facilities







- Existing Trail
- Private Trail

Boundaries and Destinations

- City Tracts
- City Boundary





Northwest Area	
Segment 22	
Location	Purpose
Tract 9281; Oriente Dr. from Avocado Ave. to Palm Dr.	To complete the 1972 Master Plan of Trails.
Findings	
<p>Tract 9281 has a public right-of-way easement. A public right-of-way easement exists the entire way on the south side. The north side of Oriente Dr. has an historic stone wall.</p> <p>A field survey is needed to determine the sufficiency of the right-of-way.</p> <p>It is physically feasible to put an earthen multipurpose trail on the south of Oriente Dr. west of Ohio Ave. East of Ohio Ave. to Palm Ave. the north side has more space.</p>	
Recommendation	
If constructing a trail is feasible with property status, construct an earthen multipurpose trail.	
Photos	
	
Oriente Dr. just east of Avocado Ave. looking east.	Oriente Dr. west of Ohio Ave. looking east.
	
Oriente Dr. just west of Palm Dr. looking west.	Oriente Dr. east of Ohio Ave. looking west.

Northwest Area		
Segment 23		
Location	Purpose	
Palm Ave. from north end to the east-west trail just north of Yorba Linda Blvd.	To complete the 1972 Master Plan of Trails.	
Findings		
<p>It is physically feasible to construct an earthen multipurpose trail along Palm Ave. from the north end of Palm Ave. to a point just north of Yorba Linda Blvd. as shown in plan. The space is narrow in a number of places.</p> <p>A public right-of-way easement exists from Oriente Dr. to existing trail just north of Yorba Linda Blvd. A field survey is needed to determine the sufficiency of the right-of-way.</p>		
Recommendation		
<p>If the right-of-way is found to be sufficient, construct an earthen multipurpose trail along Palm Ave. from the north end of Palm Ave. to a point just north of Yorba Linda Blvd. as shown in plan.</p>		
Photos		
		
North of Yorba Linda Blvd. looking north.	North of Yorba Linda Blvd. looking north.	North of Maple Ln. looking north.
		
North of Countrywood Dr. looking north.	North of Oriente Dr. looking north.	South of W. Del Caballo looking north.

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 24

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway



Planned Trail Facilities

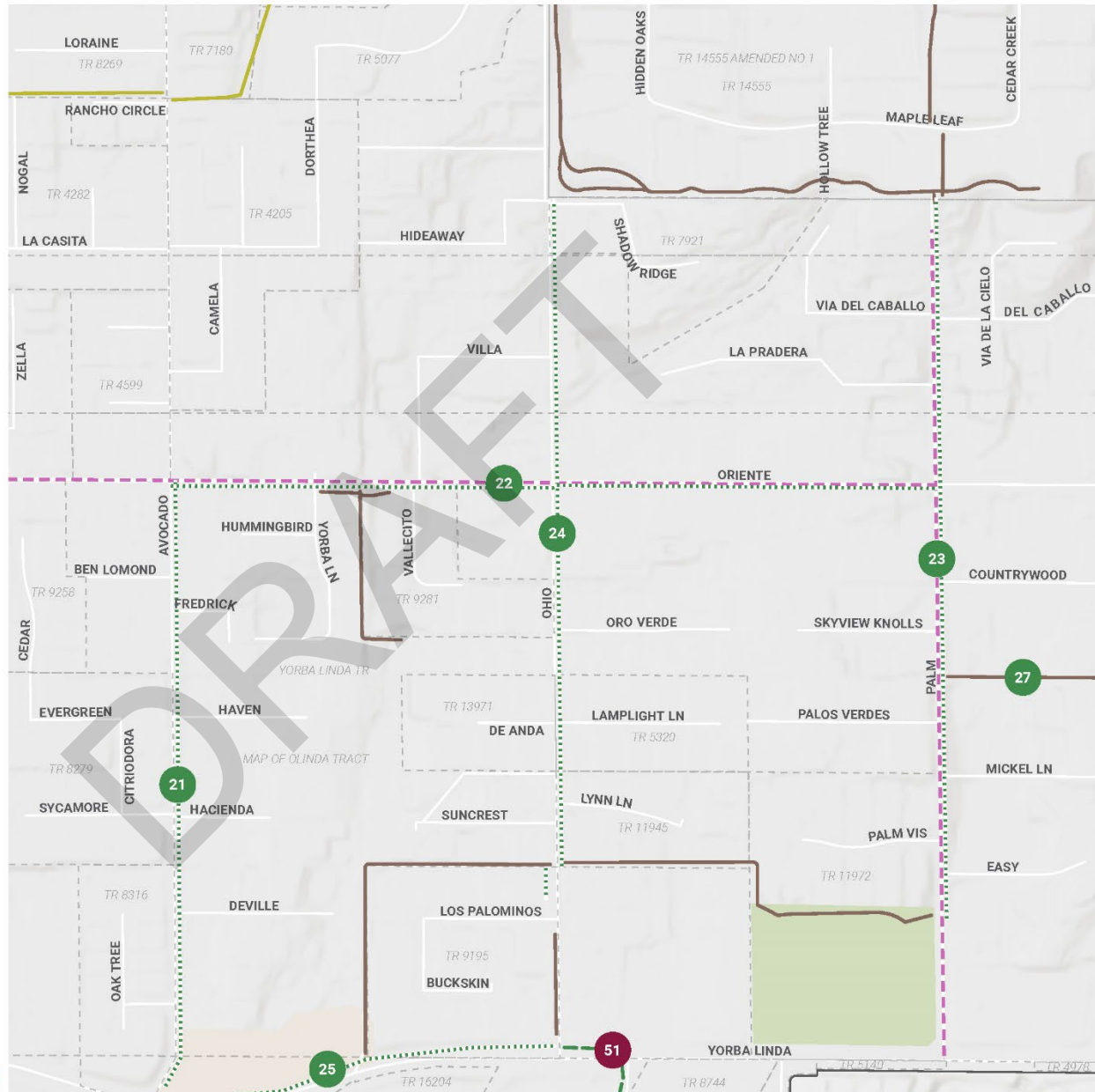
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation




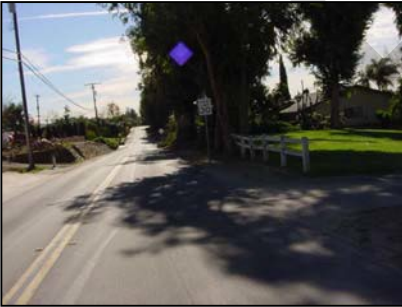


Existing Trail Facilities

-  Existing Trail
-  Private Trail

Boundaries and Destinations

-  City Tracts
-  City Boundary



Northwest Area		
Segment 24		
Location	Purpose	
Tracts 9281, 13971 and 89-144. Ohio St. from the north end traveling south to Yorba Linda Blvd.	To complete the 1972 Master Plan of Trails. To complete a direct north-south link.	
Findings		
<p>Tracts 9281 and 13971 have equestrian trail easements.</p> <p>Although there are some large eucalyptus trees, construction of an earthen trail along Ohio Ave. appears feasible going around the trees along the west side.</p> <p>North of Oriente Dr. the street is narrow, and space is limited. Just north of Oriente, more space is available on the west side; at the north end more space is available on the east side.</p> <p>A field survey is needed to determine the sufficiency of the right-of-way.</p>		
Recommendation		
<p>If the right-of-way is found to be sufficient, construct an earthen multipurpose trail along Ohio Ave. from the existing trail just north of Yorba Linda Blvd. to Oriente Dr.</p> <p>If the right-of-way is found to be sufficient, construct an earthen multipurpose trail along Ohio Ave. from Oriente Dr. to the north end of Ohio where it connects to an existing trail, or sign the road as a trail.</p>		
Photos		
		
North of Oriente Dr. looking north	Further north of Oriente Dr. looking north.	South of Shadow Ridge Ln. looking north.
		
South of Oriente Dr. looking south.	Further south of Oriente Dr. looking south.	Just south of Lynn Ln. looking south.

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map

SEGMENT 25

Planned Bicycle Facilities

- Bikeway
- Existing Bikeway

Planned Trail Facilities

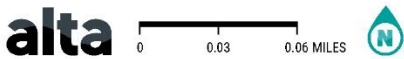
- ⋯ Planned Earthen Multipurpose Trail
- Planned Paved Multipurpose Trail
- · - Planned Paved and Earthen Multipurpose Trail
- ## 2024-2025 Trail Study Recommendation

Existing Trail Facilities


- Existing Trail
- Private Trail

Boundaries and Destinations

- City Tracts
- City Boundary





Northwest Area	
Segment 25	
Location	Purpose
Along the north side of Yorba Linda Blvd. between Avocado Ave. and Ohio St.	To complete the 1972 Master Plan of Trails.
Findings	
A church has been built. A sidewalk exists that can be used as the trail alignment. A church owns the land north of the sidewalk. The City would need to negotiate with the church for some of their right-of-way.	
Recommendation	
Sign users along the existing sidewalk. If the City can successfully negotiate with the church, construct an earthen multipurpose trail on the north side of Yorba Linda Blvd. and to the north-south trail that runs between Ohio Ave. and Avocado Ave. If this cannot be done, route users along the sidewalk with signs.	
Photos	
	
Yorba Linda Blvd. just east of Avocado Ave. looking east.	Yorba Linda Blvd. further east of Avocado Ave. looking east.
	
Yorba Linda Blvd. just east of church looking east.	Existing trail just north of Yorba Linda Blvd. & east of the church.

Northwest Area	
Segment 26 - Complete	
Location	Purpose
Southern link to El Cajon Trail	To complete the 1972 Master Plan of Trails.
Findings	
Since the 2005 Plan was published, a formalized earthen multipurpose trail has been constructed just north of the El Cajon Trail to Yorba Linda Blvd.	
Photos	
 <p>New development with new trail just north of El Cajon Trail.</p>	



DRYTEXT

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 27

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway



Planned Trail Facilities

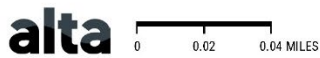
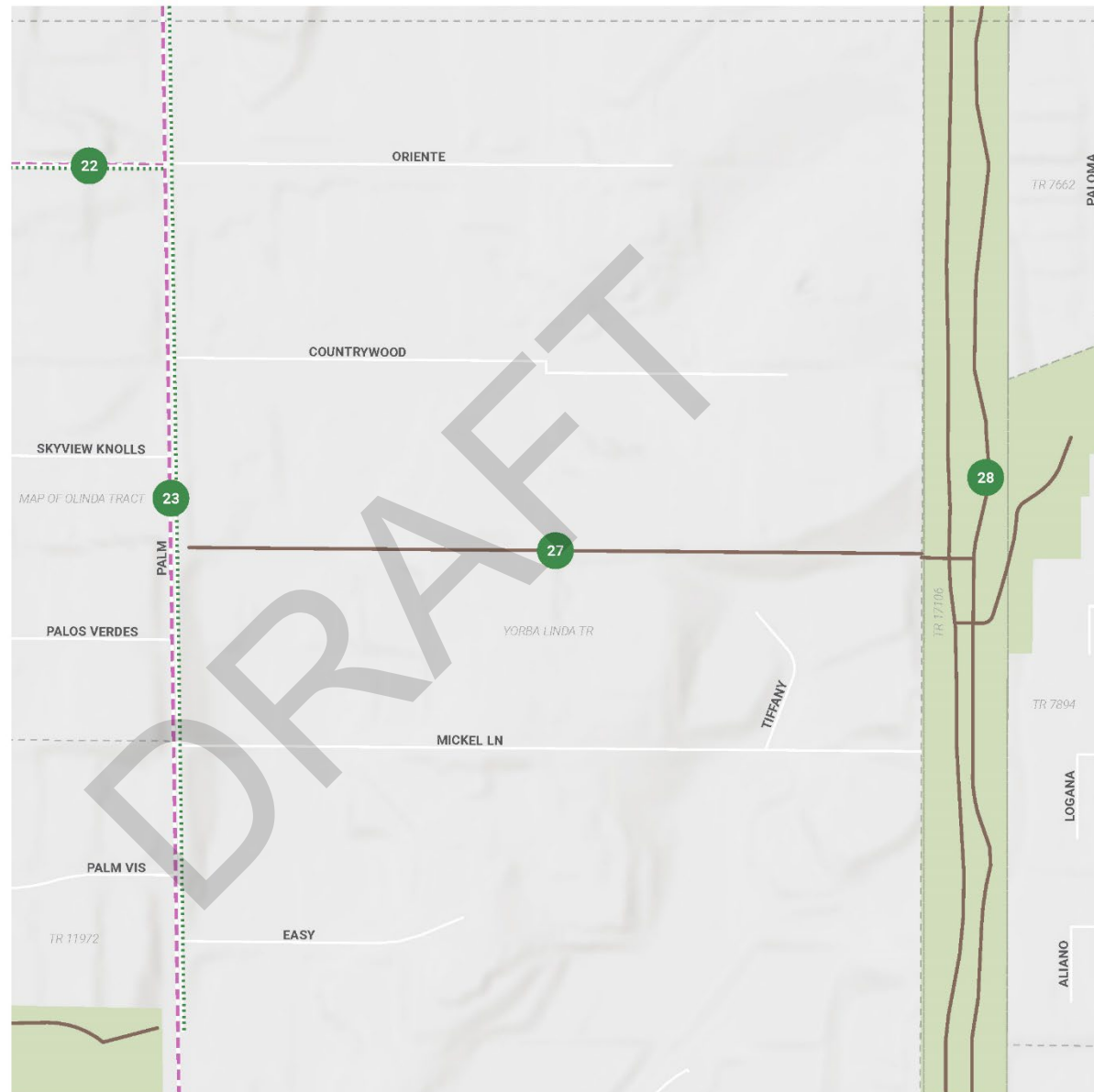
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation



Existing Trail Facilities

-  Existing Trail
-  Private Trail

Boundaries and Destinations



-  City Tracts
-  City Boundary



Northwest Area	
Segment 27 - Complete	
Location	Purpose
East-west connector between Palm Ave. and Gun Club Rd. between Mikel Ln. and Countrywood Dr.	To complete the 1972 Master Plan of Trails. This link is slightly north of that in the 1972 Plan.
Findings	
An easement exists. Part of the trail exists but does not have the white fence. One property has encroached with a brick wall and another with a fence.	
Recommendation	
The City will need to decide what to do about the encroachment. If the City requires the encroaching wall removed, construct an earthen multipurpose trail.	
Photos	
	
Trail segment just east of Palm Dr. looking east.	Trail segment just east of Palm Dr. looking east.

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 28

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway


Planned Trail Facilities

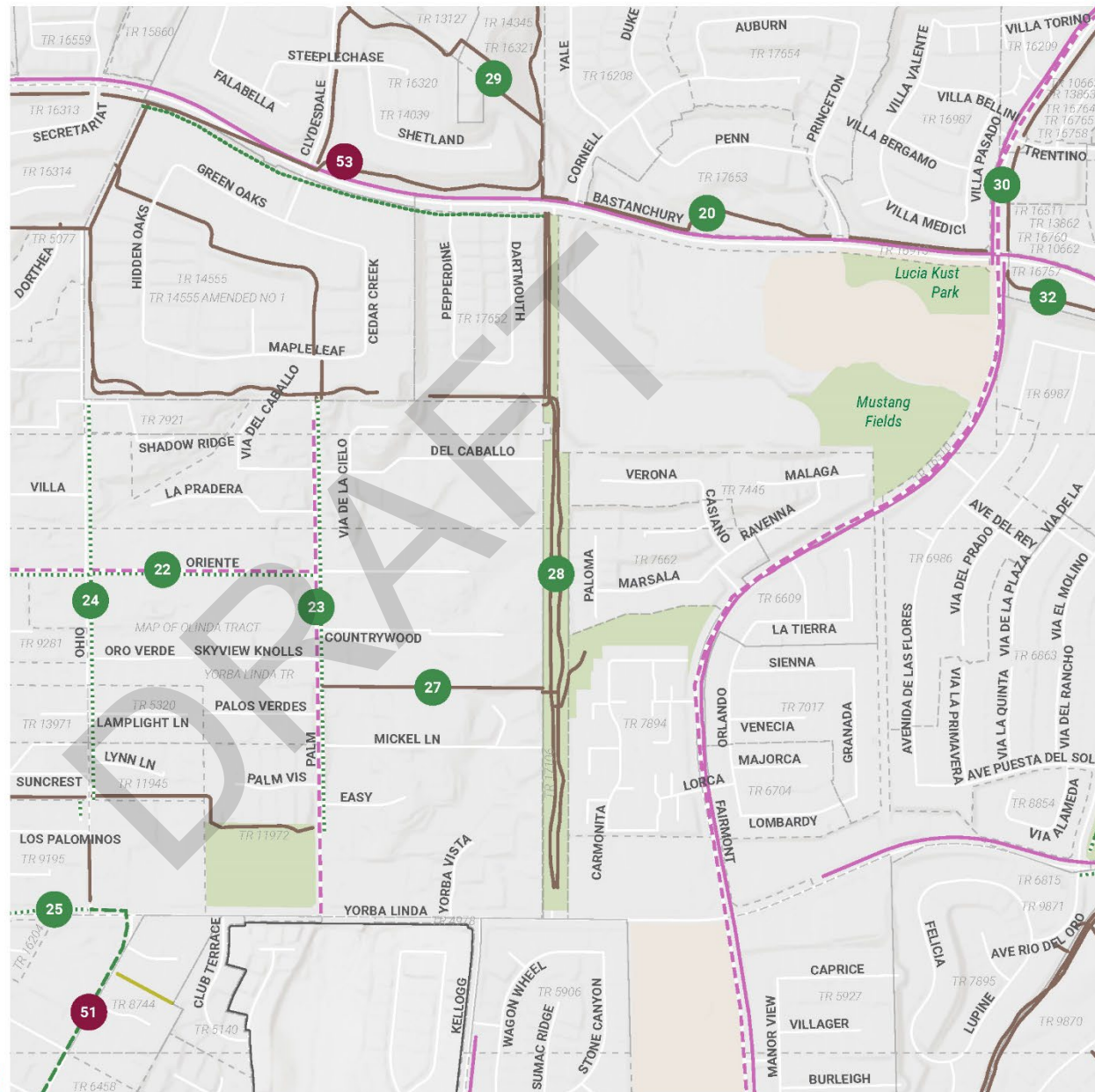
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation


Existing Trail Facilities

-  Existing Trail
-  Private Trail

Boundaries and Destinations

-  City Tracts
-  City Boundary



Northwest Area	
Segment 28 - Complete	
Location	Purpose
Gun Club Rd. from Yorba Linda Blvd. to Bastanchury Rd.	To provide a new link between the existing trail network and the new development.
Findings	
Since the 2005 Plan was published, a paved and earthen multipurpose trail follows Gun Club Rd from Yorba Linda Blvd to Bastanchury Rd.	
Photos	
	
Gun Club Rd. trail looking north from Yorba Linda Blvd.	

DRAFT

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 29

Planned Bicycle Facilities

- Bikeway
- Existing Bikeway

Planned Trail Facilities

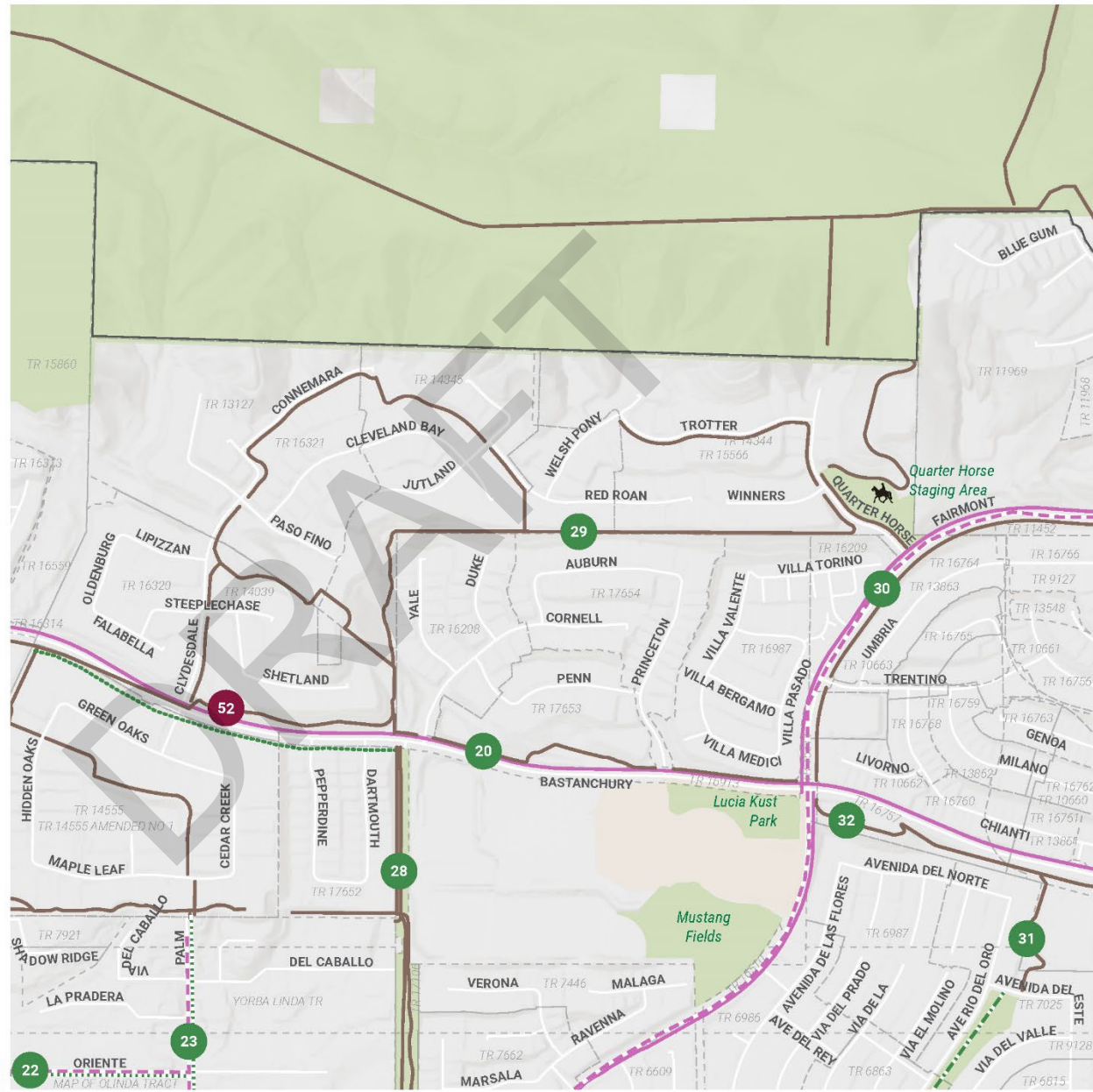
- ⋯ Planned Earthen Multipurpose Trail
- Planned Paved Multipurpose Trail
- Planned Paved and Earthen Multipurpose Trail
- ## 2024-2025 Trail Study Recommendation

Existing Trail Facilities


- Existing Trail
- Private Trail

Boundaries and Destinations

- City Tracts
- City Boundary



alta 0 0.08 0.16 MILES

Northwest Area	
Segment 29 - Complete	
Location	Purpose
Tracts 16320, 16321, and 15566 through new development to Fairmont Blvd.	To link new development with trail network.
Findings	
Since the 2005 Plan was published, a network of earthen multipurpose trails was built in the Kerrigan Ranch development north of Bastanchury Rd. and Fairmont Blvd.	
Photos	
 <p>Looking south on Quarter Horse Drive with the trails through the Kerrigan Ranch development</p>	

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 30

Planned Bicycle Facilities

- Bikeway
- Existing Bikeway

Planned Trail Facilities

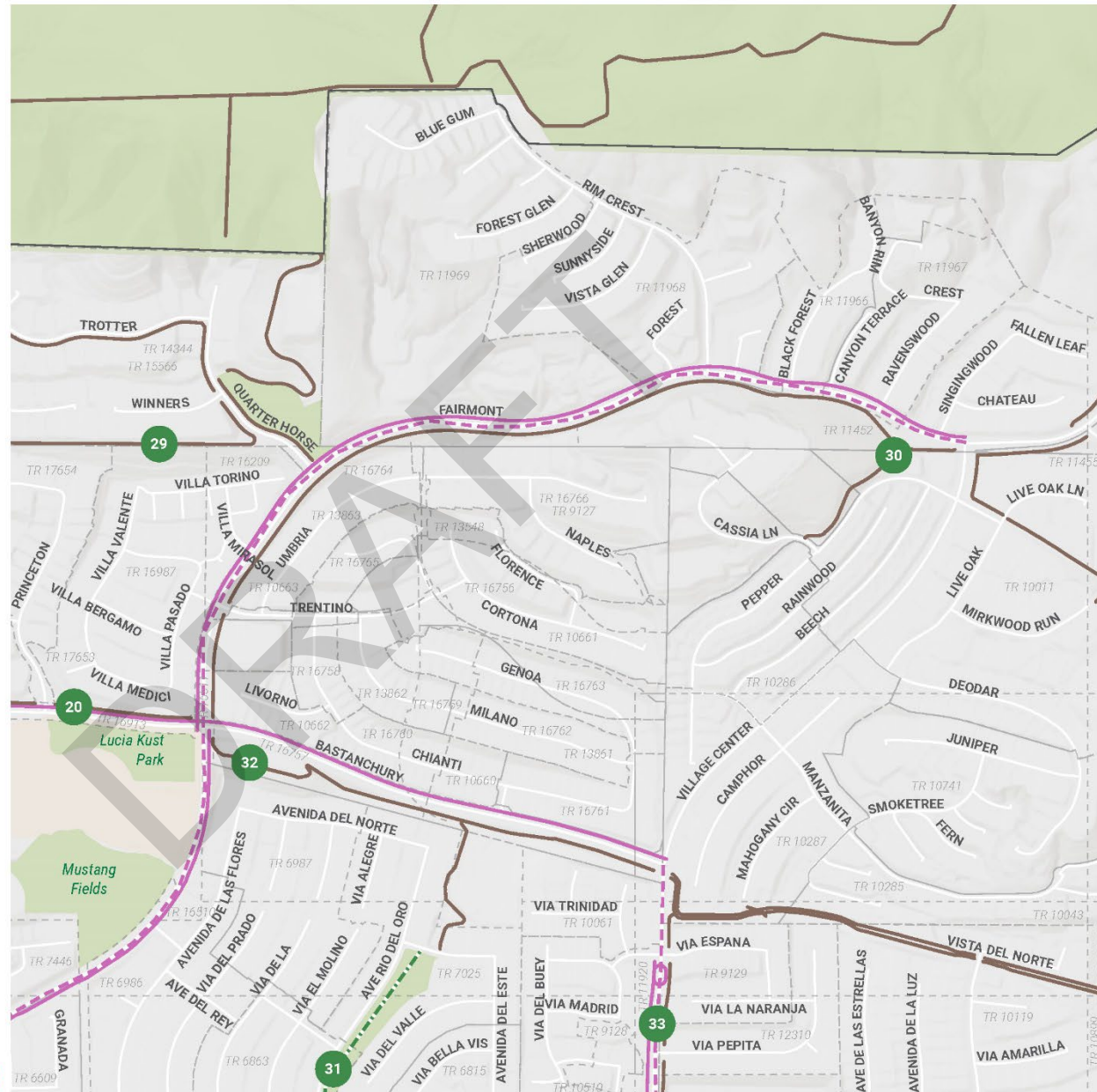
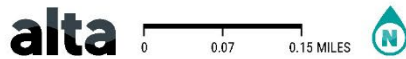
- ⋯ Planned Earthen Multipurpose Trail
- Planned Paved Multipurpose Trail
- Planned Paved and Earthen Multipurpose Trail
- ## 2024-2025 Trail Study Recommendation


Existing Trail Facilities

- Existing Trail
- Private Trail

Boundaries and Destinations

- City Tracts
- City Boundary





Northwest Area	
Segment 30 - Complete	
Location	Purpose
Along Fairmont Blvd. from Bastanchury Rd. to existing trail at Forest Ave. Tract 16209.	To complete the trail along Fairmont Blvd.
Findings	
Since the 2005 Plan was published, Fairmont Blvd has sidewalks and bike lanes installed on both sides of the street between Bastanchury Rd and Forest Ave. An earthen multipurpose trail was built along the south side of Fairmont Blvd.	
Photos	
	<p>Looking south on Fairmont Blvd. at Forest Ave., the completed trail is on the northbound side of Fairmont Blvd.</p>

DRAFT

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map

SEGMENT 31

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway



Planned Trail Facilities

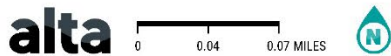
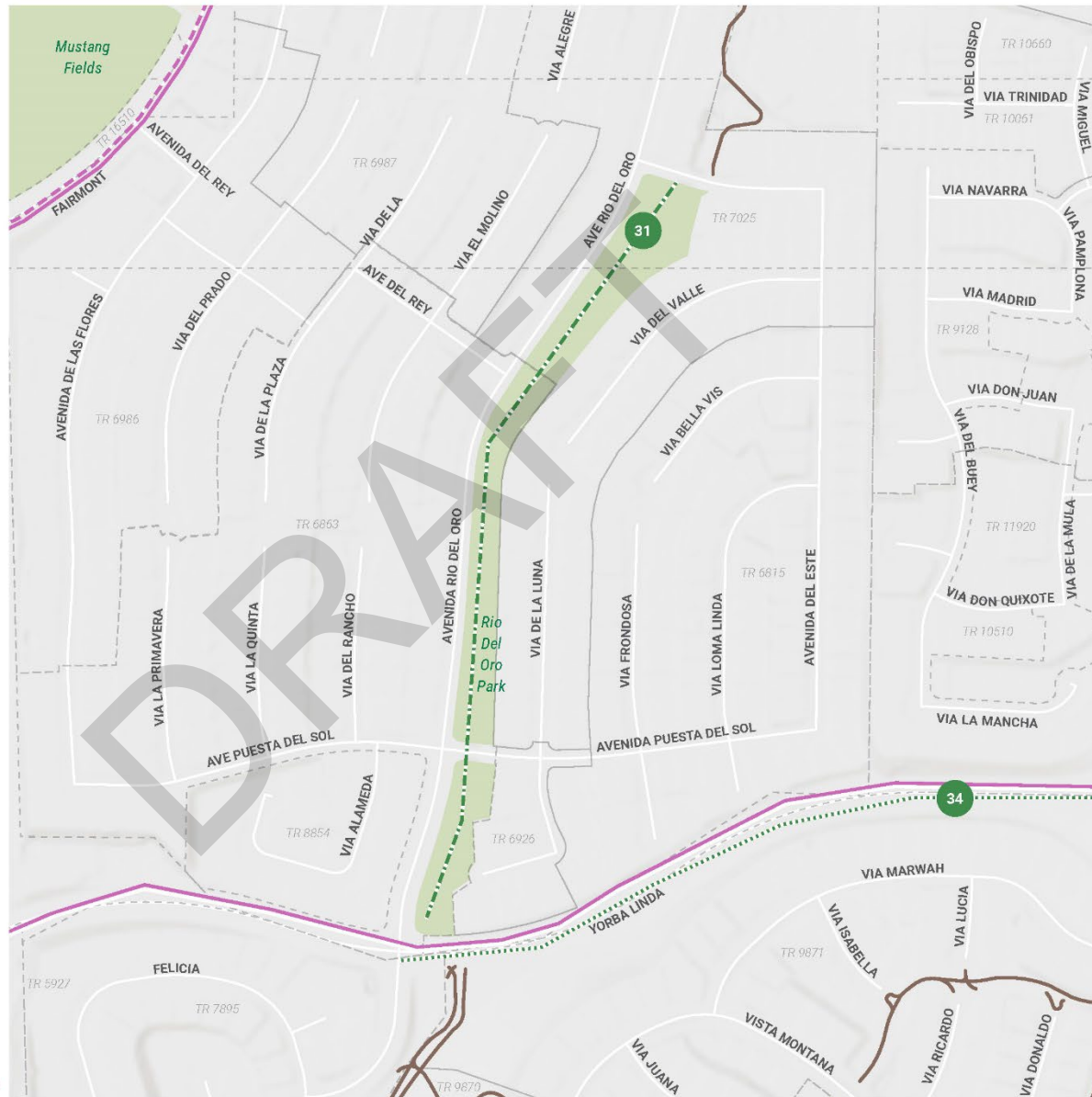
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation

Existing Trail Facilities





-  Existing Trail
-  Private Trail

Boundaries and Destinations

-  City Tracts
-  City Boundary



North Fairmont Boulevard Area Findings and Recommendations

North Fairmont Boulevard Area	
Segment 31 - In Progress	
Location	Purpose
Rio del Oro from Yorba Linda Blvd. to Bastanchury Rd.	To create a pleasant north-south link in the central part of Yorba Linda between the Chino Hills and the El Cajon Trail as well as Santa Ana River. To create a direct link to the Quarter Horse staging area located off Fairmont Blvd.
Findings	
Well-constructed earthen and paved multipurpose trails exist from Fairmont Blvd. to Yorba Linda Blvd. North of Yorba Linda Blvd. it is physically feasible to continue these trails to Bastanchury Rd. An earthen multipurpose trail exists from Avenida del Este to Bastanchury Rd.	
Recommendation	
Construct an earthen multipurpose trail along Avenida Rio del Oro to Avenida del Este. Construct a Class I bike path along Rio del Oro to Bastanchury Rd.	
Photos	
	
Avenida Rio del Oro just north of Yorba Linda Blvd. looking north.	Looking north at Rio del Oro from Avenida del Este.
	
Looking north towards future Bastanchury Rd. from just north of Avenida del Este.	Existing trails along Rio del Oro south of Yorba Linda Blvd

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 32

Planned Bicycle Facilities

- Bikeway
- Existing Bikeway

Planned Trail Facilities

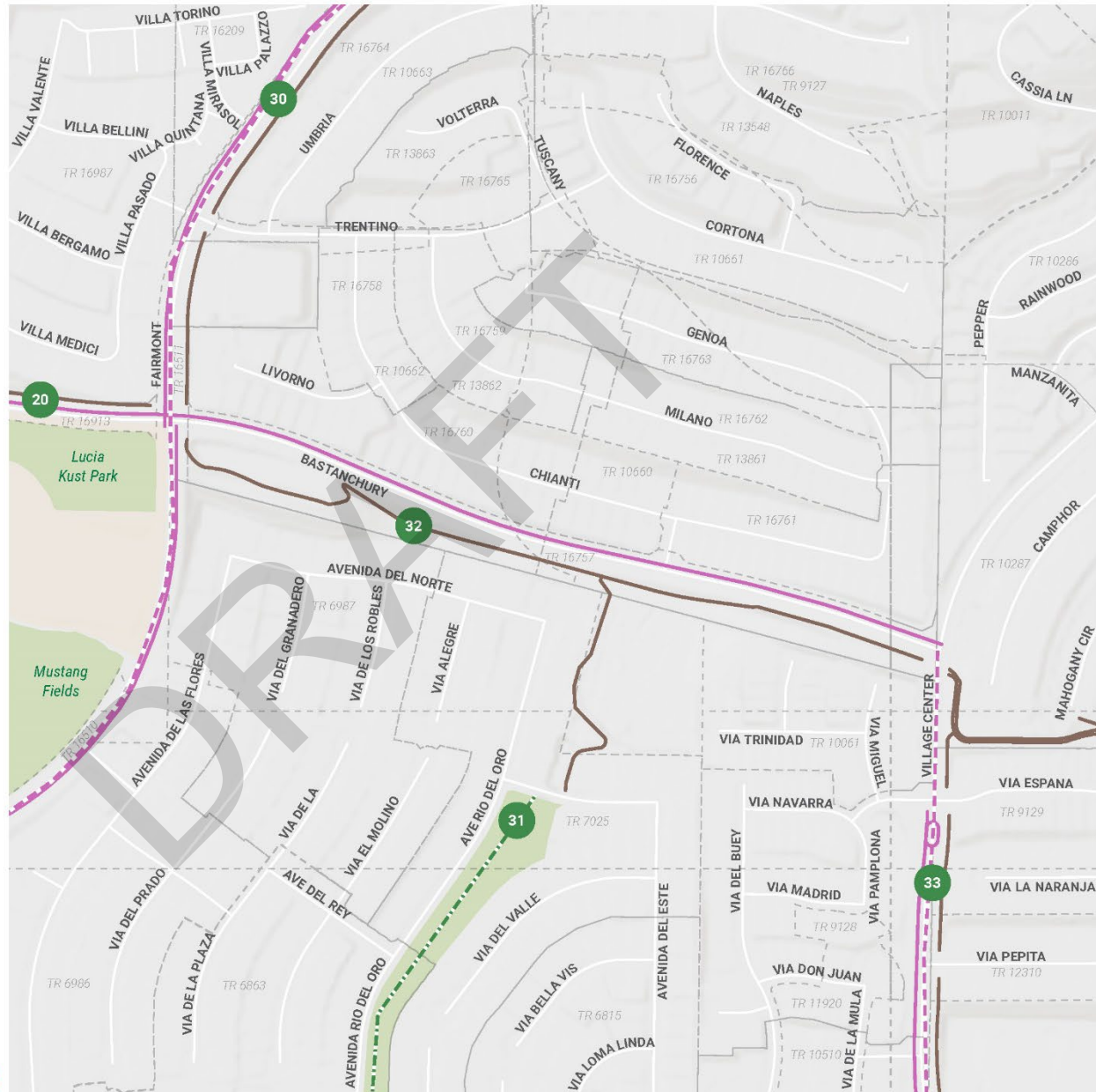
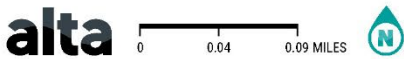
- Planned Earthen Multipurpose Trail
- Planned Paved Multipurpose Trail
- Planned Paved and Earthen Multipurpose Trail
- 2024-2025 Trail Study Recommendation



Existing Trail Facilities

- Existing Trail
- Private Trail

Boundaries and Destinations

- City Tracts
- City Boundary



North Fairmont Boulevard Area	
Segment 32 - Complete	
Location	Purpose
Bastanchury Rd. trail from Fairmont Blvd. to Village Center Dr.	To complete the 1972 Master Plan of Trails.
Findings	
An earthen multipurpose trail exists from Fairmont Blvd. to Village Center Dr. Class II bike lanes exist from Fairmont Blvd. to Village Center Dr.	
Photos	
 <p>Looking east on Bastanchury Rd towards Village Center Dr</p>	 <p>Bastanchury Rd and Village Center Dr intersection at the beginning of the trail</p>

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 33

Planned Bicycle Facilities

- Bikeway
- Existing Bikeway

Planned Trail Facilities

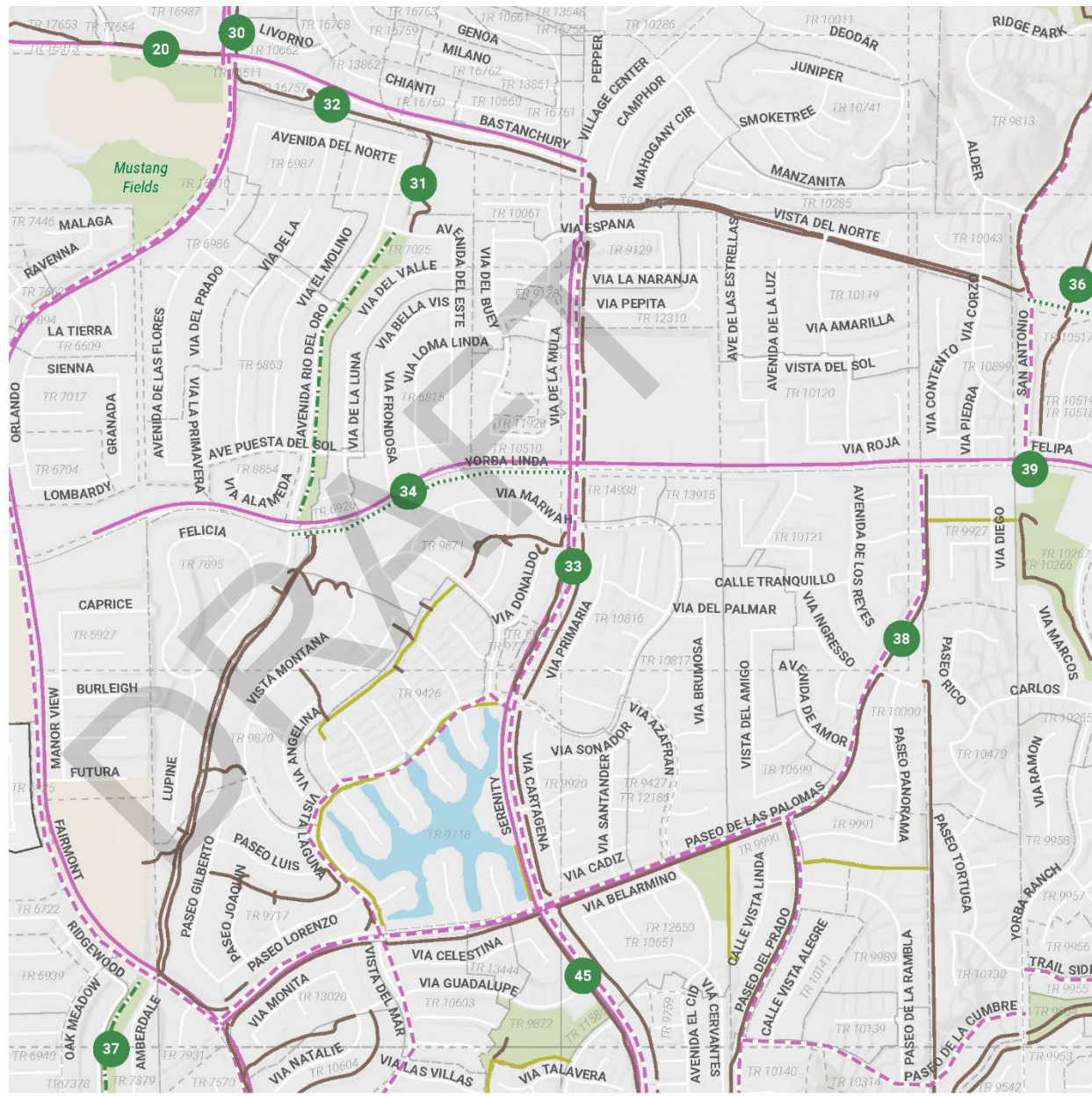
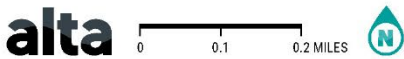
- Planned Earthen Multipurpose Trail
- Planned Paved Multipurpose Trail
- Planned Paved and Earthen Multipurpose Trail
- 2024-2025 Trail Study Recommendation


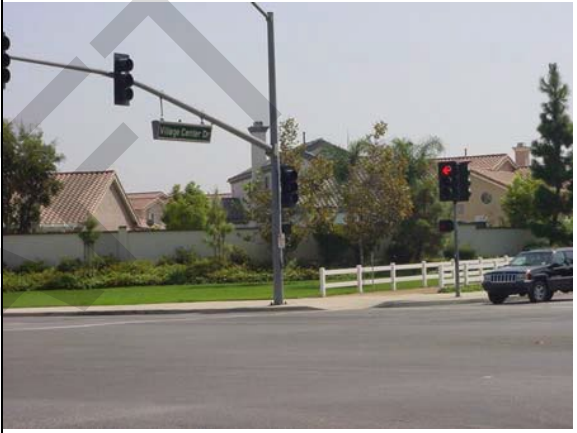
Existing Trail Facilities

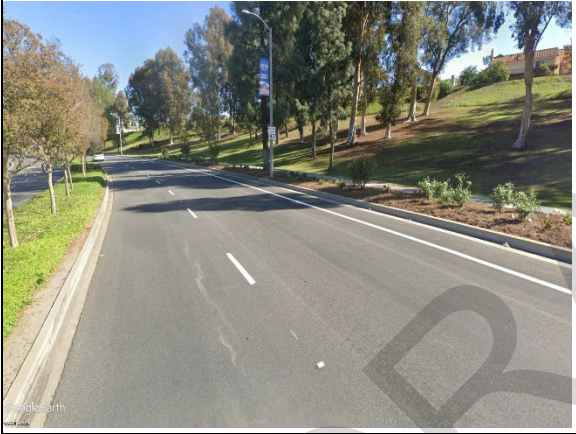
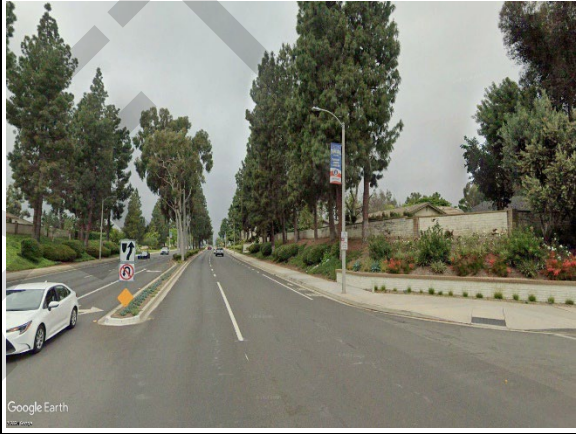

- Existing Trail
- Private Trail

Boundaries and Destinations

- City Tracts
- City Boundary



North Fairmont Boulevard Area	
Segment 33 - In Progress	
Location	Purpose
Village Center Dr. from Bastanchury Rd. to Paseo de las Palomas	To complete the 1972 Master Plan of Trails.
Findings	
<p>A nice earthen multipurpose trail exists, as well as a sidewalk. There are bike lanes along Village Center Dr. from Via Espana to Paseo De Las Palomas. The crossing of Yorba Linda Blvd. is not well marked.</p>	
Recommendation	
<p>Improve the crossing of Yorba Linda Blvd. according to design guidelines in Chapter 4.</p>	
Photos	
	
Village Center Dr looking north from Paseo De Las Palomas	Village Center Dr. at Yorba Linda Blvd.

North Fairmont Boulevard Area	
Segment 34 - In Progress	
Location	Purpose
Yorba Linda Blvd. from Rio del Oro to Village Center Dr.	To connect the Rio del Oro Trail with the trail along Village Center Dr.
Findings	
<p>There is an easement dedicated to the city for bicycle and equestrian trails, as well as walkways. It appears physically feasible to construct an earthen multipurpose trail on the south side of Yorba Linda Blvd.</p> <p>There are bike lanes from Rio del Oro to Village Center Dr.</p>	
Recommendation	
Construct earthen multipurpose trail on the south side of Yorba Linda Blvd. to link trails on Village Center Dr. with the trail along Rio del Oro.	
Photos	
	
<p>Yorba Linda Blvd. just east of Avenida Rio del Oro looking east. Yorba Linda Blvd. further east of Village Center Dr. looking east.</p>	
	
<p>Yorba Linda Blvd. west of Village Center Dr. looking west.</p>	

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map

SEGMENT 35A

Planned Bicycle Facilities

- Bikeway
- Existing Bikeway

Planned Trail Facilities

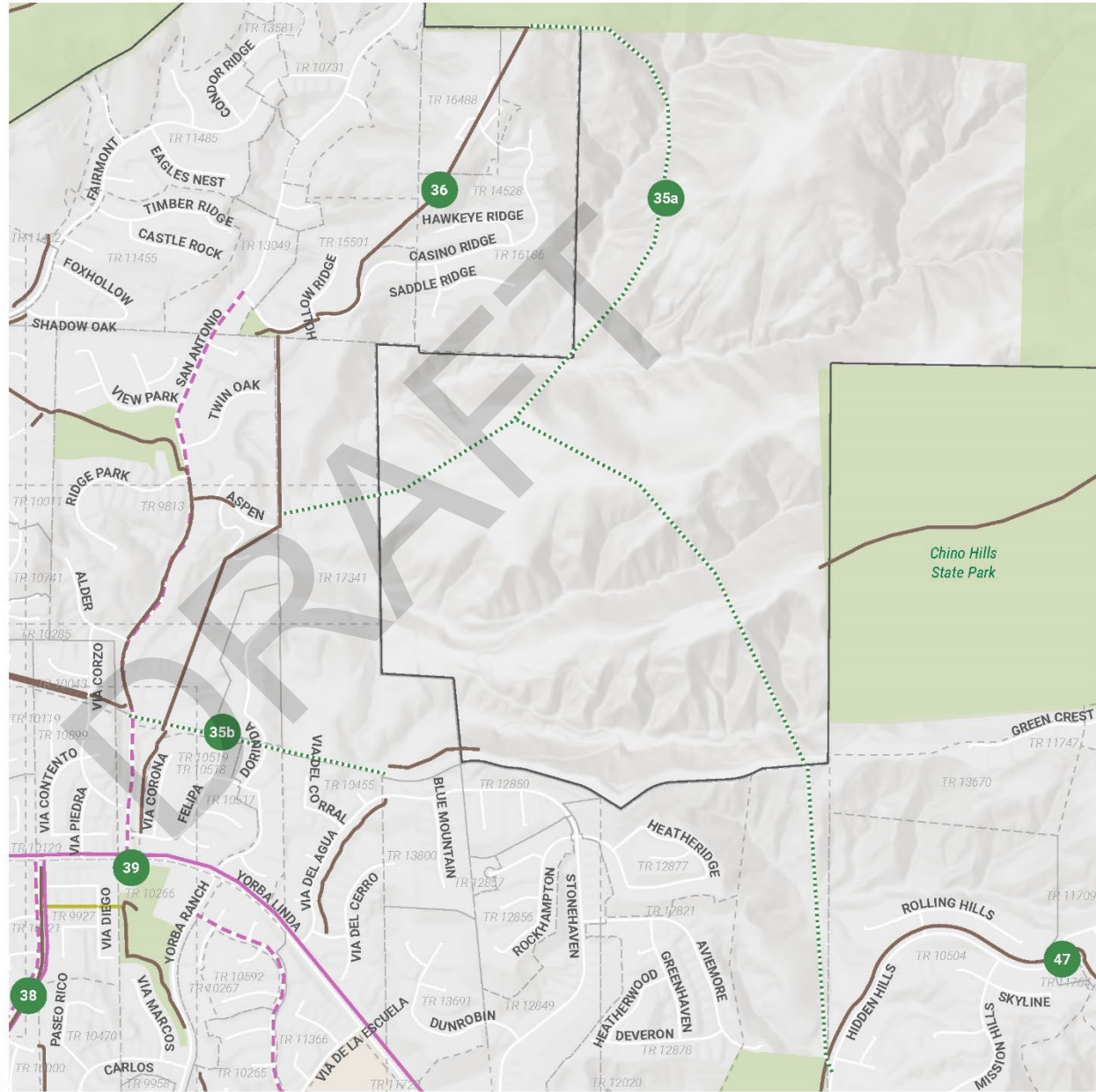
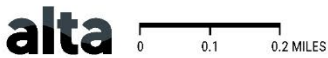
- ⋯ Planned Earthen Multipurpose Trail
- Planned Paved Multipurpose Trail
- - - Planned Paved and Earthen Multipurpose Trail
- ## 2024-2025 Trail Study Recommendation


Existing Trail Facilities

- Existing Trail
- Private Trail

Boundaries and Destinations

- City Tracts
- City Boundary



North Fairmont Boulevard Area	
Segment 35a	
Location	Purpose
<p>Tract 9813, from Hidden Hills Rd. near Mission Hills Rd. going northward, and from a point at the east end of Aspen Way going eastward and northward and connecting to Trail Segment 36.</p>	<p>To complete the 1972 Master Plan of Trails. To enable people living in the Hidden Hills Rd. area to access Chino Hills State Park and the rest of the trail system conveniently.</p>
Findings	
<p>It is possible to construct an earthen multipurpose trail north from Hidden Hills Rd. It has an equestrian trail easement, and nothing is built there. It is steep in some places and a dirt road exists along the bottom of the canyon. However, there is no access to Chino Hills State Park permitted north of there.</p> <p>The crossing of San Antonio Rd. needs improvement. This will be completed with new development. The details of the alignment would be determined at that time.</p>	
Recommendation	
<p>Construct an earthen multipurpose trail in tract 12821 from Esperanza Rd. and link with earthen multipurpose trail coming from tract 9813. Link these trails to Trail Segment 36. Work with the County (this is unincorporated at the north end.) to create this trail link.</p> <p>Improve the crossing of San Antonio Rd. according to design guidelines in Chapter 4.</p>	
Photos	
	
<p>Existing dirt road intersecting with San Antonio Rd. that could be made into an accessible trail.</p>	

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map

SEGMENT 35B

Planned Bicycle Facilities

- - - Bikeway
- Existing Bikeway

Planned Trail Facilities

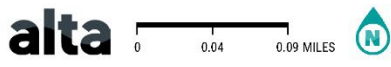
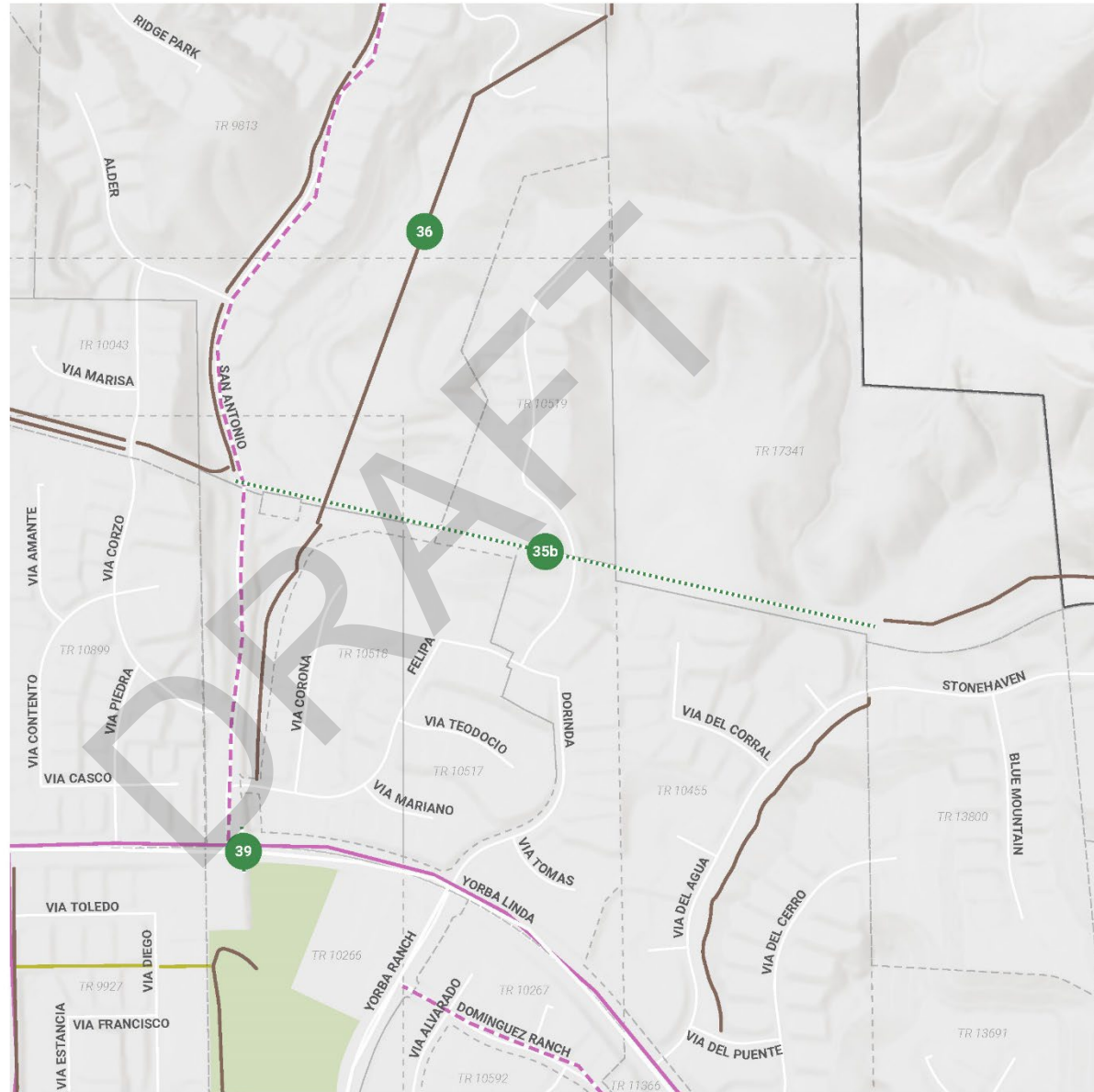
- · - · - Planned Earthen Multipurpose Trail
- - - Planned Paved Multipurpose Trail
- · - · - Planned Paved and Earthen Multipurpose Trail
- ## 2024-2025 Trail Study Recommendation




Existing Trail Facilities

- Existing Trail
- Private Trail

Boundaries and Destinations

- City Tracts
- City Boundary



North Fairmont Boulevard Area	
Segment 35b – In Progress	
Location	Purpose
Along a Metropolitan Water District right-of-way from Via del Agua to an existing east-west trail on the east side of San Antonio Rd.	To connect two neighborhoods.
Findings	
The Metropolitan Water District (MWD) owns this right-of-way and has expressed a willingness to grant an easement for an earthen multipurpose trail. While there are grade issues, it is physically feasible to construct an earthen multipurpose trail there.	
Recommendation	
Construct an earthen multipurpose trail along the MWD right-of-way from Via del Agua to the existing east- west trail on the west side of San Antonio Rd. Condition the developer of the development, Cielo Vista, to construct trail along entry way at Stone Haven and grant west-east easement on their section of the MWD ROW.	
Photos	
 <p>Looking northwest from Via del Agua just north of Via de la Rosa.</p>	 <p>MWD right-of-way looking east from San Antonio Rd.</p>
 <p>Aerial of the Cielo Vista development and trail.</p>	

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map

SEGMENT 36

Planned Bicycle Facilities

- Bikeway
- Existing Bikeway

Planned Trail Facilities

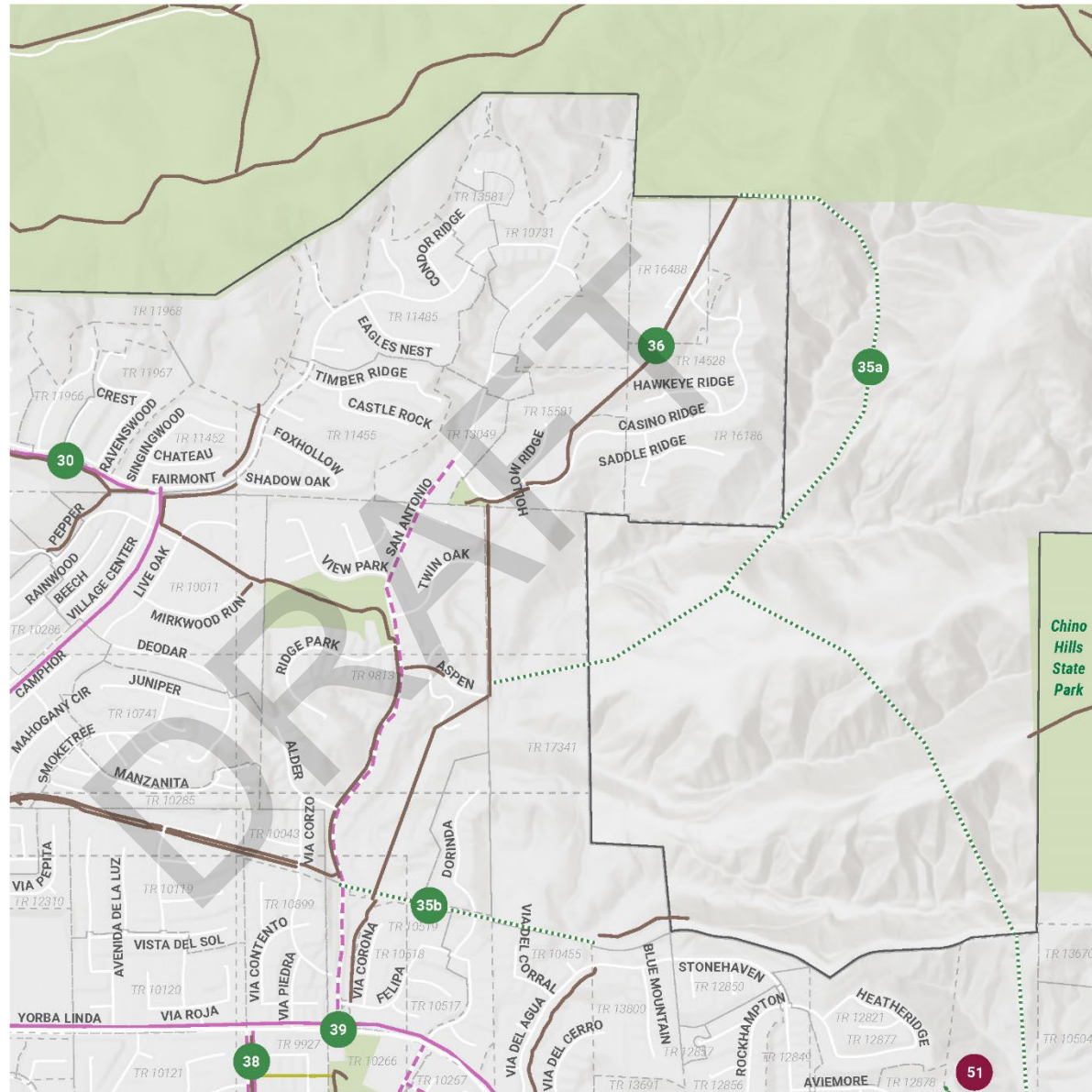
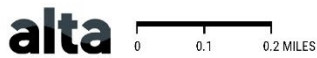
- Planned Earthen Multipurpose Trail
- Planned Paved Multipurpose Trail
- Planned Paved and Earthen Multipurpose Trail
- 2024-2025 Trail Study Recommendation


Existing Trail Facilities

- Existing Trail
- Private Trail

Boundaries and Destinations



- City Tracts
- City Boundary



North Fairmont Boulevard Area	
Segment 36 – Complete	
Location	Purpose
Tracts 15501, 16186 and 16488 from Aspen Way to the planned staging area at the end of Casino Ridge Rd. off San Antonio Rd. and heading northeast to the city limit where the new Casino Ridge equestrian rest area resides.	To complete the 1972 Master Plan of Trails. To link with Chino Hills State Park.
Findings	
Since the 2005 Plan was published, an earthen multipurpose trail was built through this development.	
Photos	
	
View of the existing earthen multipurpose trail along Casino Ridge Rd.	

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 37

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway


Planned Trail Facilities

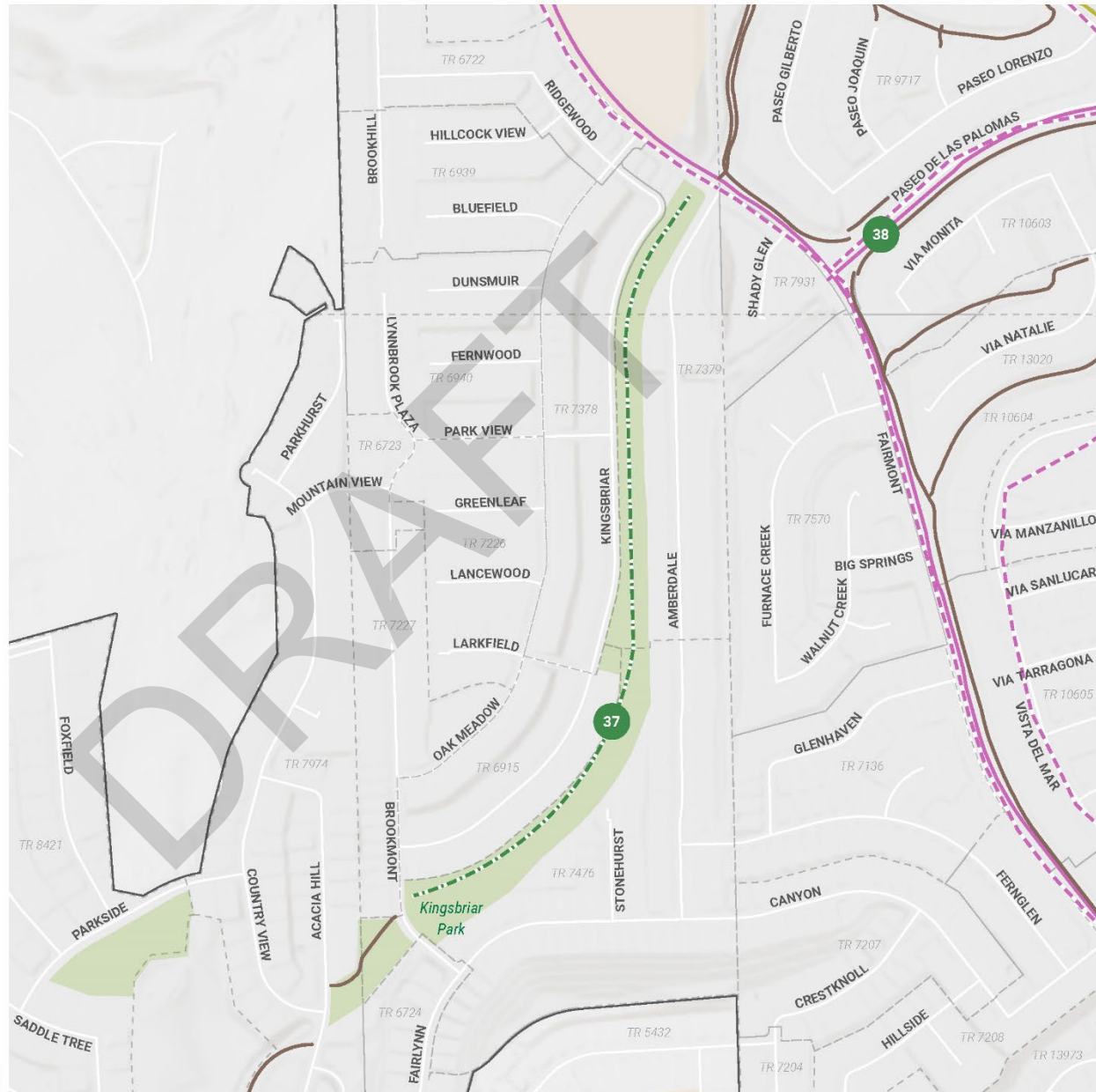
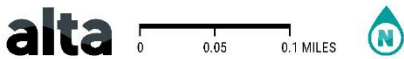
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation

Existing Trail Facilities



-  Existing Trail
-  Private Trail



Boundaries and Destinations

-  City Tracts
-  City Boundary





South Fairmont Boulevard Area Findings and Recommendations

South Fairmont Boulevard Area	
Segment 37	
Location	Purpose
Brookmont Creek from Fairmont Blvd. to Brookmont Dr. and to the El Cajon Trail	To create a pleasant north-south link in the central part of Yorba Linda between the Chino Hills and the El Cajon Trail as well as Santa Ana River. To create a Safe Route to School link to Bernardo Yorba Middle School.
Findings	
It is physically feasible to construct an earthen multipurpose path and a bike path along this stretch to link with Bernardo Yorba Middle School. This is City right-of-way. A paved multipurpose trail exists between Brookmont Dr. and the El Cajon Trail.	
Recommendation	
Construct an earthen multipurpose path along Rio del Oro from Brookmont Dr. and an underpass under Fairmont Blvd. Construct a Class I bike path along Rio del Oro from Brookmont Dr. and an underpass under Fairmont Blvd. Improve the crossing of Brookmont Dr. according to design guidelines in Chapter 4. Construct an earthen multipurpose trail from Brookmont Dr. to the El Cajon Trail.	
Photos	
	
Rio del Oro north of Brookmont Dr. looking north.	Rio del Oro under crossing of Fairmont Blvd. looking north.




South Fairmont Boulevard Area	
Segment 38	
Location	Purpose
Paseo de las Palomas from Fairmont Blvd. to Yorba Linda Blvd.	To complete the 1972 Master Plan of Trails.
Findings	
<p>An earthen multipurpose trail exists the entire length except for one stretch just east of Village Center Dr. It is feasible to construct a connecting earthen multipurpose trail at this location but would require grading. Paseo de las Palomas is 32-feet wide on each side of the median with two lanes. Striping Bike Lanes is feasible. A sidewalk exists.</p> <p>Just east of Fairmont Blvd the earthen multipurpose trail crosses to the north side of the street. A better- marked crossing is needed.</p>	
Recommendation	
<p>Construct an earthen multipurpose trail to create a link east of Village Center Dr. with the trail further east. Grading would be required.</p> <p>Stripe Bike Lanes on Paseo de las Palomas east of Paseo del Prado.</p> <p>Improve the crossing of Paseo de las Palomas just east of Fairmont Blvd. according to the guidelines in Chapter 4.</p>	
Photos	
	
Paseo de las Palomas west of Vista del Mar looking northeast.	Paseo de las Palomas just east of Fairmont Blvd. looking east.

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 39

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway



Planned Trail Facilities

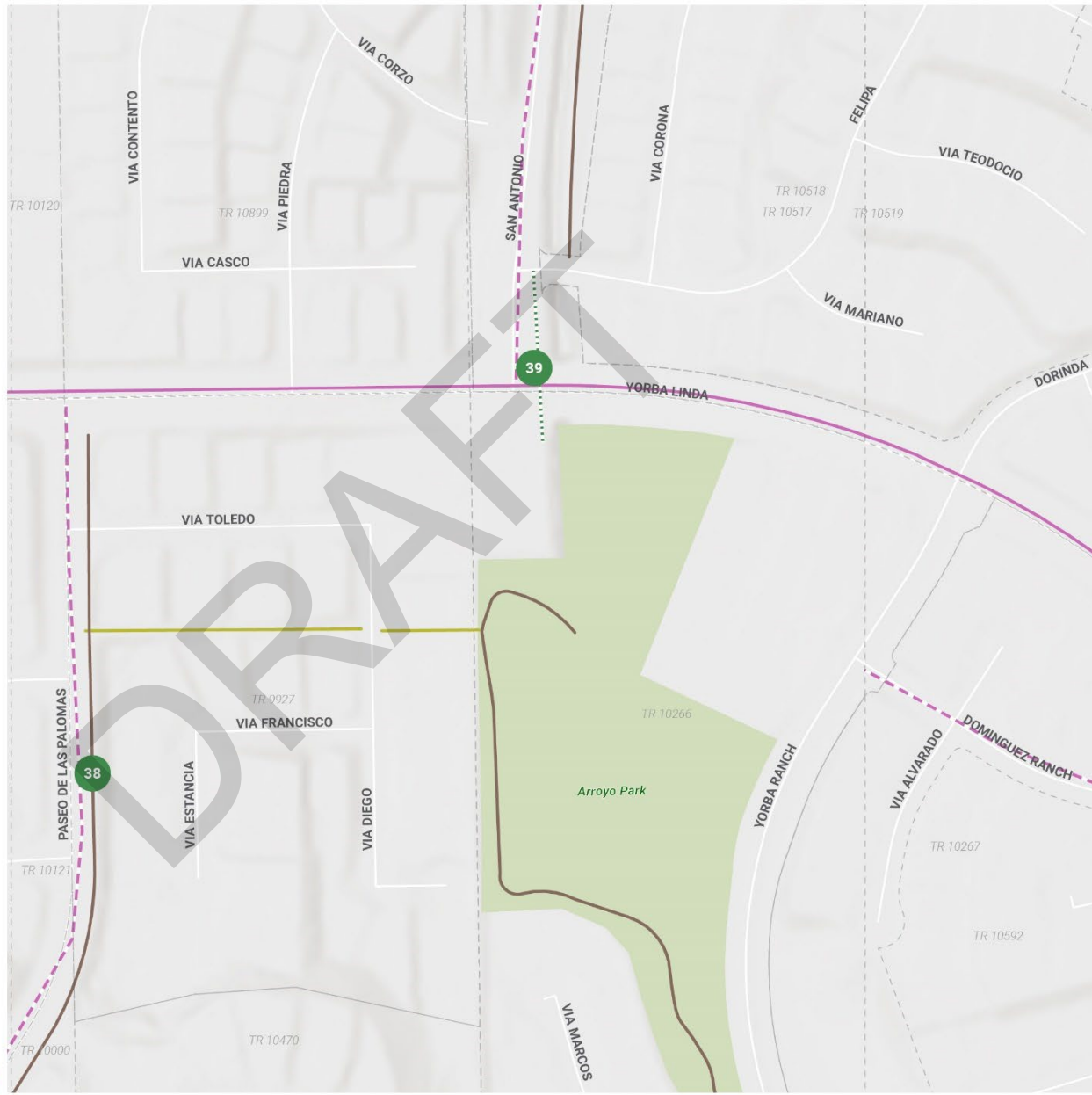
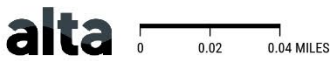
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation



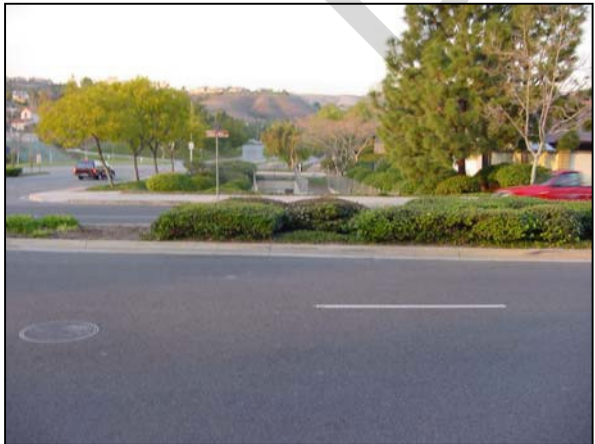

Existing Trail Facilities

-  Existing Trail
-  Private Trail

Boundaries and Destinations

-  City Tracts
-  City Boundary



South Fairmont Boulevard Area	
Segment 39	
Location	Purpose
From a point where a flood control channel trail intersects Felipa Rd. to existing trail in Arroyo Park. Tract 10518.	To create a new east-west and north-south link.
Findings	
Space exists on the west side of the flood control channel for an earthen multipurpose trail. The City is planning to install a new traffic signal at the intersection of San Antonio Rd. and Yorba Linda Blvd.	
Recommendation	
Work with the Orange County Flood Control District to gain permission to construct an earthen multipurpose trail along the west side of the flood control channel. Construct the trail. Install a new traffic signal at the intersection of San Antonio Rd. and Yorba Linda Blvd. Sign users to cross at the crosswalk of this newly signalized intersection.	
Photos	
	
Flood control channel looking south from Felipe Rd.	Flood control channel looking south from Yorba Linda Blvd.
	
Looking north across Yorba Linda Blvd. to the channel.	The north end of Arroyo park just south of flood control channel.

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 40

Planned Bicycle Facilities

- Bikeway
- Existing Bikeway

Planned Trail Facilities

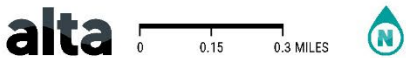
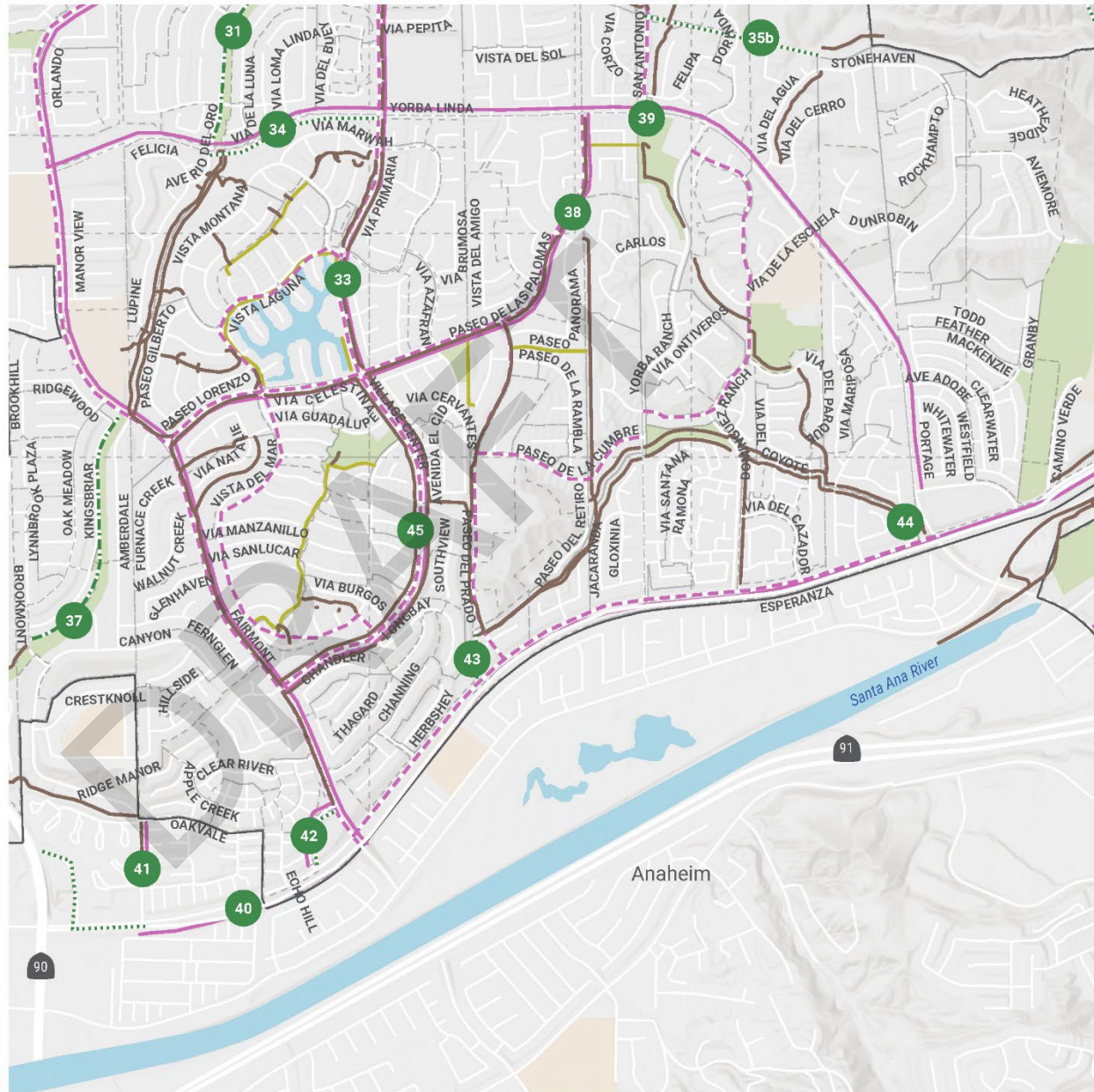
- Planned Earthen Multipurpose Trail
- Planned Paved Multipurpose Trail
- Planned Paved and Earthen Multipurpose Trail
- ## 2024-2025 Trail Study Recommendation


Existing Trail Facilities

- Existing Trail
- Private Trail

Boundaries and Destinations


- City Tracts
- City Boundary



South Fairmont Boulevard Area	
Segment 40 - In Progress	
Location	Purpose
Esperanza Rd. from Imperial Hwy. to Hidden Hills Rd.	To complete the 1972 Master Plan of Trails.
Findings	
There are Class II Bike Lanes from Hidden Hills Rd. to Fairmont Connector. There is a small segment of a paved trail and Class IV Separated Bike Lane west of Fairmont Connector to Fairlynn Blvd.	
Recommendation	
Construct an earthen multipurpose trail from Fairlynn Blvd. to Imperial Hwy.	
Photos	
	
<p>Esperanza Blvd. looking east under the Fairmont bridge.</p>	

2024 Yorba Linda
 Updated Riding,
 Hiking & Bikeway Trails
 Component Map
 SEGMENT 41

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway



Planned Trail Facilities

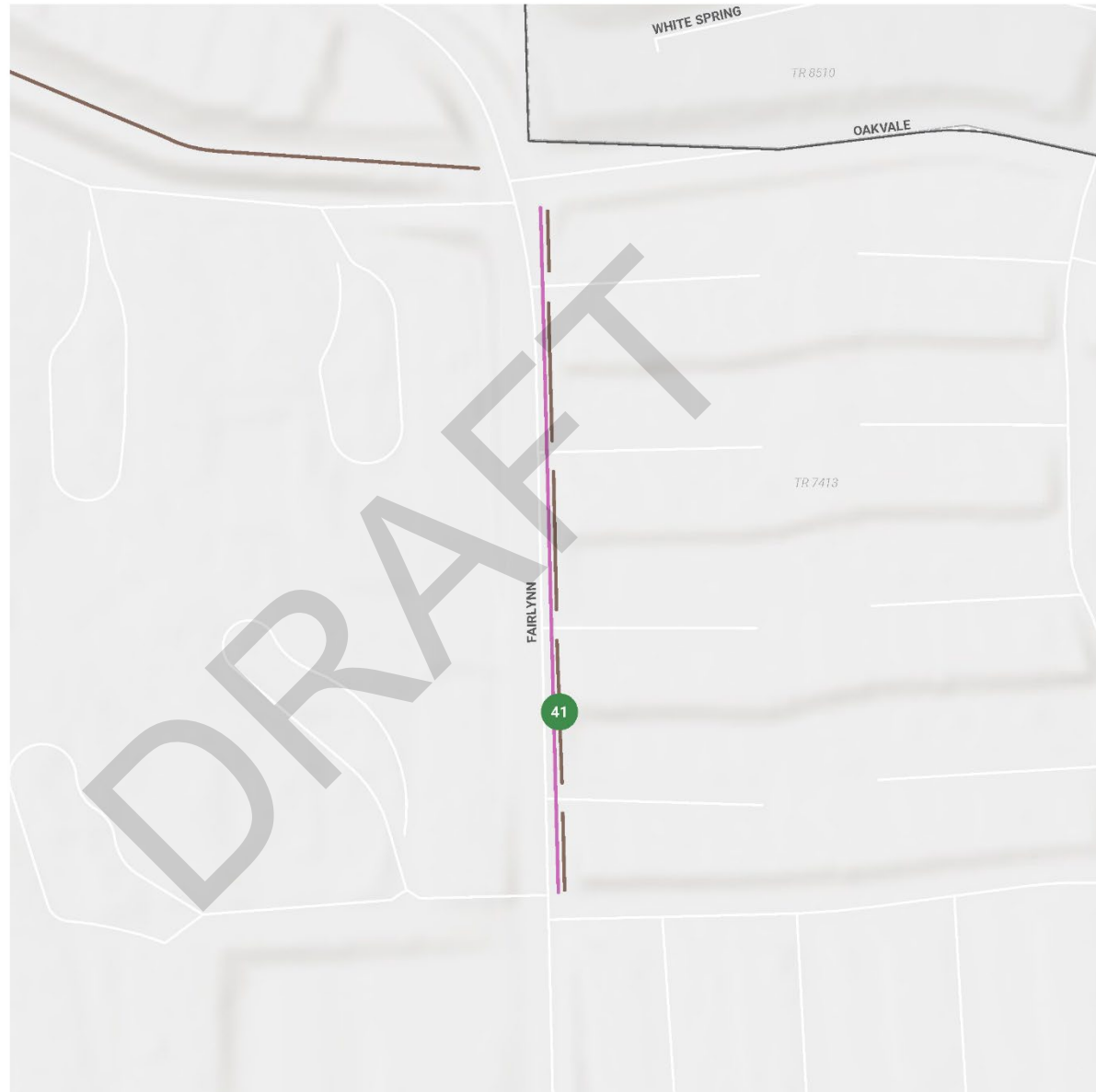
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation



Existing Trail Facilities

-  Existing Trail
-  Private Trail

Boundaries and Destinations

-  City Tracts
-  City Boundary



South Fairmont Boulevard Area	
Segment 41 - Complete	
Location	Purpose
Along Fairlynn Blvd. from the El Cajon Trail to Esperanza Rd.	To provide continuity for bicyclists between the El Cajon Trail and points east, as well as to the Santa Ana River.
Findings	
Since the 2005 Plan was published, an earthen trail was built along Fairlynn Blvd. to the El Cajon Trail. There are Class II Bike Lanes traveling north on Fairlynn Blvd. to the El Cajon Trail. There is Class III Bike Route striping traveling south to Esperanza Rd.	
Photos	
	
El Cajon Trail at Fairlynn Blvd. looking west	Fairlynn Blvd. just north of Ezperanza Blvd. looking north

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 42

Planned Bicycle Facilities

- Bikeway
- Existing Bikeway

Planned Trail Facilities

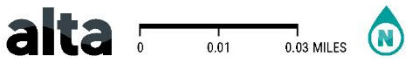
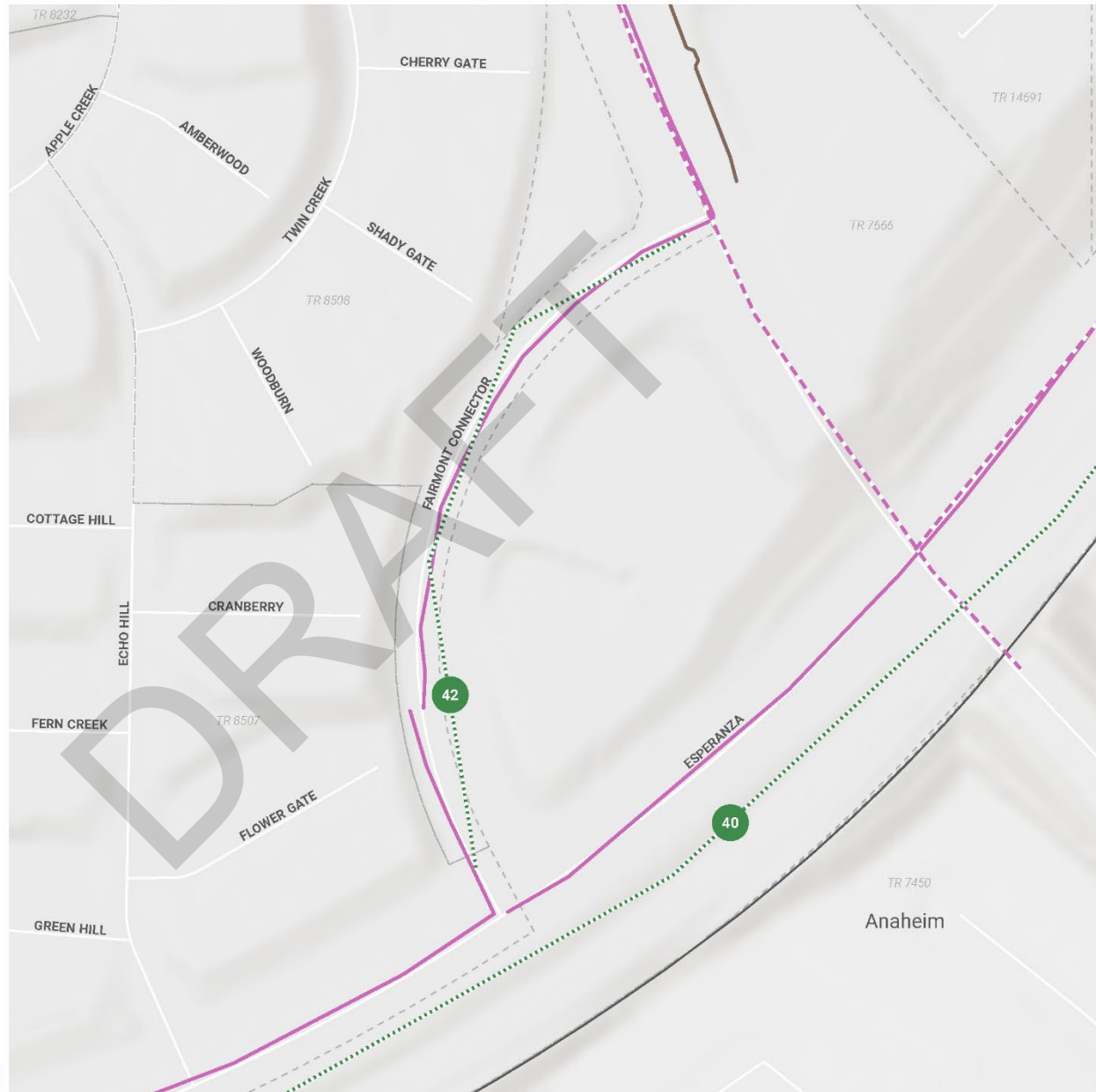
- ⋯ Planned Earthen Multipurpose Trail
- Planned Paved Multipurpose Trail
- · - · - Planned Paved and Earthen Multipurpose Trail
- ## 2024-2025 Trail Study Recommendation




Existing Trail Facilities

- Existing Trail
- Private Trail

Boundaries and Destinations

- City Tracts
- City Boundary



South Fairmont Boulevard Area	
Segment 42 - In Progress	
Location	Purpose
Along the Fairmont Connector from Fairmont Blvd. to Esperanza Rd.	To create an excellent east-west connection from the eastern portions of Yorba Linda and the Santa Ana River with the El Cajon Trail and those linking to it.
Findings	
The City has conditioned that the church being constructed on the property along the Fairmont connector dedicate a trails easement to the City of Yorba Linda. This easement would be on the Fairmont connector from Esperanza to Fairmont Blvd. Since the 2005 Plan was published, the City has installed a two-way Class IV Separated Bikeway on Fairmont Connector between Fairmont Blvd. and Esperanza Rd.	
Recommendation	
Construct a multipurpose trail (earthen or paved) from Esperanza Rd. to Fairmont Blvd.	
Photos	
 <p>Bike lanes on Fairmont Connector looking south</p>	 <p>Fairmont Connector just west of Fairmont Blvd. looking southwest.</p>
 <p>Bikeway on Fairmont Connector looking north</p>	

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 43

Planned Bicycle Facilities

- - - Bikeway
- Existing Bikeway

Planned Trail Facilities

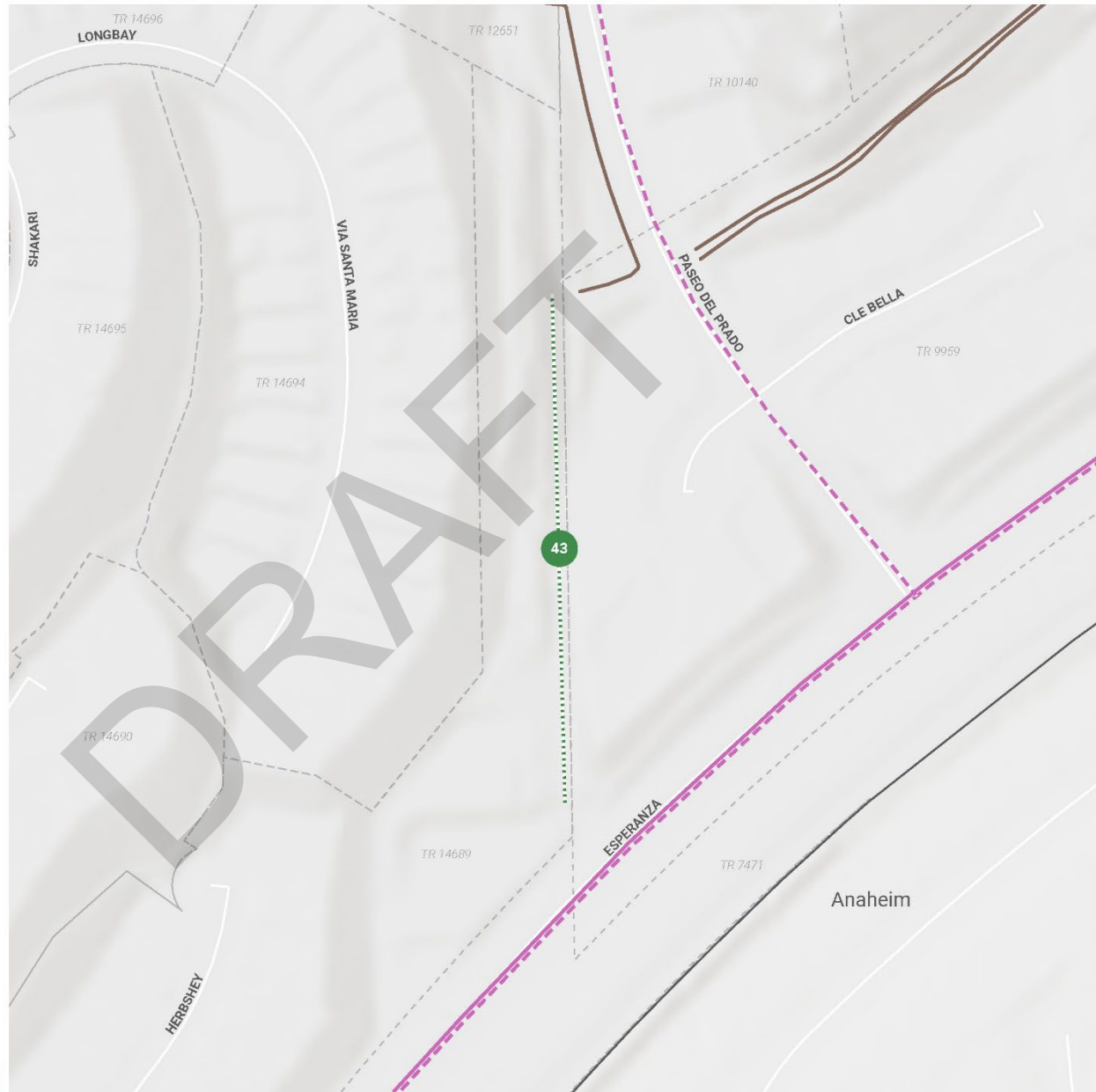
- ⋯ Planned Earthen Multipurpose Trail
- - - Planned Paved Multipurpose Trail
- · - · Planned Paved and Earthen Multipurpose Trail
- ## 2024-2025 Trail Study Recommendation







Existing Trail Facilities

- Existing Trail
- Private Trail

Boundaries and Destinations

- City Tracts
- City Boundary





South Fairmont Boulevard Area		
Segment 43		
Location	Purpose	
Trail parallel to and east of Paseo del Prado from an existing trail to Esperanza Rd. The existing trail is parallel to and north of Esperanza Rd. Tract 9959.	To complete the 1972 Master Plan of Trails.	
Findings		
<p>An earthen multipurpose trail exists the entire length and crosses Paseo del Prado and ends. A paved multipurpose trail exists the entire way from Avenida Barcelona to Paseo del Prado.</p> <p>The link at the south end from Paseo del Prado to Esperanza Rd. is missing. It appears that one house may have encroached into the right-of-way. The rest of the way it appears feasible to construct final link to Esperanza Rd. Also appears feasible to construct around potential encroachment.</p>		
Recommendation		
<p>Sign bicyclists along Paseo del Prado on a Class III Bike Route from the end of the paved multipurpose trail to Esperanza Rd.</p> <p>Check on possible encroachment at southwest end of trail.</p> <p>If encroachment exists, the City will need to decide to enforce the easement or construct the trail around it. Construct earthen multipurpose trail to link to the trail along Esperanza Rd.</p>		
Photos		
		
Looking east to Paseo del Prado from end.	Behind houses looking south to Esperanza. End of trail looking west to turn in easement.	
		
Likely encroachment at trail turn looking	Looking north from behind houses.	Behind houses looking south to Esperanza. south.





2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map

SEGMENT 44

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway



Planned Trail Facilities

-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation





Existing Trail Facilities



-  Existing Trail
-  Private Trail

Boundaries and Destinations

-  City Tracts
-  City Boundary



South Fairmont Boulevard Area	
Segment 44	
Location	Purpose
Along Avenida Barcelona from an existing trail to Esperanza Rd. The existing trail is parallel to and north of Esperanza Rd.	To complete the 1972 Master Plan of Trails.
Findings	
A paved multipurpose trail exists the entire way from Esperanza Rd. to Avenida Barcelona and to Paseo del Prado.	
Recommendation	
Sign a Class III Bike Route on Avenida Barcelona from the trail to Esperanza Rd.	
Photos	
	
Looking west onto trail from Avenida Barcelona.	Looking east onto trail from Avenida Barcelona.
	
Looking south towards Esperanza Blvd.	Looking south to Esperanza Blvd. at trail end.

South Fairmont Boulevard Area	
Segment 45 - Complete	
Location	Purpose
Village Center Dr. from Fairmont Blvd. to Paseo de las Palomas	To complete the 1972 Master Plan of Trails.
Findings	
Since the 2005 Plan was published, Village Center Dr. has added Class II Bike Lanes between Fairmont Blvd. and Paseo de las Palomas.	
Photos	
	
Village Center Dr. south of Fairmont Blvd. looking south	Village Center Dr. south of Vista del Mar looking north.

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 46

Planned Bicycle Facilities

- - - Bikeway
- Existing Bikeway

Planned Trail Facilities

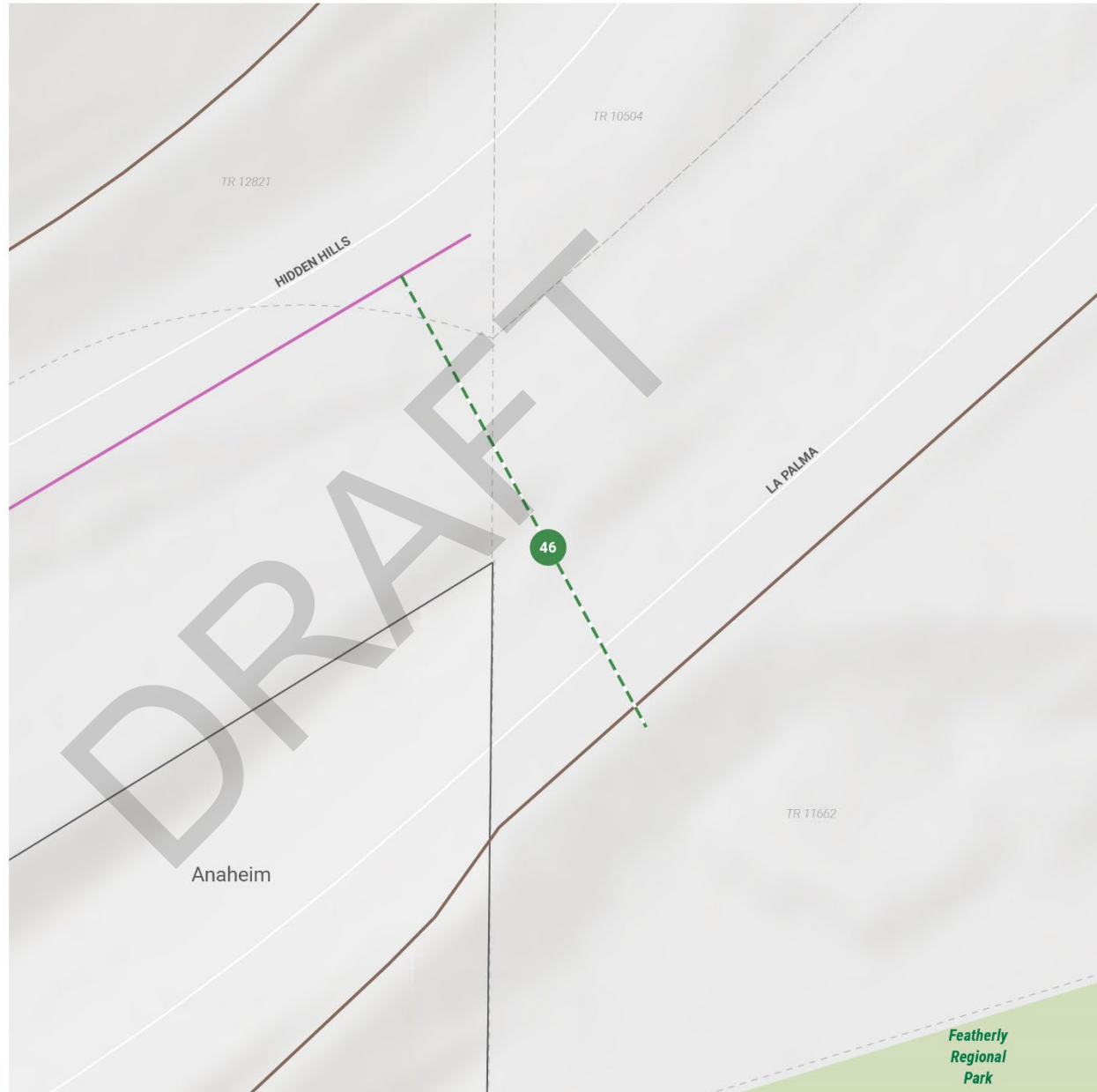
- ⋯ Planned Earthen Multipurpose Trail
- - - Planned Paved Multipurpose Trail
- · - · Planned Paved and Earthen Multipurpose Trail
- ## 2024-2025 Trail Study Recommendation



Existing Trail Facilities

- Existing Trail
- Private Trail

Boundaries and Destinations

- City Tracts
- City Boundary



South Fairmont Area	
Segment 46	
Location	Purpose
Intersection of La Palma Ave., Esperanza Rd., and Hidden Hills Rd.	To create an important link between the Santa Ana River Trail on the south side of La Palma Ave. and the trail network in Yorba Linda.
Findings	
A bridge is feasible over this intersection. The north side of the intersection is above the grade of the intersection.	
Recommendation	
Construct a bridge to link the earthen multipurpose trails, bikeways, and sidewalks on the north side of this intersection to the Santa Ana River Trail on the south side.	
Photos	
	
Railroad from the beginning of Hidden Hills Rd. looking south. La Palma Ave. from the beginning of Hidden Hills Rd. looking south.	

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 47

Planned Bicycle Facilities

- Bikeway
- Existing Bikeway

Planned Trail Facilities

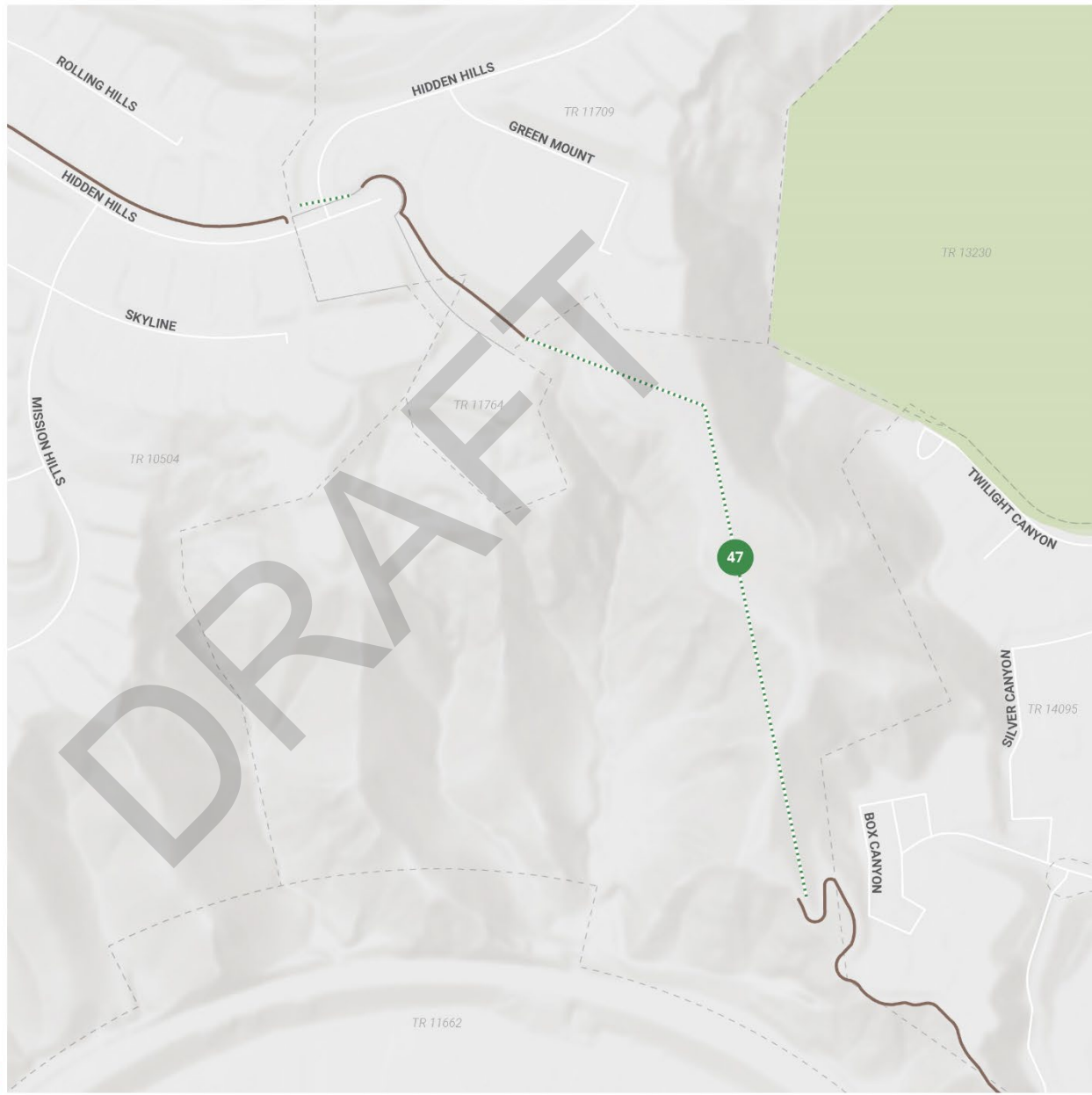
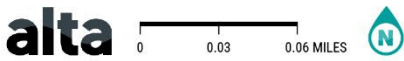
- ⋯ Planned Earthen Multipurpose Trail
- Planned Paved Multipurpose Trail
- · - · - Planned Paved and Earthen Multipurpose Trail
- ## 2024-2025 Trail Study Recommendation

Existing Trail Facilities




- Existing Trail
- Private Trail

Boundaries and Destinations

- City Tracts
- City Boundary





Eastern Area Findings and Recommendations

Eastern Area	
Segment 47	
Location	Purpose
Tract 11709	To complete the 1972 Master Plan of Trails.
Findings	
<p>Presently two short gaps exist between a trail along Hidden Hills Rd. and a trail leading to Via Lomas de Yorba West. The first gap is a short block along Hidden Hills Rd. The second is along a native section of the canyon.</p> <p>Tract 11709 has an equestrian easement.</p> <p>A portion of the trail exists but has not been fully developed with fencing.</p>	
Recommendation	
<p>Close the most western gap with signage along Hidden Hills Rd.</p> <p>Construct an earthen multipurpose trail to close the other gap between trails.</p>	
Photos	
 <p>End of trail onto near north end of Hidden Hills Rd. looking south.</p>	 <p>Existing trail south of Hidden Hills Rd. looking west.</p>
 <p>Future trail location south of Hidden Hills Rd. looking east.</p>	





2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map

SEGMENT 48

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway

Planned Trail Facilities

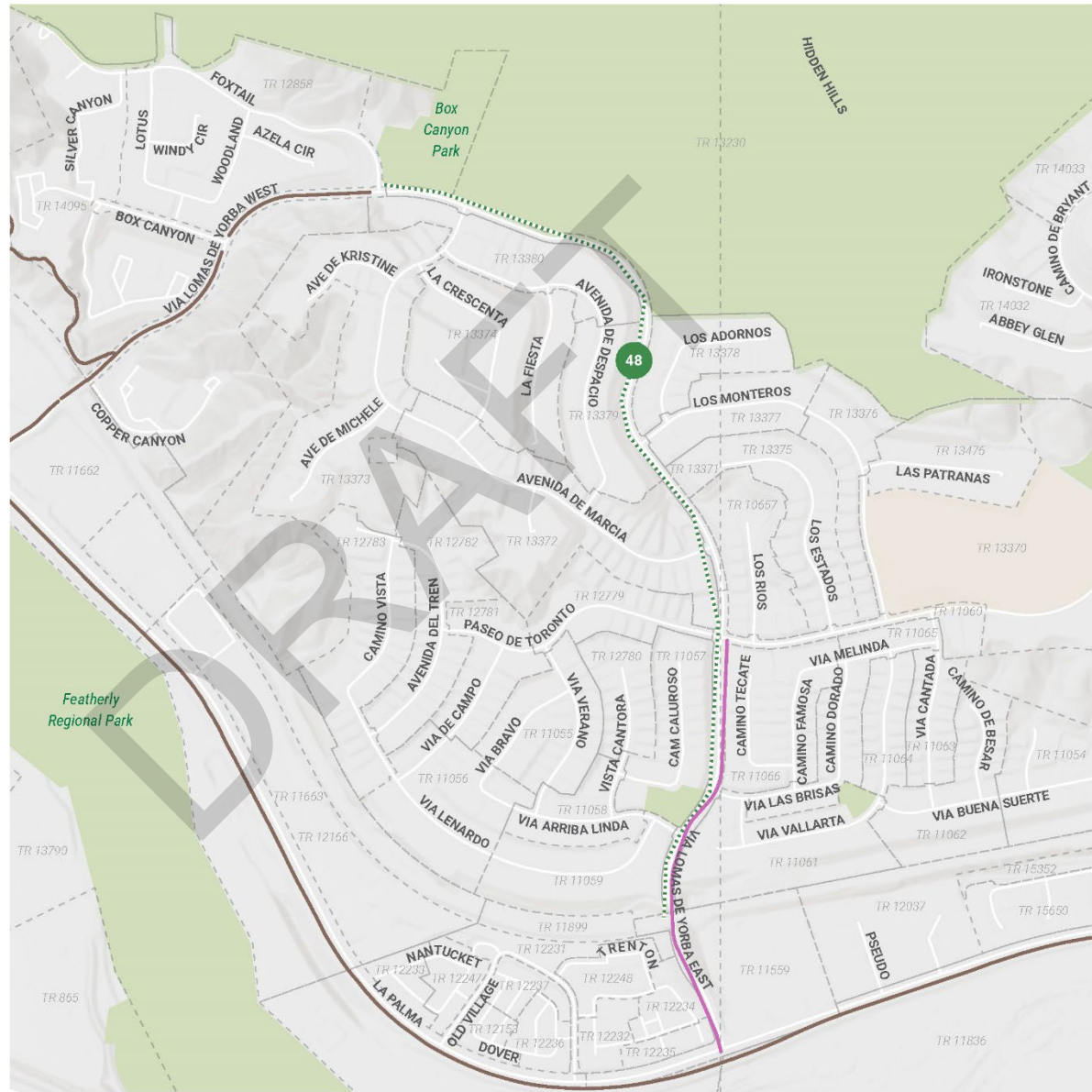
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation



Existing Trail Facilities

-  Existing Trail
-  Private Trail

Boundaries and Destinations



-  City Tracts
-  City Boundary



Eastern Area	
Segment 48	
Location	Purpose
13371 along Via Lomas de Yorba East.	To complete the 1972 Master Plan of Trails.
Findings	
Tract 13371 has a public right-of-way that includes adequate space to develop an earthen trail. There are existing bike lanes on Via Lomas de Yorba East south of Paseo de Toronto.	
Recommendation	
Extend the earthen trail east of the current trail.	
Photos	
 <p>End of existing trail on Via Loma de Yorba West.</p>	 <p>Via Loma de Yorba East looking east.</p>
 <p>Via Loma de Yorba East looking east towards riverbed.</p>	

2024 Yorba Linda
Updated Riding,
Hiking & Bikeway Trails
Component Map
SEGMENT 49

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway



Planned Trail Facilities

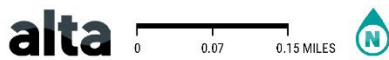
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation




Existing Trail Facilities



-  Existing Trail
-  Private Trail

Boundaries and Destinations

-  City Tracts
-  City Boundary





Eastern Area	
Segment 49	
Location	Purpose
East of the present end of the Santa Ana River Trail to the San Bernardino County line.	To connect the Santa Ana River Trail in Orange County with segments in San Bernardino and Riverside Counties. The Santa Ana River Trail will eventually go from the San Bernardino Mts. to the Pacific Ocean.
Findings	
The Santa Ana River Trail ends just east of Gypsum Canyon. Both Riverside and San Bernardino Counties are working on plans to continue the Santa Ana River Trail from the San Bernardino Mts. to the beach. The land exists to extend the trail to the county line in Featherly Regional Park. The California Department of Parks and Recreation will be developing a more detailed alignment of the trail that will be known as the "Lower Aliso Trail."	
Recommendation	
Construct both an earthen multipurpose trail and bike path from the present end of the Santa Ana River Trail to the San Bernardino County line according to the California Department of Parks and Recreation plans.	
Photos	
 <p>Santa Ana River south of Brush Canyon.</p>	 <p>Likely future connection to trail at Brush Canyon looking west.</p>
 <p>End of existing trail looking west.</p>	

Northwest Area	
Segment 50 - Complete	
Location	Purpose
Along an existing dirt road north of Wabash Ave. starting at an existing trail that crosses Valley View Circle east-west, connecting to a hiking trail in Carbon Canyon Regional Park near the Carbon Canyon Dam and the Redwood Grove.	To make a direct connection between Yorba Linda and Carbon Canyon Regional Park.
Findings	
Since the 2005 Plan was published, a network of earthen multipurpose trails was built north of Wabash Ave in the Vista Del Verde development.	
Photos	
	
Prospect Trail at the intersection of Wabash Ave. and Prospect Ave.	Trail crossing at San Rafael Ln. and Valley View Cir.

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map

SEGMENT 51

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway



Planned Trail Facilities

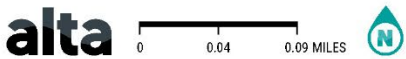
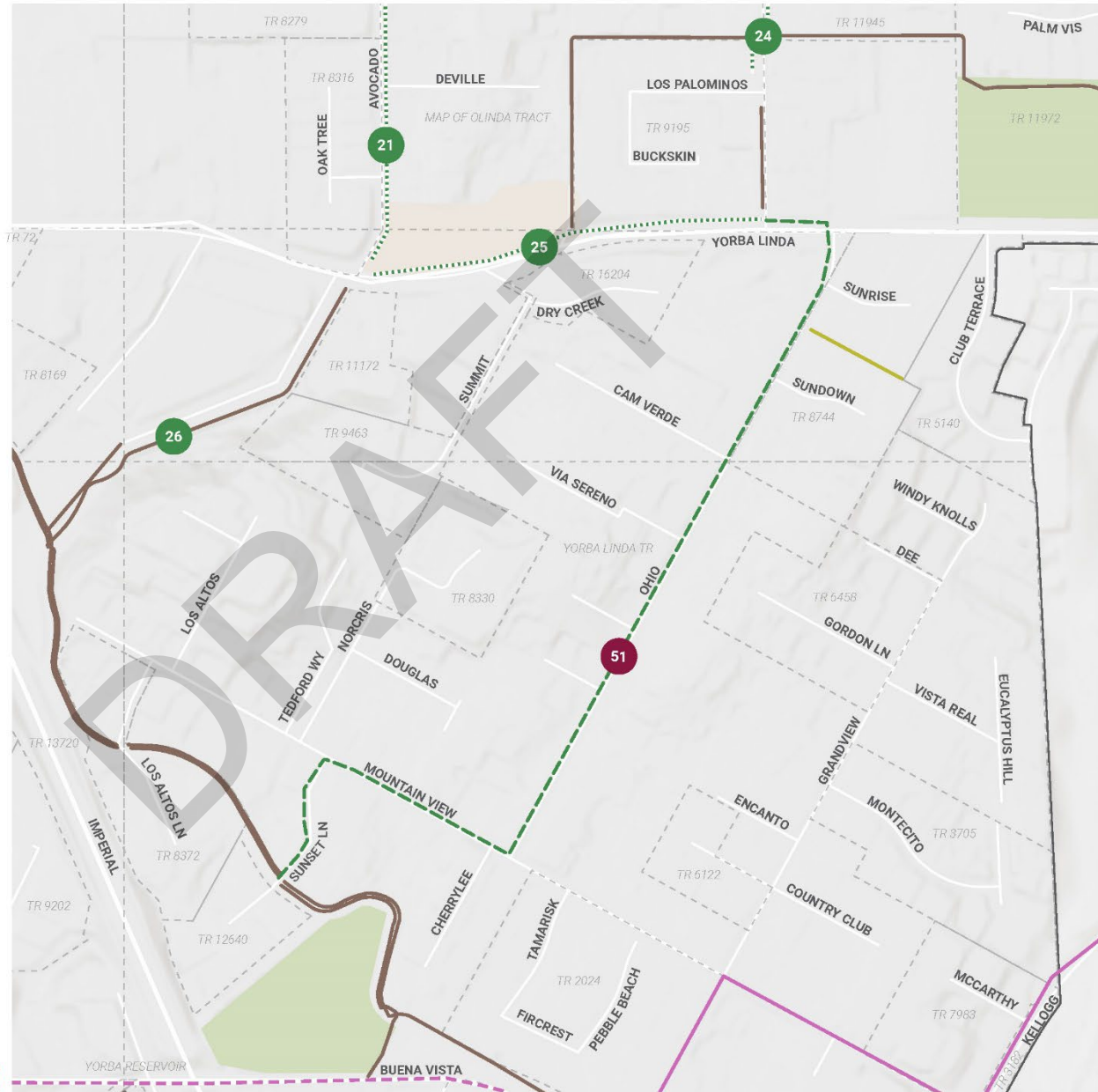
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation

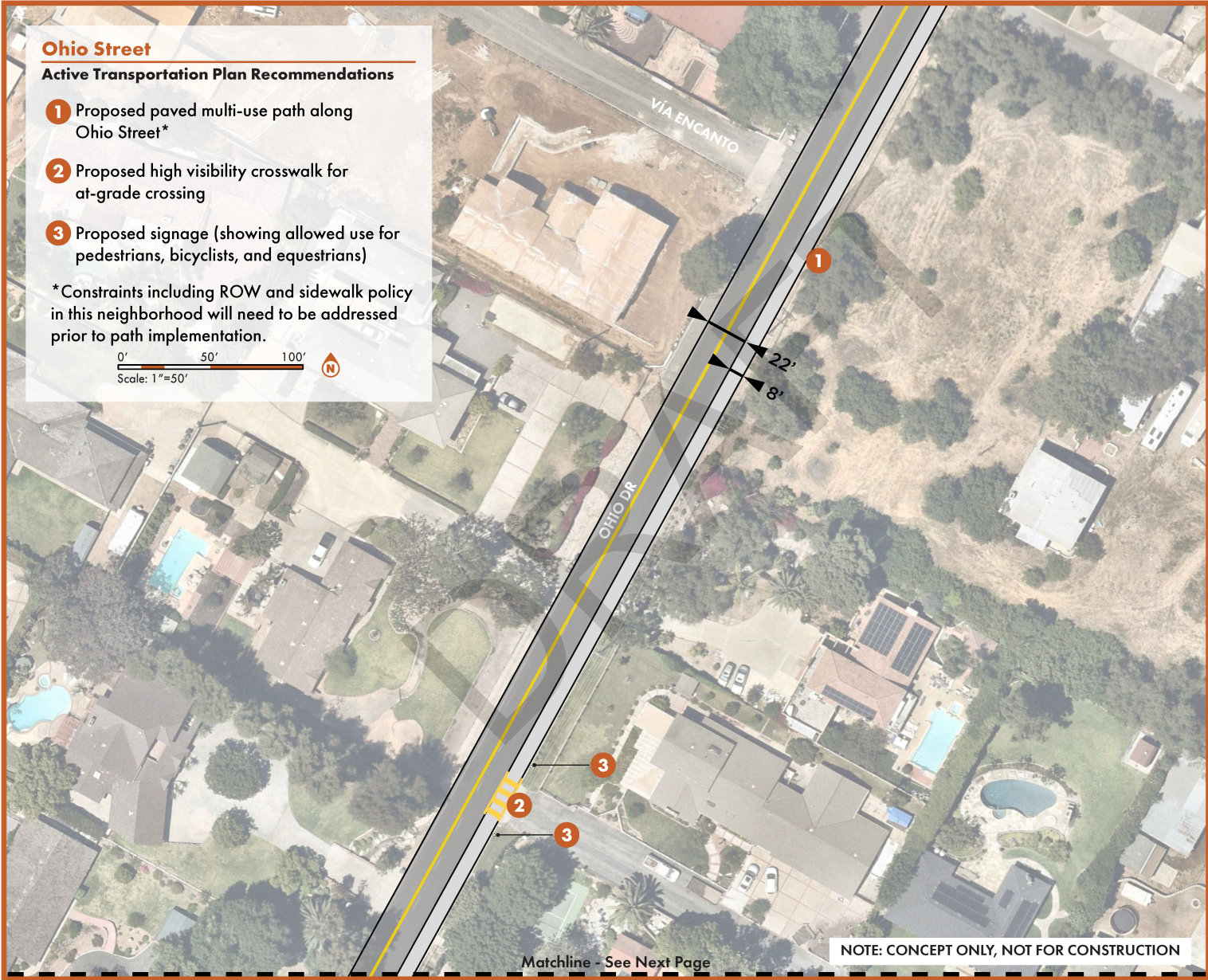
Existing Trail Facilities

-  Existing Trail
-  Private Trail

Boundaries and Destinations

-  City Tracts
-  City Boundary






Segment 51 Concept Plan





2024 Trail Segment Findings and Recommendations

CENTRAL AREA	
Segment 51* - 2024 Trail Segment Recommendation	
Location	Purpose
Ohio St. to Mountain View Ave. to Sunset Ln. connecting from the El Cajon Trail to Yorba Linda Blvd.	To connect the El Cajon Trail to an existing trail on Ohio St. north of Yorba Linda Blvd.
Findings	
<p>This segment would link two trails; the Ohio St. Trail north of Yorba Linda Blvd. and the El Cajon Trail. There is limited right-of-way width and existing encroachments along Ohio Street for a both a pedestrian or bicycle paved or earthen trail. Further investigation should involve efforts to try to create a multi-purpose pathway with pavement material to be determined. Obstacles involve current parking allowances in addition to the fact that this street falls under City Council Policy P-6. The purpose of P-6 is to maintain the original "semi-rural" environment within certain portions of Yorba Linda. Street improvements such as curbs, gutters and sidewalks are not allowed.</p> <p>The concept design presented above is intended to illustrate a scenario in which the constraints on Ohio St. were resolved. The concepts are only for illustrative purposes and are not intended to be design or engineering plans.</p>	
Recommendation	
Connect the two trails along Ohio St. via a narrow, paved equestrian trail or on-street signage and striping for equestrians. Continue the on-street signage along Mountain View Ave. and Sunset Ln.	
Photos	
	
View along Ohio St. with existing shoulder and horse signage	





2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map

SEGMENT 52

Planned Bicycle Facilities

-  Bikeway
-  Existing Bikeway

Planned Trail Facilities

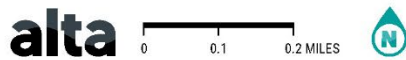
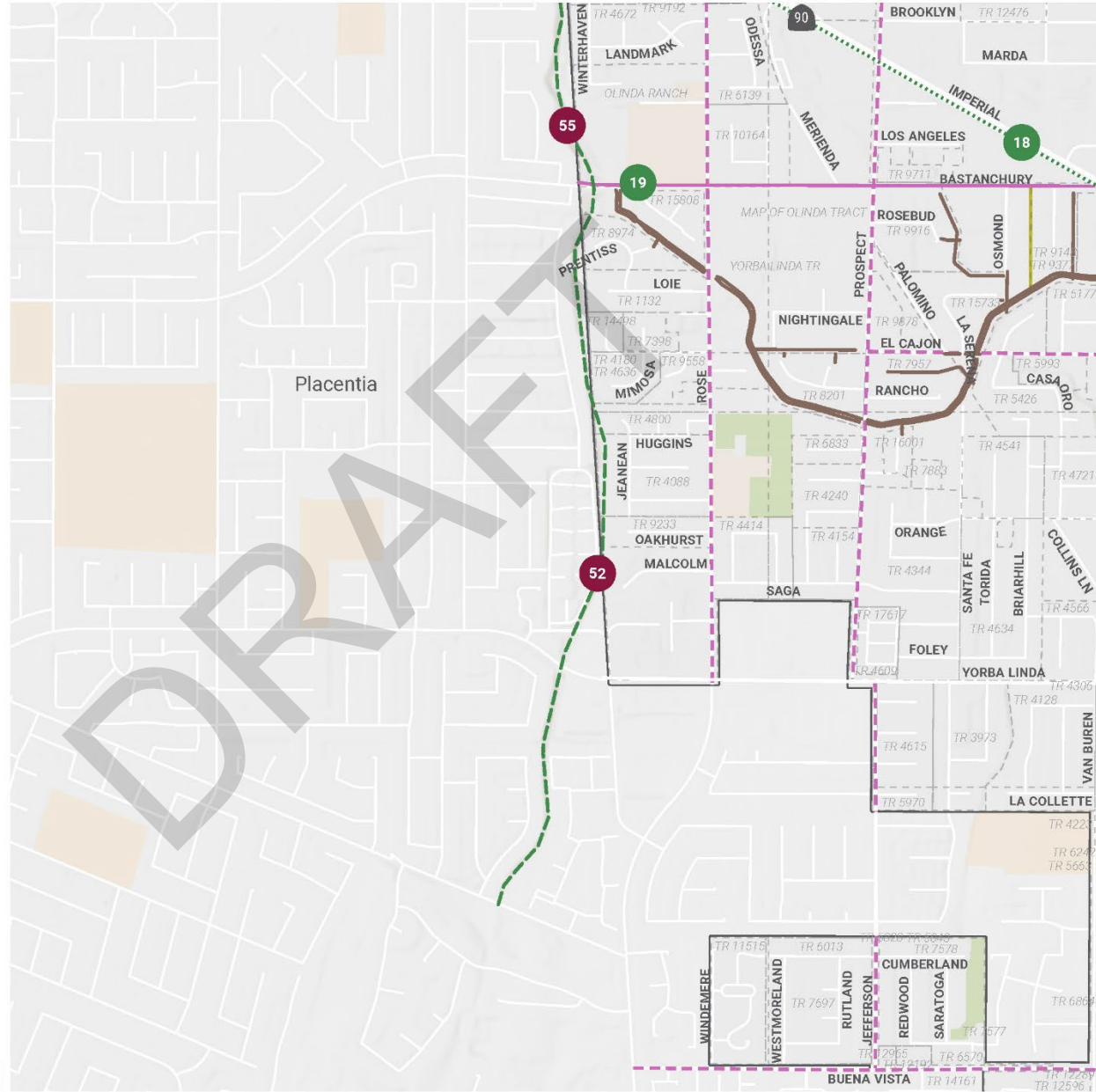
-  Planned Earthen Multipurpose Trail
-  Planned Paved Multipurpose Trail
-  Planned Paved and Earthen Multipurpose Trail
-  2024-2025 Trail Study Recommendation

Existing Trail Facilities

-  Existing Trail
-  Private Trail

Boundaries and Destinations

-  City Tracts
-  City Boundary



2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map

SEGMENT 54

Planned Bicycle Facilities

- Bikeway
- Existing Bikeway

Planned Trail Facilities

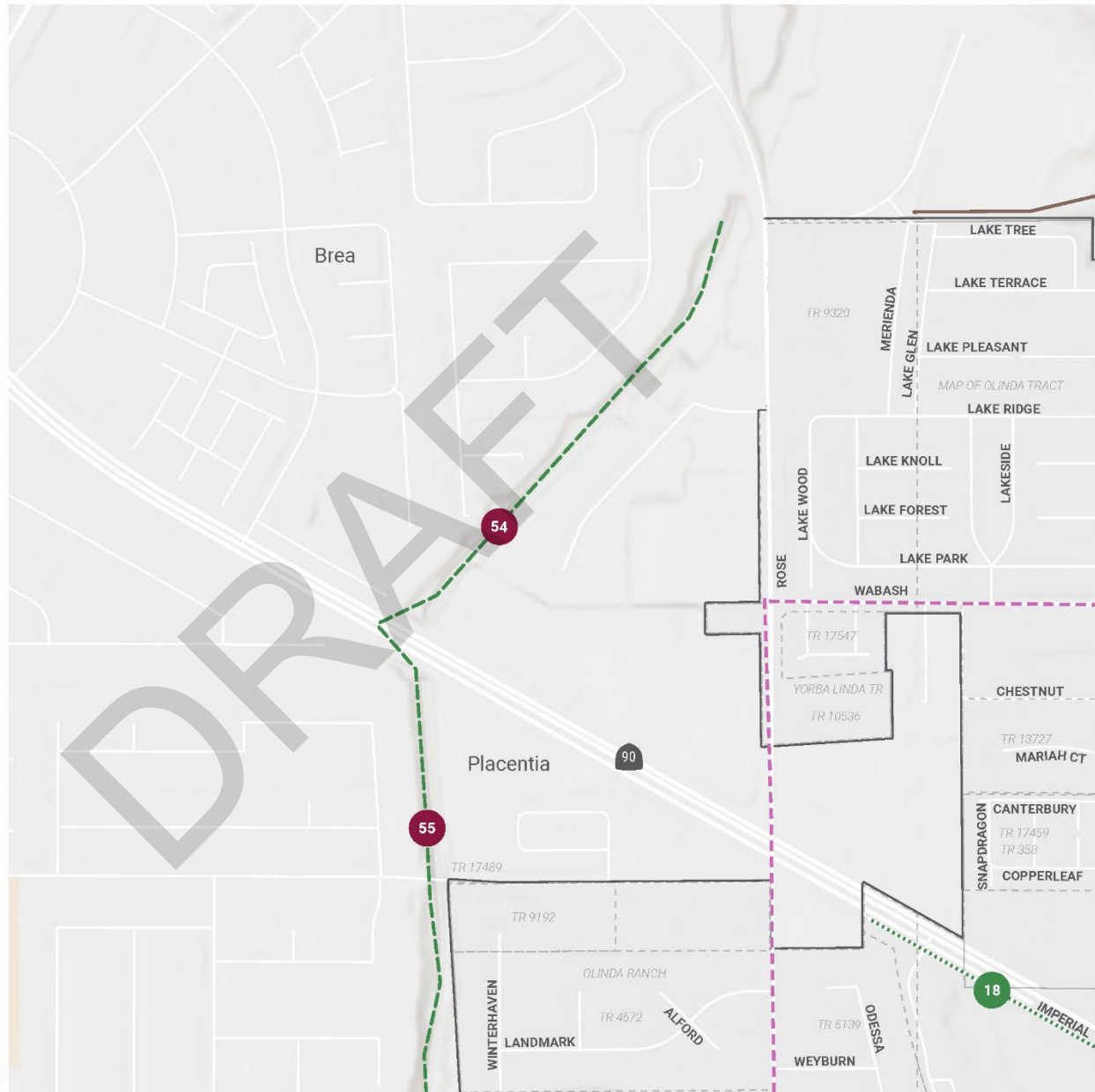
- ⋯ Planned Earthen Multipurpose Trail
- Planned Paved Multipurpose Trail
- - - Planned Paved and Earthen Multipurpose Trail
- ## 2024-2025 Trail Study Recommendation

Existing Trail Facilities

- Existing Trail
- Private Trail

Boundaries and Destinations

- City Tracts
- City Boundary



2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map

SEGMENT 55

Planned Bicycle Facilities

- Bikeway
- Existing Bikeway

Planned Trail Facilities

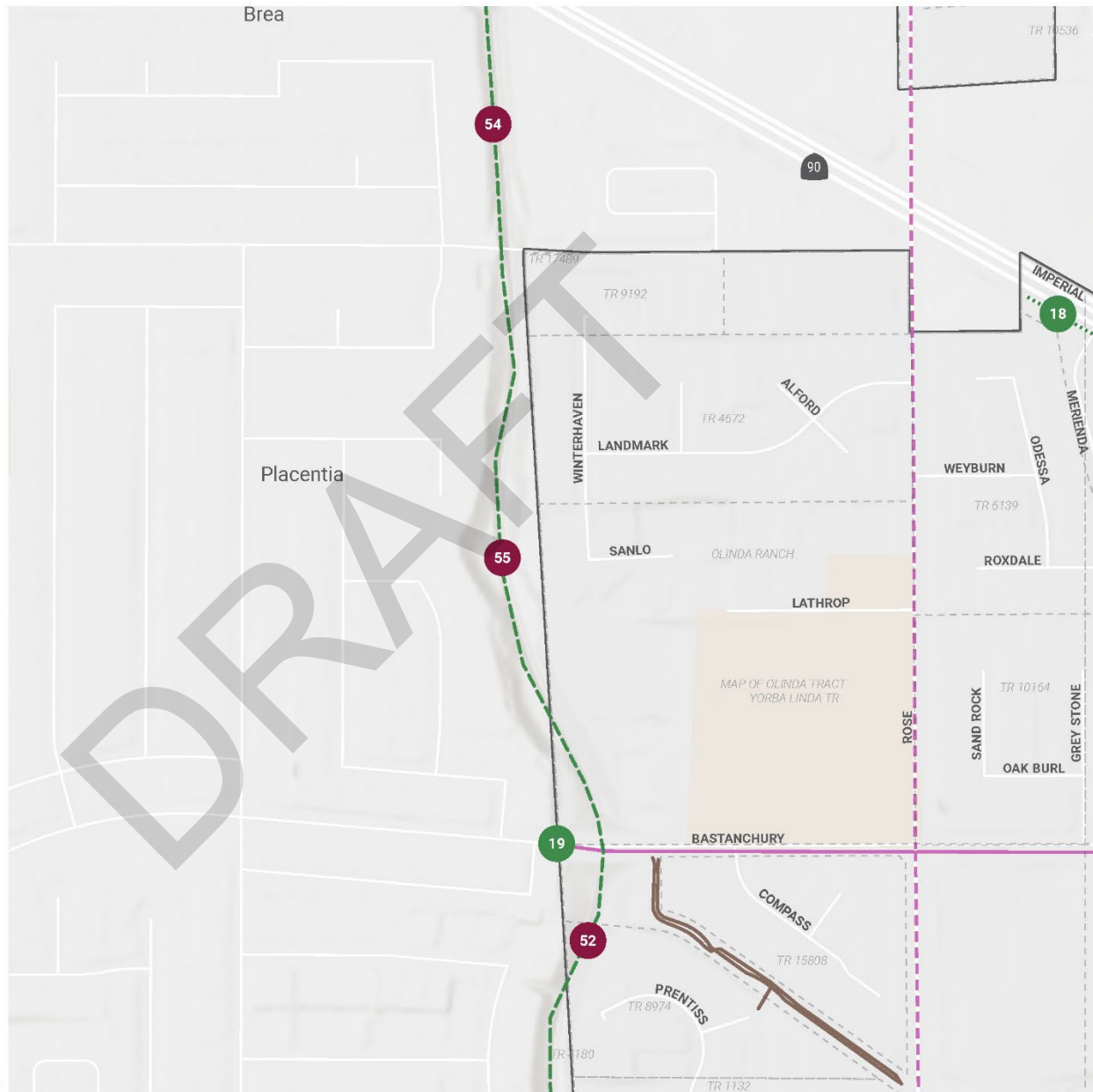
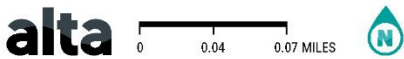
- ⋯ Planned Earthen Multipurpose Trail
- Planned Paved Multipurpose Trail
- · - · - Planned Paved and Earthen Multipurpose Trail
- ## 2024-2025 Trail Study Recommendation

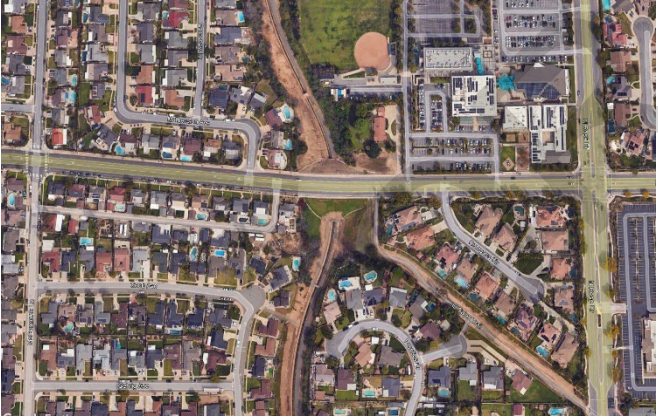
Existing Trail Facilities

- Existing Trail
- Private Trail

Boundaries and Destinations

- City Tracts
- City Boundary



Northwest Area	
Segment 52/54/55* - 2024 Trail Segment Recommendation	
Location	Purpose
Carbon Canyon Creek	To provide a paved trail or multipurpose trail along the existing Carbon Canyon drainage creek creating a spur on the in-progress OC Loop trail.
Findings	
<p>Segment 52 is within city of Yorba Linda boundaries between Malcolm Ln. and Mimosa Dr. The trail also crosses Bastanchury Rd. within the city of Yorba Linda. The rest of segment 52 is located within the city of Placentia.</p> <p>Segment 54 is located on the border of the cities of Placentia and Brea.</p> <p>Segment 55 from Golden Ave. to south to Bastanchury Rd. is currently in development as a paved trail as part of the OC Loop. Other than the crossing at Bastanchury Rd., segment 55 is within the city of Placentia.</p>	
Recommendation	
Depending on right-of-way available, create a paved trail or multipurpose trail the whole length of the Carbon Canyon Creek, from Palm Dr. to Rose Dr. The city of Yorba Linda should work with the cities of Placentia and Brea, as well as with Orange County Public Works and Orange County Flood Control District to coordinate construction of this path.	
Photos	
	
Aerial of Segment 52 crossing Bastanchury Rd. in Yorba Linda	

2024 Yorba Linda Updated Riding, Hiking & Bikeway Trails Component Map SEGMENT 53

Planned Bicycle Facilities

- Bikeway
- Existing Bikeway

Planned Trail Facilities

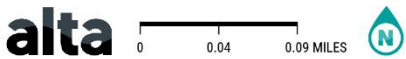
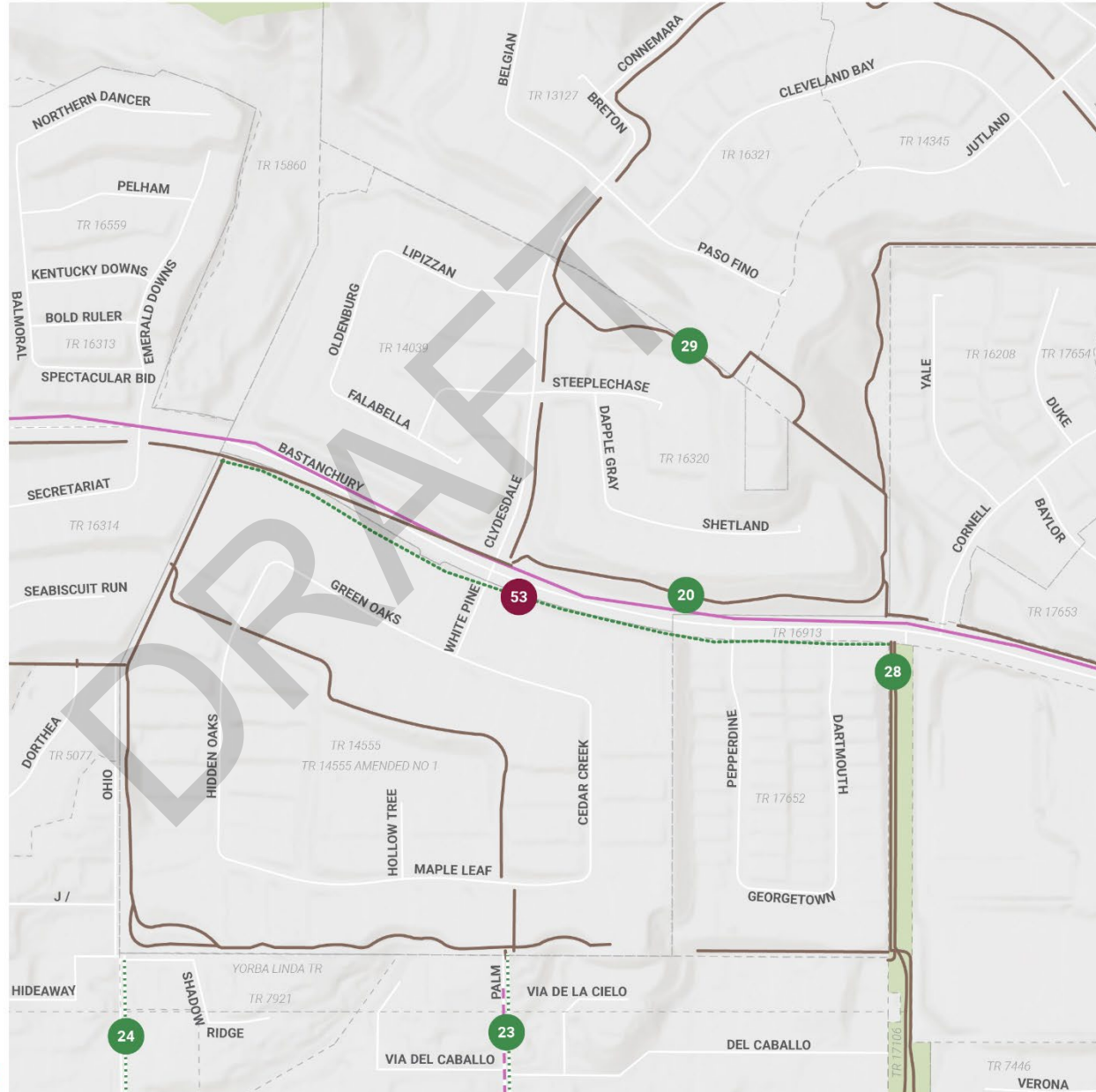
- Planned Earthen Multipurpose Trail
- Planned Paved Multipurpose Trail
- Planned Paved and Earthen Multipurpose Trail
- 2024-2025 Trail Study Recommendation


Existing Trail Facilities

- Existing Trail
- Private Trail

Boundaries and Destinations

- City Tracts
- City Boundary



Imperial Highway/Bastanchury Road Area	
Segment 53*- 2024 Trail Segment Recommendation	
Location	Purpose
Bastanchury Rd from the existing earthen trail just east of Emerald Downs Dr. to the Gun Club Rd. Trail just west of Cornell Ln.	This trail would extend the Bastanchury Rd trail and close a gap in the existing network.
Findings	
Findings: There is existing right of way and a landscaped area that could be converted into a trail. There are large utility boxes that pose some obstacles. Work with utility companies to relocate or make smaller.	
Recommendation	
Create a roadside earthen trail along the south side of Bastanchury Rd.	
Photos	
 <p>Existing conditions on Bastanchury Rd including a small Class II bike lane.</p>	

Trail Segments Deleted from Previous Plan

In 2005, a number of trail segments were deleted from the 1972 Trails Plan for the following reasons:

- An easement no longer exists.
- Some trails have duplicate parallel trails nearby.

The following trail segments are deleted:

Previously Proposed Trail Segment	Reason for Deletion
A link closing the gap of the El Cajon Trail from Grandview Ave. to Arroyo Cajon Dr.	The easement no longer exists along this former canal.
A planned trail segment parallel to Willow Way from Richfield Rd to Trail Segment 4 behind Sun View Rd.	This easement was given up in exchange for an easement linking the existing trail behind Neff Ranch with Trail Segment 4.
A planned north-south segment east of Highland Ave. and west of Lakeview Ave. linking to the El Cajon Trail.	A new church preschool is under construction. Along with the construction, a trail will be built along Highland Ave.
A planned north-south trail segment between Avocado Ave. and Ohio St. and between Yorba Linda Blvd. and Oriente Dr.	No continuous trail easement exists.
A planned trail segment along Mikel Ln. from Palm Ave. to the Gun Rd.	This has been relocated to a point further north. This is Trail Segment 27.

DRAFT

Additional Recommended Bikeways

In addition to the trail segments recommended in the 1972, 2005, and current Trails Plans, miles of bikeways have also been recommended. These bikeways help bicyclists make connections to the existing and proposed trails in Yorba Linda.

Street	From	To	Bikeway Class	Mileage
Ave Barcelona	End	Esperanza	0.18	IIIB
Buena Vista Ave	Richfield	Lakeview	0.58	IIB
Buena Vista Ave	Lakeview	Grandview	0.70	IIIB
Buena Vista Ave	Rose Drive	Lakeview	0.53	IIIB
Casa Loma Ave	Bastanchury	Yorba Linda	0.75	IIIB
Dominguez Ranch Rd	Yorba Ranch	Yorba Ranch	0.91	IIIB
Eastpark Dr	Oakcrest Cir	Savi Ranch Pkwy	0.12	IIIB
Eastpark Dr	Old Canal Rd	Oakcrest Cir	0.10	II
El Cajon Ave	Prospect	Valley View	0.52	IIIB
Esperanza Rd	Fairmont	Yorba Linda Blvd	1.65	IIB
Eureka Ave	Bastanchury	Yorba Linda	0.75	IIIB
Fairmont Blvd	Village Center	Paseo de Las Palomas	2.58	II
Fairmont Blvd	Paseo de Las Palomas	S City Limit	1.20	II
Jefferson St	Cumberland Cir	Buena Vista Ave	0.20	IIIB
Jefferson St	Yorba Linda Blvd	Montevideo Ave	0.19	IIIB
Lakeview Ave	Bastanchury	Lemon	0.55	IIIB
Lakeview Ave	Yorba Linda	Shady Knol	0.40	IIB
Lakeview Ave	Shady Knol	S City Limit	1.52	IIB
Lakeview Ave	Lemon	Yorba Linda	0.19	IIB
Lemon Dr	Imperial Hwy	Lakeview	0.30	IIIB
Mariposa Ave	End	Lakeview	0.48	IIIB
Oriente Dr	Lakeview	Palm	0.75	IIIB
Palm St	Dead End	Yorba Linda	0.54	IIIB
Paseo De La Cumbre	Paseo Del Brado	Yorba Ranch	0.46	IIIB
Paseo De Las Palomas	Fairmont	Village Center	0.93	IIB
Paseo De Las Palomas	Fairmont	Village Center	0.50	IIB
Paseo Del Prado	Paseo De Las Palomas	Travis	0.49	IIB
Paseo Del Prado	Travis	Esperanza	0.37	II
Plumosa Dr	Bastanchury	Lemon	0.56	IIIB
Prospect Ave	Wabash	Yorba Linda Ave	1.26	IIIB
Rose Drive	Wabash	Bastanchury	0.50	II
Rose Drive	Bastanchury	S City Limit	0.75	II
San Antonio Rd	Casino Ridge	Yorba Linda	0.99	IIIB
Savi Ranch Pkwy	Old Canal Rd	E Savi Ranch Pkwy	0.23	II
E Savi Ranch Pkwy	Savi Ranch Pkwy	Eastpark Dr	0.13	IIIB
Savi Ranch Pkwy/ Mirage St	Yorba Linda Blvd	Old Canal Rd	0.23	I
Valley View Ave	Lakeview	Valley View	1.55	II
Valley View Ave	Brooklyn	Bastanchury	0.26	II
Valley View Ave	Lakeview	Bastanchury	0.16	II
Vista Del Mar	Valley Center	Valley Center	1.54	IIIB

Wabash Ave	Rose	Valley View	0.84	IIIB
Weir Canyon Rd	North City Limit	Savi Ranch	0.15	I

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3. Recommendations for Completion of Trail Network

In order for Yorba Linda to complete its trail network and make it both functional and user-friendly, it will work to develop the trail sections as described in Chapter 2. Additionally, the following will make the trails safer and more functional:

- Improve trail crossings
- Sign trails
- Provide trail amenities
- Provide additional staging areas
- Provide lighting as deemed appropriate by the Public Works Department standards

A prioritization plan will assist in developing the most important components of the trail network first.

Improve Trail Crossings

Yorba Linda already has a number of well-developed trails that are improved to a high standard. These trails can be followed to many neighborhoods throughout the community. Improving the crossings over streets may be the most critical need in enhancing existing trails. Designing good crossings will also play an important role in the safety and functionality of newly constructed trails. The design of each trail crossing will depend on the location and street crossed. Section 4 provides design guidelines for trail crossings of different types of streets.

Each of the cross streets at the trail intersections were analyzed for posted traffic speed, roadway configuration, and average annual daily traffic volume (Figure 1). These metrics were used to inform which type of infrastructure would be appropriate and effective for each location, based on the FHWA Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations. The guide lists nine potential countermeasures for the crossings:

1. High visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2. Raised crosswalk
3. Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4. In-Street Pedestrian Crossing sign
5. Curb extension
6. Pedestrian refuge island
7. Rectangular Rapid-Flashing Beacon (RRFB)
8. Road Diet
9. Pedestrian Hybrid Beacon (PHB)

Table 1 lists each intersection and potential countermeasures for the intersection based on the roadway characteristics. Each location will have to be further studied to determine exactly what countermeasure from the table will be most effective and feasible.

Figure 1. Trail Crossing Recommendations



YORBA LINDA TRAIL CROSSING RECOMMENDATIONS

YORBA LINDA - PLACENTIA ACTIVE TRANSPORTATION PLAN


RECOMMENDATIONS

-  Trail Crossing Improvements
-  New Trail Recommendations

Trail Status

-  Existing
-  Proposed in 2005 Plan

BOUNDARIES

-  Water
-  Schools

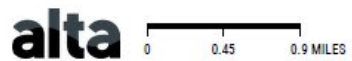
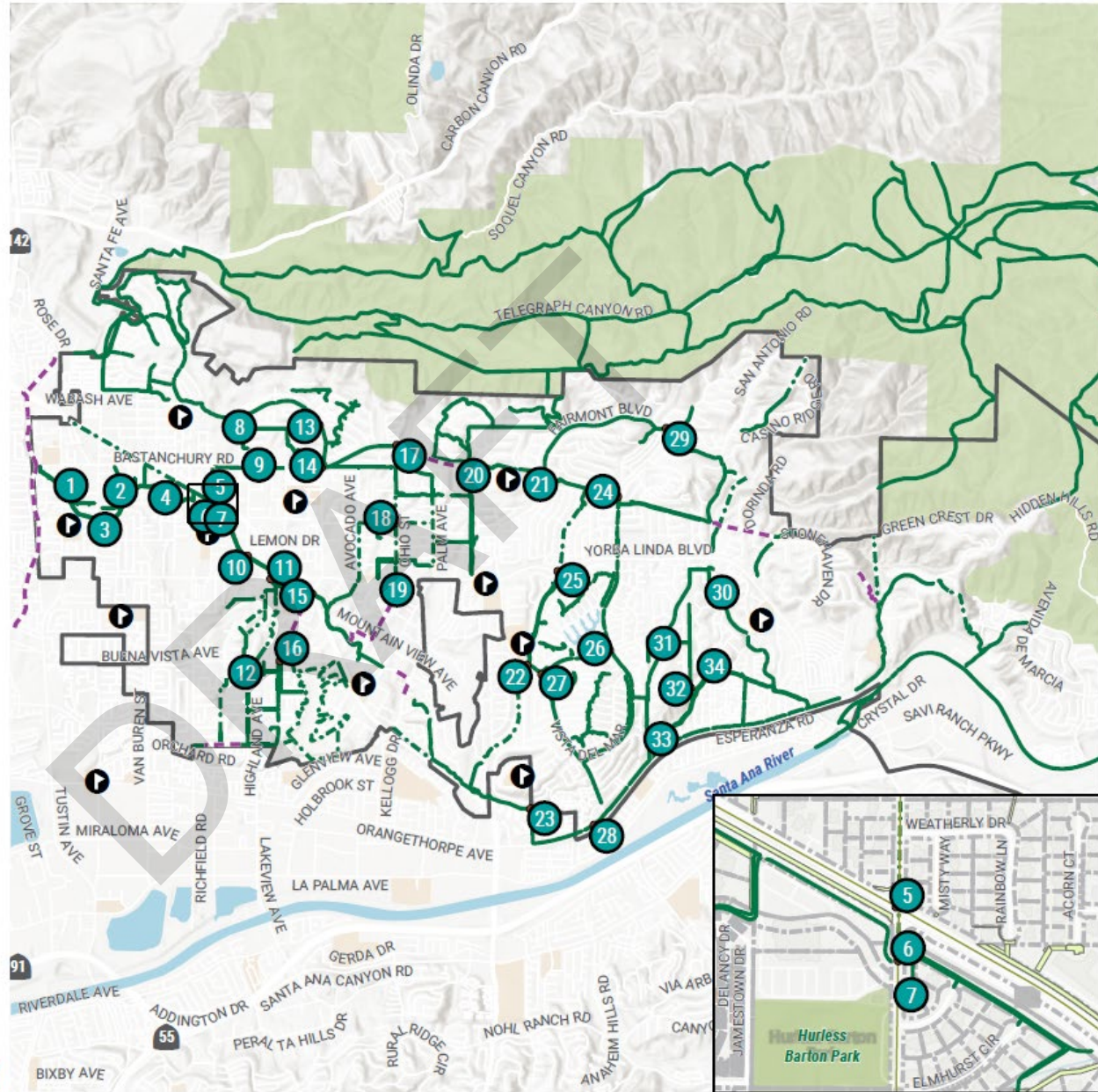


Table 1. Intersection Countermeasures

Map ID	Street	Cross Street	Number of Lanes	ADT	Posted Speed	Counter Measure Existing	Counter Measure Proposed
1	Rose Drive	El Cajon Trail	5	18,200	40	① ③ 5 ⑥ 8 ⑨	① ③ 5 ⑥ 8 ⑨
2	El Cajon Ave	El Cajon Trail	2	700	25	① 2 4 5 6	N/A
3	Prospect Ave	El Cajon Trail	2	3,200	35	① 5 6 7 9	N/A
4	Valley View Ave	El Cajon Trail	3	9,300	40	① ③ 5 6 ⑨	N/A
5	Casa Loma Ave	State Route 90	2	3,000	30	① 2 4 5 6	N/A
6	State Route 90	Casa Loma Ave	7	38,800	50	① ③ 5 ⑥ 8 ⑨	N/A
7	Casa Loma Ave	Near Ladera Circle	2	3,000	30	① 2 4 5 6	N/A
8	Lakeview Ave	Dunmurry Ln	5	4,200	40	① ③ 5 ⑦ ⑨	① ③ 5 ⑦ ⑨
9	Eureka Ave	Bastanchury Rd	2	1,300	30	① 2 4 5 6	N/A
10	Eureka Ave	El Cajon Trail	2	4,600	30	① 2 4 5 6	N/A
11	Yorba Linda Blvd	Near Mountain View Ave	6	23,100	40	① ③ 5 8 ⑨	Needs Further Study
12	Buena Vista Ave	West of Berryhill Dr	3	7,200	40	① ③ 5 6 ⑨	① ③ 5 6 ⑨
13	Lakeview Ave	Joel Brattain Dr	5	3,900	40	① ③ 5 ⑦ ⑨	① ③ 5 ⑦ ⑨
14	Lakeview Ave	Bastanchury Rd	5	3,600	35	① ③ 5 6 7 9	① 2 3 4 5
15	Lakeview Ave	El Cajon Trail	5	14,500	35	① ③ 5 ⑥ ⑦ 8 ⑨	N/A

Map ID	Street	Cross Street	Number of Lanes	ADT	Posted Speed	Counter Measure Existing	Counter Measure Proposed
16	Lakeview Ave	Buena Vista Ave	5	5,600	40	① ③ 5 6 ⑨	① ③ 5 ⑦ ⑨
17	Secretariat Way	Near Bastanchury Rd	2	Unknown	25	① 2 4 5 6	N/A
18	Ohio St	Oriente Dr	2	1,000	25	① 2 4 5 6	N/A
19	Yorba Linda Blvd	Near Ohio St	6	25,700	40	① ③ 5 8 ⑨	Needs Further Study
20	Bastanchury Rd	Fairmont Blvd	4	10,900	45	① ③ 5 6 8 ⑨	① ③ 5 ⑦ ⑨
21	Fairmont Blvd	Kingsbriar Park	5	8,900	40	① ③ 5 6 8 ⑨	① ③ 5 8 ⑨
22	Fairlynn Blvd	Lindafair Ln	2	Unknown	25	① 2 4 5 6	N/A
23	Bastanchury Rd	Village Center Dr	4	4,000	40	① ③ 5 8 ⑨	① ③ 5 ⑦ ⑨
24	Yorba Linda Blvd	Ave Rio Del Oro	6	26,000	40	① ③ 5 8 ⑨	Needs Further Study
25	Paseo De Las Palomas	Village Center Dr	4	2,900	40	① ③ 5 8 ⑨	① ③ 5 ⑦ ⑨
26	Paseo De Las Palomas	Fairmont Blvd	4	4,900	40	① ③ 5 8 ⑨	① 5 6 ⑦ ⑨
27	Fairmont Connector	Esperanza Rd	5	5,400	35	① ③ 5 6 7 8 9	N/A
28	Fairmont Blvd	Village Center Dr	5	1,800	40	① ③ 5 8 ⑨	N/A
29	Yorba Ranch Rd	Near Carlos Rd	4	1,800	35	① ③ 5 7 8 9	① 5 6 7 9
30	Paseo Del Prado	Paseo De Las Palomas	2	1,300	40	① ③ 5 6 ⑨	① ③ 5 6 ⑨

Map ID	Street	Cross Street	Number of Lanes	ADT	Posted Speed	Counter Measure Existing	Counter Measure Proposed
31	Paseo De La Cumbre	Paseo Del Retiro	2	Unknown	25	1 2 4 5 6	N/A
32	Paseo Del Prado	Esperanza Rd	2	1,800	40	1 5 6 7 9	N/A
33	Yorba Ranch Road	Paseo De La Cumbre	4 with median	1,645	40	1 3 5 8 9	N/A

The table below identifies suggested countermeasures for uncontrolled crossing locations according to roadway and traffic features. Review the corresponding worksheets for countermeasures considered for the site. The worksheets describe additional design and installation considerations for the countermeasures.

Application of Pedestrian Crash Countermeasures by Roadway Feature

Posted Speed Limit and AADT									
Roadway Configuration	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	1 2 4 5 6	1 7 9	1 5 6	1 4 5 6	1 7 9	1 5 6	1 4 5 6	1 7 9	1 5 6
3 lanes with raised median (1 lane in each direction)	1 2 3 4 5	1 7 9	1 5 6	1 3 4 5	1 7 9	1 5 6	1 3 4 5	1 7 9	1 5 6
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	1 2 3 4 5 6	1 7 9	1 5 6	1 3 4 5 6	1 7 9	1 5 6	1 3 4 5 6	1 7 9	1 5 6
4+ lanes with raised median (2 or more lanes in each direction)	1 7 8 9	1 3 5 6	1 7 8 9	1 3 5 6	1 7 8 9	1 5 6	1 3 5 6	1 7 8 9	1 5 6
4+ lanes w/o raised median (2 or more lanes in each direction)	1 7 8 9	1 3 5 6	1 7 8 9	1 3 5 6	1 7 8 9	1 5 6	1 3 5 6	1 7 8 9	1 5 6

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)**
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)**

Signing Trails

Providing a continuous network of trails will enable users to follow the trails easily. Developing uninterrupted trail segments will help to accomplish this. While under development, there will continue to be gaps in the system. The fieldwork revealed a need for more coordinated signage, especially where there are gaps in the system. Good signage can be used to:

- Direct users through gaps in the network.
- Create a route naming or numbering system.
- Inform users about destinations that lie ahead and how far they are.
- Inform users at intersections of trails where the intersecting trails go.
- Display the network on maps.
- Instruct users as to the hours of operation and trail rules.
- Create an identity for the trail network with specially designed logo trail signs.
- Enhance the sense of place with interpretive signage telling the history of the area, identifying the local flora and fauna along the trail, or explaining the geography that users pass by.

Chapter 4 provides guidelines for trail signage.

Trail Amenities

Trail users sometimes need amenities to enable them to stay on the trail longer. Amenities make the trail experience more convenient and enjoyable. The following amenities will enhance the Yorba Linda trail network:

- Trash and recycling receptacles
- Drinking fountains
- Equestrian water fountains
- Restrooms, or signs to nearby public restrooms
- Rest areas
- Picnic tables
- Benches
- Bicycle parking
- Equestrian parking
- Landscaping

Chapter 4 provides guidelines for trail amenities.

Additional Staging Areas

Staging areas provide places for people to park their cars, equestrian trailers, or bicycles at access points along the trails. The following staging areas have been completed since the 2005 Plan:

- In the Buena Vista Equestrian Center (on Buena Vista east of Imperial Highway)
- In the Kerrigan Ranch development on Quarter Horse Drive
- On Casino Ridge Road at San Antonio Road

The following staging area is proposed from the 2005 Plan:

- Just north of Esperanza Road and west of Hidden Hills Road. This would serve users going north up the canyon, as well as those riding, hiking, or bicycling along the Santa Ana River.

Section 4 contains guidelines for staging areas.

Permits

The City will need to obtain permission from other authorities to construct trails along some of the segments where the trails traverse other public property. When the City prepares to complete these segments, it will contact the appropriate agencies and coordinate with them. The segments that may require special permission are:

- Segment 9 – In cooperation with the Yorba Linda Water District.
- Segment 12 – In cooperation with the Orange County Flood Control District.
- Segment 19 – In cooperation with the Orange County Harbors, Beaches, and Parks Department
- Segment 36 – In cooperation with Chino Hills State Park
- Segment 46 – In cooperation with BNSF Railroad, the city of Anaheim, and the Orange County Harbors, Beaches, and Parks Department
- Segment 49 – In cooperation with the Orange County Harbors, Beaches, and Parks Department
- Segment 52/54/55 -- In cooperation the Orange County Public Works, Orange County Flood Control District, and the cities of Brea and Placentia

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4. Trails Policy, Design Guidelines, Operations and Maintenance Plan

Trails Policy

The Trails Policy is intended to give the City of Yorba Linda direction on how to address issues such as trail easements and trail easement encroachments as well as to formalize trail design standards and establish appropriate operations and maintenance guidelines.

The current City of Yorba Linda Parks and Recreation Master Plan (2014) outlines the City's planned approach for multipurpose trails, bicycle trails, and equestrian trails in its trail system policies. The Parks and Recreation Master Plan states that the City of Yorba Linda views the trail system within the city as a linkage between recreational opportunities and nodes of employment or commercial uses with emphasis on interfacing with the trail systems of adjacent cities, Orange County, Chino Hills State Park, and the region. The Parks and Recreation Master Plan acknowledges that missing links and incomplete connections exist in the trail system identified in the 2005 Master Plan of Trails and states that the City's goal is to complete these missing links to create a comprehensive, continuous trail system.

The current City of Yorba Linda General Plan (2016) Open Space and Recreation Element also references the 2005 City of Yorba Linda Master Plan of Trails. The General Plan notes the extent of the earthen and paved trails in the City, including the Santa Ana River Trail and connections to Chino Hills State Park.

Much of the Master Planned Trails system is in place. When a new subdivision is proposed, the City of Yorba Linda acquires trails corresponding to the routes outlined on the General Plan Trail Map (Exhibit OR-2) as part of this effort. In this process, two types of trail routes are acquired: easements through private property and on public rights-of-way. Trails on easements through private or common areas of a subdivision are granted to the City of Yorba Linda as part of the subdivision process. The City of Yorba Linda is the holder of these easements and interference with them can only be as the result of City of Yorba Linda Council approval after a public hearing.

It is recommended that the City Council adopt a resolution to reaffirm its commitment to augment existing and proposed recreational facilities. This resolution provides a guide for the establishment and preservation of riding, hiking, and bicycle trails throughout the city. Such a resolution will help remind residents of the unique and valuable trail system within the city as well as give city staff direction for maintaining trail easements and controlling trail easement encroachments.

Trail Easements

The City of Yorba Linda maintains and operates a riding, hiking and bicycle trail system and appurtenant facilities throughout the City as a benefit to residents and visitors. In connection with the trails system, the City of Yorba Linda owns interest in real property, including trail easements and interests in fee. Trail easements are a legal binding interest in real property as noted on private property title deeds and subdivision maps.

Some of the existing City of Yorba Linda tract maps identified trails as recreational trails, recreational open space, or equestrian trails. The trails community identifies trails by the type of surface rather than "the type of use." This study has recommended that the trails be categorized as either earthen multipurpose trails and/or paved multipurpose trails. Bike paths, bike lanes and signed by routes have separate categories and are not defined as either earthen or paved trails.

Therefore, when the Resolution is adopted to amend the Riding, Hiking, and Bikeways Trail Component of the General Plan, the Resolution will also include that trails be identified on future tract maps as recreational trails and not specific to the type of user. In addition, existing tract maps will not be updated to reflect this change due to the cost; however, any existing tract map that specifies a type of user will now be referred to by the type of the surface.

The 2024 Yorba Linda-Placentia Active Transportation Plan includes a suitability analysis for land parcels in the City of Yorba Linda. This analysis identifies parcels where easements could be implemented to extend existing trails or create new trails utilizing proximity to common destinations and environmental variables included in the land use data. More information about this analysis can be found in Appendix B of the Active Transportation Plan: Volume I.

Trail Easement Encroachments

One of the problems the consultant observed is that residents have and continue to install landscaping or other obstructions on undeveloped and developed trail easements or public rights-of-way. This is usually because they do not know a trail easement dedicated to the City exists, or they simply have chosen to ignore the easement. In the past, public officials may have been less desirous to identify trail easement encroachments in Yorba Linda. It is the responsibility of the residents to check their title deed and subdivision map to determine if any adjacent vacant property is on their title or deed. It is recommended that the City of Yorba Linda implement a public relations and information campaign to assist residents in understanding the value of the Yorba Linda Trails System and the need to obtain encroachment permits. It is important that residents understand that the City of Yorba Linda can exercise its property rights and require removal of improvements. The City, at its discretion, may issue encroachment permits if it determines that an encroachment does not interfere with the implementation of this trails master plan, and there is no harm to the public interest.

The current process used by the Community Preservation Division in dealing with encroachments on trails is the same way as dealing with an obstruction of public right-of-way. Encroachments are a violation of Yorba Linda Municipal Code section 12.20.020. Any "violator" is given due process. An initial "Notice to Comply" is issued, followed by a "Final Notice to Comply", if not corrected by the first notice. After that notice process is done, and the person responsible, (usually the property owner) does not remove the encroachment, the property owner is subject to administrative citations. Citations fines are \$100 for the first one, \$200 for the second and \$500 for the final and subsequent failures to comply. The administrative fine process is outlined in chapter 1.13 of the Municipal Code. After a "few citations," the file is forwarded to the City Attorney for one of their letters. Then, if the City does not get compliance, an arraignment date is set with North County Superior Court.

Encroachment Permits

On July 15, 2003, the City Council adopted City Council Policy E-5: Encroachment Onto City- Owned Property or Easement because residents were equating requests for encroachment permits to a request for the vacation of City owned land and/or easements. Therefore, a procedure to distinguish between the two was necessary. This policy states that:

- Encroachment of privately owned structures or improvements onto City-owned property/easements should be temporary, unobtrusive, and easily relinquished. In addition, such structures or improvements should not impede the public’s normal use and enjoyment of the property or easement, and
- Privately owned, fixed permanent structures may not encroach onto City-owned property/easements without a City Council determination/finding that the proposed encroachment will have “no significant impact” on the City-owned property/easement involved.

In addition, the Policy outlines the procedure for Temporary Encroachment Permits, Long-Term Encroachment Permits, Permanent Encroachment Permits, and Other Implementation Procedures.

The current E-5 Policy was updated in October 2023.

REQUESTS FOR ENCROACHMENT PERMIT

As per City Council Policy E-5, the City Manager shall be given the authority to approve all requests for encroachment upon City of Yorba Linda real properties. In addition, such requests for encroachment upon City of Yorba Linda trail easements shall be reviewed by the Planning, Public Works and the Parks and Recreation Departments. If approved, the encroachment permit shall be recorded against the property and become a part of the City of Yorba Linda’s permanent records.

In addition, the consultant recommends that the City Council authorize the City Manager to include as part of the implementation procedures to City Council Policy E-5, the following general requirements for trail easement:

General Requirements

- No person or entity shall do or cause to be done any work on City of Yorba Linda real properties without first having obtained an approved encroachment permit from the City Manager.
- That the City Manager or a designee preserve the Trails Master Plan by effectively rectifying unapproved encroachments which may include, but are not limited to, requiring the property owner to remove any structures or improvements that impede the public’s normal use and enjoyment of the property or easement. All work performed shall be in accordance with the requirements and conditions set forth in the encroachment permit signed by the City of Yorba Linda City Manager and the Permittee.
- All authorized work upon City of Yorba Linda real properties shall be performed by the permittee or by persons duly licensed by the State of California to perform the type of work described in the encroachment permit.
- Authorization to use City of Yorba Linda real properties as it relates to trail easements shall only be given in writing in the form of an encroachment permit. Other departments such as Parks and Recreation, and Planning shall concur with the permit

before it is officially approved.

- The City Engineer is responsible for administering the use of City of Yorba Linda real properties pursuant to this article. The City Engineer, however, may assign some or all responsibilities for implementing this article to designee(s), with the exception of the approval signature on the encroachment permit.
- The permittee shall notify the City of Yorba Linda at least 24 hours prior to the start of construction to schedule inspection of the encroachment construction by the City of Yorba Linda. All encroachment construction shall be carried out as specified by the City of Yorba Linda, in its sole discretion.
- The permittee must acknowledge the prior right, title, and interests of the City of Yorba Linda with respect to the City of Yorba Linda's real property and the facilities of the City of Yorba Linda within said City of Yorba Linda real property.
- All requests for an encroachment shall consider or take into account the language used in the recorded document, which fixed the legal rights of the City of Yorba Linda.
- A change in existing ground conditions shall be permitted only when adequate precautions are employed, as required by the City of Yorba Linda Engineer, to protect the City of Yorba Linda's facilities, including but not limited to provisions for adequate clearance (12" minimum) between the applicant's installation and the City of Yorba Linda's existing or proposed facilities, noninterference with access of the City of Yorba Linda to the City of Yorba Linda's facilities over patrol roads during the applicant's construction and finish grading to provide access across the encroachment which is acceptable to the City of Yorba Linda.
- Facilities such as water pipelines, sewer tight lines, underground utilities, conduits, culverts, drainage ditches, and other comparable installations of the applicant shall cross the City of Yorba Linda's trails at a 90-degree angle.
- Proposed road improvements to be constructed by the applicant over the City of Yorba Linda's real property must be approved by the City's Engineer and shall be limited in scope as further outlined in this section.
- Proposed underground facilities of the applicant, which parallel the City of Yorba Linda's facilities, must maintain a 10-foot clearance between non-potable and potable water facilities, and 5-foot clearance for other utilities.
- All encroachment permits granted for use of or access to City of Yorba Linda easements must also be approved by the fee holder of the property involved unless the Permittee can show proof of reserved rights or other legal rights.
- The applicant shall indemnify and hold harmless to the fullest extent authorized by law the fee holder and the City of Yorba Linda from any and all claims, demands, and actions resulting from the construction and maintenance of the applicant's facilities for any damage to the facilities of the applicant constructed in the area of the encroachment permit resulting from the City of Yorba Linda's operation of existing facilities or the installation of additional facilities. The applicant shall be responsible for any damage or injury occurring to the City of Yorba Linda's facilities or the City of Yorba Linda's real property by reason of the applicant's facilities – as well as for the cost of any relocation or replacement of the facilities of the City of Yorba Linda or the applicant's facilities installed within the City of Yorba Linda's real property – in the event such relocation or replacement becomes necessary by reason of the operation or construction by the City of Yorba Linda of additional facilities.
- In all cases, the applicant shall provide as-built drawings to the City of Yorba Linda, and

in any case required by the City of Yorba Linda, the applicant shall provide detailed plans and specifications.

Appendix B has a sample of an on-line (web page) encroachment permit application that may be helpful in assuring compliance with City of Yorba Linda permit requirements.

Trail Design Guidelines

TRAIL TYPES

Design Guidelines are defined for five different kinds of trails and bikeways:

- Earthen Multipurpose Trails – Soft surfaces intended for use by equestrians, hikers, joggers, and some mountain bicyclists where appropriate.
- Paved Multipurpose Trails – Trails for multiple users (hikers, joggers, equestrians, bicyclists) which do not necessarily meet Class I Bikeway standards
- Paved Trails (Class I Bikeway) - Paved paths intended primarily for use by bicyclists, pedestrians, those in wheelchairs, and those with strollers.
- Bike Lanes (Class II Bikeway) – Striped, stenciled, and signed lanes on streets or highways for the use of bicycles. Bike lanes with an additional painted buffer are known as Class IIB Buffered Bikeways.
- Bike Routes (Class III Bikeway)– Signed routes along streets or highways; bicycles share travel lanes with motor vehicles. Bike Routes with low traffic speeds and traffic volumes are known as Class IIIB Bicycle Boulevards.
- Separated Bikeway (Class IV Bikeway)- Bike lanes with physical protection from motor vehicles such as with bollards, concrete, planters, or landscaping.

TRAIL DESIGN STANDARDS

Earthen Trails

Yorba Linda already uses a few different types of earthen trails:

- Highly Developed – 14' to 16' wide, signed, fenced; generally used as equestrian trails.
- Less Developed – varying width, fencing, and some signage
- Undeveloped – single track, in more rural and mountainous areas
- While some trails have a consistent design throughout, others vary in width and level of development. It is recommended that each earthen trail have a designated minimum width appropriate to its expected use. All trails should have a cross-slope of 2% to 4%.

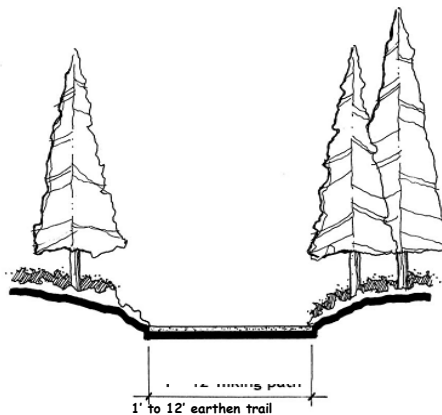


Figure 2 Earthen Trail Cross Section and Construction

Many earthen trails in Yorba Linda are intended to be used primarily by equestrians. Currently, there are no universally accepted minimum standards for equestrian trails.

However, in 1991, the City adopted Guidelines and Specifications for Landscape Development that included details to asphalt construction paths, equestrian trails, equestrian cement, and plastic fencing, and equestrian division bars. (see pages 119 and 120) These standards shall be used, and the AASHTO Guide will be used when a City specification does not exist. It should also be noted that the AASHTO Guide indicates that it is not desirable to mix equestrians and bicycle traffic on the same shared path. The type and number of trail users must be taken into consideration when establishing the preferred trail width.

Whenever possible, separate equestrian trails should be provided. Bicyclists are often not aware of the need for lower speeds and additional operating space near horses. Some horses may be startled easily and may be unpredictable if they perceive approaching bicyclists as a danger.

While skilled equestrians riding experienced horses are capable of riding trails as narrow as 3 ft., it is recommended that earthen trails for equestrian riders be not less than 6 ft. wide and be free of obstructions on either side for an additional 2 ft. on either side for a total clear trail width of 10 ft., which is consistent with the City of Yorba Linda Guidelines and Specifications for Landscape Development (June 1991). As with paved shared-use trails, it is recommended that whenever possible the minimum standard trail width of 14 ft. to 16 ft. (includes clear zone) be used for new earthen trail sections in Yorba Linda, especially if use by mountain bike riders is anticipated.

Some trails include on-street portions, forcing equestrians to ride on a street in order to reach the next portion of an off-street trail. At a minimum, warning signs for both trail users and drivers should be posted where such situations are unavoidable

Earthen trails in Yorba Linda intended to be used primarily by hikers can be as narrow as 1'-6" (18 inches) wide. It is recommended that regulatory signage be used to exclude other users, as any type of user will attempt to use a public trail if proper signage is not posted. Narrow earthen trails, often called "single track trails," are very popular with mountain bike riders. As with earthen trails intended to be used by equestrians, buried logs can be used to discourage use by mountain bikers if shared use causes conflicts. Narrow earthen trails can also be used to close gaps in the trails system where insufficient right-of-way exists or encroachments have occurred.

Multipurpose Trails

In some instances, it may be appropriate to develop trails that will serve multiple users (bicyclists, joggers, equestrians, hikers).

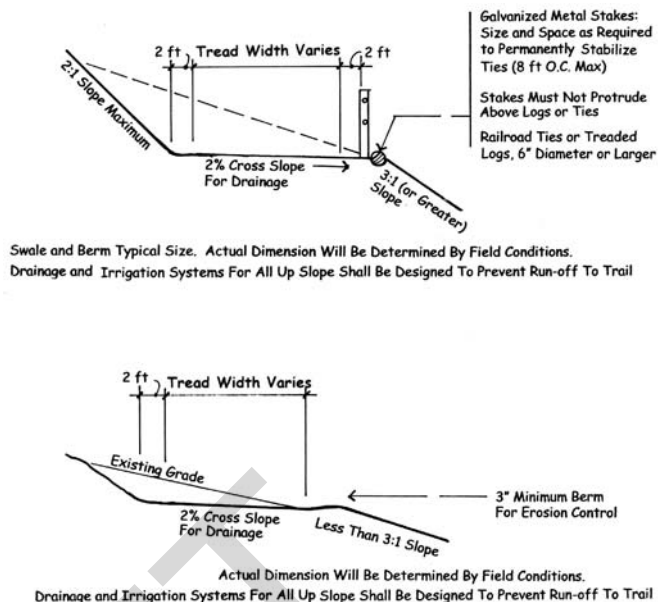


Figure 3. Earthen Trail Cross Section

Mountain bike riders can be discouraged from riding on trails where past conflict has resulted in the trails being designated for exclusive equestrian use by placing partially buried logs across the trail occasionally. While horses can easily step over these logs while using the trails, the logs can be an impediment to maintenance and emergency vehicles, so it is imperative to review placement carefully.

Many of these existing multipurpose trails are not paved or signed, have varying widths, and generally do not meet the standards for Class I bikeways. As such, these facilities should not be signed as bikeways; rather, they should be designated as multipurpose, along with regulatory signing to restrict motor vehicles as appropriate but not necessarily meet the standards for a Class I bikeway.

In general, multipurpose trails are not recommend as high-speed transportation facilities for bicyclists because of possible conflicts with other users, especially pedestrians and equestrians. Wherever possible, separate bicycle and pedestrian paths should be provided. If this is not feasible, additional width, signing and striping should be used to minimize conflicts. It is also usually not desirable to mix horses and bicycle traffic on the same multi-use trail, as discussed above regarding earthen trails.

Class I Paved

A Class I Bike Path is a paved path providing a completely separated right-of-way for users. Its basic specifications are as follows:

- min. 10' wide for 2-way path; 12' wide preferred
- min. 2' wide shoulders, soft or paved
- optional yellow centerline and white edge lines
- signing per Caltrans and MUTCD standards
- minimum 2% cross slope
- minimum 5' from roadway
- 18-30 mph design speed

These standards result in a total minimum trail width of 12'. Experience around the country has shown that this minimum width is not sufficient for moderate to heavy use.

AASHTO (2012) states that the minimum recommended width for a two-directional shared-used path (paved) is 11-14' for paths expected to receive more than occasional mixed use. With 2' clear zones on either side of the path, the total width would be 15-18'.

LEAST PROTECTED

MOST PROTECTED

Bike Route (CLASS III)



Bicycle Boulevard (CLASS IIIIB)



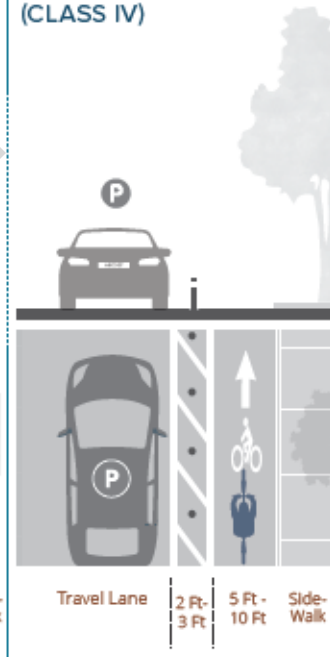
Bike Lane (CLASS II)



Buffered Bike Lane (BUFFERED CLASS II)



Separated Bikeway (CLASS IV)



Shared Use Path (CLASS I)

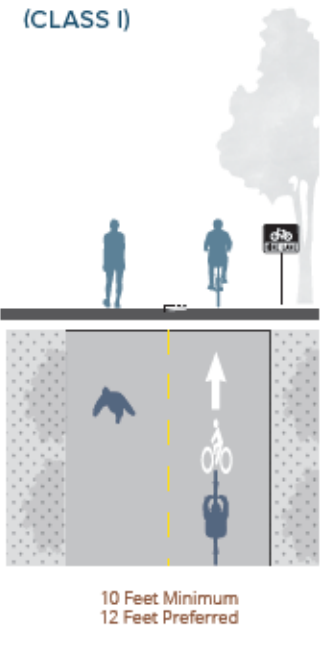


Figure 4. Bikeway Continuum

The minimum recommended width for a two-directional shared-used path with only occasional use is 10'. With the recommended 2' clear zones on either side, the total trail width would be 14'. It is recommended that whenever possible, the minimum standard trail width of 14' to 16' be used for new multi-use trail sections in the City of Yorba Linda. The City has standard designs it uses for paved multipurpose paths, earthen trails (formerly called equestrian trails), fencing, and traffic posts. These are shown in the following diagrams.

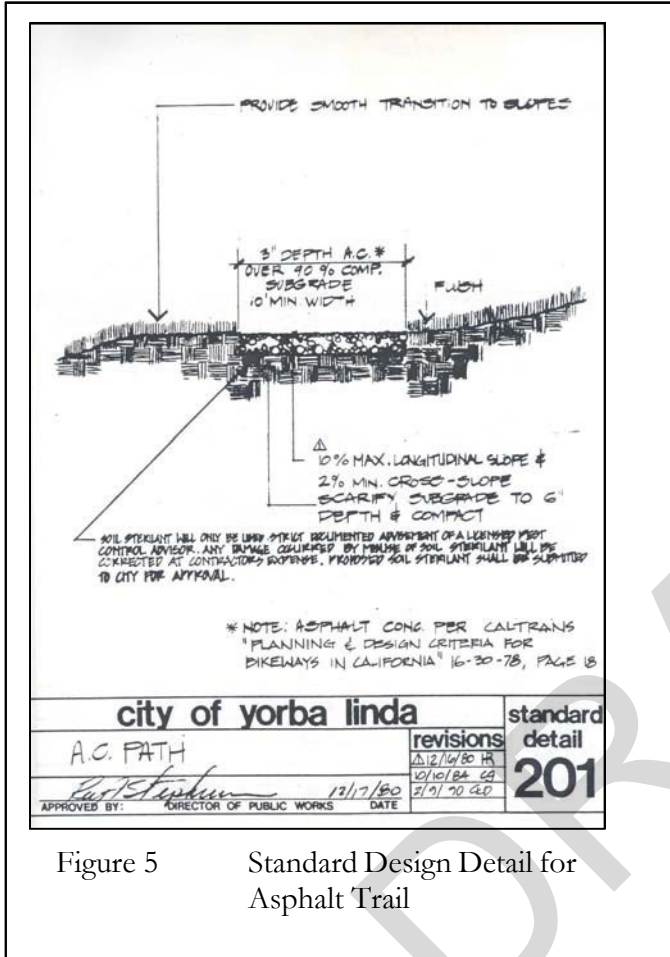


Figure 5 Standard Design Detail for Asphalt Trail

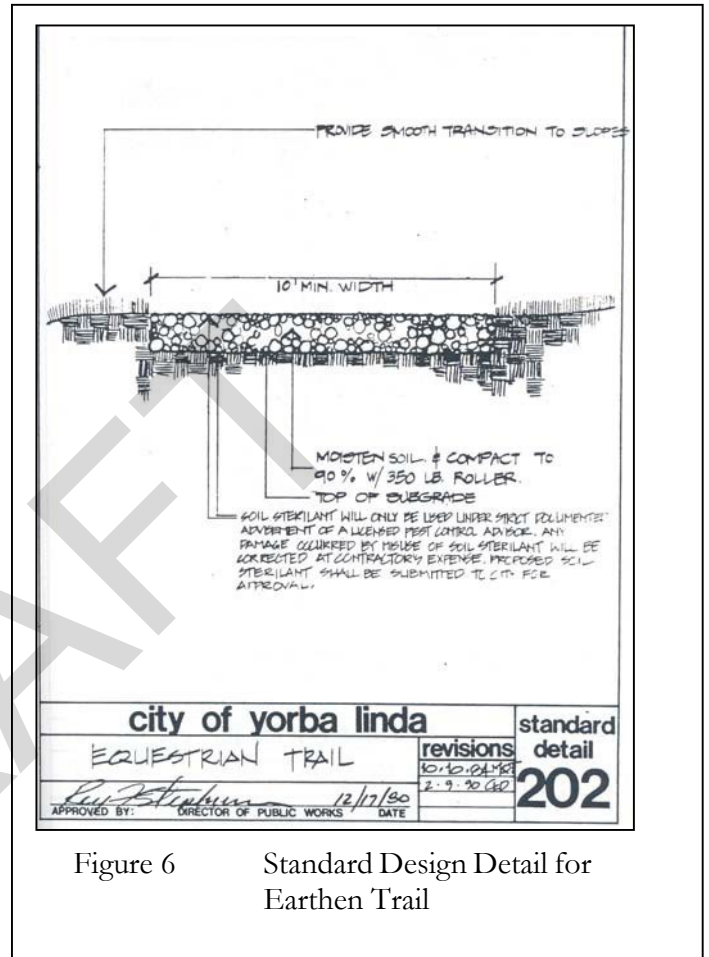


Figure 6 Standard Design Detail for Earthen Trail

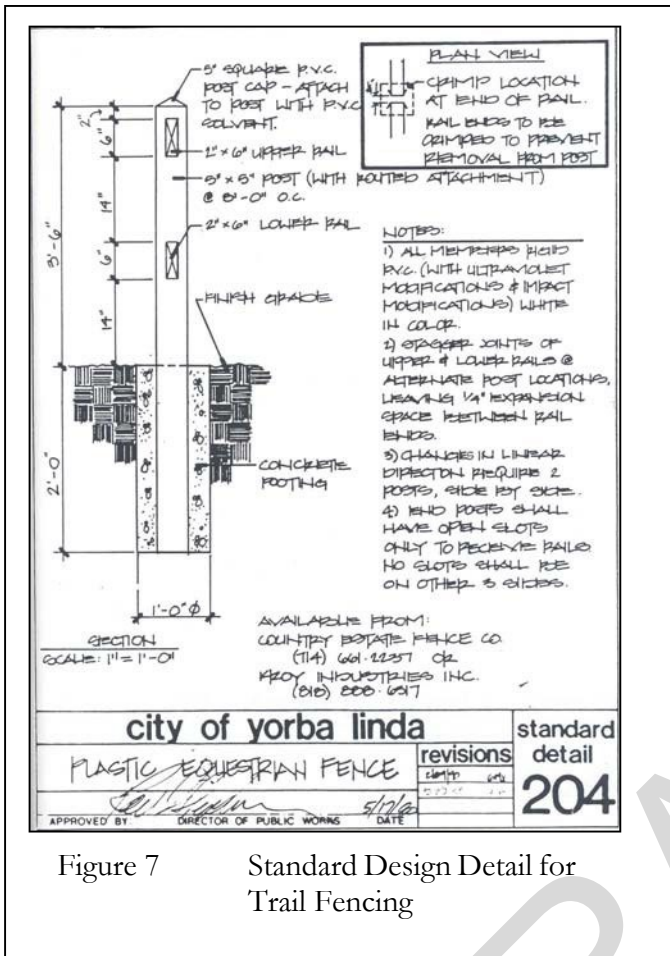


Figure 7 Standard Design Detail for Trail Fencing

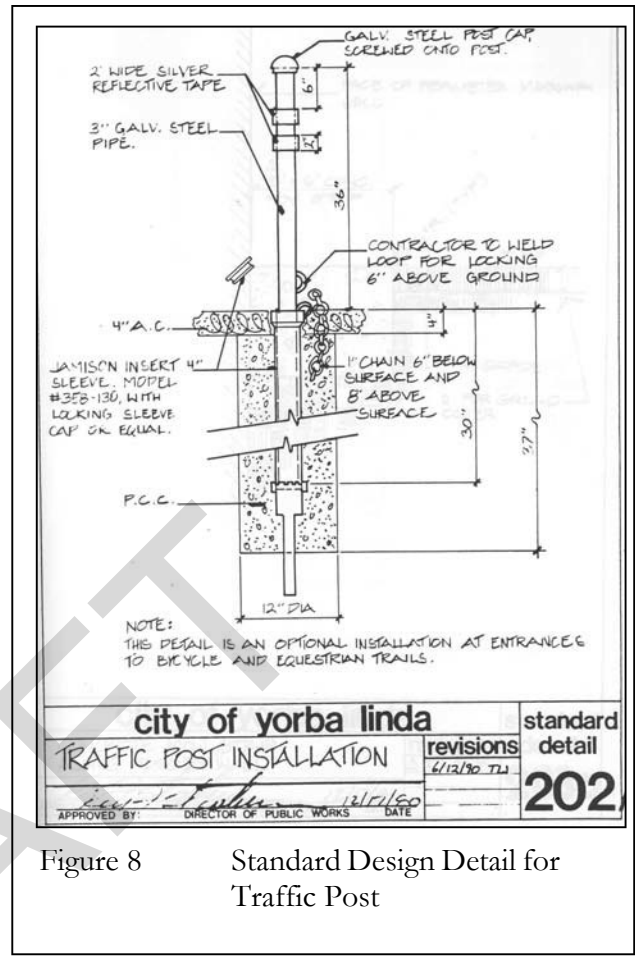


Figure 8 Standard Design Detail for Traffic Post

Class II - Bike Lanes, and Class III – Bike Routes

Riding, hiking and bicycle trails in the City of Yorba Linda Trails System are largely off-road facilities situated within an easement open space area. Bicyclists can use bike lanes and bike routes on city streets as linkages to the various trails.

The AASHTO Guide for the Development of Bicycle Facilities (2012) identifies minimum acceptable dimensions for various aspects of bikeways. The recommended bike lane width increases with the speed and volume of traffic as well as when on-street parking is allowed. Generally, the recommended bike lane width on streets with posted speeds up to 45 mph is 5'. On streets with no parking lanes or with posted speeds greater than 45mph, widths of 6-8' are recommended. Note that the FHWA does not recommend bike lanes on roadways higher than 35mph. On streets with on-street parking, the recommended bike lane width is 6-7' depending on the turnover of vehicles in the parking lane.

Buffered bike lanes provide additional separation between the bike lane and the travel lane. According to the NACTO Urban Bikeway Design Guide, the minimum buffered area width is 18 inches. If the buffer area is wider than 3', white diagonal lines should be painted within the buffer.

Bike routes are signed routes along city streets or highways that share travel lanes with motor vehicles. With a bike route, there are no 6-inch-wide white stripes on the pavement as in the case of a bike lane. Bike routes are better suited to use by experience riders accustomed to riding with motor vehicle traffic. Traffic calming strategies can be used on bike routes to manage traffic speeds and volumes. These lower speed and lower volume routes are known as Class IIIB bicycle boulevards.

Class IV- Separated Bikeway

Separated bikeways provide a more comfortable option for bicyclists riding on Yorba Linda's streets by physically protecting the bicyclist from the travel lane. Caltrans DIB 89 provides guidance for designing Class IV bikeways.

Class IV separated bikeways can be one or two-way facilities separated with elements such as flexible posts, bollards, medians, landscaping, curbs, parking, or grade separation. These physical elements should be chosen based on roadway characteristics such as posted speeds and vehicle volumes. Flexible posts should not be used on roadways with speeds over 30mph without additional buffered bikeway space. Inflexible barriers should be used only where posted speeds are 35mph or less. Permanent features like concrete curbs and medians should be used on roadways with posted speeds higher than 30mph. When there is on street parking next to a separated bikeway, the bikeway is typically placed between the parking lane and the sidewalk.

The width of the buffered area of the separated bikeway depends on the type of physical separation and the presence of on street parking. Grade separated buffers should be at minimum 2' wide or 3' wide when the bikeway travels alongside on street parking. When using flexible or inflexible barriers, the buffer should be at least 2', though 3' is preferred. Bikeways at sidewalk level should include at least a 1.5' buffer separating bicyclists from people walking.

Other separated bikeway specifications include:

- 5' wide minimum for one-way bikeway; 7' minimum preferred
- Two-way bikeways should follow width guidance for Class I shared-use paths
- Bikeway widths can taper at intersections, accessible parking space, or transit stops. The minimum clear width should be 4' for a one-way bikeway and 8' for two-way.

Signing and Striping

Crossing features for all roadways include warning signs both for vehicles and trail users. The type, location, and other criteria are identified in the Manual for Uniform Traffic Control Devices (MUTCD). Consideration must be given for adequate warning distance based on vehicle speeds and line of sight, with visibility of any signing absolutely critical. Catching the attention of motorists

aded to roadway signs may require additional alerting devices such as a flashing light, roadway striping or changes in pavement texture. Signing for trail users must include a standard stop sign and pavement marking, sometimes combined with other features such as bollards or a kink in the trail to slow bicyclists. Care must be taken not to place too many signs at crossings lest they begin to lose their impact.

Directional signing may be useful for trail users and motorists alike. For motorists, a sign reading “Bicycle Trail Xing” along with a Yorba Linda Trails emblem or logo helps both warn and promote use of the trail itself. For trail users, directional signs and street names at crossings help direct people to their destinations.

The directional signing should impart a unique theme, so trail users know which trail they are following and where it goes. The theme can be conveyed in a variety of ways: engraved stone, medallions, bollards, and mile markers. A central information installation at trailheads and major crossroads also helps users find their way and acknowledge the rules of the trail. They are also useful for interpretive education about plant and animal life, ecosystems, and local history.

A number of striping patterns have emerged over the years to delineate trail crossings. A median stripe on the trail approach will help to organize and warn trail users. The actual crosswalk striping is a matter of local and state preference and may be accompanied by pavement treatments to help warn and slow motorists. The effectiveness of crosswalk striping is highly related to local customs and regulations. In communities where motorists do not typically defer to pedestrians in crosswalks, additional measures may be required.

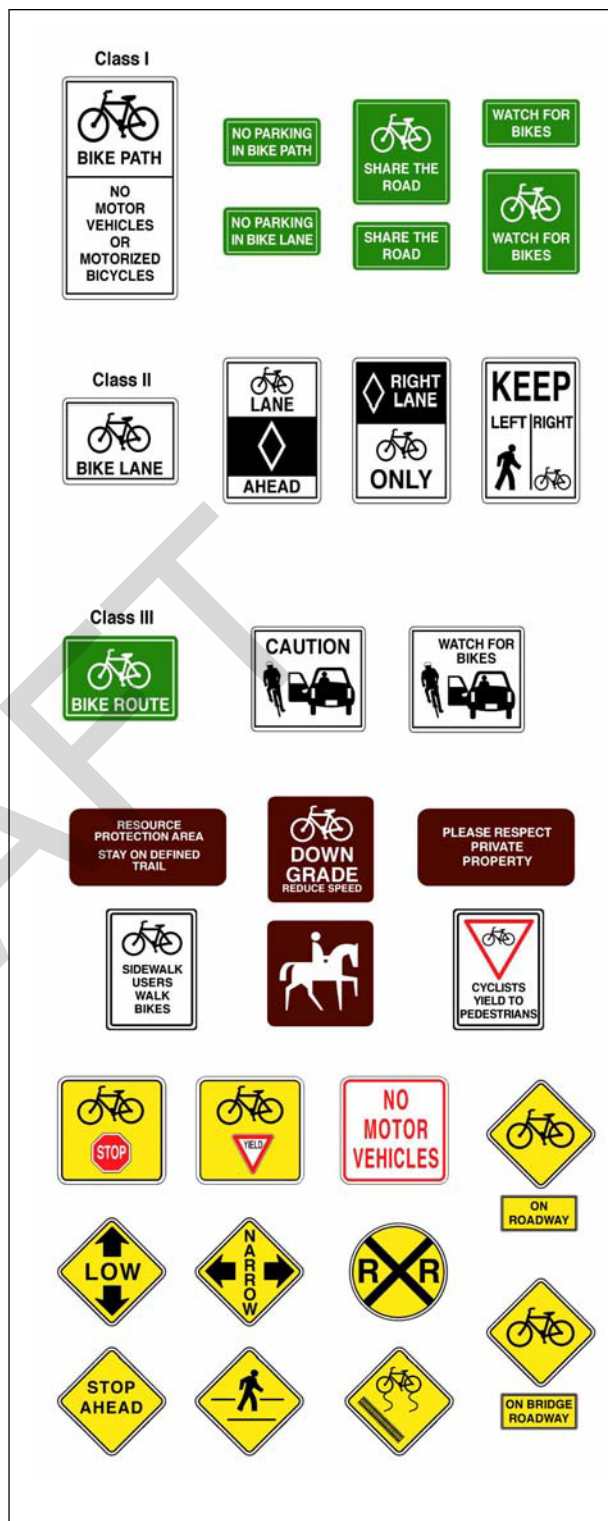


Figure 9. Bikeway and Other Sign

Trail-Roadway Crossings

Like most trails in built urban areas, Yorba Linda's trails must cross roadways at certain points. These roadway crossings may be designed at-, below-, or above-grade. At-grade crossings create a potentially high level of conflict between trail users and motorists. However, well-designed crossings have not historically posed a safety problem, as evidenced by the thousands of successful trails around the United States with at-grade crossings. Designing safe grade crossings is a key component of the safe implementation of this Plan. Trail-roadway crossings should comply with the AASHTO and CALTRANS standards.

In some cases, a required trail crossing may be so difficult to safely design or expensive (e.g., to build an overcrossing or undercrossing) as to affect the feasibility of the entire alignment. However, in most cases, trail and pathway crossings at-grade can be properly designed to a reasonable degree of safety and meet existing traffic and safety standards. The railroad tracks in Yorba Linda are an exception. An overcrossing, also called a grade separated crossing, may be the only safe way to cross the tracks.

Evaluation of bikeway crossings involves analysis of vehicular and trail user traffic patterns, including speeds, street width, traffic volumes (average daily traffic, peak hour traffic), line of sight, and trail user profile (age distribution, destinations). This study identifies the most appropriate crossing options given available information, which must be verified and/or refined through the actual engineering and construction document stage.



Crossing push button at equestrian height.

Basic Crossing Prototypes

The proposed intersection approach in this report is based on established standards, published technical reports, and the experiences with existing facilities. Virtually all crossings fit into one of four basic categories, described below.

- *Type 1: Unprotected/Marked*

Unprotected crossings include crossings of residential, collector, and sometimes major arterial streets or railroad tracks.

- *Type 2: Route Users to Existing Intersection*

Trails and pathways that emerge near existing intersections may be routed to these locations.

- *Type 3: Signalized/Controlled*

Trail and pathway crossings that require signals or other control measures due to traffic volumes, speeds, and trail usage.

- *Type 4: Grade-separated*

Bridges or undercrossings provide the maximum level of safety but also generally are the most expensive and have right-of-way, maintenance, and other public safety considerations.

Type 1 Unprotected/Marked Crossings

An unprotected crossing (Figure 10) consists of a crosswalk, signing and often no other devices to slow or stop traffic. The approach to designing crossings at mid-block locations depends on an evaluation of vehicular traffic, line of sight, trail traffic, use patterns, vehicle speed, road type and width and other safety issues such as the proximity of schools. The following recommend where unprotected crossings may be acceptable:

- Install crosswalks at all trail-roadway crossings
- Maximum traffic volumes:
 - $\leq 9,000$ -15,000 ADT (Average Daily Trips)
 - up to 15,000 ADT on two-lane roads, preferably with a median.
 - up to 12,000 ADT on four-lane roads with median.
- Maximum travel speed
 - 35 mi/h (mph)
- Minimum line of sight:

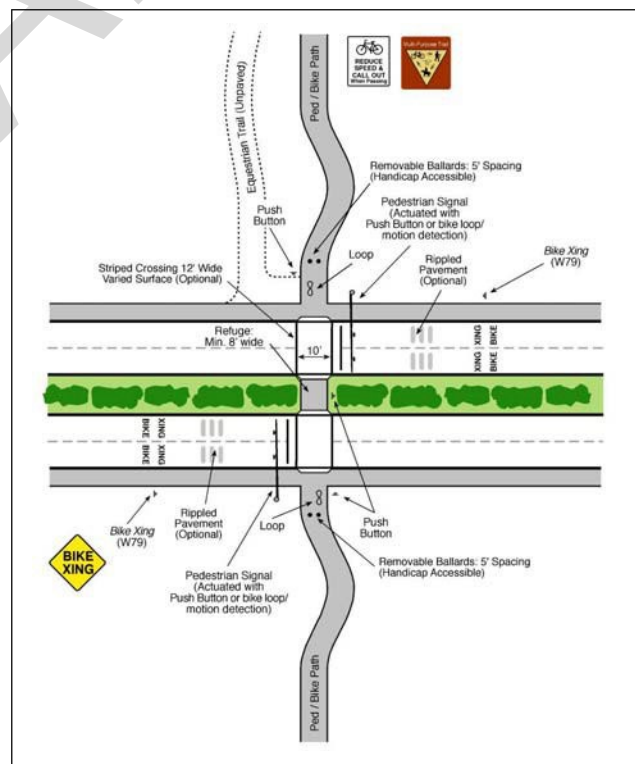


Figure 10. Type 1 Crossing - Unprotected

- 25 mi/h zone: 155 feet
- 35 mi/h zone: 250 feet
- 45 mi/h zone: 360 feet

On two-lane residential and collector roads below 15,000 ADT with average vehicle speeds of 35 mi/h or less, crosswalks and warning signs (“Bike Xing”) should be provided to warn motorists.

Stop signs and slowing techniques (bollards/geometry) should be used on the trail approach. Care should be taken to keep vegetation and other obstacles out of the sight line for motorists and trail users. Engineering studies should be done to determine the appropriate level of traffic control and design.

On roadways with low to moderate volumes of traffic (< 12,000 ADT) where there is a need to control traffic speeds, a raised crosswalk may be the most appropriate crossing design to improve pedestrian visibility and safety. The crosswalks are raised 150 mm above the roadway pavement, similar to speed humps, to an elevation that matches the adjacent sidewalk. The top of the crosswalk is flat and typically made of asphalt, patterned concrete, or brick pavers. Tactile treatments are needed at the sidewalk/street boundary so that visually impaired pedestrians can identify the edge of the street. Costs can range from \$5,000 to \$20,000 per crosswalk, depending on the width of the street, the drainage improvements affected, and the materials used for construction.

A flashing yellow beacon costing between \$30,000 and \$60,000 may be used, preferably one that is activated by the trail user rather than operating continuously. Some jurisdictions have successfully used a flashing beacon activated by motion detectors on the trail, triggering the beacon as trail users approach the intersection. This equipment, while slightly more expensive, helps keep motorists alert. Crossings of higher volume arterials over 15,000 ADT may be unprotected in some circumstances for example, if they have 85th percentile speeds of 30 mi/h or less and have only two lanes of traffic. Such crossings would not be appropriate, however, if a significant number of school children used the trail.

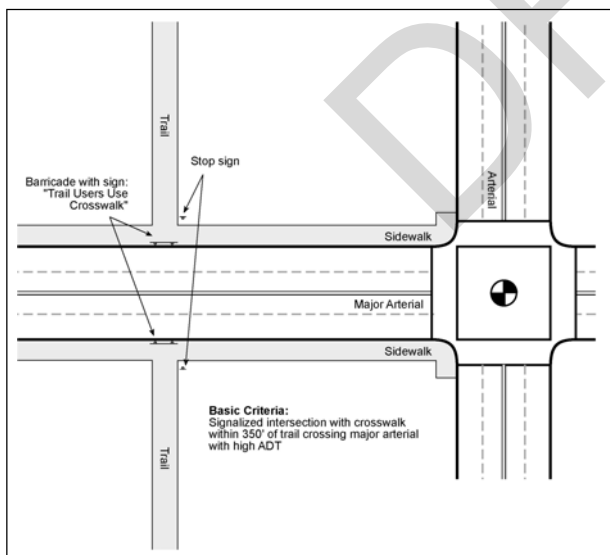


Figure 12 Type 2 Crossing - Divert to Existing Intersection

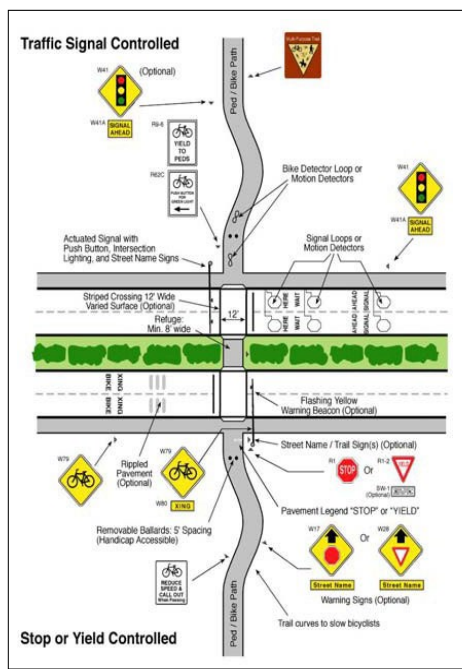


Figure 112 Type 3 Crossing - Controlled

Type 2: Route Users to Existing Intersection

Crossings within 350 feet of an existing signalized intersection with pedestrian crosswalks are typically diverted to the signalized intersection for safety purposes (Figure 11). For this option to be effective, barriers and signing may be needed to direct trail users to the signalized crossings. In most cases, signal modifications would be made to add pedestrian detection and to comply with the ADA. In many cases, such as on most community connector pathways, parallel to roadways, crossings are simply part of the existing intersection and are not a significant problem for trail users.

Type 3: Signalized/Controlled Crossings

New signalized crossings are recommended for crossings more than 350 feet from an existing signalized intersection and where 85th percentile travel speeds are 40 mi/h and above and/or ADT exceeds 15,000 vehicles (Figure 12). Each crossing, regardless of traffic speed or volume, requires additional review by a registered engineer to identify sight lines, potential impacts on traffic progression, timing with adjacent signals, capacity, and safety.

Trail signals are normally activated by push buttons, but also may be triggered by motion detectors. The maximum delay for activation of the signal should be two minutes, with minimum crossing times determined by the width of the street. The signals may rest on flashing yellow or green for motorists when not activated and should be supplemented by standard advanced warning signs. Typical costs for a signalized crossing range from \$150,000 to \$250,000.

DRAFT

Type 4: Grade-Separated Crossings

Grade-separated crossings may be needed where ADT exceeds 25,000 vehicles, and 85th percentile speeds exceed 45 mi/h (Figure 13). Safety is a major concern with both overcrossings and undercrossings. In both cases, trail users may be temporarily out of sight from public view and may have poor visibility themselves. Undercrossings, like parking garages, have the reputation of being places where crimes occur. Most crime on trails, however, appears to have more in common with the general crime rate of the community and the overall usage of the trail than any specific design feature.

Design and operation measures are available which can address trail user concerns. For example, an undercrossing can be designed to be spacious, well-lit, equipped with emergency cell phones at each end and completely visible for its entire length prior to entering.

Other potential problems with undercrossings include conflicts with utilities, drainage, flood control, and maintenance requirements.

Overcrossings pose potential concerns about visual impact and functional appeal.

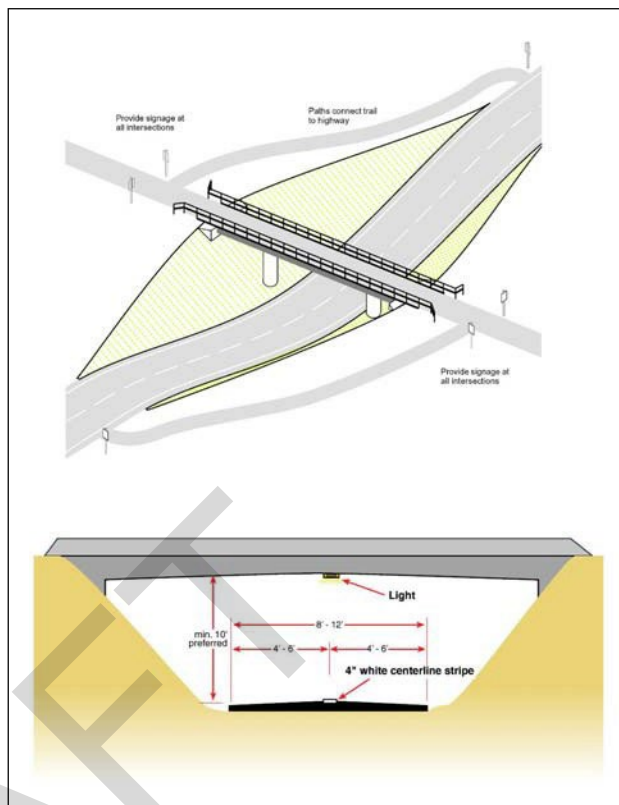


Figure 13 Type 4 Crossing - Grade-Separated

Trail Fencing

The white color rail fencing (concrete and PVC) is an attractive signature element of Yorba Linda Trails, especially equestrian trails. Not only is the fencing functional, it identifies trails and trail connection locations. It is recommended that the City continue to follow the City of Yorba Linda Guidelines and Specifications for Landscape Development (June 1991) Standard Details 204, 204 A and 204B for trail fencing. The City no-longer installs concrete fencing. PVC/Vinyl is the standard.



White PVC Equestrian Fencing

Trail Amenities

Other trail amenities should be provided on the Yorba Linda trail system. These amenities provide for user convenience, resulting in a higher level of use and more enjoyable trail experiences. The following photos illustrate several ideas for trail amenities.



Pedestrian-scale light fixtures,
garbage cans, and rest areas



Benches, water fountains, and
directional signage



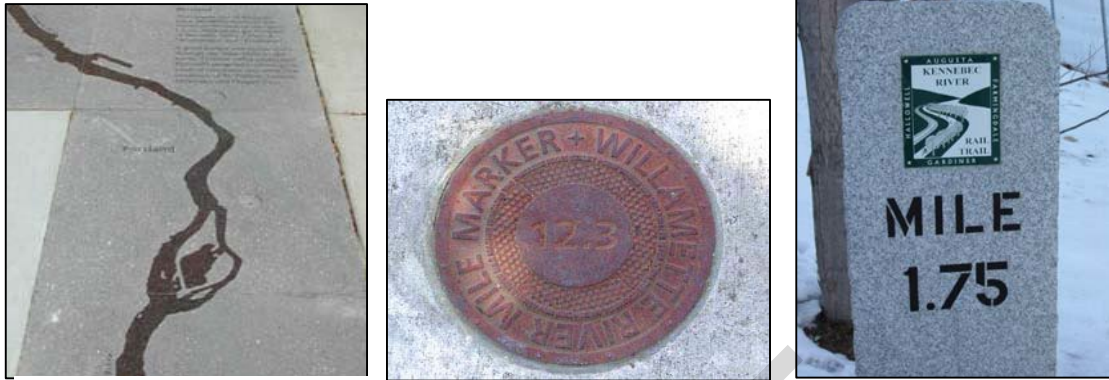
Art installations



Historical markers



Water fountains



Engraved stone

Medallion

Mile marker



Two samples of informational and directional signage

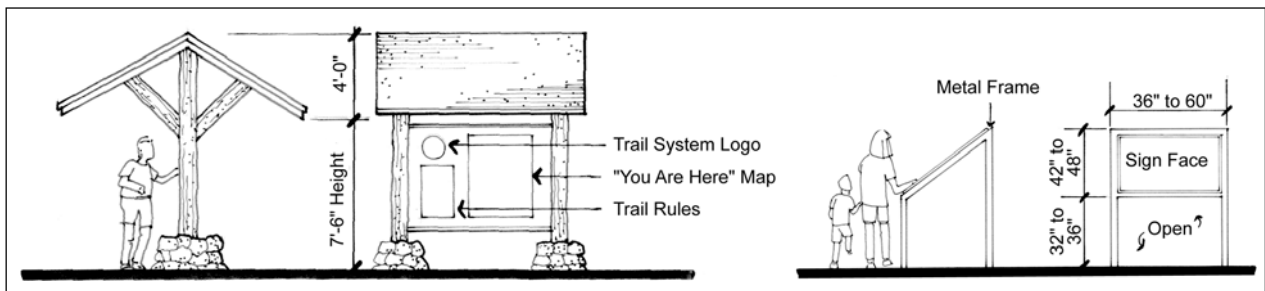


Figure 14 Trail Information Sign and Kiosk

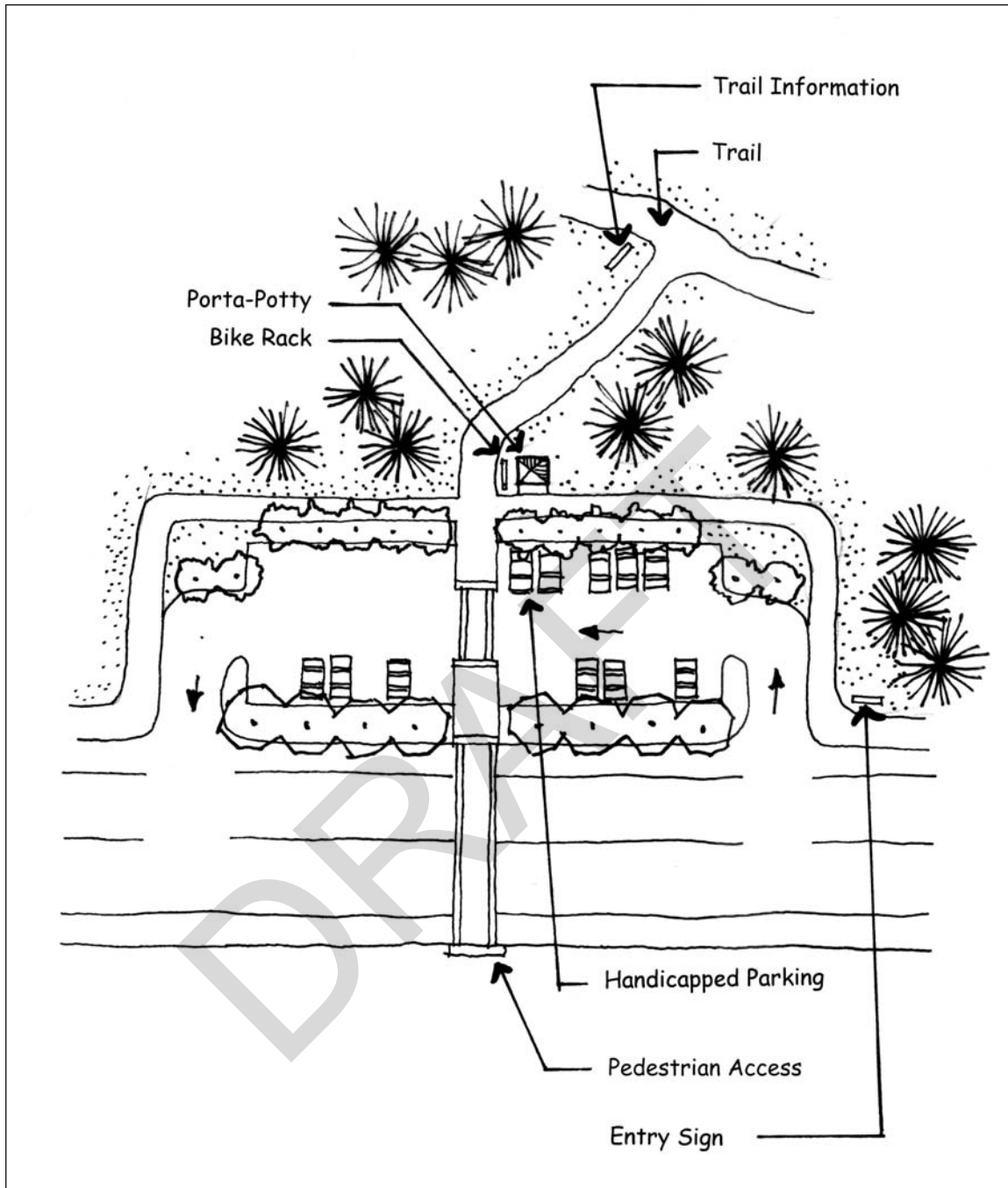


Figure 15 Typical Trailhead

Trails Management

TRAILS MANAGER

While the City of Yorba Linda is primarily responsible for the maintenance and management of the City-wide trail system, one employee or a contractor should be designated as having the responsibility of managing the trail system. This is key to maintaining the integrity of the riding, hiking, and biking trail system.

It is recommended that the City Council provide the necessary resources to allow the Trails Manager to complete the following major tasks for the trail management:

- Coordinate the development of the trails with the Public Works, Parks and Recreation, and Planning Departments, as well as public safety agencies
- Organize, coordinate, and implement trail operations plan as defined in the Operations and Maintenance Plan, City Council Policies, and City Policies
- Implement the maintenance plan and work with the City Manager to assure adequate funding
- Assist the Public Works Department in obtaining bids and managing contracts for maintenance and improvements
- Monitor security/safety of the trail through routine inspections
- Oversee maintenance and rehabilitation efforts
- Manage and respond to issues, general inquiries, emergency response, and incidents, especially those brought forward by general public
- Act as the local trail spokesperson with the public, including elected officials, and respond to the issues and concerns raised by trail users
- Develop and manage an emergency response system in coordination with local fire and police
- Respond to direction regarding development and construction of the project and on-going maintenance
- Manage the trail right-of-way during construction and operations, and initiate and follow through with requests for encroachment
- Work with adjacent landowners to address issues of special concern
- Maintain and improve access to the trail
- Ensure that non-standard portions of the trail operate adequately
- Operate and improve trail amenities
- Work with adjacent property owners during construction of the trail and during any property developments to ensure adequate protection to trail users
- Ensure adequate access to the trails
- Ensure that access points do not negatively impact nearby neighborhoods
- Ensure access points near road crossings that operate with minimal conflicts
- Make certain that any trespassing problems created by trail use be immediately addressed through adequate fencing and enforcement

- Maintain all trail maps and records to ensure the integrity and longevity of the riding, hiking and bicycle trail system in Yorba Linda
- Ensure that the trail system can accommodate all emergency (police and fire) vehicles that might need to get onto a trail. If removable bollards are installed, the Trails Manager shall ensure that all appropriate agencies have the keys for access

In addition, the Trails Manager will ensure that each element described in the Plan is completed. The supporting trail amenities shall be reviewed and approved by the City of Yorba Linda and any other appropriate local agencies to ensure adequate trail facilities are provided. The Trails Manager will review the trail after it has been opened and on a periodic basis afterwards to ensure that the support amenities provided are adequate.

OPERATIONS AND MAINTENANCE PLAN

The City of Yorba Linda currently does an outstanding job maintaining all the dedicated trails in the City limits where maintenance crews have access. The intent in developing a comprehensive Operations and Maintenance Plan (O&M Plan) is to enhance the current maintenance practices and protect the integrity of the riding, hiking, and biking trail system in Yorba Linda. Also, by adopting a comprehensive O&M Plan, the City will need to provide additional resources to either contract or hire additional staff to carry out the O&M Plan.

The overall goal of the O&M Plan is to ensure that the riding, hiking, and biking trail system in Yorba Linda is operated in an efficient and safe manner for trail users and adjacent uses now and into the future. As such, this O&M Plan identifies the responsibilities, tasks, procedures, and other aspects related to the management of the trails. It is an important component that, if implemented, will help ensure a safe and productive public facility is retained over the next several decades. The Plan is intended to provide key considerations required to operate and maintain the trail facilities and help minimize potential liability.

The Plan program addresses specific strategies to ensure that adequate standards are accounted for to protect the City's investment in its trails, as well as the users of the trails system. The details of trail maintenance are described in the Trail Maintenance section.

Based on the 2016 General Plan, Yorba Linda has approximately 100 miles of trails. The General Fund maintains one-third of the trails at a cost of \$44,400 per year. The city's minimal standards include fence repairs, adding new earthen or soil mixture, trimming of plant obstructions, weed abatement, grading. The City has hired contractors to maintain the earthen trails, grade the trails, conduct weed abatement, and repair fences on trails in Landscape Maintenance Assessment District's (LMAD's) budget. This work comprises approximately 7 percent – or approximately \$175,000 – of LMAD's annual budget.

The City should also require developers who are maintaining dedicated trails until acceptance by the City of Yorba Linda to follow the O&M Plan to ensure similar continuity.

As mentioned previously, the City of Yorba Linda currently does an outstanding job maintaining all the dedicated trails in the City limits where maintenance crews have access. The intent here is to not criticize or discount the efforts of the existing maintenance crews, but rather to formalize and focus trail maintenance activities. A formal comprehensive maintenance program of the Yorba Linda Trails should be considered an ongoing and long-term investment designed to protect the resource of the community.

There are several maintenance activities that should be considered. As defined in the Plan, each activity has an estimated frequency schedule that should be initiated and refined and a primary agency or city department that is charged with leading the maintenance activity. Many of the maintenance activities defined in the Plan are dependent on the final design and implementation of the trail amenities, materials, degree of landscape improvements, and amount of support infrastructure that is developed along the trails.

The following list indicates general maintenance activities for trails:

- Shoulder and grass mowing
- Pruning and remove fallen trees
- Trash disposal
- Pavement sealing/repaving/pothole repairs
- Bollard replacement
- Irrigate/water plants
- Graffiti removal
- Fountain/restroom cleaning/repair
- Pavement sweeping & marking replacement
- Weed control
- Tree, shrub, & grass trimming/fertilization
- Sign replacement / repair
- Fence/barrier repair and replacement
- Clean drainage system
- Maintain irrigation lines/replace sprinklers
- Lighting replacement/repair
- Maintain furniture
- Maintain emergency telephones
- Upkeep of any animal waste containers

Proper maintenance of the trail is of the utmost importance for the productive use of the facility and the protection of the financial investment Yorba Linda has made in the trails. The following list represents the minimum standard the Public Works Department uses for trail maintenance unless otherwise indicated.

When trails are within a park, the Parks and Recreation Department is responsible for the maintenance.

Table 2. Trail Maintenance Activities and Frequencies

Item	Estimated Frequency
Shoulder and grass mowing (1)	As needed
Remove fallen trees	As needed
Trash disposal	As needed
Pothole filling	As needed
Bollard replacement	As needed
Irrigate/water plants*	Weekly
Graffiti removal	As needed
Fountain/restroom cleaning/repair	Weekly cleaning / Repair as needed
Pavement sweeping	As needed
Weed control	As needed
Tree, shrub, & grass trimming/fertilization	5 months- 1 year
Sign replacement/repair	5-7 years
Repaint Pavement markings	3-5 years
Fence/barrier repair and replacement	As needed
Clean drainage system	1 year
Maintain irrigation lines/replace sprinklers (1)	As needed
Lighting replacement/repair	As needed
Maintain furniture	As needed
Pavement sealing/repaving	7-10 years

(1) Unless maintained by Landscape, Lighting and Maintenance District, or a Homeowners Association.

Many of these maintenance items are dependent on the type and amount of landscaping and supporting infrastructure that is developed along trails. It is recommended that the City of Yorba Linda coordinate maintenance activities so as to minimize impacts to trail users and to maximize cost efficiencies. Appendix A is a sample maintenance agreement jurisdictions may consider using when hiring maintenance contractors.

The City will develop and be accountable for a mechanism to identify, record, and respond to maintenance problems, and to keep written records of such actions. Special maintenance equipment such as a sweeper may be a justifiable acquisition to reduce long-term costs. Typical maintenance vehicles for the trail will be light pick-up trucks and occasionally heavy dump trucks and tractors. Care should be taken when operating heavier equipment on the Trails to warn trail users and to avoid breaking the edge of the trail surface.

Adherence to the general maintenance schedule identified above is important. In addition, it is recommended that the Trails be inspected once a year by the Trails Manager to determine if any of the concrete joints on paved multipurpose trails has vertical or horizontal separation that might impact ADA access or user safety. Appropriate remedial actions need to be taken to address any condition deemed a safety hazard.

When new trails are designed the City should consider how maintenance will be conducted.

DEPARTMENTAL RESPONSIBILITY

Element/Task	Responsible Department
Trail Maintenance*	Public Works Dept.
Trail Pavement	Public Works Department
Signing and Striping	Public Works
Emergency Response	Police and Fire Departments
Liability	Administration Department
Planning Functions	Planning Department
Conditions of Approval	Planning Department

*If the trail is within a park, the Parks and Recreation Department is responsible.

TRAIL OPERATIONS

Operational activities associated with trail facilities will consist primarily of developing regulatory information to define the rules and regulations of the facility, methods for documenting and monitoring trail accidents, and establishing security measures aimed at reducing any negative activities along the trails.

Developing specific rules and regulations for the trails is an important consideration in reducing potential conflicts along the trails system. In addition, the need to monitor collisions, including the accident type and identification of primary causes of accidents, and then following through and rectifying any physical deficiencies associated with conflict points must be the responsibility of the City.

The City Parks and Recreation Department, in conjunction with the Public Works Department, should be given the responsibility for identifying and improving physical or operational conditions that may have contributed to any conflict along the facility. In addition, the City typically should be responsible for warning trails users of any problems and obstructions as well as to close the trails when conditions warrant. Trail user educational materials, trailhead kiosks, signage, and promotional events should also be considered as tools to inform trail users and reduce the potential for accidents.

The Plan identifies a management strategy including maintenance and operating standards that shall be followed to contribute to the safety and enjoyment of all trail users. This Plan identifies procedures and responsibilities between the various City of Yorba Linda departments and for any other local agencies that may be impacted by a trail project.

Safety for the trail user is considered the most significant element in the Plan. The Yorba Linda trail system corridor is generally considered an ideal urban trail corridor with the following characteristics:

- A pre-existing defined right-of-way;
- A limited number of street intersection crossings—many of which are low traffic volume neighborhood streets;
- And an adequate easement width to ensure open and visual connectivity. The fact that the trails should or do include a two-way shared-use pathway designed to separate trail users from vehicular traffic is exceptional. However, conflicts between different trail users may still occur. Trail crossings at streets, wrong-way riding, and trail users simply not paying attention are examples where accidents may occur, and safety may be of concern. The varying speeds between different trail users can also contribute to conflicts along the trail.

TRAIL RIGHTS-OF-WAY (Trail Easements)

The Yorba Linda Trail System will be legally defined as a trail easement. The City of Yorba Linda shall retain records of the trail easements for the trail facility. The easement document shall include the following terms and conditions:

- Acknowledgement that the trail facility is acceptable to the City of Yorba Linda.
- That the easement is considered a trail easement for public use.
- Identification of the trail easement boundary.
- Reference to and local adoption of the Operations and Maintenance Plan determining responsibilities for operations, maintenance, and liability.

Liability and Indemnification

In general, liability risks for neighbors of shared-use trail users are well protected and probably reduced from current levels by the recreational use statute and other statutes. Assuming the trails are designed, built, and operated to meet established minimum standards, the liability risks will be significantly reduced for the City of Yorba Linda. However, there is always the potential condition of liability for a municipality that owns and operates public use facilities such as a shared-use pathway system. To minimize this risk, the City of Yorba Linda should adhere to the policies and procedures outlined in the City of Yorba Linda Trails Operation and Maintenance Plan. Below is a list of common practices that would assist in protecting the City's interests and assets.

Insurance

It is assumed that the riding, hiking and bicycle trail system in Yorba Linda will be covered under existing self-insurance policies for the City of Yorba Linda. There is typically no additional premium cost associated with the operation and maintenance of a trail. However, while insurance may cover costs associated with lawsuits, it neither prevents suits nor minimizes the risk of court judgments that can cost the public entity a considerable sum of money. In some cases, a property owner who would like to grant use of their property to a public agency for trail access may require an additional liability insurance naming the City as additionally insured.

Governmental Tort Claims Act

California has legislation related to civil lawsuits that establish the limits of government liability for injuries to persons or damage to property resulting from the acts or omissions of government officials.

Risk Management

To minimize liability, it is critical to adhere to established trail design standards. This is especially important because a substantial proportion of potential lawsuits may stem from accidents between trail users who may try to place blame for the incident on the design of the trail. In some states, substantial immunity is afforded public agencies that provide trails in accordance with widely accepted standards or guidelines. The design standards for the City's trails should include the City's Guidelines and Specifications for Landscape Development, Caltrans Highway Design Manual, and the AASHTO Guide for the Development of Bicycle Facilities.

Other practical measures include the following:

- Post warning signs for known hazards that are not easily identified
- Trail regulations will be posted and enforced
- A trail maintenance plan will be in place and accurate maintenance records shall be kept
- Keep the trails maintained to the level defined in the plan
- Trails shall be routinely inspected for hazards
- Hazards and maintenance problems reported by trail users will be evaluated and addressed with immediate and appropriate measures
- Ensure that there are adequate emergency access points to the trail

These common-sense precautions are indicative of good faith and responsible stewardship of the trail facility and will likely reduce the number of potential lawsuits or the size of settlements.

Adjacent Owners Who Do Not Provide Public Access

For an adjacent property owner who does not provide property for public access, the main protections against lawsuits are trespassing laws. Trail users who wander off trail corridors onto private property are afforded the least “duty of care” in most states as landowners are generally not deemed responsible for unsafe conditions, unless these are the result of deliberate or reckless misconduct. Because a greater duty of care is owed to child trespassers in many states, the Trails Manager and local agencies may want to advise abutting property owners to remove any “attractive nuisance” accessible from the trails.

There are other common-sense precautions that the Trails Manager and local agencies may want to advise abutting property owners to avoid putting themselves at risk of lawsuits. For example, an adjacent property owner located on a trail curve should avoid placing a shrub or a fence right at their property line, especially if there is little clearance between the edge of trail and the property line. This could create a visual obstruction in the sight lines of trail users that could contribute to an accident. The Trails Manager (who may also be liable in this situation since they failed to assure adequate clearance in their trail design) should encourage property owners to avoid these and other similar scenarios.

Finally, national research has shown that trails do not pose a greater-than-normal risk of liability. The City of Yorba Linda may wish to advise adjacent property owners of their protection under the recreational use statute RUS (Appendix F), but also, they need to be aware of items or activities that may constitute “gross negligence.” Adjacent owners should make sure they have standard liability coverage. Adjacent landowners may have concerns regarding the liability associated with the proposed trail, and especially the financial repercussions of potential lawsuits. There is no indication that owning property next to trails requires additional or special insurance coverage. According to the Rails-to-Trails Conservancy, “there are no special or surprising problems associated with rail-trails or trails in general from the point of view of legal liability or risk management.”

Managing for Security

Security is a concern to both trail users and adjacent property owners, which inevitably means that it is a Trails Manager’s concern as well. Most communities throughout the country that have urban trails do not

have a dedicated police patrol—whether foot patrol or bike patrol—for the facility. However, the City of Yorba Linda is encouraged to provide police patrols on all of its shared-use paved paths in the Yorba Linda Trail system. As a rule of thumb, shared-use paved paths with average or greater usage will require one person-hour per day for every five miles of path. This figure will vary by time of week and year. Off-peak weekdays may require .02 person-hours per day, while peak weekends may require a full one person-hour per day.

A summary of key security recommendations is presented below:

- Make all segments of the trail system that are located more than 100 feet from public roads accessible to emergency vehicles.
- Illuminate all entry points and street grade crossings as deemed appropriate by the Public Works Department policies.
- Trim all vegetation at least 10 feet from trails where possible to maximize visibility.
- Provide bicycle racks at key destination points that allow for both frame and wheels to be locked. Consider bicycle lockers at key inter-modal locations and/or destination sites.
- Provide the City Fire and Police Departments with a map of the trail system, along with access points and keys/combinations to gates/bollards.
- Enforce speed limits and other rules of the road.

Landscaping

Appropriate ‘safe by design’ and management practices of landscaping can go a long way in preventing incidents that could cast the trail in a negative light. Adjacent owners quite frequently will want as much landscaping as possible to enhance their privacy and discourage people from trespassing. On the other hand, many trail users do not like the tunnel effect that thick landscaping can create both from a personal security and traffic safety perspective. To balance the needs of trail users and adjacent owners, carefully consider the kind of landscape buffer that is installed, maintain greenery that will grow taller than needed to shield an adjacent property, and avoid thick undergrowth immediately adjacent to the trail. In general, try to maintain visibility between plantings so as to avoid creating an enclosed feeling. This will also give trail users good, clear views of the surroundings, which enhances the aesthetic experience of trail users.

Proposed landscape improvements will be a benefit to trail users as well as enhance the streetscape appeal at several locations as well. It is suggested that the landscaping (other than street trees) not be allowed to grow higher than 48 inches, that trees be of a type that will not uproot the trail surface or drop leaves on the trail itself, and that the irrigation system be designed so as not to result in run-off on the trail surface. Select drought tolerant plant species are recommended for use along the trail corridor as well as drip irrigation watering systems.

Emergencies

The Trails Manager shall be responsible for observing trail operations to ensure the trails system can accommodate all emergency (police and fire) vehicles that might need to get onto a trail. If removable bollards are installed, the Trails Manager shall ensure that all appropriate agencies have the keys for access. The trails are generally accessible from adjacent public rights-of-way. However, where not, a minimum 10 feet of pathway clearance and 12 feet of vertical clearance should be provided.

OPERATING RESPONSIBILITIES AND PROCEDURES

The Trails Manager will coordinate with each department, organization, or person who will be responsible for each of the activities involved in operating and maintaining the trail. This includes documents for landscape maintenance and scheduling, sweeping crews for routine trail surface cleaning, a traffic operations division for sign replacement and intersection traffic control, and the police and fire departments for developing emergency response procedures. The following topics address specific operating procedures and responsibilities.

DEVELOPING TRAIL USE REGULATIONS

The purpose of trail regulations is to promote user safety and enhance the enjoyment of all users. It is imperative that before new trails are opened, they include posted trail use regulations at trailheads and key access points. Trail maps and informational materials should include these regulations as well. Establishing that the trail facility is a regulated traffic environment like other public rights-of-way is critical for compliance and often results in a facility requiring minimal enforcement. The City of Yorba Linda may want to post penalties or fines for violators. The Trails Manager should review proposed trail regulations with the City Attorney for consistency with existing ordinances and enforceability. It may be necessary to pass additional ordinances to implement trail regulations.

It is recommended that the City of Yorba Linda adopt and enforce the following trail regulations:

- Hours of use; no restriction
- Keep to the right except when passing
- Yield to on-coming traffic when passing
- Bicycles yield to pedestrians and equestrians
- Equestrians yield to pedestrians
- Service vehicles yield to all trail users
- Users to give an audible or verbal warning when passing another trail user
- Pets must always be on short leashes
- Travel no more than two abreast or shoulder-to-shoulder
- Alcoholic beverages are not permitted on the trail
- Do not wander off trail onto adjacent properties
- Do not stand in middle of trail when stopped
- 15 mph maximum speed limit
- The trail regulations should conform to existing local agency and state regulations, ordinances, and laws

USER CONFLICTS AND TRAFFIC SAFETY ON TRAILS

In order to manage multiple user types with potential conflicts, the Trails Manager should be prepared to address user conflicts as they arise, based on patterns of usage and recorded collisions. The Trails Manager will also review complaints and collision reports on an on-going basis to determine if there is a pattern of user conflicts that need to be addressed. Remedial actions may be in the form of signage and enforcement. Remedial actions may include:

- Lowered speed limits in some areas
- New or increased patrols
- Citizen volunteer education efforts
- Enforcement of overtaking and other requirements
- Changes in the hours of operation for specific user groups
- New or increased regulations
- Establishment of a volunteer patrol service similar that is administered by the Parks and Recreation Department.

SECURITY AND PUBLIC SAFETY

The Yorba Linda Trails rights-of-way are, for the most part, fenced and controlled in their current state. As trail improvements are made, the City may want to consider some or all of the following when implementing a trails public safety plan:

- Adhere to the established design, operation, and maintenance standards presented in this document or supplement these standards with the sound judgment of certified engineers.
- Maintain adequate recording and response mechanisms for reported safety and maintenance problems. If a Trails Manager is established, have this person be the liaison to the local public safety agency so that the City establishes which department or employee is responsible for reporting accidents on the trail or the correct steps are followed in responding to accident investigations according to city procedures.
- Using mileposts as identity markers that are also placed on a user map.
- Attempt to design the trail system, its structures, and access points so they are easily accessible by emergency vehicles. For example, bollards at the path entries should be removable by the appropriate fire, ambulance, and police agencies. In areas where there are constrained segments on a path that cannot accommodate emergency vehicles, identify in advance so that the responding public safety agency is aware of the constraint. It is suggested that signs or identification be posted when the access is more than 100 feet away.
- Consider providing regular police patrols as deemed necessary.
- Where needed, improve existing fencing, bridge structures, maintenance of screen walls, and regularly enforce dumping or illegal encroachments.
- The Trails Manager will provide public safety agencies, such as the local fire and police departments, with a map of the system, along with access points and keys/combinations to gates/bollards.
- Update city ordinances as needed as it relates to the trails system. When updating, involve the affected agencies for their input.

Signage

Installing key regulatory signs along trails will help users internalize the rules. The Manual of Uniform Traffic Control Devices clearly spells out how regulatory signage should be incorporated into the trail. Table 3 on 161 lists the appropriate regulatory signage needed on the Yorba Linda Trail system.

Enforcement by repetition may be the most inexpensive and effective kind. Yorba Linda Municipal Code Section 18.24 defines signs, prohibited signs, public right-of-way, and use of signs on public property.

There is an extensive signage program already in place on the Yorba Linda Trails. It is recommended that additional signage be added to direct trail users to other trails and trail connections:

Other suggested signage (some already exists) includes the following:

- Bicyclists Yield to Horses, Pedestrians and Emergency Vehicles
- Pedestrians Yield to Horses, and Emergency Vehicles
- Horses Yield to Emergency Vehicles
- Pass on the Left
- Slower Traffic Stay Right
- Speed Limits (if applicable)

Design guidelines for signage are found on page 141.

City of Yorba Linda Ordinance No. 2002-852 amends Section 12.20.020(I) of the Yorba Linda Municipal Code relating to conduct prohibited within public parks and trails. The ordinance specifically addresses the use and operation of motorized scooters and electric personal assistive mobility devices, such as the Segway. The Trails Manager should monitor new technologies and popular trends to identify activities that may impact trail users in Yorba Linda and identify possible City of Yorba Linda Ordinances and Signage to address the issue.

E- Bikes

The increased prevalence of technology such as electric bicycles (“e-bikes”) and electric scooters has introduced a new element to active transportation and trail safety considerations. While these options allow users to travel further with less effort, these devices can reach up to 28mph, creating safety concerns, particularly in areas where e-bikes may be sharing spaces with pedestrians, bicyclists, and equestrians. Yorba Linda and Orange County have issued safety reminders and have provided resources for e-bike riders about following traffic laws while riding.

There are three classes of e-bikes:

- Class I: Pedal-assisted bikes reaching up to 20mph
- Class II: Low-speed throttle-assisted bikes reaching up to 20mph
- Class III: Speed pedal-assisted bikes reaching up to 28mph

Yorba Linda may choose to set speed limits on trails in busier areas of the city or may install signage reminding e-bike riders to yield to pedestrians. Alternatively, Yorba Linda may choose to ban Class II or Class III e-bikes on its trails, allowing only Class I e-bikes with top speeds of 20mph. The State of California does not allow Class III e-bikes on shared-use paths, equestrian trails, or hiking or recreational trails unless allowed by the trail jurisdiction. Yorba Linda may also choose to adopt helmet and age restriction laws for e-bikes. For example, in unincorporated Orange County, Class III e-bike riders must be over the age of 16 and must wear a helmet. All riders under the age of 18 must wear a helmet when riding Class I or Class II e-bikes.

Table 3. Regulatory Signage

Item	Location	Color	AASHTO Designation	MUTCD Designation
No Motor Vehicles	Entrances to trail	B on W	R44A	R5-3
Use Ped Signal/Yield to Peds	At crosswalks, where sidewalks are being used	B on W	N/A	R9-5, R9-6
Bike Lane Ahead: Right Lane Bikes Only	At beginning of bike lanes	B on W	N/A	R3-16, R3-17
STOP, YIELD	At trail intersections with roads	W on R	R1-2	R1-1, R1-2
Bicycle Crossing	For motorists at trail crossings	B on Y	W79	W11-1
Bike Lane	At the far side of all arterial intersections	B on W	R81	D11-1
Turns and Curves	At turns and curves which exceed 20 mph design specifications	B on Y	W1,2,3; W4,5,6,14 W56,57	W1-1,2 W1-4,5 W1-6
Trail Intersections	At trail intersections where no STOP or YIELD required, or sight lines limited	B on Y	W7,8,9	W2-1, W2-2 W2-3, W2-3 W2-4, W2-5
STOP Ahead	Where STOP sign is obscured	B,R on Y	W17	W3-1
Signal Ahead	Where signal is obscured	B,R,G	YW41	W3-3
Pedestrian Crossing	Where pedestrian walkway crosses trail	B on Y	W54	W11A-2
Directional Signs	At intersections where access to major destinations is available	W on G	G7, G8	D1-1b(r/l), D1-1c
Trail Regulations / Bikes Reduce Speed & Call Out Before Passing	All trail entrances	B on W	n/a	n/a
Multi-purpose Trail: Bikes Yield to Pedestrians	All trail entrances	n/a	n/a	n/a
Please Stay On Trail	In environmentally sensitive areas near trail	n/a	n/a	n/a
Trail Closed: No Entry Until Made Accessible & Safe for Public Use	Where trail or access points closed due to hazardous conditions	n/a	n/a	n/a

Enforcement

Since many portions of the various trail corridors are visible from adjacent roadways, enforcement can be done from police vehicles on those roadways. Portions of the trail that are not visible from a roadway should be patrolled intermittently. Below is a summary of key security items to consider implementing:

- Provide fire and police departments with maps of the system, along with access points and keys/combinations to gates/bollards.
- Make sure all segments of the trail are accessible to emergency vehicles.
- Locate mileposts every mile or one-half mile; identify markers on maps.
- Provide and maintain emergency telephones or call box systems linked to 911 networks on isolated sections of trail.

- Consider lighting any unusually dark sections of the trail.
- Trim all vegetation at least 10 feet from the trail where possible to maximize visibility and try to minimize thick undergrowth.
- Provide bicycle racks and lockers at key destinations that allow for both frame and wheels to be locked.
- Enforce speed limits and other rules of the road.

Trail Patrols

While not a required element of an effective Plan for this trail, the City may wish to consider either professional or volunteer trail patrols for the Yorba Linda Trails. Few multipurpose trails in the United States have dedicated police patrol of trail facilities. More typically, local police intermittently patrol isolated sections of trails that are not visible from adjacent streets, or sections of trails that pass-through crime-ridden areas. Generally, it is considered good public relations to include bicycle patrols as opposed to police cars. Police vehicles should not use trails or trail shoulders for patrol purposes. Trail patrols may be supplemented by volunteer patrol units and from local organizations as a means to provide security support for the trails. These groups may serve to provide information to the City of Yorba Linda Police Department as well as to trail users along the corridor. As a rule of thumb, a shared-use trail will require one dedicated person-hour per day for every five miles of actively used trail, and 0.5 person-hours per day for every five miles of low-use trail. This figure is likely to vary seasonally and by day of week.

Trail Closures

Sections of trail must be closed from time to time to perform periodic maintenance. Trail users must be warned of impending closures and given adequate detour information to bypass the closed or unfinished section of trail. Trail users must be warned through the use of standard signing at the entrance to each affected section of trail (“Trail Closed”), including (but not limited to) information on alternate routes and dates of closure. Sections of the trails that are closed must be gated or otherwise blockaded and clearly signed as closed to public use. Alternate routes should provide a reasonable level of directness and lower traffic volumes and signed consistently. If no reasonable alternate routes are available, the trails should have an “End Trail” sign and provide access to the street and sidewalk system. Refer to the MUTCD for appropriate signage for trail closures.

The suggested policies for the procedures that will be followed prior to the trail closing, including a variety of means to inform the public, are listed below:

- The Trails Manager will provide at least 48 hours advance notice to the affected agencies to post signs at all trail entrances on the impacted segments to be closed indicating the duration of the closure. Do everything possible to keep the public informed and make every effort to keep the closure period as short as possible.
- The local agency will physically close off the trail that is being closed with barriers, and post “Trail Closed” signs.
- The local agency will provide “Detour” signs where trail users can reasonably be re-routed to other routes, providing the same general level of comfort, access, and ADA access as the trail.
- The local agency will not re-open the trail until a full inspection by the Trails Manager or other appropriate local agency staff has been completed to ensure that the trail is in usable condition. Where re-paving is not 100% complete, provide warning signs for bicyclists to slow down or dismount where needed.

To facilitate communication with adjacent property owners, the Trails Manager should give adjacent property owners contact information for safety issues, routine trail maintenance, or encroachment issues. Adjacent property owners will also be informed of any changes in trail operations and any major trail rehabilitation or expansion projects.

The Trails Manager and/or city staff is encouraged to respond quickly and efficiently to concerns identified by residents. Maintaining the trail system well is important to keeping adjacent property owners happy. The City should pay close attention to the operation of driveways that cross the trail to access property and make sure to keep landscaping in those areas well trimmed to prevent any safety problems from developing. Remove any graffiti as quickly as possible.

Developments on Adjacent Properties

Changes in land use adjacent to the trails can have a significant impact on the quality of the trail experience. Incompatible uses can create safety hazards, complicate operations, and seriously tarnish the aesthetic and recreational appeal of a trail. Land use can be controlled so long as it is consistent with existing zoning laws. The key is to:

- Ensure that City Planning Department staff keeps the Trails Manager informed of land-use and building permit applications.
- Work with developers early in the planning process to make sure the interface between development and Trail is appropriately designed.

REPORTING MECHANISMS

It is important that the City make it easy for trail users to report maintenance deficiencies and new hazards. The City should post a contact phone number for either the Trails Manager and/or maintenance manager at trailheads and major access points, and on maps and other trail literature. Each agency may also want to develop a generic “spot improvement” card that could be made available at trailheads, bicycle shops, and other locations. This makes it convenient for trail users to describe in writing problems they have encountered and mail them directly to the Trails Manager. This has proven to be an effective way to collect information on the condition of trail facilities. Public outreach is indicative of the Trails Manager’s commitment to proactive trail maintenance.

Trespassing Reduction

In areas where there is a history of trespassing, a higher security type of fencing shall be installed. This may include hardened steel or wrought iron. Fencing will be well maintained, and all holes immediately repaired by the City.

Emergency Access

Emergency access for safety, security, or maintenance purposes is based on an established protocol between the City of Yorba Linda and local fire and police departments. Protocol will be developed along with an Emergency Plan that will be developed by each department. The initial responding party will notify the other departments as soon as possible. Normally, the local agency will take primary responsibility for all incidents on trails. The local agency will close trail segment(s) as needed and post signs with phone numbers of the agency to contact for information.

Structures, Bridges and Culvert Maintenance

The City of Yorba Linda will be responsible for any structure, culvert, or natural condition within its easement, regardless of whether it is a pre-existing condition or not. Existing bridge structures along trails shall be modified in such a way to provide safe access for trail users yet minimize the historic integrity of the bridges as defined.

Administration and Anticipated Costs

The Yorba Linda Trails will have specific administrative, legal, operations, and management costs associated with ongoing maintenance and operation costs. Those costs are largely dependent on local practices and financial resources. Local funding for Yorba Linda trail improvement projects will come from the General Fund defined in the Capital Improvement Program (CIP). These funds are then used to leverage larger competitive grants to fund the design and construction of the project. Funding for operating and maintaining the Yorba Linda Trails, including related administrative costs, will most likely need to be programmed annually through the City's General Fund. As the City's general fund becomes more restrictive in its uses with greater demands and needs citywide, it will be imperative that adequate funding be set aside each year for the general upkeep and maintenance of the Yorba Linda Trails corridor.

Maintenance Costs

The estimated annual cost for trail maintenance, excluding major landscaping, will be \$4,000-\$12,000 per mile of trails depending on the amenities, design extent, and frequency of operation and maintenance that is provided. The City may be able to reduce this cost by using low-maintenance landscaping. The City of Yorba Linda may wish to use their own current unit costs for streetscape maintenance to determine the added cost of the proposed landscaping and irrigation system upkeep. There are likely to be economies of scale when the trail is 100% completed, based on the length of the facility. Capital purchases are expected to be limited to items such as a sweeper, which the City may share with other park facilities and/or schools, as necessary.

Operating Costs

Yorba Linda's trails are somewhat unique in that they are visible and easily accessible for much of their length from nearby roadways, and therefore, few new security or additional patrols are expected in these areas. In the event that trail usage exceeds 300 people in any given hour at any specific location on a consistent basis, the local agencies will explore hiring bicycle-mounted rangers or police to help manage the facility. As an alternative, the local agency may develop a volunteer trail group whose purpose is to help monitor the trails, assist trail users, and notify the police or fire departments if there are problems.

Legal Costs

While liability is not expected to be a significant problem based on research of existing similar trails, there may be additional legal costs in the form of insurance premiums, litigation, and settlements. For the purposes of this trail, it is recommended that the City use the same legal cost factor that it uses for any new facility such as a park or school, either on an acreage basis or user-day basis.

Administrative Costs

The trail management responsibility should be a senior staff person in the City of Yorba Linda Parks and Recreation Department or Public Works Department. This Trails Manager has widespread responsibilities, ranging from managing and monitoring maintenance activities, coordinating with adjacent property owners, responding to, and monitoring reported problems, maintaining records, managing a budget, pursuing outside funding sources, and coordinating with other cities along the trails. It is projected that a minimum of 200 hours per year is needed for a senior administrator to devote to the trail system. Since staff resources are limited, it is recommended that the City consider hiring a part-time staff person or contractor at approximately 500 hours per year. The estimated cost for a contractor or additional staff person is estimated at approximately \$35,000 per year.

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5. Implementation Plan

The recommendations in this trails study will come to fruition as the City appropriates funds to complete and implement each of the segments and suggested improvements. The following identifies funding sources along with their guidelines that the City can use to expand or improve its trail system. It also prioritizes trail segments so that the City can put each of those in as funds become available. Some of the recommendations in the study will take place as new development occurs. Additional funding sources are listed in the Yorba Linda-Placentia Active Transportation Plan.

Funding Sources

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program provides over \$8.1 billion dollars in funds to State DOTs, MPOs, and transit agencies to invest in projects that reduce emissions from transportation-related sources. Projects must come from jurisdictions in non-attainment areas, and the South Coast Air Quality Management District is a non-attainment area in which Yorba Linda is located. Eligible projects include bicycle and pedestrian transportation facilities intended for transportation purposes, bicycle route maps, bicyclist- or pedestrian-activated traffic control devices, bicycle and pedestrian safety and education programs and promotional programs.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants

Previously known as BUILD and TIGER Discretionary Grants, the RAISE program enables the Department of Transportation to invest in road, rail, transit, and port projects that have a significant local or regional impact. Major capital improvements, such as significant road or trail improvements in the area, may qualify. RAISE grants are awarded on a competitive basis, providing \$1.5 billion annually for fiscal years 2022-2026.

Recreational Trails Program (RTP)

For trails that are primarily recreational in nature, the RTP provides funding to states. These funds can be used for trails with a variety of purposes including hiking, biking, equestrian use, and off-road motorized vehicles. This program funds trail and trailhead maintenance and restoration, construction of new trails, and safety and educational programming for trail users. The RTP is administered by the California Department of Parks and Recreation.

Surface Transportation Block Grant Program (STBG)

The STBG provides flexible funding that may be used by states and localities for smaller-scale projects to preserve and improve the conditions and performance on any federal-aid highway, pedestrian and bicycle infrastructure, and transit capital projects. Recreational trails projects are eligible under the STBG, including the maintenance and restoration of existing recreational trails. Estimated annual STBG funding for fiscal years 2022-2026 is about \$14.5 billion. The Bipartisan Infrastructure Law directs the Federal Highway Administration to apportion this funding as a lump sum for each state, which is then divided among apportioned programs. Each state's apportionment is calculated based on a percentage specified in law.

Trails Capacity Program

Established in 2022 by American Trails, the Trails Capacity Program supports partners from all nonmotorized and motorized trail user groups. Projects may include trail research, stewardship, and maintenance projects that are inclusive, engaging, educational, and foster improved trail user behavior. The Program is open to projects along public trails on public or private

land across the country. Though the Program focuses on state and local lands, projects on federal land are accepted. Applications open in fall, with awards made in the following spring. Grant amounts range from a minimum of \$5,000 to a maximum of \$10,000.

State Funding Programs

TDA Article 3 (SB 821)

Transportation Development Act Article 3 funds are used by cities within Orange County for the planning and construction of bicycle and pedestrian facilities. These funds are allocated annually on a per capita basis to both cities and the County of Orange. Local agencies may either draw down these funds or place them on reserve. Agencies must submit a claim form to OCTA by the end of the fiscal year in which they are allocated. Failure to do so may result in the lapsing of these allocations.

TDA Article 3 funds may be used for the following activities related to the planning and construction of bicycle and pedestrian facilities:

- Engineering expenses leading to construction.
- Right-of-way acquisition.
- Construction and reconstruction.
- Retrofitting existing bicycle and pedestrian facilities, including installation of signage, to comply with the Americans with Disabilities Act (ADA).
- Route improvements such as signal controls for cyclists, bicycle loop detectors, rubberized rail crossings and bicycle-friendly drainage grates.
- Purchase and installation of bicycle facilities, such as secure bicycle parking, benches, drinking fountains, changing rooms, rest rooms and showers which are adjacent to bicycle trails, employment centers, park-and-ride lots, and/or transit terminals and are accessible to the general public.

Environmental Enhancement and Mitigation Program (EEM)

Administered by the California Natural Resources Agency, funds are allocated to projects that offset environmental impacts of modified or new public transportation facilities including streets, mass transit guideways, park-n-ride facilities, transit stations, tree planting to equalize the effects of vehicular emissions, and the acquisition or development of roadside recreational facilities.

AB 2766

AB 2766 Clean Air Funds are generated by a surcharge on automobile registration. The South Coast Air Quality Management District (AQMD) allocates 40 percent of these funds to cities according to their proportion of the South Coast's population for projects that improve air quality. The projects are up to the discretion of the city and may be used for bicycle or pedestrian projects that could encourage people to bicycle or walk in lieu of driving. The other 60 percent is allocated through a competitive grant program that has specific guidelines for projects that improve air quality. The guidelines vary and funds are often eligible for a variety of bicycle or pedestrian projects.

Local Funding

Measure M (OC Go)

Measure M is a one-half cent sales tax approved by Orange County voters in 2006 for a program of countywide transportation improvements. The Comprehensive Transportation Funding program includes a collection of competitive grants for local agencies to fund street improvements and environmental mitigation projects. Included programs can fund improvements on arterial roadways, traffic lights, safety near schools, and transit connections.

New Construction

Future developments, road widening and construction projects are one means of providing trails. To ensure that projects provide these facilities where needed, it is important that an effective review process is in place to ensure that new roads and trails meet the standards and guidelines presented in this Master Plan.

Benefit Assessments

Trails can be funded as part of a local benefit assessment. The boundaries of the benefit assessment must be established, and property owners must vote for an increase in their property taxes.

Other

Local sales taxes, fees, and permits may be implemented, requiring a local election.

The table on the following page provides a summary of bicycle and pedestrian trail facilities funding sources.

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Table 4. Trail Funding Sources

Grant Source	Agency	Matching Requirement	Eligible Trail Facilities	
			Commute	Recreation
Federal				
Congestion Mitigation and Air Quality Program	OCTA, CTC	11.47% non-federal match	X	
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants	USDOT	Percentage depends on project location	X	
Recreational Trails Program (RTP)	State Dept. of Parks & Recreation	12% total project cost		X
Surface Transportation Block Grant Program (STBG)	FHWA	11.47% match	X	X
Trails Capacity Program	American Trails	not required but favored	X	X
State				
California State Parks Bond (Prop. 12)	State Parks	Various grant programs available		X
Transportation Development Act (TDA) Section 99234	OCTA	no match required	X	
Environmental Enhancement and Mitigation (EEM) Program	State Resources Agency	not required but favored	X	X
Vehicle Registration Surcharge Fee (AB 2766)	Local portion goes directly to cities; SCAQMD	no match required	X	
Local				
Measure M	OCTA	no match required	X	
New construction	Directly constructed by the developer, or by a fund paid into by new developments	no match required	X	X
Benefit assessments	Each benefit assessment district	no match required	X	X

Project Prioritization

Prioritization Criteria

Many new projects are recommended in this Plan and should be prioritized since it will take some time to plan, develop or complete these projects, and/or acquire funds. Prioritization was completed using the following criteria:

- Public comments
- Safety
- Convenience
- Completion of trail network, especially north-south, east-west, access to Chino Hills State Park and Santa Ana River
- Access to important trails, such as the El Cajon Trail
- Cost
- Encroachment issues
- Environmental constraints
- Maintenance

Applying Prioritization Criteria to Determine Priorities

The prioritization criteria are a recommendation provided by the Trails TAC. The first criterion is “public comments,” which is drawn from the community comments, and a community workshop. Below is a summarization of community comments received since the study began.

Community Comments

- **Trail Safety**

Equestrian trail considerations are somewhat more complex than pedestrian or bicycle trails because equestrian riders vary in riding ability and horses vary in their responses to sensory stimuli as sudden environmental changes startle horses. Equestrians expect startling changes to be at a minimum and prefer trail systems that are designed with this in mind. Crossing traffic-laden paved roads, barking dogs, blind corners, overgrown landscaping, inappropriate slopes, or degraded footing pose great safety issues and should be avoided or mitigated. Pedestrians want well-marked, safe street crossings with ample time to cross. Most noted trails crossings are on the El Cajon Trail at Rose Drive and Valley View Avenues; Lakeview Avenue at Mariposa, San Antonio at Yorba Linda Boulevard, and Buena Vista @ Lakeview. Additional comments include:

- Improvement of all facets of the Lakeview Avenue Trail, street crossings, fencing, and side trail connections.
- Construction and upgrade of the trail along Highland Avenue, with safe crossing of Buena Vista Avenue.
- Improvement of trail crossing to the Buena Vista Equestrian Center near Buena Vista Avenue and Scenic View Drive.
- Completion of safe connection(s) to the Santa Ana River Trail.

- **Convenience**

Equestrian riders want to be able to efficiently reach a destination without interruption, return by an alternative route, park and load/unload their horse(s) when using a trailer, and get water for their horse while en route. Road bicyclists expressed a preference for an enhanced bike lane system, and connectively from north to south, and east and west. Pedestrians expressed a need for pet waste disposal bins. It is recommended as the need arises, that the City evaluates where to place these bins as not every part of the trail experiences this problem. Other comments are summarized as:

- Closing the gap in the El Cajon Trail from Grand View Avenue to Arroyo Cajon Drive.
- Constructing the north-south crossing of Imperial Highway and trail linkages north of Imperial Highway at Casa Loma Avenue.
- Constructing the north-south crossing of Imperial Highway and trail linkages north of Imperial Highway at Avocado Avenue.
- Clearing and constructing the Mariposa Avenue Trail from Lakeview Avenue to Richfield Road.
- Completing/connecting the “Hidden Hills Trail” to Chino Hills State Park.
- Designing and constructing the “Bastanchury Trail” from the extreme western edge of the city on the Flood control Channel. [I’m not sure where you are referring to?]
- Completing the “Via Lomas de Yorba Trail,” providing an accessible loop and connections to Chino Hills State Park.

- **Encroachments or Trail Blockages**

Trail encroachments or blockages undermine the continuity, convenience, and safety of trails. As the trail system develops, these should be eliminated wherever possible. (See Appendix B for a suggested form that may be used to enhance the city’s encroachment permit.). Community members have requested the City intervene where there are easements dedicated for private use. Their reasoning is encroachments permitted within private trails could set precedence and slowly change the purpose of why the trails system was implemented. They are also of the opinion the encroachments create safety issues by forcing users on city streets.

- **Trail access to the Chino Hills State Park**

The community, especially equestrian riders and mountain bikers would like additional access other than proposed by the California State Department of Parks. The State is requesting that the City’s trail system enter the state park at entrances it designates. The study includes these three entrances as Segments 29, and 36 and a future entrance at the Lower Aliso, east of Gypsum Road and off the Santa Ana Riverbed Trail.

Trail projects were divided into tiers based on their ease of implementation and potential to address the above criteria.

- Tier 1 trails are those that can easily be implemented, such as an earthen multipurpose trail along an existing earthen shoulder. Tier 1 trails are entirely within the city’s right-of-way and may close a gap in the existing trail network or provide crucial linkages across the city.

- Tier 2 trails may include trails that require paving or have some encroachment issues. Tier 2 trails may be community-supported, convenient to access from the existing trail network, and/or may close gaps in the trail network or provide connections to important trails like the El Cajon Trail.
- Tier 3 trail projects are those with significant expected construction costs and expected encroachment or environmental issues. Tier 3 trails may not be as easily accessible for most community members, or they may not provide access to important existing trails or destinations.

Table 5. Trail Prioritization

Segment Number	Prioritization Tier
1	1
2	1
4	1
5	1
6	1
13	1
16	1
17	1
44	1
10	1
33	1
54	1
7	2
8	2
18	2
19	2
21	2
24	2
25	2
34	2
38	2

Segment Number	Prioritization Tier
49	2
52	2
54	2
55	2
35b	2
3	3
9	3
11	3
12	3
14	3
15	3
22	3
23	3
27	3
31	3
37	3
39	3
40	3
43	3
46	3
47	3
48	3
51	3
35a	3

APPENDIX A. Sample Easement Encroachment Permit

The City currently has an encroachment permit form that it uses. The City may want to consider revising the form to something more user-friendly like the one below. This form would be available online.

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APPENDIX B. Sample Landscaping and Maintenance Specifications

The city may want to consider the following specifications to be included in a landscaping and maintenance agreement. Sample Agreement - between public agency and private contracting firm for landscaping and maintenance of the YORBA LINDA TRAILS.

A. CONTRACTOR'S OBLIGATIONS

The Contractor will:

1. Take responsibility for the performance of all work described in this agreement.
2. Provide all labor and materials, except where otherwise indicated in this agreement, and supervise the performance of the work.
3. Furnish a Supervisor and make every effort to keep him on the job at all times.
4. Perform all work necessary and incidental to the orderly performance of the work.

B. Time of Commencement. Contractor shall commence performance of work within fifteen (15) working days after the Mayor signs the agreement.

C. Work Schedule. Regularly scheduled work is outlined in this agreement. Work hours shall be between 7:30 AM and 4:30 PM, Monday through Friday, except holidays. Contractor agrees to perform additional unscheduled maintenance work not mentioned in specifications as necessary to maintain the grounds in the standard desired by the City, not to exceed five (5) work hours per week, including emergency callouts.

D. Scheduling and Inspection

1. Scheduling. Contractor's supervisor shall prepare monthly work schedules and review them with the Director of Parks and Recreation or his/her designated representative.
2. Communications. Contractor's supervisor shall visit the Parks and Recreation Department twice per week to obtain messages or instructions from the Director of Parks and Recreation or his/her designated representative. Contractor shall supply, and City shall use, a work request form to insure proper documentation of requests.
3. Inspections. A general inspection each month including a written evaluation of each specific area with the Director of Parks and Recreation, or his/her designated representative and the contractor's supervisor shall be made during the first week of every month.

E. Contractor's Local Headquarters. Contractor shall maintain adequate office and storage facilities for the performance of the agreement. Such facilities shall be located as determined by the City. Failure to do so may result in termination of contract.

- F. Emergency Call Procedures. Within fifteen (15) working days after the date of this agreement, Contractor shall submit to Director of Parks and Recreation or his/her designated representative for approval, a procedure to provide for emergency response on nights, weekends, and holidays.
- G. Acceptance of Public Facilities “As Is.” Contractor acknowledges having examined the public facilities to be maintained pursuant to this agreement and accepts them “as is.” No changes in the accepted conditions of the facilities shall be made by contractor without prior approval of the Director of Parks and Recreation.
- H. City Permits. The contractor must have a current City business license. Bidders are advised to consult the Business License Supervisor as to the exact cost of such license if not currently licensed.
- I. Contractor Certification Requirements
1. The Contractor must have the following licensed staff working on the job:
 - a. Certified Landscape Technician – at all times
 - b. State of California Pesticide Qualified Applicator Certificate for crew leader
 - c. State of California Pesticide Qualified Applicator License for supervisor
 - d. State of California Pest Control Advisor License on staff
- J. Regularly Scheduled Work
1. Irrigation. All plants and turf shall be provided with sufficient irrigation water to maintain a healthy appearance and condition. Water and irrigation system will be provided by city. Contractor shall control clock programming and hand watering schedule in a manner that will not cause unnecessary water run-off or ponding. Schedules will be prudently adjusted so as to not waste water. Irrigation will not normally be performed during daylight hours on areas where the systems are automatically controlled. Any exceptions shall be approved by the Director of Parks and Recreation or his/her designee, prior to watering. During rainy periods, it shall be the Contractor’s responsibility to secure irrigation systems. City will notify Contractor of any special events to take place on park areas and Contractor shall adjust irrigation schedule so as to not disrupt events. Newly planted trees should be manually watered, as necessary.
 2. Irrigation Systems Maintenance. Contractor shall trim around, clean and adjust all sprinkler heads as necessary to ensure proper performance. Contractor is also responsible for maintenance of automatic sprinkler systems, including a monthly test activation of the system.
 3. Irrigation Systems Repair. Contractor is responsible for making repairs to the irrigation system as follows:
 - a. All minor repair labor.
 - b. Up to \$50 per month of repair parts, with parts valued at Contractor’s actual cost.
 - c. Major repairs if Contractor submits an estimate to City within five (5) working days and City agrees to the cost of repair. The city reserves the right to make major repairs in any

manner it chooses if City does not accept the cost estimate, or Contractor does not submit an estimate, or Contractor does not submit an estimate within five (5) working days.

- d. All repairs to the system shall be made according to the original detail.
4. Turf Mowing, Edging, and Trimming. All turf areas shall be mowed, edged, and trimmed at least weekly during the months of March through November, and bi-weekly during the months of December through February, weather permitting. The height of the grass shall be maintained at a height one inch (1") to two inches (2"), depending on the type of grass and the mowing seasons. During heavy growth seasons or for special events, extra mowing may be ordered by the Director of Parks and Recreation or his/her designated representative and performed by Contractor at no additional cost to City. Turf shall be swept, vacuumed, or otherwise cleaned to maintain a neat appearance at all times.
5. Walks, Curbs, and Hardscape. All sidewalks, curbs, hardscape, and miscellaneous asphalt and concrete surfaces shall be washed, swept, or blown off once a week. Any debris that is caused by the Contractor shall be thoroughly cleaned at once.
6. Planters and Ground Covers. All planters and ground cover areas shall be kept free from debris and weeds at all times. These areas shall be cultivated and weeded at not more than ten (10) working day intervals. These areas shall also be edged weekly, and any debris generated by this operation shall be removed immediately.
7. Trimming and Pruning. All shrubs, plants and trees shall be kept pruned and trimmed in accordance with good horticultural practices. Shrubs shall be maintained at 12" from roadway and trimmed in a manner that provides safe traffic flow. All trees shall be pruned in accordance with good horticultural practices and be kept clear of sidewalks, trails, and roadways through annual and biannual trimming.
8. Fertilizing. All turf areas shall be fertilized a minimum of four (4) times a year or as is necessary to maintain a healthy appearance and condition. Fertilizer material tags shall be submitted to the Director of Parks and Recreation or his/her designated representative for approval before application. All plants and trees shall be fertilized twice annually (in the spring and in the fall) with a balanced fertilizer (10-10-10) and treated as necessary to maintain a healthy condition and appearance. Contractor shall provide fertilizer. Every effort will be made to use low-maintenance plants that require minimal use of chemical fertilizers and pesticides. The use of organic fertilizing should be considered as an option if possible.
9. Weed, Pest, and Disease Control. All turf areas, planters, beds, trees, and tree wells shall be kept clear and free of all weeds, pests, and diseases at all times. Methods and materials used to accomplish this objective are subject to approval by the Director of Parks and Recreation or his/her designated representative but are supplied by Contractor. The use of organic pest control should be considered as an option if possible.
10. Re-seeding. Any turf area shall be re-seeded as required by the Director of Parks and Recreation or his/her designated representative, at Contractor's expense, if the Director determines that it is necessary due to negligence by contractor. When re-seeding, materials and horticultural practices used are subject to inspection and approval by Director of Parks and his/her designated representative.

11. Tree and Shrub Replacement. Contractor shall replace, at his expense any trees, shrubs, turf, or ground cover that die as a result of Contractor's negligence. City shall replace any trees, shrubs, turf, or groundcover that dies for reasons other than Contractor's negligence. Director of Parks and Recreation or his/her designated representative shall determine size of trees and shrubs; ground cover shall be from flats.
12. Traffic Controls. Contractor shall provide and display all safety devices and traffic controls in accordance with City standards at all times when working in the public right-of-way. All contractors' employees shall be attired in approved safety gear at all times and traffic control shall be as outlined by the Director of Parks. Failure to do so will result in an immediate shutdown of activity by the City. Any work not accomplished as a result of this shutdown shall be performed at another time with proper safety devices at no additional expense to the City.
13. Safety. All equipment and machinery utilized by the Contractor while performing work for the City shall be equipped and operated in such a manner so as to conform to all applicable laws and regulations, including, but not limited to Cal-OSHA, concerning safety and operations.
14. Turf Aeration and Thatching. Turf area shall be aerated and thatched in accordance with good horticulture practices. If the Contractor feels that a major renovation is needed, he shall notify the Director of Parks and Recreation or his/her designated representative prior to proceedings.

K. Miscellaneous Items.

1. All grass and shrub clippings and any other debris generated by the Contractor's activities shall be removed and properly disposed of by the contractor at his expense.
2. Dust or nuisance conditions occasioned by Contractor's work shall be alleviated immediately.
3. Each of Contractor's working crews shall have a responsible lead person who may represent Contractor to discuss work results with the Director of Parks and Recreation or his/her designated representative.
4. Contractor shall be responsible for keeping curb, gutter, and hardscape areas free of weeds and debris, at all times.
5. All of Contractor's personnel performing the work of this contract shall maintain appearance and uniforms in a manner acceptable to City standards.
6. Contractor shall pick up large trash items prior to moving.
7. Contractor shall review Table 1 "Trail Maintenance Activities and Frequencies" and other maintenance-related portions of the Yorba Linda Trails Operation and Management Plan and conduct all activities at the minimum frequencies cited unless otherwise specified in this Agreement.

L. PROGRESS AND COMPLETION

The work under this contract will begin within fifteen (15) days after receipt of notification to proceed by the City.

M. FEES TO BE PAID TO CONTRACTOR

The total fee payable for the services to be performed shall be _____ per month. No other compensation for services will be allowed except those items covered by supplemental agreements per Paragraph 6, "Changes in Work."

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APPENDIX C. Tract Map Analysis

Table 6. Tract Analysis

Easement Type Codes:	Trail Type Codes:
A = Recreational Trail	1 = Existing Equestrian/Multi-Purpose Trail
B = Equestrian Use	2 = Existing Pedestrian Trail (built, not dedicated)
C = Public ROW	3 = Existing Paved Trail
D = Drainage	4 = Planned Equestrian Trail (from General Plan)
E = Landscaping	5 = Planned Equestrian (built, not dedicated and not on GP trails map)
F = Emergency Access	6 = Planned Local Multi-Purpose Trail
	7 = Existing City of Anaheim Trail
	8 = County of Orange Bike Path

Tract #	Easement Type(s)	Proximate Trail Type	Easement Width/Location	Comments
683				
1132				
2024	D		10' Drainage Easement lots 13-14	2024
4032	C	6	ROW: Pacific Ave = 60', Casa Loma Ave = 40', Citrus Ave = 30;	
4088				
4147		1,4		Insufficient data, easements need to be identified in field
4147	B	1, 4	Equestrian = 20' (par 8-10), 15' (par 6-7), 10' (par 4-5), 3' (par 1-3)	
4147	C	1, 4	ROW: Highland Ave = 33', Buena Vista Ave = 45', Caballo Drive = 52'	
4147	G	1, 4	Sanitary Sewer = 20' (par 12, 9, 8)	
4147	H	1, 4	Water = 20' (par 12, 9, 8)	
4147	I	1, 4	Storm Drain = 15' (par 13, 7)	
4205	C	1,4	ROW: Avocado Ave = 30', Avolinda Dr. = 60', La Casita = 60'	
4205	D	1,4	Drainage = 10' (par 28, 29)	
4205	C	1, 4	ROW: Avocado Ave = 30', Avolinda Drive = 60', Camela Street = 56', 60', La Casita Avenue = 60', Dorthea Street = 60'	
4205	D	1, 4	Drainage = 10' (par 51, 52)	
4205	H	1, 4	Water = 10' (par 21, 27, 28, 29)	
4255	C	4	ROW: Oriente Drive = 30', Lakeview Ave = 40', Boeing Ave = 60', Avolinda Drive = 60', Piper Place = 50'	Nearest trail
4255	D	4	Drainage = 10' (par 31, APN 323-331-036)	Nearest trail
4282	C	1, 4	ROW: Avocado Ave = 30', La Casita Ave = 60', Niantic Place = 56', Nogal Ave = 60', Boeing Ave = 60'	Nearest trail

Tract #	Easement Type(s)	Approximate Trail Type	Easement Width/Location	Comments
4282	D	1, 4	Drainage = 5' (par 9) 10' (par 37, 38)	Nearest trail
4282	H	1, 4	Water = 8' (par 18), 10' (par 17)	Nearest trail
4530	C	1, 4	ROW: Casa Loma Ave = 60', Ridgecrest Drive = 60', Trail View Place = 60', Sonoma Way = 60', Jay Street = 60', Richfield Road = 40'	
4530	H	1, 4	Water = 15' (par 7)	
4599	C	4	ROW: Avocado Ave = 30', Avolinda Drive = 60', Piper Place = 60', Oriente Drive = 30'	
4599	D	4	Drainage = 10' (par 2, 4, 11) 15' (par 5)	
4599	H	4	Water = Unknown (par 12)	
4636				
4672				
4800				
5077	A	1,4	Rec = 20' (par 7-14)	
5077	C	1,4	ROW: Dorthea = 60', Ohio = 30'	
5077	D	1,4	Drainage = 20' (par 1-4), 20' (par 24 & 26)	
5077	C	1, 4	ROW: Ohio Street = 30', Dorthea Street = 60'	
5077	D	1, 4	Drainage = 20' (par 14, 1-4), 40' (par 24), 15' (par 26, 1)	
5077	G	1, 4	Sanitary Sewer = 15' (par 19)	
5077	H	1, 4	Water = 15' (par 6, 21-24)	
5077	N	1, 4	Drainage, Recreational & Greenbelt = 20' (par 7-14)	
5077	N		20' easement along lots 8-14	
5077	H		15' in lot 6.	
5077	D		20' lots 1-4	
5077	D		15' lots 21-26	
5077	G		15' lot 19	
5320	C	4	ROW: Lamplight = 50', N. Ohio = 30'	
5320	D	4	Drainage = 20' (par 6, 7)	
5320	C	1, 4	ROW: Lamplight Lane = 50', North Ohio Street = 30'	
5320	D	1, 4	Drainage = 20' (par 6, 7)	
5676	I		10' in lot 7	
5676	B		10' lots 1-4	
5676	D &		20' in lots 11-13	
5676	B H		10' in lot 3	
5686	B	1, 4	Equestrian = Varies (par 13, 14, 15, APN 343-171-015, 016, 017)	

Tract #	Easement Type(s)	Approximate Trail Type	Easement Width/Location	Comments
5686	C	1, 4	ROW: Seminole Way = 60', Trail View Place = 56', Richfield Road = 40'	
5686	D	1, 4	Drainage = Varies (par 13, 14, 15, APN 343-171-015, 016, 017)	
7921	B	1,4	Equestrian = 10' (par 5-9)	
7921	C	1,4	ROW: Ohio St = 30', Shadow Ridge = 40'	
7921	D	1,4	Drainage = 15' (par 5-9), 15' (par 1-5)	
7921	B	1, 4	Equestrian = 10' (par 5-9)	APN 323-381
7921	C	1, 4	ROW: Ohio Street = 30'	APN 323-381
7921	D	1, 4	Drainage = Varies (par 1)	
7921	G	1, 4	Sanitary Sewer = 15' (par 5-9), 40' (par 1-9)	
7921	H	1, 4	Water = 15' (par 4-5), 40' (par 1-9)	
7957	B	1	Equestrian = 10' (1-5) (9-15), 20' (1, 13, 14)	
7957	C	1	ROW: El Cajon 30', Prospect Ave = 30', Rancho Ln. = 52'	
7957	D	1	Drainage = 10' (par 12 & 15)	
7977	C	4,6	ROW: Casa Loma = 30', Bastanchury = 50', Eureka = 30', San Pablo = 52', San Simeon = 52', San Rufino = 52', La Entrada = 60'	
7977	D	4,6	Drainage = 10' (par 36-40)	
8122	B		10' in lots 1-6	
8122	D		10' in lot 5	
8122	G		15' in lots 6-7	
8138	C	1,4	ROW: Richfield = 40', Plum Tree = 60'	
8138	B	1, 4	Equestrian = 15' (par 11, 12, 13, APN 343-171-036, 037, 038)	
8138	C	1, 4	ROW: Plum Tree Lane = 60', Richfield Road = 40'	
8165	B	1, 4, 10	Equestrian = 10' (par 1-28)	
8165	C	1, 4, 10	ROW: Highland Ave = 30', Lakeview Ave = 50', Heather Way = 52', Holly Circle = 52',	
8165	D	1, 4, 10	Drainage = 10' (par 6, 15), 15' (par 5), Varies (par 16, 25, 26)	
8165	G	1, 4, 10	Sanitary Sewer = 15' (par 5, 19, 22, 26)	
8169		1,6		Insufficient data, easements need to be identified in field
8201	B		60' Equestrian easement (west and south of tract)	

Tract #	Easement Type(s)	Approximate Trail Type	Easement Width/Location	Comments
8201	B		15' Equestrian easement (also drainage) (north side of tract)	
8201	B		6' Equestrian easement (also drainage) lots 13- 14	
8201	D		10' Drainage Easement lost 7-8	
8201	C		20' easement dedicated to Yorba Linda Community District	
8240	A	1,4	Rec = 20' (par 1,14, 21-25 & 9)	
8240	C	1,4	ROW: Highland = 30', Sun View = 50', Sun Knoll Dr.= 60', Sun Knoll Cir = 50',	
8240	D	1,4	Drainage = 10' (par 13)	
8240	C	1, 4	ROW: Sun View Road = 50', Sun Knoll Drive = 50', Sun Knoll Circle = 50', Highland Ave = 30'	
8240	D	1, 4	Drainage = 10' (APN 343-131-002)	
8269	B	1	Equestrian = 10' (par 1-11, 13-16)	
8269	C	1	ROW: Avocado Ave = 30', 60'	
8269	D	1	Drainage = 30' (adjacent par 1), 10' (par 1-6)	
8269	H	1	Water = 25' (par 12), 50' (par 7-16), 10' (par 7-11)	
8269	J	1	Public Utility = 5' (par 12-16), 40' (par 7-16)	
8269	K	1	Parkway = 3.3' (par 1-6)	
8269	L	1	Electric = 10' (par 11, 12)	
8269	M	1	Oil = 10' (par 11, 12)	
8279	D	1,4	ROW: Cedar = 60', Evergreen = 60', Citriodora = 60', Sycamore = 56-60', Avocado = 30'	
8279	C	1, 4	ROW: Avocado Street = 30', Sycamore Circle = 60', Citriodora Ave = 60', Cedar Ave = 60', Evergreen Ave = 60'	
8279	C	1, 4	ROW: Cedar Avenue = 60', Sycamore Circle = 56', 60', Citriodora Ave = 60', Evergreen Ave = 60', Avocado Ave = 30'	
8282	C	4,6	ROW: Imperial Hwy = 20', Valley View = 30-40', Casa Loma = 30', Bastanchury = 50', La Entrada = 60', La Cadena = 56', La Cuesta = 56', Villa Grande = 60'	
8282	D	4,6	Drainage = 10' (par 17-19)	
8316	C	1,4	ROW: Yorba Linda Blvd = 50', Avocado = 30', Oak Tree = 52'	
8316	C	1, 4	ROW: Avocado Street = 30', Yorba Linda Boulevard = 50', Oak Tree Court = 52'	

Tract #	Easement Type(s)	Approximate Trail Type	Easement Width/Location	Comments
8316	C	1, 4	ROW: Avocado Ave = 30', Oak Tree Court = 52', Yorba Linda Boulevard = 50'	
8421	A	1,3,4,6	Rec = .9 ac) = (lot A), 2.533 ac (lot B-1), 2.44 ac (B-2), 2.55 ac (C)	
8421	C	1,3,4,6	ROW: Deerfoot = 52', Arroyo Cajon = 83', Stonecrest = 52', Winchester 52', Sandy Hill = 56', Trailcrest = 52', Bridle lane = 52', Pepper Lane = 52', Sunmist = 50', Fox Field = 52', Saddletree = 52', Parkside = 56'	
8421	D	1,3,4,6	Drainage = 10' (par 42)	Key node for trail connection
8443	C	1,6	ROW: Sunview = 50', Sun Hill = 60', Highland = 30', Mariposa = 30',	
8443	D	1,6	Drainage = 20' (par 1,12,13,17-19)	
8643	B	1, 4, 10	Equestrian = 20' (par 11-20), 10' (par 1-5)	
8643	C	1, 4, 10	ROW: Highland Ave = 30', Lakeview Ave = 25', Magnolia Ave = 56', Magnolia Way = 56', Peppergrove Street = 56'	
8643	D	1, 4, 10	Drainage = Varies (par 10)	
8643	G	1, 4, 10	Sanitary Sewer = 10' (par 11), 20' (par 15, 10), 25' (par 3, 4, 5)	
8643	H	1, 4, 10	Water = 10' (par 10), 25' (par 3, 4, 5)	
8643	I	1, 4, 10	Storm Drain = 10' (par 11)	
8744	B	1, 4	Equestrian = 10' (par 4-10)	Nearest trail
8744	C	1, 4	ROW: Yorba Linda Boulevard = 55', Ohio Street = 30'	Nearest trail
8744	J	1, 4	Public Utility: Sunrise Place = 40', Sundown Lane = 40'	Nearest trail
8744	O	1, 4	Access = 10' (par 16)	Nearest trail
8744	Q	1, 4	Gas = 9' (Ohio Street)	Nearest trail
8759	B		10' equestrian easement south end	
8759	B		5' equestrian easement west side	
8759	B		10' equestrian easement north side	
8759	B		there are 3 10' internal private reciprocal equestrian easements	
8759	H		10' water easement lot 13	
8759	D		10' storm drain easement lot 27	
8759	G		10' sewer easement lot 26	
8870				
8974				
9116	C	1,4	ROW: Imperial = 20', Casa Loma = 30', Misty Ave - 52', Weatherly = 52', Rainbow Ln = 52'	
9116	D	1,4	Drainage = 10' (par 6)	

Tract #	Easement Type(s)	Approximate Trail Type	Easement Width/Location	Comments
9127	C	4	Row: Lofty View = 38', Spring Dr = 38-52', Quarry View = 30'	
9127	D	4	Drainage = 20' (par 39), 15' (par 45)	
9192				
9195	B	1, 4	Equestrian = 10' (par 1-5), 20' (par 5-8)	
9195	C	1, 4	ROW: Yorba Linda Boulevard = 50', Ohio Street = 30', Los Palominos Drive = 48', Silver Spurs Lane = 48', Buckskin Circle = 48'	
9195	E	1, 4	Landscaping = 18' (par 8-11)	
9195	G	1, 4	Sanitary Sewer = 10' (par 8)	
9195	H	1, 4	Water = 10' (par 12)	
9195	I	1, 4	Storm Drain = 10' (par 9)	
9195	J	1, 4	Public Utility: Yorba Linda Boulevard = 50', Ohio Street = 30', Los Palominos Drive = 48', Silver Spurs Lane = 48', Buckskin Circle = 48'	
9233				
9258	C	4	ROW: Cedar Ave = 52', Oriente Dr = 50'	
9258	C	4	ROW: Oriente Drive = 30', Cedar Avenue = 52'	
9258	G	4	Sanitary Sewer = 10' (par 1, 2)	
9258	H	4	Water = 15' (par 13, 14)	
9281	B	1,4	Equestrian = 10-20' (par 6-9)	
9281	C	1,4	ROW: Ohio St = 30', Oriente Dr = 30', Vallicito Dr = 40'	
9281	D	1,4	Drainage = 10' (par 4 & 5)	
9281	B	1, 4	Equestrian = 10' (par 5, 6), 20' (par 6-9)	
9281	C	1, 4	ROW: Oriente Drive = 30', Ohio Street = 30'	
9281	D	1, 4	Drainage = 10' (par 3-9)	
9377	C		ROW: Valley View Avenue = 10', Aspenglow Lane = 52', Aspenglow Circle = 52'	
9377	B		Equestrian = 5' (par 7, 11-15)	
9377	H		Water = 10' (par 13)	
9377	I		Storm Drain = 10' (par 15)	
9377	G		Sanitary Sewer = 20' (par 20, 21)	
9377	N		Recreational = 30' (par 15-24)	
9418	B		10' Equestrian easement (also storm drain)	
9418	B		10' Private equestrian easement west and south sides	
9418	B		5' Private equestrian easement east side	
9418	H		15' water line easement lot 9	

Tract #	Easement Type(s)	Approximate Trail Type	Easement Width/Location	Comments
9418	G		15' Sewer line easement lot 6	
9418	D		10' Storm Drain easement lo 7	
9426	A		Lot 'A' looks like linear park; however, no description is given in tract map.	
9426	A		Lot A is linear Park	
9522	B	1,4	Equestrian = 10' (par 6-9)	
9522	C	1,4	ROW: Highland Ave = 30', Lantana Dr = 52'	
9522	D	1,4	Drainage = 20' (par 2-4), 25' (par 4-9)	
9638	B	1, 3	Equestrian = 10' (par 1-4)	
9638	C	1, 3	ROW: Grand View Avenue = 30', Ohio Street = 30', Linda Verde Street = 30', Buena Vista Avenue = 30'	
9638	I	1, 3	Storm Drain = 15' (par 1-5)	
9711	C		ROW: Los Angeles Street = 30', 30' end of Los Angeles Street (par 1); Prospect Avenue = 30'; Bastanchury Road 50'	APN 322-161; Northeast Corner of Bastanchury Road and Prospect Avenue
9711	I		Storm Drain = 10' (par 1)	APN 322-161; Northeast Corner of Bastanchury Road and Prospect Avenue
9711	C		Road easement could be used for other purposes if not already claimed.	
9711	D		10' Drainage Easement lot 1	
9711	G		10' sewer easement lot 1	
9713				
9718	A		Varying width in lots A, B,C , D, E, F, H, I, J	
9813	B	1,3,4	Equestrian = 10' (par 118), 15' (par 82, 88, 89, 107, 108, 118, 119, 121, 122)	Equestrian easement is dedicated for private use
9813	C	1,3,4	ROW: Spring Oak = 52', View Park Dr = 56', Hickory Tree Ln = 52', Clear Haven Drive = 52', Twin Oak = 52', Trail Edge = 40', San Antonio Rd = 60', Willow Tree Ln = 52', Ridge Park Dr = 52', Alder Ave 52', Aspen Way = 56', Via Corzo = 52'	
9813	D	1,3,4	Landscape = Varies (par 15, 36, 37, 42, 43, 46, 49-55, 107, 108, 118, 119, 122, lot C)	
9813	E	1,3,4	Drainage = 15' (par 18, 26, 31, 56, 57, 82, 89, 108, 134), 20' (par 27, 39, 34, 63)	
9870	A & B K		Lot 'A' is designated bicycle ped and equestrian trails. Width varies	

Tract #	Easement Type(s)	Approximate Trail Type	Easement Width/Location	Comments
9870	A D & G		easement at end of via Angelina connects to vista Laguna Rd.	
9870	D		10' Storm drain through lot 75	
9870	A & K		Lot 'C' looks like linear park also. (not designated on map)	
9871	A & B K		Lot 'A' is easement of varying width for bike/ped/equestrian purposes	
9871	D		10' Storm Drain easement lot 62	
9871	G		10' sewer easement lot 63	
9871	A & K		Lot B is park with possible bike & Ped trails	
9916	C		Former railroad ROW might be used for trail purposes.	
9916	B		10' equestrian trail along east side of tract also sewer easement	
9916	B		10' private equestrian easement in lot 8.	
9916	G & D		10' drainage and sewer easement between lots 8 & 9.	
9927	E		5' landscaping easement along Yorba Linda Blvd., could be used for trail.	
9927	G & H & D		10' easements of types listed left lot 1	
9959	D		20' storm drain easement lots 6 & 7.	
9959	L		15' Edison easement lots 1-5	
9989	B		7.5' easement along lots 14-23	
9989	B		7.5' private easement along lots 25-26	
9990	B		10' Private equestrian easement along west side	
9990	DG H		10' easements of types listed left lots 20-21 and 8 and 11	
9990	Q		50' gas easement west side	
9991	B		7.5' equestrian easement along lots 8-10	
9991	B		10' private equestrian easement along lots 10- 12	
10000	B	1,4,6	Equestrian: 7.5' (par 19-27)	
10000	C	1,4,6	ROW:Paseo De Las Palomas = 41', Paseo Panorama = 52', Circulo Bajo = 52', Paseo Alto = 52',	
10118				
10164	G & H		15' water and sewer easements at north ends of both cul-de-sacs	
10164	C		13' easement for widening of Bastanchury road...	

Tract #	Easement Type(s)	Approximate Trail Type	Easement Width/Location	Comments
10266	D & G & H		lots of easements of varying widths for purposes at left. Lots 31, 32 and 34. Check use of lot 34, it's big and could be a park.	
10455	D & H		15' water and storm drain easements	
10455	G		Sewer easement could be used as connection to Yorba Linda Blvd.	
10517	T		Lots of land on both sides of Antonio Rd. as Open Space, various smaller easements through this area.	
10517	D		large easement for storm drains between lots 18 & 19.	
10517	D		15' storm drain easement between 5 & 6	
10517	D		20' storm drain easement lot 30	
10518	C	1,4	ROW: Felipa Rd = 52', Via Corona = 52', Via Mariano = 52', Via Teodocio = 52'	
10518	D	1,4	Drainage = 10' (par 53, 47, 38)	
10519				
10603	A & B		Lot 'A and B' are for bike/ped/equestrian trail	
10603	D		Lot 'E' has hard edges and is drain easement - might be worth looking at it for connection.	
10603	D H		storm drain and water easements adjacent to lot 11.	
10603	T		Lots A, B, C, and D look like parks, paths possible.	
10604	A		Lot A, 50' for bike and ped trail.	
10604	T		Lot B could be park, several utility easements cross it.	
10605	A & B		Lot A is for bike/ped/equestrian trail	
10605	T		Lot B looks like linear park, trails likely.	
10605	G H D		10' easements of types listed left pass through lot A.	
10606	A		Lot A has bike and ped trails all over it.	
10606	T		Lots B, C and D look like parks, probable walkways here.	
10606	D H		drainage and sewer easements by lots 16 and 12	
10607	T		Lot A could have trails, linear park?	
10899	C	1,3,4	ROW: Yorba Linda Blvd = 50', Via Piedra = 52', Via Casco = 52', Via Contento = 52', Via Amante = 52', Via Corzo = 52'	

Tract #	Easement Type(s)	Approximate Trail Type	Easement Width/Location	Comments
10899	D	1,3,4	Drainage = 10' (par 3,28, 32, 39, 50)	
10899	E	1,3,4	Landscape = 5' (par 1-3, 10-13)	
11055	C	8	ROW: Via Verano = 50', Via Bravo = 50'	Nearest trail
11055	G	8	Sanitary Sewer = Unknown	As shown on Improvement Plans. Nearest trail
11055	I	8	Storm Drain = Unknown	As shown on Improvement Plans. Nearest trail
11056	C	8	ROW: Via Lenardo = 54', Via Arriba Linda = 54', Via de Campo = 50', Via Bravo = 50'	
11056	E	8	Landscaping = Varies (par 1-10)	Vacated 10-02-90. Nearest trail
11056	G	8	Sanitary Sewer = Unknown	As shown on Improvement Plans. Nearest trail
11056	I	8	Storm Drain = 10' (par 9), 15' (par 10)	As shown on Improvement Plans. Nearest trail
11057	C	8	ROW: Vista Lampara = 50', Camino Caluroso = 50'	Nearest trail
11057	E	8	Landscaping = Varies (par 13-25, A)	Nearest trail
11057	G	8	Sanitary Sewer = Unknown	As shown on Improvement Plans. Nearest trail
11057	H	8	Water = 15' (par 13)	Nearest trail
11057	I	8	Storm Drain = Unknown	As shown on Improvement Plans. Nearest trail
11058	C	8	ROW: Vista Cantora = 50', Via Arriba Linda = 54', Via Verano = 50'	Nearest trail
11058	G	8	Sanitary Sewer = Unknown	As shown on Improvement Plans.
11058	I	8	Storm Drain = 15' (par 14)	As shown on Improvement Plans. Nearest trail
11174				
11306	C		ROW: Valley View Avenue = 40'	
11306	E		Landscaping = 10' (par 1-3, 11)	
11306	B		Equestrian = 20' (par 7-8), 25' (par 1, 5-7)	
11306	G		Sanitary Sewer = 20' (par 5), Varies (par 1-11)	
11306	H		Water = 20' (par 5), Varies (par 1-11)	
11306	I		Storm Drain = 20' (par 7-8)	
11331	C		ROW: Kellogg Drive = 40'	
11339				
11378				

Tract #	Easement Type(s)	Approximate Trail Type	Easement Width/Location	Comments
11585	T		Lot B is park with trails likely	
11585	A B		easement connects lot B with Village Center Dr. for bike/ped/equestrian purposes.	
11585	T		Lot A looks like connecting park. Connections to Via Las Villas and Via Talavera	
11709	B	1,4	Equestrian = 15' (par 4,8,9)	
11709	C	1,4	ROW: Hidden Hills = 48', Green Mount Pl = 36', High Tree Cir = 36', Sky Ridge Dr = 36', Sunbeam Ln = 36'	
11709	D	1,4	Landscape = Several Acres (par 1-4, 8,9,11,24- 29, 37-46, 48)	
11709	E	1,4	Drainage = 15' (par 27),25' (par A)	
11764	C	1,4	ROW: Hidden Hills = 60'	
11764	E	1,4	Drainage = 25' (par A)	
11836	A	1,8	Rec = 28-38' (par 2-5)	
11836	C	1,8	ROW: La Palma Ave = 76-92', Camino De Bryant = 64', Gypsum Canyon Rd (unbuilt) = 500'	
11836	E	1,8	Drainage = 50' (par 1-5), 30' (par 6,7), 20' (par 1-4), 15' (par 1, 2)	
11836	C	8	ROW: La Palma Avenue = 76', Camino de Bryant = 64', Gypsum Canyon Road = 500' (par F)	Nearest trail
11836	E	8	Landscaping = 24' (par 2), 16' (par 4), Varies (par 17)	Nearest trail
11836	E	8	Electric = 20' (par B, 5, 6, 7), 10' (par B, 6, 7)	Nearest trail
11836	G	8	Sanitary Sewer = 15' (par C, D), 30' (par B, C, D, E, F, G, 6, 7), 50' (par 1, 2, 3, 4, 5)	Nearest trail
11836	H	8	Water = 50' (par 1, 2, 3, 4, 5)	Nearest trail
11836	I	8	Storm Drain = 30' (par C), 20' (par 1, 2, 3, 4, 5, D, E, F), 15' (par 1, 2, 4, 5, E, F),	Nearest trail
11836	J	8	Public Utility: 50' (par 1, 2, 3, 4, 5)	Nearest trail
11836	N	8	Drainage, Recreational & Greenbelt = 40' (par 2, 4), 28' (par 5)	Nearest trail
11836	O	8	Access = 50' (par 1, 2, 3, 4, 5), 12' (par 2, 4), 28' (par 5), Unknown (par 5), 20' (par B, 6, 7)	Nearest trail
11836	P	8	Pipeline = 20' (par B, 5, 6, 7)	Nearest trail
11836	Q	8	Gas = Unknown (par 5)	Nearest trail
11836	U	8	Slope = 5' (par 2), Varies (par 4), 10' (par 5)	Nearest trail
11945	B	1, 4	Equestrian = 10' (par 5-8)	

Tract #	Easement Type(s)	Approximate Trail Type	Easement Width/Location	Comments
11945	C	1, 4	ROW: North Ohio Street = 30'	
11945	G	1, 4	Sanitary Sewer = 40' (par 1-8)	
11945	H	1, 4	Water = 15' (par 3-5), 40' (par 1-8)	
11945	J	1, 4	Public Utility = 40' (par 1-8)	
11945	L	1, 4	Electric = 10' (par 1, 2), 6' (par 1-3)	
11945	O	1, 4	Access = 40' (par 1-8)	
11972	B	1,4	Equestrian = 15' (par 7)	
11972	C	1,4	ROW: Palm Ave = 30', Yorba Linda Blvd = 50'	
11972	E	1,4	Drainage = 20' (par 13), 10' (par 5, 6, 8)	
11972	B	1, 4	Equestrian = 12' (par 7)	
11972	C	1, 4	ROW: Yorba Linda Boulevard = 50', Palm Ave = 30'	
11972	D	1, 4	Drainage = 20' (par 1-6), 10' (par 5, 8)	
11972	H	1, 4	Water = 20' (par 13), 70' (par 1-12), 10' (par 6)	
11972	J	1, 4	Public Utility = 70' (par 1-12)	
12010	A	4	Rec = 9.829 ac (par B)	
12010	C	4	ROW: Yorba Linda Blvd = Granby Dr 26', Potomac Ave = 36', Clearwater Dr = 36', Mackenzie Ave = 36', Feather Ave = 36'	
12670				
12779	C	8	ROW: Via Verano = 50', Paseo de Toronto = 54'	Nearest trail
12779	G	8	Sanitary Sewer = Unknown	As shown on Improvement Plans. Nearest trail
12779	I	8	Storm Drain = 10' (par 10)	As shown on Improvement Plans. Nearest trail
12779	O	8	Access = 20' (par 12)	Nearest trail
12780	C	8	ROW: Vista Cantora = 50'	Nearest trail
12780	G	8	Sanitary Sewer = Unknown	As shown on Improvement Plans. Nearest trail
12780	I	8	Storm Drain = Unknown	As shown on Improvement Plans. Nearest trail
12781	C	8	ROW: Via de Campo = 50', Paseo de Toronto = 54'	Nearest trail
12781	G	8	Sanitary Sewer = Unknown	As shown on Improvement Plans. Nearest trail
12781	I	8	Storm Drain = Unknown (par 11, 12)	Nearest trail

Tract #	Easement Type(s)	Approximate Trail Type	Easement Width/Location	Comments
12783	C	8	ROW: Avenida del Tren = 40', Camino Vista = 50', Via Lenardo = 54'	Nearest trail
12783	E	8	Landscaping = Varies (par 1-18, 21-23)	Vacated on par 1-2, 7-18, 21-23. Nearest trail
12783	G	8	Sanitary Sewer = Unknown	As shown on Improvement Plans. Nearest trail
12783	I	8	Storm Drain = Unknown	As shown on Improvement Plans. Nearest trail
12821	B	1,4,6	Equestrian = Varies (par 6, 7, 10)	
12821	D	1,4,6	Landscape/slope = Varies (par B)	
12821	E	1,4,6	Drainage = 15' (par 10)	
12878				
13230	A	1,4	Rec/OS = 104.944 ac (par A)	
13230	B	1,4	Equestrian = 15' (par 26-38, 48)	
13230	C	1,4	ROW: Hidden Hills Rd = 55', Hidden Hills Ct = 55'	
13230	E	1,4	Drainage = 10' (par 1, 9, 14, 22, 23, 26-31, 45), 15' (par 43), 20' (par 7-19, 25-37, 48), 5+ac (par 44)	
13230	B	1, 4	Equestrian = 15' (par 25-38, 48)	
13230	C	1, 4	ROW: Hidden Hills Road = 55', Hidden Hills Court = Unknown	
13230	D	1, 4	Drainage = 10' (par 1, 14-17, 22-23, 26-31), 20' (par 8-19, 25-37, 48), Varies (par 44)	
13230	I	1, 4	Storm Drain = 10' (par 1, 9, 14-17, 22-23, 26, 35, 37, 45), 15' (par 43)	
13230	O	1, 4	Access = 15' (par 43)	
13230	T	1, 4	Open Space = Lot A	
13233	C	8	ROW: Early Star Way = 50', Evening Breeze Drive = 50'	Nearest trail
13233	D	8	Drainage = Varies (par 10-18), 15' (par 17),	Nearest trail
13233	G	8	Sanitary Sewer = Unknown	As shown on Improvement Plans. Nearest trail
13233	I	8	Storm Drain = 10' (par 11), 15' (par 7, 15), Varies (par 16)	As shown on Improvement Plans. Nearest trail
13233	I	8	Storm Drain = 20' (par 17), 16' (par 18)	Nearest trail
13371	C	1,4	ROW: Via Lomas De Yorba E = 56-58'	
13372	C	4	ROW: Avenida de Marcia = 54', La Mancha = 54', La Grande = 50', Avenida de Despacio = 54'	Nearest trail
13372	E	4	Landscaping = Varies (par 51)	Nearest trail

Tract #	Easement Type(s)	Approximate Trail Type	Easement Width/Location	Comments
13372	G	4	Sanitary Sewer = Unknown	As shown on Improvement Plans. Nearest trail
13372	I	4	Storm Drain = Unknown	As shown on Improvement Plans. Nearest trail
13373	C	1, 4, 8	ROW: Avenida de Marcia = 54', Avenida de Michele = 50', Avenida de Kristine = 54'	Nearest trail
13373	D	1, 4, 8	Drainage = 15' (par 38)	Nearest trail
13373	H	1, 4, 8	Water = 20' (par A, 30, 31)	Nearest trail
13373	I	1, 4, 8	Storm Drain = 15' (par 38)	Nearest trail
13373	P	1, 4, 8	Pipeline = 20' (par 31, A), 40' (par A, 39-40), Varies (par A, 38, 39, 42)	Nearest trail
13374	C	1, 4	ROW: La Mancha = 54', La Fiesta = 40', La Homa = 50'	
13374	E	1, 4	Landscaping = Varies (par 19-34)	
13374	G	1, 4	Sanitary Sewer = Unknown	As shown on Improvement Plans
13374	I	1, 4	Storm Drain = Unknown	As shown on Improvement Plans
13375	C	4	ROW: Los Estados = 50'	Nearest trail
13375	E	4	Landscaping = Varies (par 12-13, 1, 32)	Nearest trail
13375	G	4	Sanitary Sewer = 15' (par 12)	Nearest trail
13375	H	4	Water = 15' (par 16)	Nearest trail
13375	I	4	Storm Drain = 15' (par 12)	Nearest trail
13376	C	4	ROW: Los Monteros = 54'	Nearest trail
13376	E	4	Landscaping = Varies (par 1)	As shown on Improvement Plans. Nearest trail
13376	G	4	Sanitary Sewer = Unknown	As shown on Improvement Plans. Nearest trail
13376	I	4	Storm Drain = 10' (par 18)	Nearest trail
13377	C	4	ROW: Los Monteros = 54'	Nearest trail
13377	E	4	Landscaping = Varies (par 20)	Nearest trail
13377	G	4	Sanitary Sewer = Unknown	As shown on Improvement Plans. Nearest trail
13377	H	4	Water = 17' (par 16), 15' (par 7)	Nearest trail
13377	I	4	Storm Drain = 10' (par 8)	As shown on Improvement Plans. Nearest trail
13378	C	4	ROW: Los Adornos = 50'	
13378	E	4	Landscaping = Varies (par 1-13)	

Tract #	Easement Type(s)	Approximate Trail Type	Easement Width/Location	Comments
13378	G	4	Sanitary Sewer = Unknown	As shown on Improvement Plans
13378	H	4	Water = 15' (par 14)	
13378	I	4	Storm Drain = Unknown	As shown on Improvement Plans
13378	O	4	Access = 20' (par 13)	
13379	C	4	ROW: Avenida de Despacio = 54'	
13379	E	4	Landscaping = Varies (par 13-24)	
13379	G	4	Sanitary Sewer = Unknown	As shown on Improvement Plans
13379	I	4	Storm Drain = Unknown	As shown on Improvement Plans
13380	C	1,4	ROW: Avenida De Despacio = 54', Avenida De Marcia = 54'	
13380	D	1,4	Landscape = Several Acres (par 11-17)	
13380	C	1, 4	ROW: Avenida de Despacio = 54', Avenida de Marcia = 54'	
13380	E	1, 4	Landscaping = Varies (par 11-17)	
13380	G	1, 4	Sanitary Sewer = Unknown	As shown on Improvement Plans
13380	I	1, 4	Storm Drain = Unknown	As shown on Improvement Plans
13444	B	1, 4, 10	Equestrian = Varies (Lot B)	
13444	C	1, 4, 10	ROW: Via Guadalupe = 52', Via Celestina = 52'	
13444	G	1, 4, 10	Sanitary Sewer = 20' (par 8-9)	
13444	I	1, 4, 10	Storm Drain = 20' (par 8-9)	
13444	J	1, 4, 10	Public Utility: Via Guadalupe = 52', Via Celestina = 52'	
13444	T	1, 4, 10	Park = Lot A	
13444	A & B		Lot B has easements for ped/bike/equestrian trails	
13444	D G H		10' easements for purposes left have connections from Via Celestina to easements in lot B.	
13479	A	4	Rec = 2.198 (par A), 1.178 (par B), 8.616 (par C), 6.405 (par D)	
13479	C	4	ROW: Camino De Bryant = 54', Brush Canyon = 54'	
13479	E	4	Drainage = 15' (par C, D), 20' (par A, C, D)	
13479	C	8	ROW: Camino de Bryant = 64', Brush Canyon Drive = 54'	Nearest trail
13479	H	8	Water = 20' (par C)	Nearest trail
13479	I	8	Storm Drain = 20' (par A, C, D), 15' (par D)	Nearest trail
13479	O	8	Access = 20' (par C)	Nearest trail

Tract #	Easement Type(s)	Approximate Trail Type	Easement Width/Location	Comments
13479	S	8	Phone = 20' (par A, B)	Nearest trail
13480	C	8	ROW: Meadow Land Drive = 50', Pine Meadow Way = 50', Leafy Meadow Lane = 50', Green Hollow Lane = 50', Feather Grass Lane = 50'	Nearest trail
13480	E	8	Landscaping = Varies (par 36-38, 44-45, 55-56, 74)	Nearest trail
13480	H	8	Water = 20' (par 19-20)	Nearest trail
13480	I	8	Storm Drain = Varies (par 4-19), 10' (par 7, 10, 13, 26), 15' (par 49)	Nearest trail
13480	O	8	Access = 20' (par 19, 20)	Nearest trail
13481	C	8	ROW: Brush Canyon Drive = 54', Running Springs Way = 50', Evening Breeze Drive = 50'	Nearest trail
13481	D	8	Drainage = 26' (par 19-22)	Nearest trail
13481	E	8	Landscaping = Varies (par 1-5)	Nearest trail
13481	H	8	Water = 20' (par 18-19)	Nearest trail
13481	I	8	Storm Drain = 20' (par 18, 19)	Nearest trail
13481	J	8	Public Utility: Brush Canyon Drive = 54', Running Springs Way = 50', Evening Breeze Drive = 50'	Nearest trail
13481	O	8	Access = 20' (par 18, 19)	Nearest trail
13481	S	8	Phone = 20' (par 1-5)	Nearest trail
13482	C	8	ROW: Bayberry Way = 50', Blackberry Way = 50', Elderberry Way = 50', Loganberry Lane = 50', Mulberry Way = 50', Hollyberry Lane = 50', Candleberry Lane = 50'	Nearest trail
13482	E	8	Landscaping = Varies (par 1-8, 43-51, 57-62, 70, 74-75,)	Nearest trail
13482	G	8	Sanitary Sewer = 15' (par 52)	Nearest trail
13482	H	8	Water = Unknown (par 44)	Nearest trail
13482	I	8	Storm Drain = 15' (par 69)	Nearest trail
13482	J	8	Public Utility: Bayberry Way = 50', Blackberry Way = 50', Elderberry Way = 50', Loganberry Lane = 50', Mulberry Way = 50', Hollyberry Lane = 50', Candleberry Lane = 50'	Nearest trail
13483	C	8	ROW: Evening Breeze Drive = 50'	Nearest trail
13483	D	8	Drainage = 26' (par 1-12)	Nearest trail
13483	E	8	Landscaping = Varies (par 23)	Nearest trail
13483	I	8	Storm Drain = 10' (par 3, 7)	Nearest trail
13483	J	8	Public Utility: Evening Breeze Drive = 50'	Nearest trail
13484	C	8	ROW: Brush Canyon Drive = 54', Bluebrook Lane = 50', Meadow Lake Lane = 50'	Nearest trail

Tract #	Easement Type(s)	Approximate Trail Type	Easement Width/Location	Comments
13484	E	8	Landscaping = Varies (par 1, 15-16, 28-33)	Nearest trail
13484	H	8	Water = 15' (par 29)	Nearest trail
13484	J	8	Public Utility: Brush Canyon Drive = 54', Bluebrook Lane = 50', Meadow Lake Lane = 50'	Nearest trail
13484	S	8	Phone = 20' (par 29-33)	Nearest trail
13485	C	8	ROW: Meadow Land Drive = 50', Camino de Bryant = 28', Bluegrass Lane = 50', Green Meadow Way = 50', Shady Meadow Lane = 50'	Nearest trail
13485	D	8	Drainage = Varies (par 29-34)	Nearest trail
13485	G	8	Sanitary Sewer = 15' (par 45)	Nearest trail
13485	I	8	Storm Drain = 10' (par 3, 20-21), 15' (par 44) Varies (par 7, 29-33)	Nearest trail
13485	J	8	Public Utility: Meadow Land Drive = 50', Camino de Bryant = 28', Bluegrass Lane = 50', Green Meadow Way = 50', Shady Meadow Lane = 50'	Nearest trail
13717	C	8	ROW: Camino de Bryant = 28', 56', Paseo de Toronto = 54', Picasso Drive = 46', Delacroix Way = 46', Marquet Court = 36', Kodiak Mountain Drive = 56'	Nearest trail
13717	E	8	Landscaping = Varies (par 1-8, 16-27, 47, 82)	Nearest trail
13717	G	8	Sanitary Sewer = Unknown	As shown on Improvement Plans. Nearest trail
13717	I	8	Storm Drain = Unknown	As shown on Improvement Plans. Nearest trail
13717	S	8	Phone = Unknown (par 18-27)	Nearest trail
13800				
13847	B	1,4	Equestrian = 18'+ (par 1, 4, 6, 7, 9)	
13847	D	1,4	ROW: Via Buena Vida = 40'	
13847	E	1,4	Drainage = 15' (par 1)	
13848	A	1,4,6	Rec = 5' sidewalk ease (par 1,22)	
13848	B	1,4,6	Equestrian = 10' (par 10-12, 29)	
13848	C	1,4,6	ROW: Neff Ranch Rd = 52', Mariposa Ave = 5'	
13848	D	1,4,6	Landscape = 22'+ (par 1, 10, 12, 22)	
13848	E	1	Landscape=100'(par 10,11), Landscape=100' (par 12)	
13864	A B		Lot A is for bike/ped/equestrian trail	
13864	D G H		10' and 13' easements for uses left connect with Lot A.	
13971	B	1,4	Equestrian = 10' (par 3, 4)	

Tract #	Easement Type(s)	Approximate Trail Type	Easement Width/Location	Comments
13971	C	1,4	ROW: Ohio St = 30'	
13971	D	1,4	Landscape = 10' (par 1, 6)	
13971	B	1, 4	Equestrian = 10' (par 3-4)	
13971	C	1, 4	ROW: Ohio Street = 30'	
13971	D	1, 4	Drainage = 10' (par 4), 15' (par 4), 5' (par 3, 4)	
13971	E	1, 4	Landscaping = 10' (par 1, 6)	
13971	I	1, 4	Storm Drain = 15' (par 4)	
13971	J	1, 4	Public Utility = 40' (par 1-6)	
13971	J	1, 4	Public Utility = 6' (par 1-3)	
13971	O	1, 4	Access = 40' (par 1-6)	
13971	P	1, 4	Pipeline = 50' (par 1-6), 15' (par 3, 4)	
14029	C	4, 8	ROW: Mt. Triumph Way = 52', Smokey Mountain Way = 26', Alpine Lane = 44', Ben Nevis Way = 52', Castle Bend Way = 52', Kodiak Mtn. Drive = 56', Camino de Bryant = 28'	Nearest trail
14029	D	4, 8	Drainage = 10' (par 56-63), 30' (par 56)	Nearest trail
14029	E	4, 8	Landscaping = Varies (par 12-13, 21-30, 31-53, 66-67, 72)	Nearest trail
14029	H	4, 8	Water = 15' (par 21), 10' (par 40)	Nearest trail
14029	J	4, 8	Public Utility: 20' (par 52-53), 30' (par 56)	Nearest trail
14029	R	4, 8	Fire = Varies (par 61-63)	Nearest trail
14031	C	4, 8	ROW: Mt. Rainier Way = 44', Mt. Hood Way = 44', Mt. Shasta Way = 44', Mt. Triumph Way = 44', Elk Mountain Drive = 26', Smokey Mountain Way = 26'	Nearest trail
14031	E	4, 8	Landscaping = Varies (par 1-2, 4-37, 49-50)	Nearest trail
14031	G	4, 8	Sanitary Sewer = 10' (par 38)	Nearest trail
14031	H	4, 8	Water = 10' (par 34)	Nearest trail
14031	I	4, 8	Storm Drain = 20' (par 1, 37), Varies (par 1-4)	Nearest trail
14031	R	4, 8	Fire = Varies (par 1-4)	Nearest trail
14032	C	4, 8	ROW: Camino de Bryant = 56', 28', Abbey Glenn Drive = 44', Ironstone Drive = 44', Maiden Moor Lane = 52'	Nearest trail
14032	E	4, 8	Landscaping = Varies (par 7, 1, 8, 21-28, 31, 30, 34-36, 39-43, 45)	Nearest trail
14032	H	4, 8	Water = 15' (par 39)	Nearest trail
14032	I	4, 8	Storm Drain = 15' (par 37)	Nearest trail

Tract #	Easement Type(s)	Approximate Trail Type	Easement Width/Location	Comments
14032	R	4, 8	Fire = 10' (par 10, 29), Varies (par 1-7, 9-20, 28, 29, 23, 33), 20' (par 19)	Nearest trail
14033	C	4, 8	ROW: Kodiak Mountain Drive = 26', Camino de Bryant = 28' 56', Applecross Lane = 52', Glaramara Circle = 52'	Nearest trail
14033	E	4, 8	Landscaping = Varies (par 1-13, 15-27, 31, 33-43), 22' (par 14)	Nearest trail
14033	H	4, 8	Water = 15' (par 29)	Nearest trail
14033	R	4, 8	Fire = Varies (par 1-13, 15-17, 37-43), 10' (par 22, 37, 42), 20' (par 33)	Nearest trail
14498				
14555	B	1,4,6	Equestrian = 15' (par 29-32, 36-46)	
14555	D	1,4,6	Drainage = 15' (par 21)	
14555	E	1,4,6	Landscape = 25' (par 1-50, 32-35)	
14555	F	1,4,6	Access: White Pine Lane = 56-62', Green Oaks Rd = 40', Hollow Tree = 36', Maple Leaf Ln = 40', Hidden Oaks Dr = 40'	
15199	D G H		15' easements for uses left	
15199	T		Lot A is linear park. Trails likely	
15199	E		10' Landscape easement along La Palma and Camino de Bryant	
15199	A T		Lot B has defined bike trail through park.	
15352	E		Lots H and I are 10' easement for landscaping, could be used for trail?	
15501				Tract Map Missing
15552	T		Lot J is 'Open Space'... trails?	
15566	B	4,6		Insufficient data, easements need to be identified in field
15572				
15650	D		10' Storm Drain easement	
15650	E		10' Landscape easement along La Palma	
15650	H		10' Water easements co La Palma, connections?	
15733	B		10' equestrian easement along El Cajon Ave.	
15733	C		Abandoned Railroad... Lots A-D. Uses unknown.	
15983	A	5	Rec: Sidewalk = 7' (par	
15983	C	5	ROW: Edgewood Ln = 50', Cloverdale Way = 50', Oak Hill Dr = 44', Lakeview Ave = 61', Valley View Cir= 45', Valley View Dr = 61'	

Tract #	Easement Type(s)	Approximate Trail Type	Easement Width/Location	Comments
15983	D	5	Landscape = Varies (par 1, 2-25, 75)	
15983	E	5	Drainage = 20' (par A, 18, 22, 23)	
16186				Tract Map Missing
16208				
16314				
16320				
16321				
17079				
17106				
17652				
80-147				
82-1082	C	1, 3	ROW: Mountain View Avenue = 25', 30', Ohio Street = 25', 30'	
82-1082	D	1, 3	Drainage = 10' (par 1, 2)	
82-1082	J	1, 3	Public Utility: Mountain View Avenue = 5', Ohio Street = 5', 10' (par 1, 2)	
82-1082	O	1, 3	Access = 10' (par 1, 2)	
84-1076				
86-146	E	1,4	Drainage - 20-25' (par 1)	
86-146	F	1,4	Access: Mickel Lane = 15'	
86-387	F	1,3,4	Access: West Vale Ln = 40'	
87-274				
88-415				
89-144	C	1,4	ROW: Ohio St = 30'	
89-144	C	1, 4	ROW: Ohio Street = 30'	
89-144	G & H		15' in parcel 3	
89-171				
90-252	B	4	Equestrian = 5' (par 2, 4)	
90-252	E	4	Drainage = 30' (par 3)	
91-243				
94-04				
95-111				

2011-011				
2016-111				
2016-156				
Alexanders Resubdivision	C		ROW: Brooklyn Avenue = 30'; Prospect Avenue = 30'; Imperial Highway = 60'; Fourth Street = 30'	APN 322-161; Northeast Corner of Bastanchury Road and Prospect Avenue
Carlton	C		ROW: Los Angeles Street = 30'; Pacific Avenue = 30'; Prospect Avenue = 30'; Imperial Highway = 40'	APN 322-161; Northeast Corner of Bastanchury Road and Prospect Avenue
Carlton	N		Greenbelt = Varies (RR Row)	APN 322-161; Northeast Corner of Bastanchury Road and Prospect Avenue; Labeled City Greenbelt on APN Map
Carlton	C		ROW: Brooklyn Avenue = 30'; Marda Street = 30'; Third Street = 30'; Imperial Highway = 60'; Fourth Street = 30'; Bastanchury Road = 50'	APN 322-171; North of Bastanchury Road and south of Brooklyn Avenue
PM 240-06	I		Storm Drain = Varies (par 1)	APN 323-421; East of Palm Avenue
Yorba Linda Tract	B	1, 4	Equestrian = 20' (PM 68-27 par 3, APN 343-111-021), 10' (PM 174-16 par 1, 2, APN 343-111-023, 024)	APN 343-111, West of Highland Avenue near Holly Circle and Heather Way
Yorba Linda Tract	B	1, 4	Equestrian = 15' (APN 343-121-027)	APN 343-121, West of Highland Avenue south of Holly Circle and Heather Way

Tract #	Easement Type(s)	Approximate Trail Type	Easement Width/Location	Comments
Yorba Linda Tract	C	4	ROW: Oriente Drive = 20', 30'	APN 323-331, Oriente Drive between Lakeview Avenue and Avocado Avenue
Yorba Linda Tract	C	1, 4	ROW: Oriente Drive = 30', 20', 27.5', Ohio Street = 30', Palm Ave = 30'	APN 323-371, Oriente Drive between Ohio Street and Palm Avenue
Yorba Linda Tract	C	1, 4	ROW: Avocado Ave = 30', Oriente Drive = 20', 25', 30'	APN 323-442, Oriente Drive at Avocado Avenue
Yorba Linda Tract	C	1, 4	ROW: Ohio Street = 30', Oriente Drive = 20', 25'	APN 323-451, Oriente Drive at Ohio Street
Yorba Linda Tract	C	1, 4	ROW: Palm Ave = 30'	APN 323-351, Yorba Linda Boulevard at Palm Avenue
Yorba Linda Tract	C	4	ROW: Palm Ave = 30', Ohio Street = 30', Oriente Drive = 22.5', 12.5', 30'	APN 323-361, South of Oriente Drive between Palm Avenue and Ohio Street
Yorba Linda Tract	C	1, 4	ROW: Ohio Street = 30'	APN 323-381, Shadow Ridge Lane between Ohio Street and Palm Avenue
Yorba Linda Tract	C	1, 4	ROW: Palm Ave = 30'	APN 323-381, Shadow Ridge Lane between Ohio Street and Palm Avenue
Yorba Linda Tract	C	1, 4	ROW: Ohio Street = 30'	APN 323-031, Dorothea Street between Ohio Street and Avocado Avenue
Yorba Linda Tract	C	1, 4	ROW: Avocado Avenue = 30', Oriente Drive = 20', Ohio Street = 30'	APN 323-251, South of Oriente Drive between Ohio Street and Avocado Avenue
Yorba Linda Tract	C	1, 4	ROW: Avocado Avenue = 30', Ohio Street = 30'	APN 323-261, Graham Lane between Ohio Street (near Lamplight Lane) and Avocado Avenue
Yorba Linda Tract	C	1, 4	ROW: Avocado Avenue = 30', Yorba Linda Boulevard = 50'	APN 323-271, North of Yorba Linda Boulevard between Avocado Avenue and Ohio Street
Yorba Linda Tract	D	1, 4	Drainage = 30' (APN 343-111-006)	APN 343-111, West of Highland Avenue near Holly Circle and Heather Way

Tract #	Easement Type(s)	Approximate Trail Type	Easement Width/Location	Comments
Yorba Linda Tract	D	4	Drainage = 50' (APN 323-332-017, 018) 15' (APN 323-332-011-013, 024), 35' (APN 323-332-019, 021-023)	APN 323-331, Oriente Drive between Lakeview Avenue and Avocado Avenue
Yorba Linda Tract	I	1, 4	Storm Drain = 25' (PM 174-16 par 1, 2, APN 343-111-023, 024)	APN 343-111, West of Highland Avenue near Holly Circle and Heather Way
Yorba Linda Tract	I	1, 4	Storm Drain = 15' (par por 7)	APN 323-251, South of Oriente Drive between Ohio Street and Avocado Avenue
Yorba Linda Tract	I	1, 4	Storm Drain = 15' (APN 323-261-012, 018, 016, 017)	APN 323-261, Graham Lane between Ohio Street (near Lamplight Lane) and Avocado Avenue
Yorba Linda Tract	I	1, 4	Storm Drain = 15' (APN 323-271-004, 007, 044, 040, 043, 046, 050)	APN 323-271, North of Yorba Linda Boulevard between Avocado Avenue and Ohio Street
Yorba Linda Tract	C		ROW: Prospect Avenue = 30', Imperial Highway = 56', 76'	APN 334-351; Southwest Corner of Imperial Highway and Prospect Avenue
Yorba Linda Tract	C		ROW: Oriente Drive = 25'; Avocado Avenue = 30'	APN 323-221; Southwest Corner of Oriente Drive and Avocado Avenue
Yorba Linda Tract	C		ROW: Palm Avenue = 30'	APN 323-411; Southeast corner of Oriente Drive and Palm Avenue
Yorba Linda Tract	B		Equestrian = 10' (par 1-3)	APN 323-411; Southeast corner of Oriente Drive and Palm Avenue
Yorba Linda Tract	C		ROW: Palm Avenue = 30'	APN 323-421; East of Palm Avenue
Yorba Linda Tract	I		Storm Drain = 20' (APN 323-421-009)	APN 323-421; East of Palm Avenue
Yorba Linda Tract	C		ROW: Palm Avenue = 30'; Yorba Linda Boulevard = 30', 50'	APN 323-431; Northeast Corner of Palm Avenue and Yorba Linda Boulevard
Yorba Linda Tract	I		Storm Drain = Varies (APN 323-431-012)	APN 323-431; Northeast Corner of Palm Avenue and Yorba Linda Boulevard

Tract #	Easement Type(s)	Approximate Trail Type	Easement Width/Location	Comments
	N		Greenbelt = Varies (RR RoW)	APN 322-171; North of Bastanchury Road and south of Brooklyn Avenue; Labeled City Greenbelt on APN Map

Land Use Suitability Analysis

Background and Scope

Alta has identified potential areas where easements could be implemented to extend existing trails or create new trails utilizing proximity to common destinations and environmental variables included in the land use data.

Suitability Analysis

Data

Alta utilized the following GIS data in the suitability analysis to identify key corridors for active travel.

- Existing & Proposed bike/ped facilities (SCAG)
- Land Use (SCAG) 2019 – updated to 2021
- Commercial Districts (Alta-generated, using Overture data and Parcel land use type), 2023
- Libraries (Alta)
- City Halls (Alta)
- Schools (CSCD)
- Open Space / Parks (SCAG)

Analysis

Alta created a suitability score based on both the distance of parcels from destinations such as commercial district area edges, libraries, schools, city halls, parks; proximity to disadvantaged communities; as well as environmental data available within the existing parcel dataset.

For this suitability score, lower values are better. The distance to different destinations was calculated and recorded in the data, then combined and ranked as percentiles. Parcels in the lowest percentile groups received fewer points to create a *Distance Score*.

Environmental data within the parcel dataset and the associated scores for each variable are shown in Table 5. Again, lower scores are better in this case. Total points for the environment were combined and ranked as percentiles. Parcels in the lowest percentile groups received fewer points to create an overall *Environmental Score*.

Next, distance from census tracts designated by the California Environmental Protection Agency (CalEPA) as disadvantaged communities was also included in the analysis. The distance to these communities for each parcel was calculated and recorded in the data, then combined and ranked as percentiles. Parcels in the lowest percentile groups received fewer points to create a *Disadvantage Score*.

The distance, environmental and disadvantage scores were combined for a final **Total Suitability Score**. This score was then symbolized and overlaid with existing trails, proposed trails and layer of parcels symbolized by ownership. This allowed Alta planners to visually inspect and prioritize corridors that create logical paths to connect trail gaps.

Table 7. Scores for Parcels intersecting various environmental factors, SCAG 2021 data

VARIABLE	DESCRIPTION	POINTS
FIRE	Parcel intersects CalFire Very High Hazard Local Responsibility Areas or State Responsibility Areas (November 2020 version) (CalFIRE)	0
FLOOD	Parcel intersects with a FEMA 100 Year Flood Plain data from the Digital Flood Insurance Rate Map (DFIRM), obtained from Federal Emergency Management Agency (FEMA) in August 10, 2017	1
EQUAKE	Parcel intersects with an Alquist-Priolo Earthquake Fault Zone (California Geological Survey; 2018)	0

VARIABLE	DESCRIPTION	POINTS
LIQUAFA	Parcel intersects with a Liquefaction Susceptibility Zone (California Geological Survey; 2016)	3
LANDSLIDE	Parcel intersects with a Landslide Hazard Zone (California Geological Survey; 2016)	2
CPAD	Parcel intersects with a protected area from the California Protected Areas Database(CPAD) – www.calands.org (accessed April 2021)	0
WILDLIFE	Parcel intersects with wildlife habitat (US Fish & Wildlife Service Critical Habitat, Southern California Missing Linkages, Natural Lands & Habitat Corridors from Connect SoCal, CEHC Essential Connectivity Areas, Critical Coastal Habitats)	3
CNDDDB	The California Natural Diversity Database (CNDDDB) includes the status and locations of rare plants and animals in California. Parcels that overlap locations of rare plants and animals in California from the California Natural Diversity Database (CNDDDB) have a greater likelihood of encountering special status plants and animals on the property, potentially leading to further legal requirements to allow development (California Department of Fish and Wildlife). Data accessed in October 2020.	2
HCPRA	Parcel intersects Natural Community & Habitat Conservation Plans Reserve Designs from the Western Riverside MHSCP, Coachella Valley MHSCP, and the Orange County Central Coastal NCCP/HCP, as accessed in October 2020	1
WETLAND	Parcel intersects a wetland or deepwater habitat as defined by the US Fish & Wildlife Service National Wetlands Inventory, Version 2.	2

Results

Parcels across the cities of Yorba Linda and Placentia were scored for potential active travel corridors. This analysis assumes that the overall Destination Distance Score, Environment Score and Disadvantage Scores should be weighted equally.

Next Steps

These initial corridors can be used by the project team as potential areas to prioritize for fieldwork. Further discussion with the client about the nature of some of the publicly owned parcels as well as which planned facilities are near term could indicate which specific corridors are examined in field review.


YORBA LINDA AND PLACENTIA SUITABLE PARCELS FOR ACTIVE TRANSPORTATION

YORBA LINDA - PLACENTIA ACTIVE TRANSPORTATION PLAN

SUITABLE PARCELS

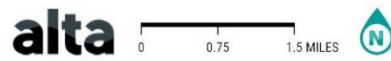
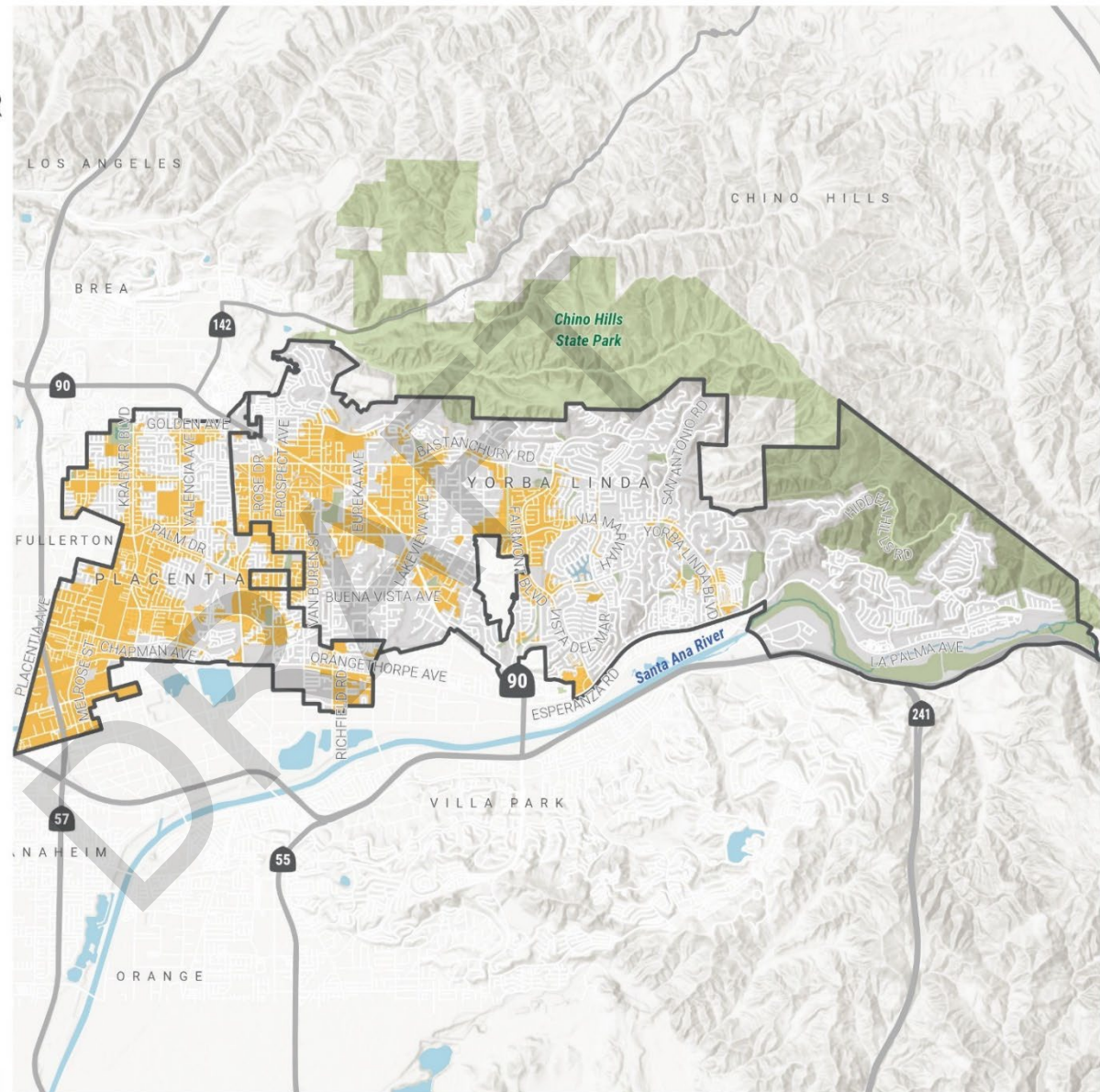
 Most Suitable Parcels

BOUNDARIES

 City Boundaries

 Parks

 Water



APPENDIX D. CEQA INITIAL STUDY CHECKLIST

Environmental Checklist Form

1. **Project title:** Riding, Hiking, and Bikeway Trails Component of the General Plan Update
2. **Lead Agency name and address:** City of Yorba Linda
Department of Parks and Recreation 4845
Casa Loma Avenue
Yorba Linda, California 92885-8714
3. **Contact person and phone number:** Steve Rudometkin
(714) 961-7160
4. **Project location:** various locations within the City of Yorba Linda, CA
5. **Project sponsor's name and address:** City of Yorba Linda
Department of Parks and Recreation 4845
Casa Loma Avenue
Yorba Linda, California 92885-8714
6. **General Plan designation:** various
7. **Zoning:** various
8. **Description of project.** (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.)

The Yorba Linda Riding, Hiking, and Bikeway Trails Component of the General Plan Update is intended to complete the city's trail network. The trails are intended for use by equestrians, pedestrians, joggers, bicyclists, and other non-motorized transportation and recreation users. This Update builds upon the city's 1972 Master Plan of Trails, which has partially implemented. The Trails Component of the Update includes a list and map of new proposed trails, design recommendations, and recommended procedures for maintenance. The Plan also includes policies for acquisition and development of new trails on both public and private lands.

The Plan includes the following types of trails:

Earthen Multipurpose Trails – Soft surfaces intended for use by equestrians, hikers, joggers, mountain bicyclists and some pedestrians

Paved Multipurpose Trails – Paved paths intended for use by bicyclists, those in wheelchairs, those with strollers, and pedestrians. These trails do not meet Caltrans standards for bike paths.

Class I Bike Paths – Paved paths intended for use by bicyclists and pedestrians that meet Caltrans standards for bike paths.

Class II Bike Lanes – Striped, stenciled and signed lanes on streets or highways for the use of bicycles. Class III Bike Routes – Signed routes along streets or highways indicating that bicycles share travel lanes with motor vehicles.

In addition to trail and bikeway segments, other proposed improvements under the Trails Update include:

1. Improved trail-roadway crossings
2. New trail signage
3. Trail amenities
4. New staging areas
5. Trail lighting

9. Surrounding land uses and setting. (Briefly describe the project's surroundings.)

The City of Yorba Linda is located in the northeasterly portion of Orange County. The planning area of Yorba Linda encompasses 14,608 acres. Adjacent cities include the City of Brea, the City of Placentia and the City of Anaheim. The city is characterized by a variety of topography ranging from almost level floodplains along the Santa Ana River to steep rugged hill country in the vicinity of Telegraph and Carbon Canyons. A historical downtown area, and surrounding commercial development, form the community core. Scattered neighborhood commercial sites serve planned residential areas throughout the city. The southeastern portion of the city accommodates commercial/industrial uses. Residential uses have generally developed outward from the historic town center with densities decreasing toward the foothills.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)
[TO INSERT]

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic <input type="checkbox"/> |
| <input type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION. (To be completed by the Lead Agency) On

the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name

For

DRAFT

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

I. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explanation

a., b., c. The visual setting of Yorba Linda is comprised of a mixture of residential, commercial, industrial and open space land uses. The majority of the City is comprised of residential land uses. The existing design character of the city is predominantly freestanding buildings with varied exteriors and roof forms. Buildings are typically one and two-story structures.

The Trails Update would involve the development of bicycle, pedestrian and equestrian trails, trail amenities, signage, and other improvements. The majority of these projects would take place within previously developed areas of the city, along existing roadways. These projects would be placed at grade and well below the elevation of surrounding structures. Accordingly, they would not detract from the character of existing communities.

Some of the contemplated improvements would be located within undeveloped scenic open space areas, such as the proposed Santa Ana River trail extension. The Trails Update would enhance access to such scenic view corridors by providing improved public access in these areas. All structures, such as signage, fencing, bridges, and walls, would be reviewed to ensure that such features are compatible with the surrounding environment. The proposed trails would generally follow the contours of the landscape and would not involve substantial grading. Where earthwork is necessary for structural support (e.g., on side slopes), the trail design would be reviewed by the city's public works department to ensure that such earthwork is compatible with surrounding topography and landforms.

d. Some proposed bikeway and trail projects could involve the installation of new lighting fixtures, if determined to be necessary for safety and security. Such fixtures would not be considered a substantial new source of lighting. Lighting plans for individual projects would require review by the planning department to ensure that such fixtures are compatible with the surrounding environment, and do not pose a nuisance to any adjacent residences.

Mitigation Measures

AE-1. All off-street trails and bikeways shall be designed to retain major natural topographic features, and to minimize the amount of cut and fill.

AE-2. Cut and fill slopes shall be designed not to exceed a vertical height of 10 feet, unless the review authority approves slopes of greater height with benching, terracing, and/or use of retaining walls.

AE-3. Slopes created by grading shall not exceed a ratio of 2:1.

AE-4. All graded areas shall be revegetated with native plants as soon as possible following grading.

AE-5. All bridges, boardwalks, retaining walls, signage, and other structures shall be simple in design and compatible and complementary to the surrounding landscape and topography.

AE-6. Fencing shall be installed only where required for safety purposes, such as along bridges and boardwalks, or in areas where trails extend along steep side slopes. Fence design shall be compatible with the surrounding environment.

AE-7. Lighting shall be installed only where required for safety and security purposes. All light fixtures shall be downcast with glare shields and shall be compatible with the surrounding environment.

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II. AGRICULTURE RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation

a., b., c. The City of Yorba Linda is predominantly a residential community that contains a limited amount of undeveloped land. Although some land is still in small-scale agricultural use, the General Plan notes that this is unlikely to continue in the future. The city does not contain any Williamson Act lands. Therefore, no impacts to agricultural resources would occur from implementation of the Trails Update.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation

a. Yorba Linda is within the South Coast Air Basin, and subject to the Air Quality Management Plan (AQMP) of the South Coast Air Quality Management District (SCAQMD). By improving pedestrian, equestrian and bicycle facilities in the City, the Trails Update intends to provide opportunities for forms of transportation other than the automobile. These alternative transportation projects would be consistent with the AQMP's goal of reducing motor vehicle traffic and associated air emissions and would be considered to have a beneficial air quality impact.

b., c., d. Construction of individual projects under the Trails Update would have the potential to result in a temporary increase in fugitive dust (PM10) emissions. Given the relatively small amount of earthwork required for most trail projects, these increases would not be expected to result in substantial PM10 concentrations but could contribute to a violation of the PM10 standard within the Basin. The implementation of standard dust control measures, as recommended by SCAQMD, would reduce impacts related to construction dust emissions to a less-than-significant level.

With respect to long-term (operational) emissions, the proposed Trails Update would involve the construction of bicycle, equestrian and pedestrian facilities that would provide opportunities for non-motorized transportation. These projects would have the potential to reduce motor vehicle emissions and would be considered to have a beneficial air quality impact.

e. The bicycle, equestrian and pedestrian facilities and programs proposed in the Trails Update would not create substantial objectionable odors.

Mitigation Measures

AQ-1 Individual projects developed under the Trails Update shall adhere to all applicable construction dust control measures identified in Rule 403 of SCAQMD's Rules and Regulations. These include watering all active construction areas, prohibiting grading during periods of high wind, and revegetating all exposed areas as soon as possible after grading.

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IV. BIOLOGICAL RESOURCES.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation

a., b., c. Yorba Linda contains a variety of habitat types, including grassland, oak woodland, coastal sage scrub, mixed chaparral, and riparian woodland. Areas of natural habitat are located in the northern and western portions of the city, at the edges of the Chino and Pleito hills. These habitats are home to a number of special-status plant and animal species, including the California gnatcatcher and orange-throated whiptail lizard. The majority of the equestrian, bicycle and pedestrian projects proposed under the Trails Update would occur along existing roadway rights-of-way and would not affect biological resources. However, some of the proposed projects in the northwestern part of the city would involve new trail construction near areas of potential sensitive biological resources. With proper design, such off-street pathways are expected to be compatible with existing habitats and would not result in significant impacts to sensitive plant or animal species. Prior to trail construction in undeveloped areas, detailed biological surveys will be undertaken to ensure that final trail alignment avoids sensitive habitat areas to the maximum extent feasible, and that project design enhances the existing habitat and provides public access.

d. Development of the majority of the proposed bicycle and pedestrian projects would occur along existing roadways, well away from waterways. Off-street trail improvements proposed along local rivers or streams,

such as the Santa Ana River trail extension, would occur outside of the riverbed, and would not interfere with the movement of fish or other aquatic species.

e. The Yorba Linda Riding, Hiking, and Bikeway Trails Component would comply with all applicable ordinances of the City related to tree preservation and vegetation removal.

f. A Habitat Conservation Plan has been established by Shell and the Metropolitan Water District on lands located near Chino Hills State Park. Proposed trails in this area will occur along existing roadways and are not expected to conflict with HCP or NCCP provisions.

Mitigation Measures

BIO-1. A detailed biological survey shall be conducted prior to final design of any off-street trail. Recommendations of the biologist shall be incorporated into the final design plans. If sensitive plant communities, sensitive plant or wildlife species habitat, wetlands, or riparian areas are identified within future trail corridors, final alignments shall be routed to avoid such areas where feasible. Typical setbacks should be 25 feet from the edge of riparian or wetland areas. Any potential disturbance to jurisdictional wetlands, or to sensitive plant or animal species habitat would be subject to applicable regulations of Federal and State agencies, including the U.S. Fish and Wildlife Service and California Department of Fish and Game.

BIO-2. Any wetland areas removed or disturbed as part of the project shall be mitigated by the creation of new habitat at a ratio of 1.5:1. The disturbance and/or removal of wetlands must comply with Federal and State regulations and permitting requirements.

BIO-3 In areas where trails pass through sensitive habitat, interpretive signage shall be posted to educate trail users that they are within an ecologically sensitive area. All pedestrian, bicycle, and equestrian use within such areas shall be confined to trails and noted so on signage. All pets shall be restrained by a leash at all times within biologically sensitive areas.

BIO-4. In order to avoid the adverse ecological effects associated with non-native species, all landscaping and revegetation shall be done with native plant species.

V. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation

a., b., c., d. Yorba Linda has a number of known historic and cultural resources, as identified in the General Plan. In general, the projects contemplated under the Trails Update would enhance the existing street and path network and would not result in the demolition of any historic structures or the disruption of any known historic or archaeological sites. For new pathways constructed in previously undeveloped areas, there is a potential for the project to disturb unknown cultural resources.

No unique paleontological resources are known to exist in the areas of the County affected by the Master Plan.

Mitigation Measures

CUL-1. For projects proposed in previously undeveloped areas, a qualified archaeologist/historian shall review the project plans and, if necessary, conduct a pre-construction survey to determine the potential to disturb unknown cultural resources. If there is a potential for disturbance to unknown resources, a resource recovery plan shall be developed and a qualified archaeologist present during construction.

CUL-2. If cultural resources are discovered during construction activities, all construction shall be halted within 200 feet of the find, the appropriate public agency notified, and a qualified archaeologist consulted regarding the importance of the find. Any important cultural resources would be subject to the resource recovery program discussed above.

CUL-3. If human remains are discovered during construction, construction activities shall be halted within 200 feet and the County coroner notified.

VI. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				

Explanation

a. Yorba Linda is located in an area of high seismic activity. Major active faults that are potentially hazardous to the City include the Whittier, Elsinore, San Andreas and Newport-Inglewood faults. The proposed Trails Update would involve the construction of at-grade bicycle and pedestrian improvements, support facilities, signs and other similar improvements that would be utilized for commuting, recreation, and utilitarian trips. All bicycle and pedestrian facilities would be constructed in accordance with applicable seismic standards and would not increase the exposure of users to seismic hazards.

b., c., d. The majority of projects proposed under the Trails Update are improvements to the existing roadway or pathway network, and would not involve substantial construction in undeveloped areas of the City that would pose geologic hazards. The proposed Santa Ana River trail extension would be constructed along the river alignment, in areas that may be subject to landsliding, erosion, or other geologic instability. Other trail segments in undeveloped portions of the City may be subject to geologic hazards as well. In instances where contemplated improvements require any excavation, grading, or fill, a geotechnical investigation would be conducted prior to final trail design and the recommendations of the investigation incorporated into

the design. Provided that all proposed equestrian, bikeway and pedestrian improvements conform to local engineering and seismic standards, the Plan would not expose users to any geologic hazards.

e. The proposed Trails Update would not result in the use of any septic systems.

Mitigation Measures

GEO-1 Prior to final design of any off-street bikeways or trails in areas that may require excavation, grading, or cut/fill, a geotechnical/soils study shall be conducted and the recommendations of the geotechnical engineer incorporated into the final design plans. The geotechnical recommendations shall be approved by the appropriate public works department and incorporated into all subsequent construction plans.

GEO-3. All pathways and structural improvements constructed under the Trails Update shall conform to the appropriate seismic engineering standards.

GEO-2. An erosion control plan shall be prepared and implemented for any construction adjacent to the Santa Ana River or other waterways.

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VII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation

a., b., c. There would be limited use of gasoline, diesel fuel, tar and other similar substances in the construction of the proposed bicycle and pedestrian improvements/facilities. These substances would be used in small amounts and would have to be handled in accord with OSHA standards. Consequently, there is no substantial risk of exposure to hazardous substances that would result from implementation of the Trails Update. Although paints, solvents, cleansers, gasoline, diesel fuel, tar and other hazardous materials may be used during construction of the projects, the quantities of such products are not expected to be large enough to create a potential health hazard.

d. Yorba Linda has a number of known areas of potential hazard, including the Shell oil fields. In general, the areas proposed for improvements under the Trails Update would not occur within these designated hazardous materials sites. In the event that hazardous materials are discovered during construction, construction would cease until such materials have been remediated in accordance with state and local

requirements. Such standards have been designed to eliminate or minimize to an acceptable level the potential health impacts associated with human exposure to hazardous materials.

e., f. The proposed Trails Update would involve the development of bikeways and pedestrian pathways, for used in commuting, recreation, and utilitarian trips. Such transient use of these facilities would not result in any safety impacts related to a public or private airport.

g. The proposed Trails Update would provide alternative forms of evacuation in the event of an emergency. Consequently, this project would not interfere with the County's emergency response plan and would enhance the County's emergency evacuation plan.

h. The development of the bicycle and pedestrian facilities proposed under the Trails Update would not increase the fire hazard in the area.

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VIII. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation

a., f. The Trails Update's proposed projects would likely have a beneficial impact on surface water quality by reducing the number of automobiles traveling within the city. Such a reduction in automobile use would reduce the deposition of rubber and fluids on roadways by automobiles that is ultimately washed into the waterways

b. Adoption of the Trails Update would involve the development of bicycle and pedestrian improvements, and would have no effect on the amount of ground water.

c., d., e. While many of the proposed projects involve new paved surfaces (e.g., Bike Lanes, bike paths, sidewalks), these surfaces constitute a very small, additional impervious surface, and would not substantially alter absorption rates, runoff or drainage. Adoption of the Trails Update would not result in significant adverse impacts due to drainage and/or surface runoff from development consistent with the plan.

g., h., i. The relatively small amount of new impervious surface developed under the Trails Update would not substantially alter absorption rates, runoff or drainage, and would not contribute to increased flooding. No significant flooding impacts are expected from adoption of the Trails Update. The majority of projects proposed under the Update would be improvements to existing roadways in urbanized areas, and would not subject users to flooding hazards. The proposed Santa Ana River trail extension would result in the development of a multi-use trail along a waterway that could potentially be subject to flooding during large storm events, particularly in areas where the pathway crosses beneath existing roadways. The trail would generally be constructed outside of flood-prone areas, and final trail design would incorporate features to ensure user safety during flood events. Development of the proposed bikeway and pedestrian improvements would not be expected to alter flood flows.

j. None of the areas proposed for development under the Trails Update are subject to seiche, tsunami, or mudflow.

Mitigation Measures

HYD-1 Prior to completion of final improvement plans for off-street pathways, a registered Civil Engineer shall provide recommendations on appropriate surface run-off collection and discharge features. All subsequent construction plans shall incorporate the recommendations of the drainage study, as approved by the appropriate public works department

HYD-2. The Santa Ana River trail extension shall be developed outside flood prone areas along the river, unless existing natural or man-made constraints necessitate extending the trail through flood-prone areas for short distances (such as beneath an existing roadway overcrossing). Where the trail extends through such areas, a safety study shall be conducted and the recommendations of the study incorporated into the final trail design, such as trail closure protocols, to ensure the safety of trail users during flooding events.

IX. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation

a. Adoption of the Trails Update would not be expected to disrupt or divide the physical arrangement of an established community. Bicyclists and pedestrians have not historically been a disruptive force in new locations, according to studies conducted by the Rails-To-Trails Conservancy. The majority of all improvements would be located within existing transportation, utility, or open space corridors. Some of the proposed improvements will be located within privately owned property that will require the acquisition of easements. The final alignment of any project would be subject to input from potentially affected property owners. To the extent that a property owner would prefer to see projects aligned in different locations in order to accommodate future development proposals or to address privacy or other issues, the Plan is sufficiently flexible to allow for such an alignment. Consequently, the Plan would not create any divisions between physical development that would detrimentally isolate or impact an existing community or land use.

b. The Update establishes the long-term vision for equestrian, bicycle and pedestrian activity in Yorba Linda. As a general policy document, the Plan is consistent with the environmental plans and policies that other agencies may apply to evaluate specific components of the Plan. In particular, the Plan encourages multi-modal use of public streets and would encourage and support increased bicycle commuter use in ways that are consistent with the goals and plans promulgated by Caltrans and the City. The specific projects and programs proposed by the Plan will be subject to subsequent review and analysis by a variety of public agencies that may have permit jurisdiction over components of the project. Through this permit process, any potential conflicts between the specific design of future improvements and the plans and policies of other agencies (e.g. Caltrans, etc.) will be resolved.

c. Implementation of the proposed Trails Update would not conflict with any habitat conservation plan or natural community plan in effect in San Benito County.

X. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation

a., b. Yorba Linda contains a mineral resource zone for construction aggregate along the Santa Ana River. The City also contains several oil production zones, mostly in the northern part of the city on the Shell site. In general, the development of equestrian, bicycle and pedestrian facilities on or near any mineral or oil resources zones would not occur until the extraction activities on those sites had been abandoned.

Therefore, no impacts to mineral resources are expected from implementation of the Trails Update.

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XI. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation

a., c., d. Construction of projects proposed under the Trails Update could result in short-term noise impacts from construction activity. Projects involving the use of earthmoving or other heavy machinery could result in the temporary exceedance of local noise standards at nearby noise-sensitive land uses, such as residences, schools, hospitals, and churches. The implementation of standard noise control measures would ensure that construction noise impacts are reduced to a less-than-significant level.

No substantial long-term increase in the existing ambient noise environment is expected to result from the Trails Update, because noise levels generated from horse, bicycle and pedestrian use would typically be lower than those generated by automobile use in the community. The noise from day-to-day activities for the proposed projects would typically be limited to people talking, and would not be expected to be noticeable to surrounding residents assuming that the facilities are adequately sited, designed, and buffered.

The majority of proposed projects are exposed to normally acceptable noise levels for outdoor recreation. Therefore, the Trails Update would not result in the exposure of people to unacceptable noise levels.

b. The proposed equestrian, bicycle and pedestrian projects would not result in substantial increases in ground borne noise or vibration.

e., f. The proposed Trails Update would not result in the exposure of persons to excessive noise levels in the vicinity of a public or private airstrip.

Mitigation Measures

NOI-1. Construction activities associated with the Trails Update would be subject to local noise control ordinances. In general, construction activities would be limited to normal working hours in areas adjacent to noise-sensitive uses such as residences, schools, and churches.

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XII. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation

a. The introduction of additional equestrian, bicycle or pedestrian facilities would not be expected to substantially alter projected populations. The introduction of additional bicycle and pedestrian facilities would provide transportation alternatives to residents and employees living and working in the City, but would not directly or indirectly induce population growth.

b. , c. No existing housing would be displaced by implementation of the proposed Trails Update.

XIII. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse				
physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation

a. Properly designed bicycle and pedestrian improvements typically do not pose substantial public safety concerns in terms of fire or police protection. The appropriate local fire protection agency and law enforcement agency would review individual projects under the Trails Update in the preliminary design/feasibility phase in order to ensure that all necessary safety recommendations have been included in the plans (e.g., emergency access, sight lines, lighting). The proposed facilities are not expected to necessitate a substantial increase in fire or police services over their long-term operation.

The Master Plan would not increase demand for school facilities or park facilities, and is intended to improve access to such facilities by providing viable bicycle and pedestrian connections.

Though the proposed Trails Update contemplates installing additional facilities (e.g. signs, bike paths, Bike Lanes, etc.), these improvements represent an incrementally small addition to the existing transportation systems in Yorba Linda. Due to the low intensity, impact, and cost nature of the projects, it would not result in a significant effect on the maintenance costs of the appropriate jurisdictions.

XIV. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation

The projects proposed in the Trails Update will not substantially increase the demand for neighborhood or regional parks or other recreational facilities, or affect existing recreational opportunities. Many of the proposed equestrian, bicycle and pedestrian projects are intended for recreational use, and have the potential to improve access to recreational facilities, thereby enhancing the experience for users of these facilities.

XV. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation

a., b. The Trails Update would improve bicycle and pedestrian connections throughout Yorba Linda so that bicycle and pedestrian use for commuting, running errands and recreating is a viable alternative to automobile use. Consequently, the Trails Update has the potential to reduce vehicle trips.

The Trails Update provides for facilities for bicyclists and pedestrians, thereby reducing the potential conflicts between non-motorized movement and motorized vehicles. All facilities will be designed to maximize safety by adhering to established design and engineering standards. It is not anticipated that the Trails Update would create any potentially significant safety hazards, provided the final designs of projects proposed in the plan account for location specific physical and traffic conditions. The specific layout and design of improvements would account for the potential hazards that can result from improper construction of bicycle improvements and facilities.

Installation of Bike Lanes and other facilities would not be expected to reduce the Level of Service on any existing roadway.

e. The proposed Trails Update may result in new trail corridors that are not fully accessible by emergency vehicles. The local law enforcement agency and fire services agency shall be included in the final design process for each individual project to ensure that there are provisions for emergency access.

f. The proposed bikeway and pedestrian projects would not be anticipated to generate a substantial amount of new traffic, and no parking impacts would occur.

g. Implementation of the proposed Trails Update would provide for a number of bicycle and pedestrian facilities and programs intended to promote alternative transportation for commuting, recreation, and utilitarian trips.

Mitigation Measures

TRA-1. All designated Class I, Class II, and Class III bikeways shall conform to the design standards identified in Chapter 1000 of the Caltrans Highway Design Manual.

TRA-2. A detailed safety engineering study shall be conducted before completion of the final trail improvement plans. The safety study should examine physical and roadway conditions in the vicinity of proposed improvements and provide recommendations that would minimize safety hazards. All subsequent construction plans shall incorporate the recommendations of the feasibility study.

TRA-3. Prior to issuance of construction permits, appropriate public works department engineering staff, and local law enforcement and fire protection agencies shall review the design plans to ensure that adequate provisions for safety and emergency access have been provided.

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XVI. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project' projected demand in addition to the provider' existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project' solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation

a., b., e. The proposed Trails Update would not result in any substantial increase in sewage generation, and no additional sewage connections would be necessary.

c. The proposed projects would be designed to be integrated into the existing stormwater system, although the expected runoff is expected to be minimal given the small surface area of new paved trails and bikeways.

d. The Trails Update would result in minimal additional water demand, and no additional water treatment or distribution facilities would be required. Proposed projects would utilize contemporary water-conservation technology in all landscaping improvements associated with the Trails Update.

f., g. The Trails Update will not result in the generation of solid waste that would overburden the capacity of the existing or planned solid waste disposal service for the project area.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a., b., c. See specific impacts discussions above.				

APPENDIX E. California Recreational Trail Use Statutes

California Statutes Related to Trail Liability

GOVERNMENT CODES

831.2. Neither a public entity nor a public employee is liable for an injury caused by a natural condition of any unimproved public property, including but not limited to any natural condition of any lake, stream, bay, river or beach.

831.4. A public entity, public employee, or a grantor of a public easement to a public entity for any of the following purposes, is not liable for an injury caused by a condition of:

(a) Any unpaved road which provides access to fishing, hunting, camping, hiking, riding, including animal and all types of vehicular riding, water sports, recreational or scenic areas and which is not a (1) city street or highway or (2) county, state or federal highway or (3) public street or highway of a joint highway district, boulevard district, bridge and highway district or similar district formed for the improvement or building of public streets or highways.

(b) Any trail used for the above purposes.

(c) Any paved trail, walkway, path, or sidewalk on an easement of way which has been granted to a public entity, which easement provides access to any unimproved property, so long as such public entity shall reasonably attempt to provide adequate warnings of the existence of any condition of the paved trail, walkway, path, or sidewalk which constitutes a hazard to health or safety. Warnings required by this subdivision shall only be required where pathways are paved, and such requirement shall not be construed to be a standard of care for any unpaved pathways or roads.

PUBLIC RESOURCE CODE

5075.4. No adjoining property owner is liable for any actions of any type resulting from, or caused by, trail users trespassing on adjoining property, and no adjoining property owner is liable for any actions of any type started on, or taking place within, the boundaries of the trail arising out of the activities of other parties.

APPENDIX F. Workshop Notes and Responses

August 31, 2004 City Council Workshop Notes with Responses

Responses to comments in italics following each comment.

The Mayor requested that at the final review that the City Council receive a larger map so they could read the streets.

The City Council will receive a larger map with the final document.

- The Mayor asked staff to look into recommending a trail connection as part of the bridge construction at Imperial Highway and Orangethorpe.

The Public Works Department will negotiate on behalf of the City with Caltrans and the City of Anaheim when the planning begins for this bridge over the railroad tracks.

The following were suggested as additional research to verify the following:

- Since the nursery property at Tract #9916 (A2, south of Bastanchury and east Prospect) was sold, could the city condition the new owner to put in a trail on the south side of 9916 in order to connect to the trail on Osmund?

The Planning Department and the Public Works Departments have been informed that the Study is requesting that an earthen trail be added as a condition for developing this lot.

- The Mayor would like to show how the trails in Vista del Verde connect to the Orange County park system at Canyon Regional Park.

This was added as Segment 50. Staff spoke with Orange County Harbors, Beaches and Parks, and Mr. Jeff Dickman was very encouraged of the City's desire to collaborate on such a project. Field inspections by the Consultant revealed that there is an earthen trail in the Redwood area and leads to Carbon Canyon Regional Park; however, the County of Orange and City would have to negotiate the city trail connection with the County trail connection.

- Someone indicated that the crossing at Valley View Circle and Valley View Avenue does not have a good crossing and improvement is needed. (B2)

This plan describes the various ways that the City can improve crossings, and plans for the City to make these improvements, but does not address each one individually.

- The color of the tract map boundary lines needs to be another color other than what is selected as part of the types of trails. Even though it was a thinner red line than the Planned Class I Bike, some readers may get confused.

The map was changed to address this.

- **The Mayor would like staff to continue negotiating with the County regarding opening the culvert at YL Blvd. And San Antonio. The reason is this intersection may not be conducive for a crossing even with a traffic light.**

The Parks and Recreation Director, the Parks and Facilities Superintendent, and the Recreation Superintendent met with the Orange County Flood Control District on November 22, 2004, to address this request. A field investigation indicates that a traffic light could make this crossing viable.

However, discussion included safety concerns with using the underground culvert such as the cement culvert would also attract skate board users; OC Flood Control would require some type of curbing to channel any water downstream and this narrows the width of the trail; adding a curb to channel water could create a safety hazard as some may use it as a climbing device, or skate board ramp; a new trap or gate would need to be designed so that users don't try to trespass into the culvert to transport water downstream. The slope of the channel would not meet ADA standards. Curbing the channel would allow for only a very narrow trail that would present problems with users passing one another. Moreover, trail users avoid deep narrow places that could make them vulnerable to crime. This treatment would raise a number of liability issues for the City, with several safety concerns.

Last, this would require frequent sweeping to keep debris off the trail by a very small sweeper that the City does not have.

- **The Consultant needs to recommend a connection off Via Del Agua and Yorba Linda Boulevard (F3), as well as a connection to trail on the city/orange county limits. There were also comments that an earthen trail exists on the north side of Tract 10518. At the meeting, someone indicated this earthen trail is really a Gas line/water line easement.**

The first request was added as Segment 35b along the Metropolitan Water District water line easement. Since this is a raw water line, MWD is willing to work with the City in allowing use of an earthen trail on their easement.

A field investigation determined that a trail along this stretch of Yorba Linda Blvd. is not feasible because it is narrow and has trees in the landscape easement that are recommended not to be removed.

- **City Council would like staff to prepare an implementation plan of which projects in priority, need to be addressed. This prioritization is found on page 155-156 of the study.**

An implementation plan has been prepared and inserted.

- **A resident indicated that there are tract maps that are not correct. The Council indicated they approved a trail near the horse stables (C2) and that trail is not indicated on this map.**

Staff decided to add the tentative maps depicting the trails. The Map errors have been corrected. The areas in question are Villages 3 and 4 (B2 & C2), D2 particularly near Segment 29, and F2 near Segment 36. Also, the trails map shows Tract #13230 and this needs to be removed and listed as a 1200-acre open space site. No approved Tract map exists at the time of the writing of the report for 13230. All the above maps are needed electronically so that RRM can insert the changes.

- **At the public high school site, a community member wanted that tract map also included as well as a bike path.**

Tract Map 16209 is still a tentative map and being reviewed as of the printing of this study. The tract does show both a concrete (paved) 8' trail, and a 10' equestrian trail.

- **A resident want trails connections to the Santa Ana River Bike Trail and Chino Hills State Park should be shown on the map.**

The map designer used AutoCAD to download the Chino Hills State Park map onto the map. The County of Orange was unable to provide an AutoCAD file to include the Orange County Trails system. RRM, the map designer indicated it would be very costly to have this work recreated for the City's trails map.

- **A resident indicated that there is a lack of a connection from Fairmont Avenue to the Santa Ana Riverbed Trail.**

A site inspection indicated that Fairmont Blvd. intersects La Palma Avenue. There is a signal to allow for crossing into the open lot or staging area adjacent to the west of the Yorba Regional Park.

- **The Mayor wants research to be done as to when the Anaheim Union Canal was abandoned and if it was done before the 1972 Master Plan of Trails. Two community members would like a more direct route from the El Cajon trail (C4) south of Mountain View.**

On December 20, Parks and Recreation staff, and the Consultant conducted a field inspection and met with the neighbors. Staff found documentation that in September of 1969, this property was deeded to the City of Yorba Linda. However, during the site inspection, staff received copies of documentation provided by a local resident, and additional references to contact. The study contains a recommendation for connectivity to this part of the El Cajon Trail.

The City acquired from the Orange County Water District on September 15, 1969, via Resolution 153, what is known as the El Cajon Trail. In this particular trail location, there are permanent encroachments. To date, documentation reveals that in 1996, the residents requested that the City abandon this easement. The City offered and required the residents to pay costs such as fees for preparation of legal description, the increased costs of rerouting the existing multi-use trail, and the City's actual processing costs for securing all property owner agreements. In order for the City to take on this responsibility, it would require 100% participation. To date, no documentation supports that the residents came to a 100% agreement, and that no documentation exists that the City quitclaimed this to the residents. If the City receives full agreement, this may be a way to fund alternative improvements in Trail Segment 14.

There are a number of encroachments in the right-of-way, including a swimming pool, a fence, landscaping and more that would be physically difficult to move. Moreover, the right-of-way is not ideal for users. There are steep grades. If this right-of-way were used, it would be difficult for users to cross. Similar issues exist on the east side of Kellogg Dr. The recommended approach at this time is to seek full agreement from the residents and implement the alternative plan suggested in 1996.

- **The Mayor would like a second Exhibit or included in the overall map the trails in Chino Hills State Park so that readers can see what State Park trails they can access.**

This has been added.

- **A resident asked for a trail on Kellogg south of Yorba Linda Blvd. As a connection to the Gun Club Road (D3). Even though this is county property, the Mayor would like to research the possibility.**

This was investigated and was determined not to be feasible at this time for several reasons. First, the part of Kellogg Drive in question is in the unincorporated lands under the jurisdiction of the County. Currently, Kellogg Drive is built as a commuter roadway. OCTA has indicated that Kellogg Drive is expected to be reclassified as a Secondary Arterial. In order to be classified as a Secondary Arterial, Kellogg Drive would have to be widened. The County does not believe there is enough County right-of-way to also include a trail with the widening. Second, in order to connect with the Gun Club Road, Kellogg would have to be linked along Yorba Linda Blvd. At this point, Yorba Linda Blvd. is three lanes in each direction and does not have room to accommodate a minimum of a six-foot trail as the sidewalk is too narrow on the north side. Another option would be to cross at f Yorba Linda and the Gun Club Rd., however, this would require a signal and excavating of the sidewalk on the Southside of Yorba Linda Boulevard.

- **There needs to be a safe trail crossing on Lakeview Avenue near the current entrance to the Black Gold Golf Club (B2). It does not appear to be an acceptable access.**

This plan describes the various ways that the City can improve crossings, and plans for the City to make these improvements, but the study is not designed to address each one individually.

- **A resident indicated that feeder trails are not included on the map. The Mayor would like the feeder trails included. Staff will do this if they are public trails and recorded on the tract maps.**

Research revealed that some of these feeder trails that the public is referring to are private trails. Known private feeder trails have been added to the map in a different color to demonstrate the research conducted; however, private feeder trails or trails not for General Public Use will not appear on the General Plan Amendment.

- **Segment 29 crossing does not look safe and since a trail is going to be installed on the south side of Fairmont Boulevard. This tract map is also not updated.**

This plan describes the various ways that the City can improve crossings, and plans for the City to make these improvements, but does not address each one individually.

Map errors have been corrected.

- **A resident said he wanted a better connection to the Santa Ana Riverbed from Segment 40-41.**

The City will negotiate with Caltrans and the City of Anaheim to plan this along with the bridge construction at Imperial Hwy. and Orangethorpe Ave.

- **The City Council would also like staff to recommend how they will inform property owners of their encroachment issues. A suggestion was to give the written notice and explain what formal action will take place if it is not rectified.**

Community Preservation handles encroachments in the recreational or equestrian trails the same way as an obstruction of public right-of-way. It's a violation of Yorba Linda Municipal Code section 12.20.020. Any "violation" is given due process. An initial "Notice to Comply" is issued, followed by a "Final Notice to Comply", if not corrected by the first notice. After that process the person responsible, (usually the property owner) is subject to administrative citations. That consists of \$100 first, \$200 second and \$500 final and subsequent failures to comply. The administrative fine process is outlined in chapter 1.13 of the Municipal Code. The file is forwarded to the City Attorney when a resident does not comply. Then, if no compliance, an arraignment date is set with North County Superior Court. There is also a City Council Policy E-5 regarding the Encroachment onto city-owned property or easements.

- **A Council Member asked Public Works to find out if the City is complying with the suggestions recommended in the trails study (pages 191-193).**

The Public Works Department provided input and reviewed the trails maintenance and construction sections within the document. The trails study does include the City's design standards for Asphalt Trail and for Earthen Trail.

- **The City Attorney suggested that information regarding security and public safety should be removed (pages 136-139) or rephrased so that the City is not placed in a liable position.**

This language has been rephrased.

- **The Mayor indicated that the El Cajon Trail near YL Blvd and Lakeview Avenue is not drawn in accurately. (C3)**

Map errors have been corrected.

- **A resident indicated that there is no connection from Fairmont Avenue to the Santa Ana Riverbed trail. This needs to be researched.**

A field investigation determined that the existing trail along the Fairmont Ave. bridge connects directly to the trail along the Santa Ana River via crossing La Palma Avenue at the traffic signal and entering the earthen trail on the Southside of La Palma Avenue.

- **On Segment 35 going south to Eastside Community Park, a community member indicated that a straight line does not indicate the canyons/ravines and the hilly topography.**

The alignment of the trail will be determined in the design stage. This map line is intended to indicate a general location for the trail.

- **The Mayor indicated that there is a trail near the fire station (I4).**

These tract maps indicate that some of the lots are either open space or linear parks. The Map has not been adjusted.

- **Mayor Ken Ryan suggested that trails may be included on the tract maps near the Old Pomegranate Road.**

In researching Tract Maps 15650, and Tentative Tract maps 15352 and 15199, the lots noted on these maps are either open space or landscape maintenance purposes. Open space or landscape maintenance areas are not included as part of recreational trails system. Recording these open space or landscape maintenance lots would mislead trail users as they do not connect to the City Trail system.

- **The Council indicated they wanted to see more trails on the eastside near segment 48 to allow other property owners access.**

When the eastside was developed the City did not require trail easements. Therefore, the land is generally private and there is not enough public right-of-way to add trails beyond what this plan calls for.

- **The Mayor would like to show the connection at Gypsum Canyon Road as it is not currently shown on the map.**

Map changes have been made.

- **A resident wants a bike path connection along Bastanchury from Rio del Oro to Village Center**

This has been added as part of Segment 32.

- **The Mayor would like the trails near Segment 45 in the East Lake Village area placed on the map.**

The Tract Map 9426 indicates that this is a private trail for the Eastlake Homeowners Association. Tract map 9718 indicates that Lot A is for walkway easements and Lot J is for walkway or bike trails. Assessor Parcel Number 349-791 indicates that Lot B is a private trail for the Eastlake Homeowners Association.

- **Tract Map 13230 needs to be updated.**

Approximately 1200 acres located in tract 13230 is going to be dedicated as open space to the State of California Parks and Recreation Department.

APPENDIX G: Public Input from 2024 Plan Update

The following bullets list comments and comment themes received from community members during the 2024 Plan Update process.

- From the Online Feedback Map
 - The El Cajon Trail abruptly ends/starts at Bastanchury Road - on the sidewalk with no easy way to get on the road/trail as there is no ramp. Adding a ramp would be nice.
 - It would be nice if a biking/walking trail connected with carbon canyon.
 - Ohio is major road without sidewalks or safe riding paths that is used to access multipurpose trails and the equestrian arena. Motorist have hit horses and riders and regularly come within inches when passing. It is a busy pedestrian road with dog walkers, strollers, wheelchairs, runners, and bikers. The speed limit is much too high (35) for the number of pedestrians having to share the road. The same as Lakeview which has sidewalks. The city owns 8 ft (?) which can be converted to a path.
 - My family and other neighbors utilize this trail daily. Either to walk to the school or go to Travis Ranch Park. The request is to add some safety features when crossing Dominguez Ranch Road. A few recommendations/options: cross walk, stop sign, safety lights, etc.
 - Ohio Street needs a bike lane and horse markings so you can access the trail and equestrian area South of YL Blvd
 - No safe biking access to Santa Ana River Trail or to SAVI Ranch. Crossing La Palma, Esparanza, and Orangethorpe are unsafe. Separated paved walking/biking trails are needed.
 - Complete bicycle/walking trail to Santa Ana River along the Carbon Canyon Creek. Tustin Ave. and Kraemer Blvd. are hazardous to cyclists due to no bike lanes and 91 freeway on/off ramps. Need better bike access going south from Placentia.
 - Please complete the connector between the Yorba Linda Trail at Bastanchury and the trails along at Imperial at La Floresta to provide pedestrian/bike access to the community and local businesses.
 - Complete this segment of the proposed OC Loop project which is planned between Imperial and Bastanchury. Also, complete north of Imperial to the Carbon Canyon Dam where existing trail connects to Carbon Canyon Park and Chino Hills State Park.
 - Complete north-south trail along Carbon Canyon Creek to connect with El Cajon trail and OC Loop/Brea trails. Carbon Canyon Creek is at the Placentia/Yorba Linda border and would be a good joint effort for the two Cities to cooperate on. No other safe north-south bike/pedestrian trails exist in this area and this would improve connection between local residents and existing trails. Part of this route is used as a local trail. Need to formalize and extend this trail.
- From Local Community Events (October 14, 2023, and December 2, 2023)
 - Horse trails need to be maintained.
- From Virtual Community Meeting (January 11, 2024)
 - Request for connections to other cities' bike lanes and trails.
- Trail Ride Site Visit (January 17, 2024)
 - On January 17, 2024, Yorba Linda Country Riders President Dee Dee Friedrich and Board Member Mimi Mosman led consultants on a trail tour around Yorba Linda. The site visit included inspecting the crossing on

Lakeview south of Yorba Linda Boulevard, where trail riders have to cross a high-volume road to connect to the El Cajon Trail. The tour included the trailhead at Yorba Linda Boulevard and Avocado Avenue and then looked at the terminus of trails at Buena Vista Avenue and Grandview Avenue. The tour also looked at gaps in the trail system on Ohio Street, which is a direct path to the Paxton Equestrian Center, the Lakebed, and other trails. The City used this information to inform the trail analysis for new opportunities and enhancements to existing trails.

- Takeaways from the site visit include
 - Hutchings Drive prevents connection to Buena Vista
 - Hidden Hills is very disconnected
 - Gun Club Road stops and is dangerous to cross to existing trails
 - Ohio Street is a highly traveled path that is dangerous for horses



- In-person event, (January 18, 2024)
 - Request for Active transportation trails in Placentia (near Bastanchury Rd.).
 - Request for Trail amenities
- From Local Community Event (May 4, 2024)
 - Need to make is safer for horse riding
 - Lakeview Street is unsafe for horses, develop a horse crossing bridge
 - Develop more bike paths away from cars
 - Like the improvements done on the Santa Ana River Trail