DRAFT

CITY *of* SANTA CLARITA

2020 Non-Motorized Transportation Plan

AUGUST 2020

Prepared by:

alta
PLANNING + DESIGN

2020 Non-Motorized Transportation Plan

City of SANTA CLARITA

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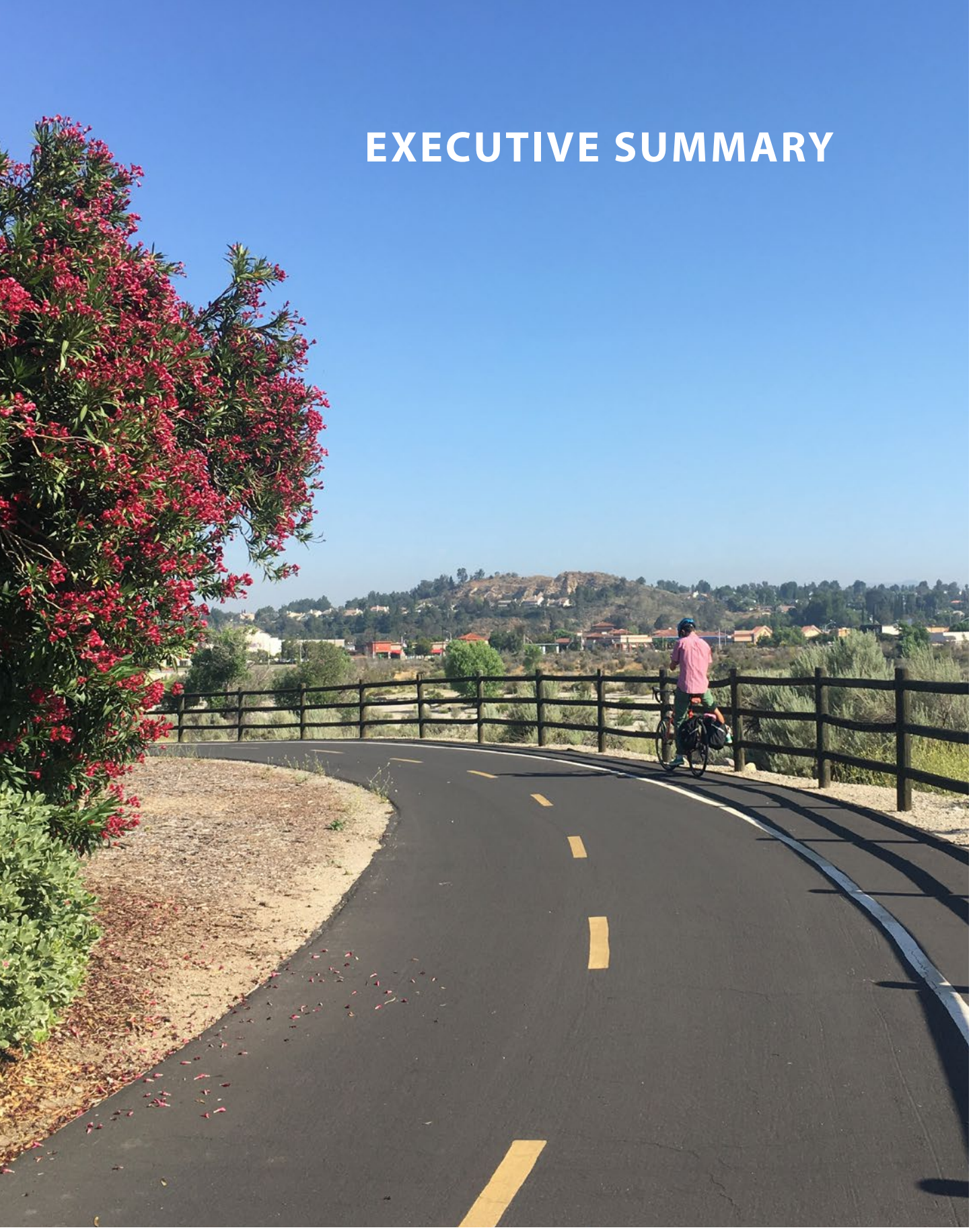
EXECUTIVE SUMMARY



Vision: *This Plan supports the City of Santa Clarita's vision as a thriving community where people of all ages and abilities feel empowered to walk or bicycle to the widest range of destinations including school, work, transit, recreation, and shopping as part of daily life.*

The 2020 Non-Motorized Transportation Plan ("NMTP") represents a renewed commitment by Santa Clarita to walking and biking. It builds on the previous NMTP, adopted in 2014, and helps advance our community toward a sustainable transportation system—a system which supports motor vehicle use, but also enables the use of streets by other modes, such as bicycling, walking, and transit.

Active transportation has an overwhelmingly positive benefit for public health: people biking and walking get healthier with every mile traveled, rarely injure others in a collision, and do not pollute. Walking and biking claim significantly less public space than other modes, and help make our largest community asset—our streets—more efficient at moving people.

NMTP Goals

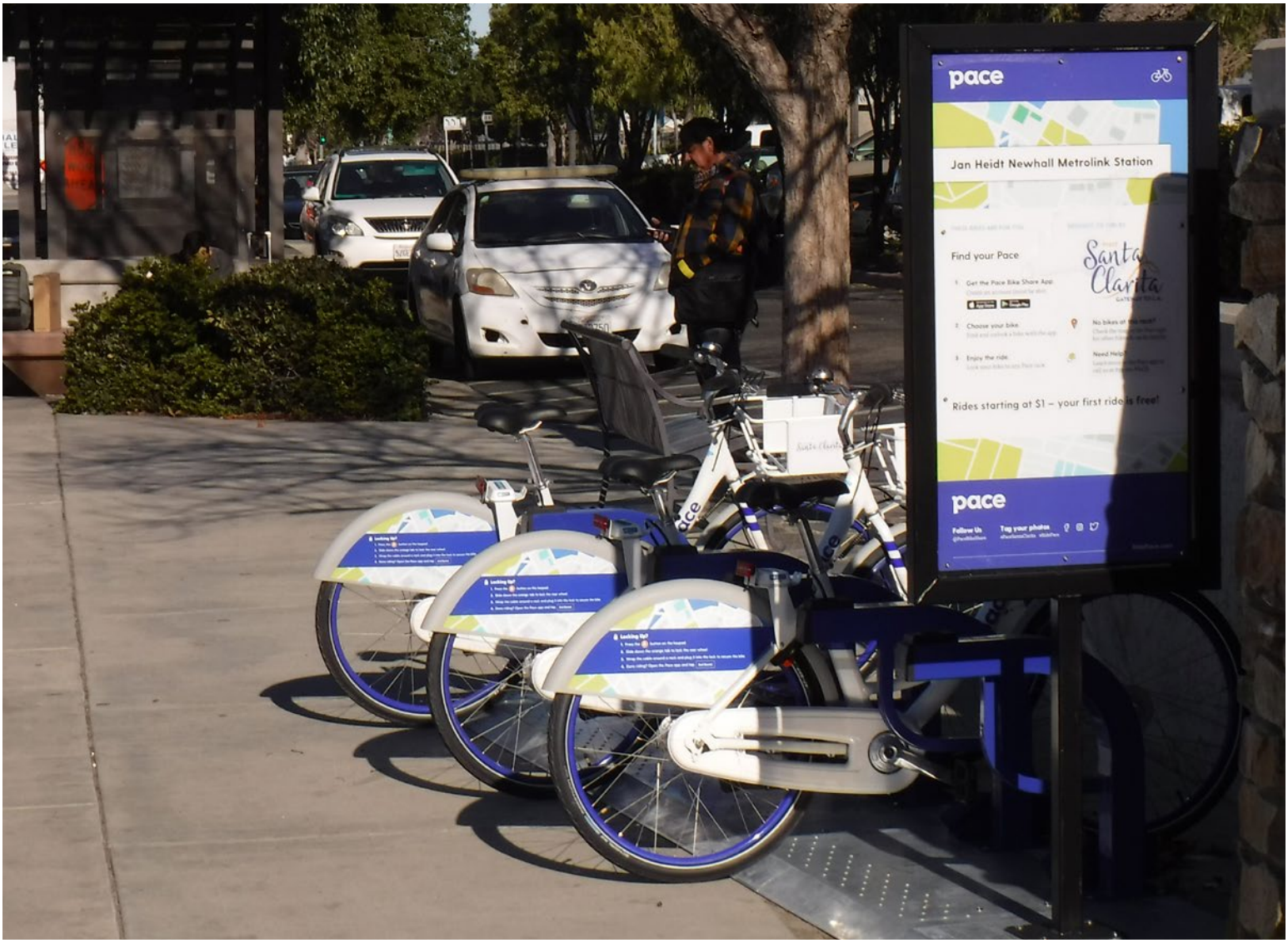
Collectively, the various strategies and components of the NMTP assist the City to meet three goals:

1. Improve safety and health;
2. Improve access and comfort; and
3. Identify, develop, and maintain a complete and comfortable active transportation network.

Current Challenges

Community and stakeholder participation played a central role in shaping the project, from workshops and pop-up events to a community survey, online public input map, and coordination with Los Angeles County. This planning process engaged over 800 community members who overall expressed support for:

- More bike/multi-use trails.
- Safer and more convenient routes.
- Completion of the Santa Clara River Trail.
- Improved regional connections through expanded trails, bikeways, and Metrolink's Antelope Valley Line.
- Amenities such as pedestrian scale lighting, hydration stations, restrooms, shade, and bike parking to make walking and biking more pleasant and comfortable.
- Increased education on walking and biking for all residents (drivers and active transportation users).



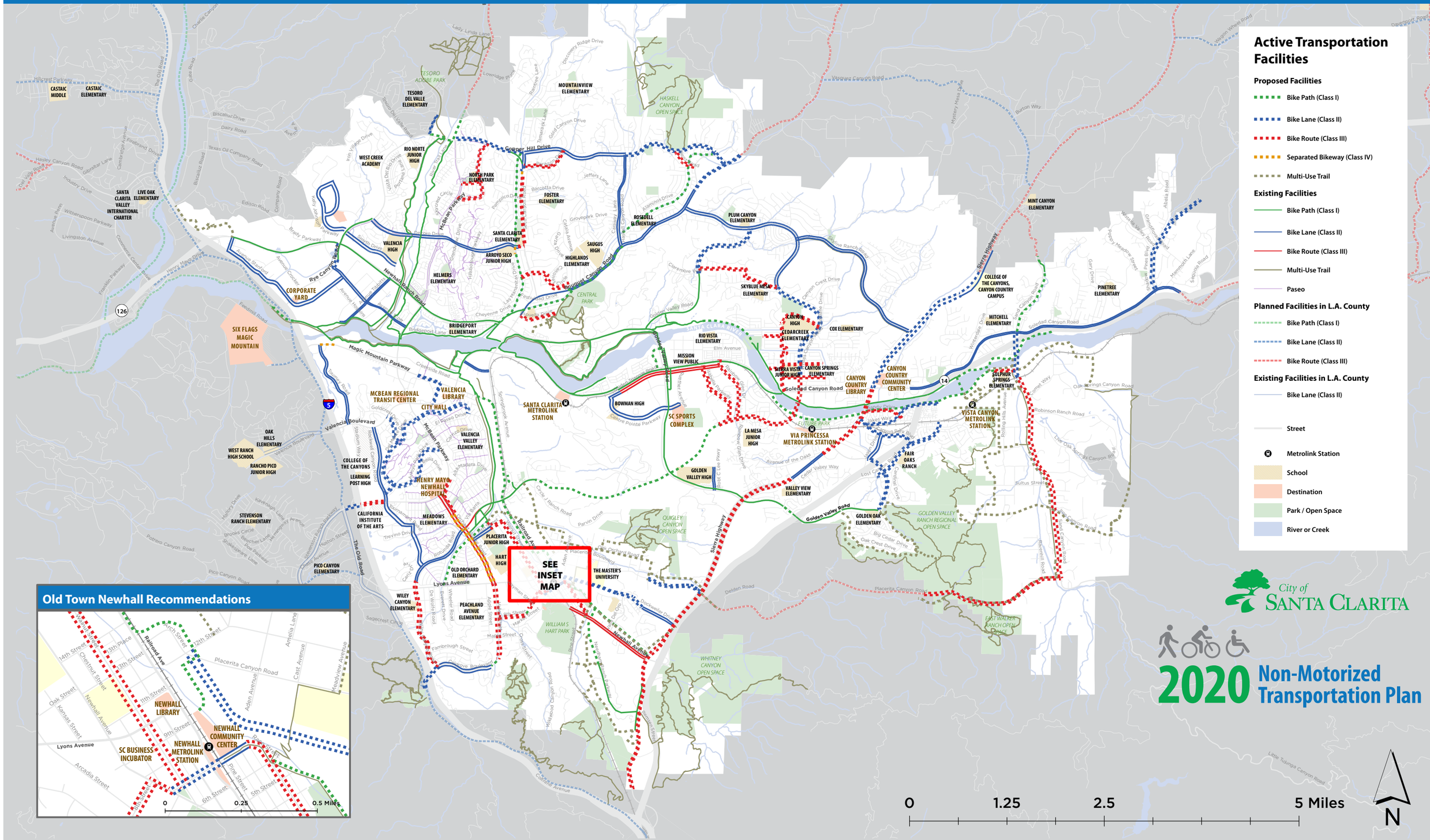
Our Community's New Network

The NMTP designates an ambitious 246-mile active transportation system and introduces a comprehensive collection of programs and policies. Among the elements of the NMTP are several innovations in active transportation planning for Santa Clarita, including recommendations for Bicycle Boulevards and Class IV Separated Bikeways. The NMTP includes an implementation strategy that details the sequencing and priorities for the selection and installation of new pedestrian and bicycle facilities.

The policies, programs, projects, and other recommendations in this NMTP will create an environment that increases, improves, and enhances active transportation in the City, and makes walking and biking a safe, healthy, and enjoyable means of transportation and recreation.

2020 Non-Motorized Transportation Plan: DRAFT Recommendations

Draft August 2020



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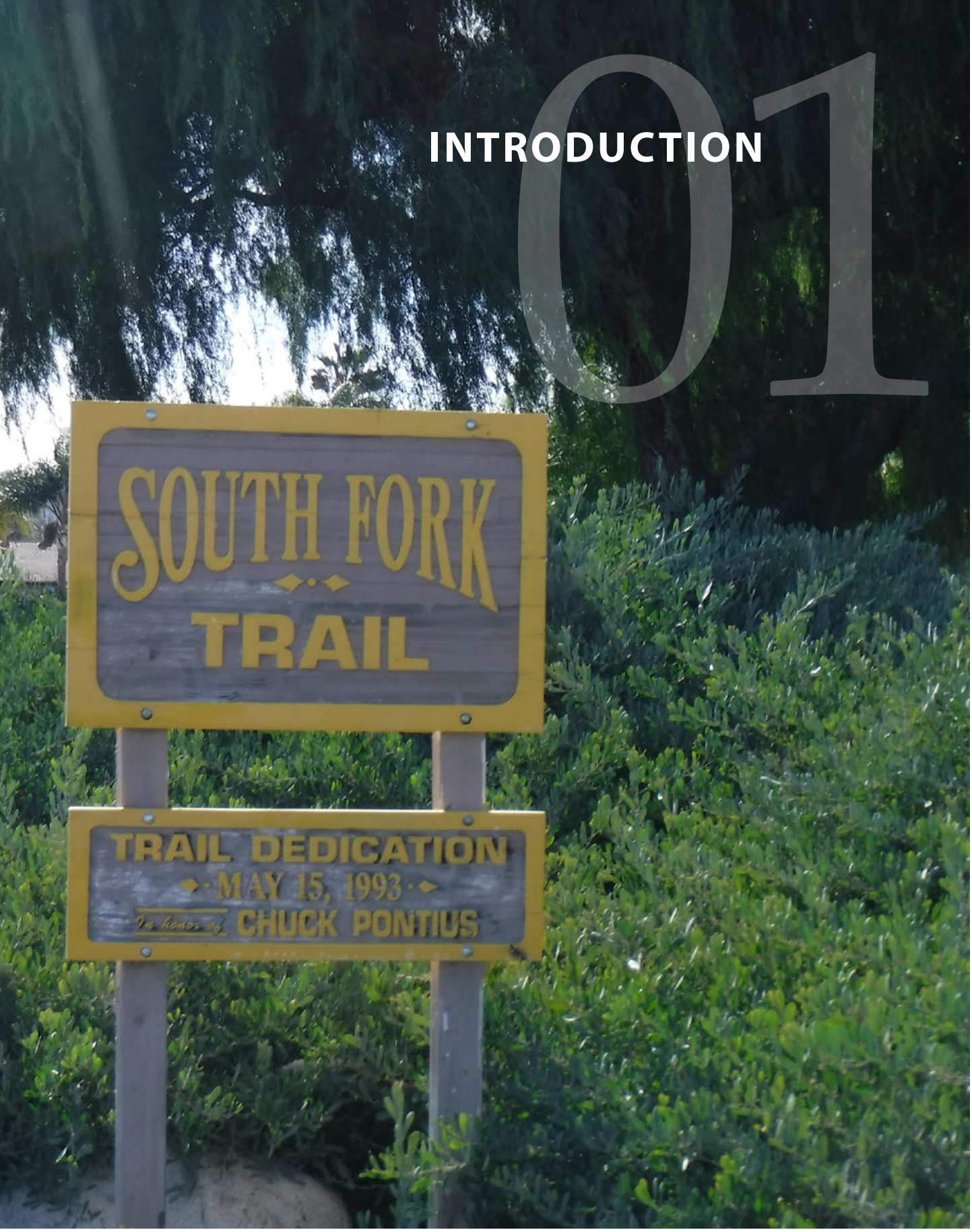
01 INTRODUCTION



Introduction

Why Develop a NMTP?

Santa Clarita is a vibrant city committed to improving the quality of life for residents and visitors by providing walking and biking as convenient, comfortable, and healthy modes of transportation and recreation. The third-most populous city in Los Angeles County after the cities of Los Angeles and Long Beach, Santa Clarita boasts ample outdoor recreation opportunities. Our existing active transportation network features over 70 miles of paseos and Class I shared-use paths, an incredible amenity for people of all ages and abilities, and a great foundation to build on.

This 2020 Non-Motorized Transportation Plan (NMTP) establishes a long-term vision for improving walking and biking in our city, and is a critical tool for guiding city staff and the development community in building a balanced transportation system that is pedestrian- and bicycle-friendly and encourages residents to use these modes of transportation. The ultimate goal is to create more opportunities for walking, biking, and rolling to be a normal part of daily life.

PURPOSE OF THE NMTP

This NMTP updates the previous Non-Motorized Transportation Plan adopted by the City Council in 2014. Similar to the previous plan, this update seeks to ensure comfortable, safe, and attractive places to bike and walk so that walking becomes a first choice for travelling around the City. Since adoption of the previous plan, the City has made great strides in improving active transportation in our community. Many more pedestrian and bicycle projects and programs have been completed or are underway, including these highlights:

- The City has increased the mileage of Class I bike paths, Class II bike lanes, and Class III bike routes by 10%.
- Nearly all elementary schools are participating in the Safe Routes to School Program, and since the adoption of the 2014 plan, 5 middle and 5 high schools are developing programs.
- The League of American Bicyclists designated Santa Clarita as a silver-level Bicycle Friendly Community in 2019.
- The City has continued receiving grant funding each year from Metro and Caltrans.

Table 1 highlights additional progress made since the 2014 NMTP.

Table 1. Progress Made Since 2014 NMTP

PROJECT	DESCRIPTION
Class I Bike Paths	• Installed bike paths on the Golden Valley Road bridge over the State Route 14 freeway, and on the Lost Canyon Road bridge • Installed a Class I bike path connecting McBean Parkway and the Santa Clara River Trail • Added segment 4 of the Santa Clara River Trail and extension of the Golden Valley Road Trail in the Five Knolls community (2.5 miles total) • Completed the segment of the Santa Clara River Trail through the River Village Development • Completed the widening of the Newhall Ranch Road Bridge over San Francisquito Creek providing full grade separation and interconnection of three paths in this location
Class II Bike Lanes	• Installed Class II bike lanes on Tourney Road, Center Pointe Parkway, Avenue Tibbitts, Smyth Drive, Cinema Drive, Market Street, Plum Canyon Road, and Skyline Ranch Road
Class III Bike Routes	• Designated Class III bike routes on Orchard Village Road and Golden Triangle Road
Multi-Use Trails	• Opened a 1.3 mile trail in the New Golden Valley Ranch Open Space
Trailheads	• Installed wayfinding signage at all trailheads and along 20 miles of the most heavily-traveled sections of the trail network
Pedestrian/Bicycle Bridges	• Widened Newhall Ranch Road Bridge and completed trail connections along West Side • Completed new ped/bike bridges across Sierra Highway and Soledad Canyon Road • Upgraded six timber bridges to steel truss frames within the paseo network
Pedestrian Improvements	• Completed over 70,000 square feet of sidewalk repairs • Installed 34 ADA-compliant pedestrian access curb ramps • Installed decomposed granite walkway on Tournament Road
Additional Improvements	• Repaired truncated domes at the Newhall and Via Princessa Metrolink stations • Installed bicycle lockers at the McBean Transit Center
Safe Routes to School	• Removed and replaced school area signage, refurbished pavement markings, and modified existing crosswalks at 12 elementary schools • Completed a citywide Safe Routes to School Plan
Programs	• Continued regularly conducting counts on trails • Launched a dockless bike share pilot program in 2019 • Implemented an Emergency Locating System on trails • Piloted the GiveMeGreen! bicycle detection app

The NMTP continues to build upon a long-standing effort to make Santa Clarita a place known for its extensive bicycle and pedestrian network and as an active, healthy place to live, work, and play. It expands upon the 2014 NMTP by providing new and updated infrastructure, program, and policy recommendations. In addition to updating the 2014 plan, the NMTP takes advantage of new, innovative solutions to guide City staff in prioritizing resources when implementing future projects and programs, and finally, helps make the City eligible for more outside funding for these pursuits. With this in mind, this document includes an inventory of the City's current bicycle and pedestrian network and recommends specific infrastructure, program, and policy changes to encourage more bicycling and walking.

The planning process provided opportunities for elected and appointed members of the City's Boards, Commissions, and the public to participate in the development process of the NMTP by evaluating, commenting, and suggesting ideas for walking and bicycling. Following requirements set by the California Transportation Commission, the NMTP should be updated every five years.

Benefits of Active Transportation

PUBLIC HEALTH

Physical inactivity is now widely understood to play a significant role in the most common chronic diseases in the United States, including heart disease, stroke, and diabetes. Each year, approximately 280,000 adults in the United States die prematurely due to obesity-related illnesses. A 2004 study published in the American Journal of Preventive Medicine by Frank et al. reported that for each additional 60 minutes spent in a car daily, one's chance of becoming obese increases by six percent. Creating a physical environment that encourages biking and walking—and improves access to parks and active recreation opportunities in other neighborhoods—is a key strategy to fighting obesity and inactivity. Better yet, it has been shown to have substantial impacts on health with a relatively small public investment.

This NMTP identifies interventions that support safe walking, biking, and recreational opportunities as effective strategies for addressing public health concerns in our community.

This Plan continues to build on the City's ample opportunities for outdoor recreation and healthy living.

COLLISION REDUCTION

Conflicts between people walking, biking, and driving can result not just from poor behavior, but also from insufficient or ineffective design. Encouraging development and redevelopment in which biking and walking are supported and prioritized can enhance safety and comfort levels for all users. Designated biking and walking facilities, well-designed crossings, and continued education and enforcement can reduce the risk of crashes and injuries and increase overall active transportation mode share.

This NMTP recommends active transportation network improvements and programmatic changes to help reduce collisions and improve traffic safety in our community.

EQUITY

Costs associated with car ownership can be a barrier to mobility in car-centric environments. A study cited by the Victoria Transport Policy Institute found that households in automobile dependent communities devote 50 percent more of their income to transportation (more than $8,500 annually) than households in communities with more accessible land use and more multi-modal transportation systems (less than $5,500 annually).[1] Reducing this financial burden could have major impacts on a household's ability to partake in the local economy, accrue wealth, and reduce economic hardship.

This NMTP will enhance the accessibility of pedestrian and bicycle networks in Santa Clarita, making daily transportation and physical activity more viable for youth, older adults, and those with disabilities. This NMTP is designed to create opportunities for affordable, safe, and convenient transportation for all people, especially those who may not have access to a motor vehicle or who have limited income.

QUALITY OF LIFE

The design, land use patterns, and transportation systems that comprise the built environment profoundly impact one's experience of living, working and being part of a community. Creating conditions in which walking, biking, and using other active modes are accepted and encouraged increases a community's livability, and by extension, residents' overall quality of life. Communities become more livable and pleasant when noise and air pollution are reduced, and when urban space is dedicated for facilities that enable people of all ages to recreate and commute in safe and enjoyable settings.

This NMTP works to increase the quality of life for all residents in our community.

LOCAL ECONOMY

Active transportation is economically advantageous to individuals and communities. Replacing automobile trips with walking or biking can reduce household expenses associated with vehicle maintenance and fuel costs. These savings are accompanied by potential reductions in health care costs, as regular physical activity can minimize health complications associated with an inactive lifestyle. In 2009, the CDC estimated that the direct medical costs of physical inactivity to the country totaled more than $147 billion.[2]

According to the Bureau of Labor Statistics, in 2017, households spent 13 percent of their earnings on transportation—the second highest household expenditure after housing.[3] Increasing opportunities for non-automobile travel can reduce spending on transportation, which may allow for households to increase spending on health-promoting activities such as healthcare, education, and nutritious food.

ENVIRONMENT

Fossil-fuel driven transportation generates the largest share of greenhouse gas (GHG) emissions of any economic sector in the United States, amounting to almost 30 percent of all GHG emissions and surpassing those generated from electricity production and industry.[4] Biking and walking, on the other hand, cause no direct air or water pollution, require minimal land use impacts, and emit negligible noise and light pollution. Bicyclists and pedestrians occupy less space than cars and help reduce demand for road space and parking, freeing up land for public space, buildings, food production, housing, and stormwater capture and street beautification. Replacing driving trips with biking or walking trips reduces emissions associated with mobility, translating into less carbon dioxide, nitrogen oxides, hydrocarbons, and other pollutants in the air.

1 "Driven to Spend; The Impact of Sprawl on Household Transportation Expenses," Barbara McCann, Surface Transportation Policy Project Center for Neighborhood Technology, 2000, http://www.walkboston.org/sites/default/files/DriventoSpend.pdf.

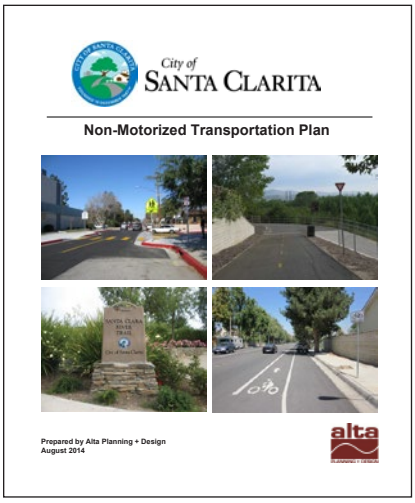
2 "Adult Obesity Causes & Consequences," Overweight & Obesity, Center for Disease Control and Prevention, last modified August 29, 2017, https://www.cdc.gov/obesity/adult/causes.html.

3 "Consumer Expenditures—2017," Economic News Release, Bureau of Labor Statistics, published September 11, 2018, https://www.bls.gov/news.release/cesan.nr0.htm

4 "Sources of Greenhouse Gas Emissions," Greenhouse Gas Emissions, United States Environmental Protection Agency, accessed May 28, 2019, https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions.

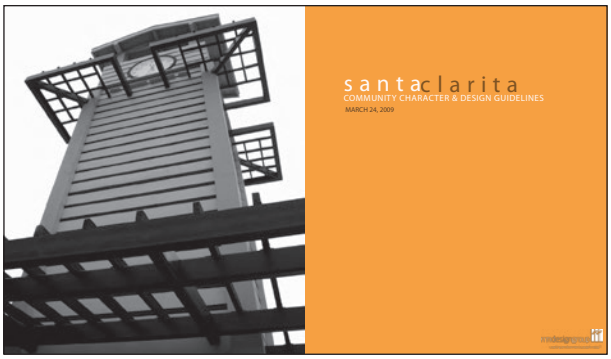
Implementation of this NMTP not only reduces our contribution and enhances our resiliency to climate change, but also improves the health and quality of life for residents who are vulnerable to asthma or other chronic respiratory diseases.

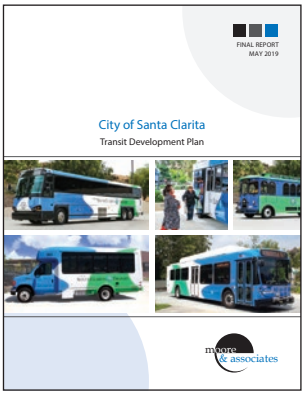
Relationship to Other Documents

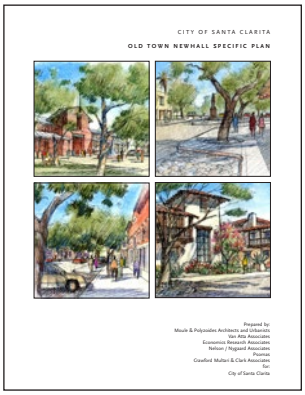


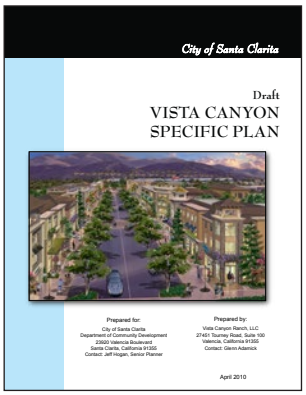
In 1992, the City adopted Resolution 92-102, reaffirming that the City "vigorously support[s] bicycle use within the City limits on both road and off road bikeways." Since that resolution, many of the City's plans and policies have addressed bicycle planning in addition to expanding pedestrian facilities and transit connections.

In addition to Resolution 92-102, this NMTP is consistent with and builds upon the efforts of various planning, policy, and regulatory documents. These include the City's own documents, such as the General Plan, the Municipal Code, the 2014 NMTP, the 2019 Transit Development Plan, and the Climate Action Plan. Santa Clarita also intends to design a bicycle and pedestrian network that continues to complement existing and planned bikeways and pedestrian projects in surrounding communities. Therefore, the planning context also includes bicycle and pedestrian plans, policies, and projects of Los Angeles County and the State of California. A full review of these documents can be found in Appendix A.









The NMTP builds upon other City planning efforts, including the Community Character and Design Guidelines, Vista Canyon Specific Plan, Old Town Newhall Specific Plan, and the Transit Development Plan.

02 THE VISION

The Vision

This Plan supports the City of Santa Clarita's vision as a thriving community where people of all ages and abilities feel empowered to walk or bicycle to the widest range of destinations including school, work, transit, recreation, and shopping as part of daily life.

Overview

The goals of the NMTP reflect the priorities expressed by the community throughout the public outreach phase. Discussions with City departments, best practices across the nation, and input from community stakeholders have shaped the proposed strategies and policies intended to help the City achieve these goals.

All of the following goals, strategies, and policies support the larger citywide "Complete Streets" policy, which instructs staff to consider the needs of all modes of travel when developing any transportation facility. The goals, strategies, and policies are designed to guide the work of City staff and elected officials, partner agencies, and private developers to improve the livability, economic vitality, and non-motorized accessibility for residents and visitors throughout Santa Clarita. Reducing the amount of driving and automobile ownership is an overarching goal embodied in this NMTP.

The NMTP is organized around a vision statement, three overarching goals tied to relevant performance measures, and a series of specific policies and actions.

BICYCLE AND WALK FRIENDLY COMMUNITY DESIGNATION

In 2019, the League of American Bicyclists honored the City's efforts to build better places to bike with a silver-level Bicycle Friendly Community award. Recognizing Santa Clarita's infrastructure improvements, educational and encouragement programs, and enforcement efforts, the League upgraded the City's award from bronze, making our community one of only six cities in the nation to move from a bronze-level to a silver-level recognition during this round of judging. This voluntary assessment and award program evaluates communities on ten criteria that the League believe affect three key outcomes: ridership, crashes, and fatalities. These goals, policies, and actions are designed specifically to help elevate the City to a Gold or higher designation (Platinum and Diamond) in the near future.

There are programs that also recognize places as Walk Friendly Communities, a program operated by the UNC Highway Safety Research Center. Taking the actions listed in this chapter can position the City for recognition through this national program as well.

Goal 1. Safety & Health

This NMTP will empower residents to live a more active lifestyle by providing a network of safe and comfortable walking routes and bikeways for everyone to enjoy.

ASKING THE RIGHT QUESTIONS

- Will the NMTP help reduce crashes and fatalities while increasing opportunities for physical activity among vulnerable populations?
- Does the NMTP help reduce air pollution, asthma rates, and greenhouse gas emissions, particularly within vulnerable populations?

HOW DO WE MEASURE PROGRESS?

- Reduce the number of severe and fatal pedestrian and bicycle collisions to zero by 2040
- Increase percentage of K-12 students receiving bicycling education on an annual basis from 1% to 10%
- Expand Safe Routes to School Programs to all City schools
- Reduce vehicle miles traveled annually
- Reduce air pollution from motor vehicles by 5% due to more people biking and walking
- Develop and implement a Vision Zero program

OBJECTIVE	ACTIONS
A Reduce bicycle and pedestrian collisions through safe and comfortable facilities	1 Prioritize quick implementation of bicycle and pedestrian facilities on Santa Clarita's high-injury network to rapidly address possible safety issues. 2 Implement facilities recommended in this plan, which follow a "Complete Streets" approach. Refer to national and state best practices. 3 Continue citywide traffic safety campaigns that educate all roadway users about safe driving, walking, and biking. Expand existing safety education programs for drivers as well as pedestrians and bicyclists through grants and partnerships with community stakeholders.
B Promote an active lifestyle that includes biking and walking	1 Develop programs that encourage residents to walk and bike as part of their daily life. 2 Encourage local school districts to create programs that incorporate safe biking and walking into the curriculum. 2 Train residents and/or City staff as League Certified Instructors (LCI) and bicycle/trail ambassadors. Host bicycle safety, training, and education courses.
C Reduce air pollution, asthma rates, and greenhouse gas emissions	1 Build a bicycle network that encourages residents to choose modes of transportation other than driving by providing low-stress facilities, robust pedestrian networks, and seamless bicycle and transit integration. 2 Incorporate Green Infrastructure strategies where possible (e.g., bulb-outs, planted bikeway buffers, and landscaped areas adjacent to sidewalks and Class I paths). Utilize permeable paving for new facilities or re-paving, especially where facilities are adjacent to waterways or parks.

Goal 2. Access & Comfort

This NMTP will support increased access to neighborhood destinations such as parks, shopping and employment centers, libraries, schools, recreation centers, and transit stops. Pedestrian and bicycle facilities will be accessible and comfortable for people of all ages and abilities to use.

ASKING THE RIGHT QUESTIONS

- Does the NMTP prioritize the needs and trip patterns of vulnerable users?
- Does the NMTP address barriers so that vulnerable populations can take part in or enjoy the improvements?
- Does the NMTP help support and not impede public transit service?
- Does the NMTP serve people with physical disabilities?

HOW DO WE MEASURE PROGRESS?

- Double the share of people walking and bicycling to work to 3.4% by 2025 and triple to 5.1% by 2040
- Double trail use by 2025
- Increase the number of ADA-compliant trailheads, paseos, and sidewalks
- Increase the share of students walking or bicycling to school
- Reduce the percent of streets that are Bicycle Level of Traffic Stress (LTS) 3 and 4 by half
- Increase percentage of residents within a ½-mile of a trail
- Increase transit trips by 50% by 2025

OBJECTIVE	ACTIONS
A Increase access to jobs, education, retail, parks and libraries, schools, recreational centers, transit, and other neighborhood destinations	1. Implement the recommended active transportation network that safely and comfortably connects residential neighborhoods to destinations like parks, employment centers, grocery stores, community centers, schools, transit centers and shopping areas. 2. Increase the supply of bicycle parking in Downtown Newhall and at neighborhood destinations such as major shopping areas. 3. Establish opportunities to reduce Vehicle Miles Traveled in new developments through a transportation impact fee ordinance to leverage funding for installation of new bicycle and pedestrian facilities. 4. Work with local businesses to enhance access to trails and walkways. 5. Incorporate routine accommodation for pedestrian and bicycle facilities when developing priority lists for overlay and construction projects, maintenance, and traffic control plans. 6. Update citywide bikeways and trails maps as the network expands. 7. Expand wayfinding as recommended in the NMTP, including double-facing signage, installing street names on bridge overpasses along the trail network, and improving connections between the trail networks, parks, and other destinations such as Henry Mayo Newhall Hospital.
B Address barriers so that disadvantaged populations can take part in improvements	1. Install bike repair and hydration stations at key community destinations. 2. Provide free basic bicycle maintenance and repair training at City libraries to encourage cyclists of all ages. 3. Offer “Pay with Cash” and “EBT Discounts” in future bike sharing programs. 4. Pursue projects in areas identified as high need in the Equity and CalEnviroScreen 3.0 analyses.

OBJECTIVE	ACTIONS
C Reduce air pollution, asthma rates, and greenhouse gas emissions	1 Design bikeways on transit streets using best practices that do not impact transit reliability while improving access to transit. 2 Work with Santa Clarita Transit to improve bicycle and pedestrian access (first/last mile connections) to transit stations as outlined in the 2019 Transit Development Plan. Similarly, collaborate to improve the comfort of transit stops and onboard transit vehicles, especially during peak commute hours, and to provide secure bike parking, benches, and covered waiting areas at stations and stops. 3 Locate future bike sharing stations near major bus and train hubs. 4 Work with Santa Clarita Transit to require and install rear wheel side guards on all City buses. 5 Install more secure, long-term bicycle parking at major transit hubs.
D Reduce travel times for disadvantaged households	1 Increase the overall mileage of the sidewalks and low-stress bicycle network in high-need neighborhoods (as identified in the Equity Analysis).
E Prioritize the needs and trip patterns of disadvantaged populations	1 Prioritize the construction of facilities that address disparities, and close gaps in the active transportation network between neighborhoods.
F Serve people with disabilities	1 Ensure that active transportation facility designs do not create additional barriers for people with disabilities, but instead create safer, more welcoming public spaces for everyone. Adjust gates at entryways to paseos and trailheads that currently prohibit access of recumbent bicycles, wheelchairs, and other mobility devices. 2 Work with Santa Clarita Transit to improve bicycle and pedestrian access (first/last mile connections) to transit stations as outlined in the 2019 Transit Development Plan. Similarly, collaborate to improve the comfort of transit stops and onboard transit vehicles, especially during peak commute hours, and to provide secure bike parking, benches, and covered waiting areas at stations and stops. 3 Work with Santa Clarita Transit to require and install rear wheel side guards on all City buses.

Although many streets feature marked crosswalks, facilities do not always capture where, when, and how people want to use our streets. The City will continue to work to ensure routes for walking and biking are convenient, accessible, and responsive to community needs.

Goal 3. Maintain & Expand the Network

This NMTP will help our community identify, develop, and maintain a complete and convenient bicycle and pedestrian network.

ASKING THE RIGHT QUESTIONS

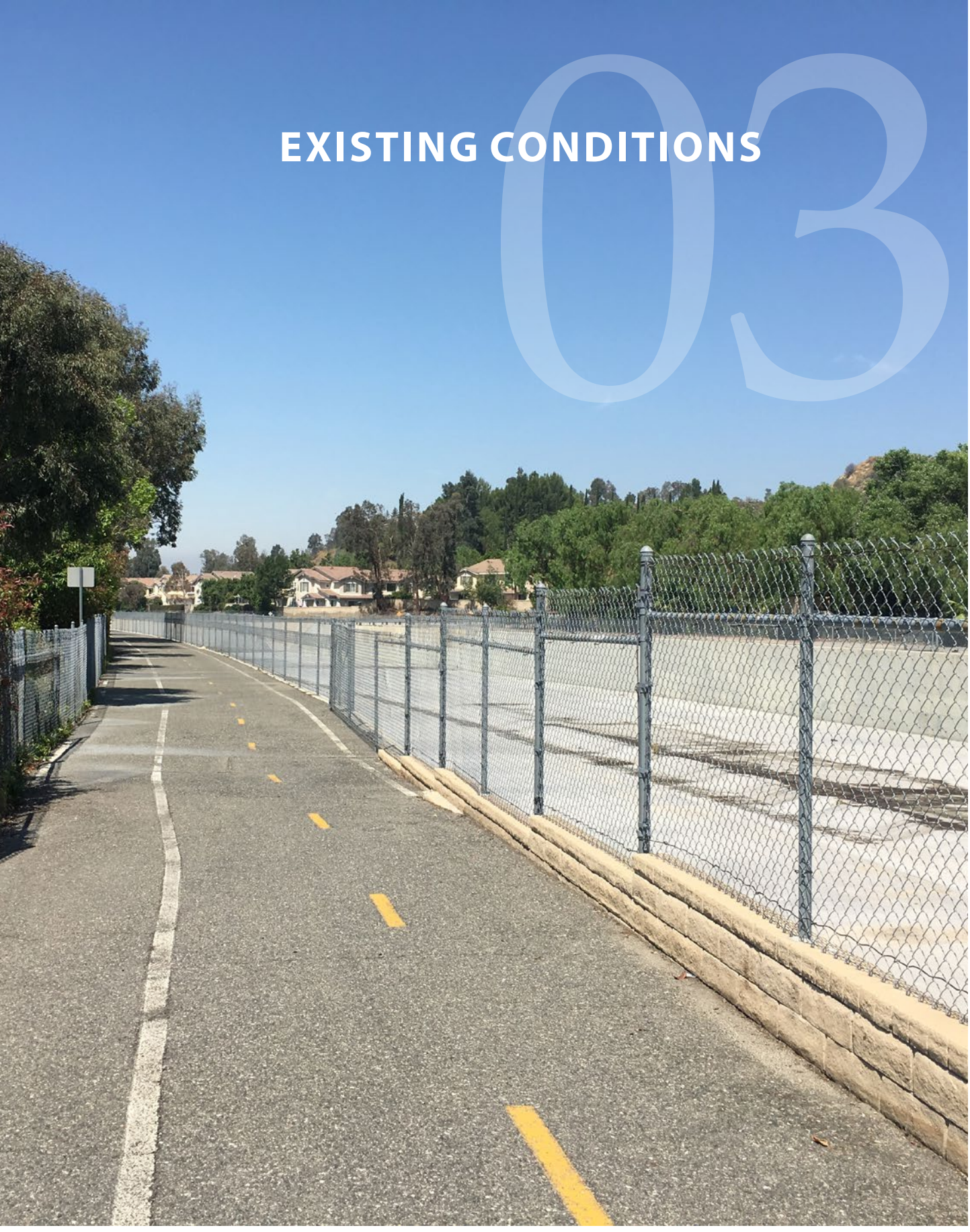
- Does the NMTP adequately position our community for successful implementation?
- Does the NMTP ensure equitable distribution of proposed facilities?

HOW DO WE MEASURE PROGRESS?

- Double the number of short-term and secure long-term bicycle parking locations by 2040
- Maintain adequate pavement quality, striping, and sign visibility and signal/beacon functionality on all bicycle and pedestrian facilities
- Continue tracking and publishing annual bicycle and pedestrian counts
- Prioritize grant funding requests to Complete Tier 1 projects recommended in this NMTP by 2030 and Tier 2 projects by 2040

OBJECTIVE	ACTIONS
A Integrate bicycle and pedestrian network and facility needs into all city planning documents and capital improvement projects	1. Review the City's Capital Improvement Program (CIP) list on an annual basis to ensure that recommended projects from this NMTP are incorporated at the earliest possible stage of both new capital projects and maintenance of existing facilities. 2. Evaluate all streets during pavement resurfacing to determine if additional bicycle and pedestrian facilities can be provided (e.g., new bike lanes, buffered bike lanes, wider curb lanes or shoulders, wider sidewalks) when the striping is reapplied. 3. Ensure that all traffic impact studies, analyses of proposed street changes, and development projects address impacts on bicycling and walking facilities. 4. Require new development, or reconstruction if applicable, to address the pedestrian and bicycle circulation element based on the above considerations. 5. Conduct regular pedestrian and bicycle counts pursuant to regional methodology before and after project implementation.
B Leverage existing funding to maximize project delivery	1. Continue utilizing Measure M funding for active transportation projects. 2. Utilizing funds as a local match, aggressively pursue funding from available grant sources. 3. Actively develop projects from the NMTP to position the City to best compete for grant funding. 4. Follow the NMTP's prioritization recommendations, which include equity and other funding-agency-determined factors in scoring. 5. Continue preparing an annual Work Plan including the status of pedestrian and bicycle projects in this NMTP that have been completed, are in progress, and are proposed for the budget year showing scope, schedule, and budget by fund source. 6. Through the CIP process, assess and prepare for upcoming staffing, consultant, and capital funding needs as projects arise.
C Maintain designated facilities to be comfortable and free of hazards to biking and walking	1. Sweep streets and shared use paths regularly, with priority given to those with higher pedestrian and bicycle traffic. 2. Trim overhanging and encroaching vegetation to maintain a clear path of travel along pedestrian and bicycle facilities.
D Reduce long-term transportation costs by reducing the need for vehicle ownership or for parking in new developments	1. Update the Unified Development Code's transportation demand management (TDM) options to include bike-share passes, increased bicycle parking, end of trip facilities, fix-it stations, hydration stations, and the reduction or elimination of minimum parking requirements.

03 EXISTING CONDITIONS



Existing Conditions

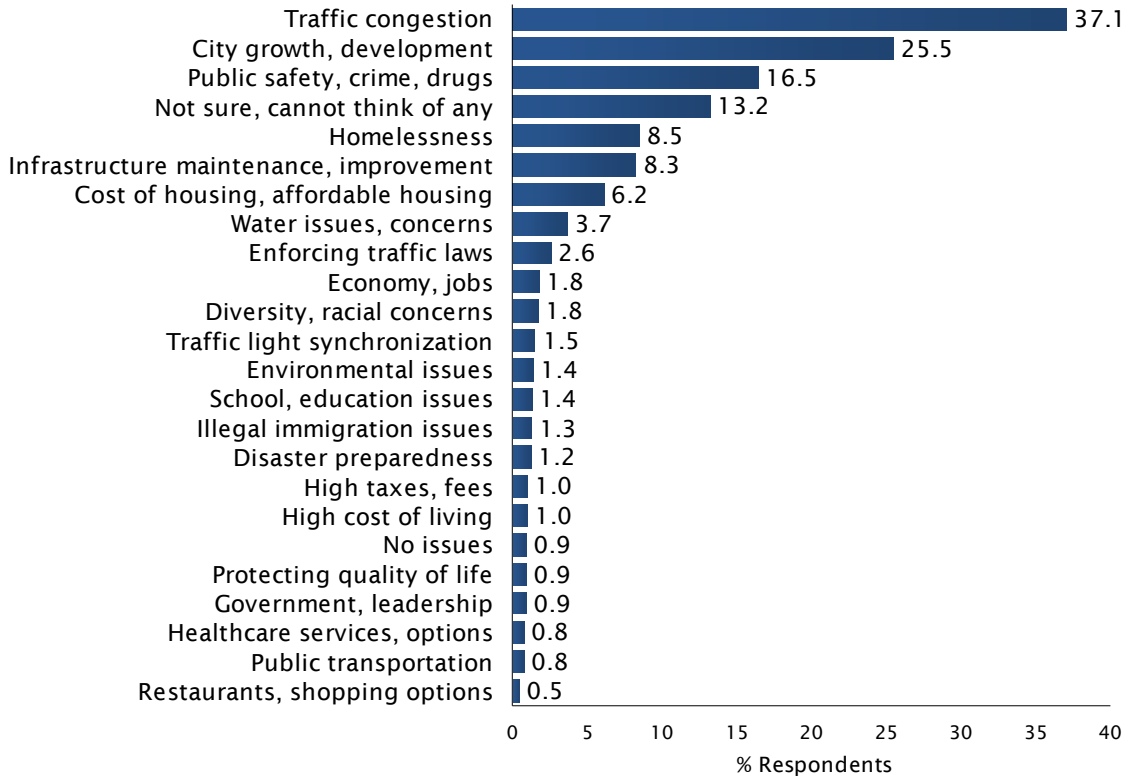
There is great potential to expand the role and use of active transportation in Santa Clarita. The city enjoys mild weather, has limited topographical challenges, has over 126 miles of existing bicycle facilities , already experiences relatively high rates of walking and biking and has installed an extensive wayfinding network. These investments provide a foundation upon which Santa Clarita can build a high quality, citywide active transportation network that is safe, comfortable, and appealing for daily use.

Local Context

Originally incorporated in 1987 from the communities of Canyon Country, Newhall, Saugus, and Valencia, Santa Clarita has continued to grow throughout the decades. The City has completed two annexations since the 2014 Non-Motorized Transportation Plan: West Creek/West Hills (2016) and Plum Canyon (2018). With these annexations, Santa Clarita is now home to over 210,000 people,[5] making it the third most populous city in Los Angeles County.[6]

5 2017 American Community Survey 5-Year Estimates

6 "E-1 Population Estimates for Cities, Counties, and the State—January 1, 2018 and 2019," State of California Department of Finance, http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-1/.



In the 2018 Community Opinion Survey, residents reported that traffic congestion is the most important issue facing the Santa Clarita community.

This high growth rate, combined with high growth in the surrounding communities and the large area of the City, has placed increasing transportation pressures on the community.

Located in the Santa Clara River Valley, the City is bounded by the Sierra Pelona Mountain Range to the north and the Santa Susanna and San Gabriel mountain ranges to the south (see Figure 1).

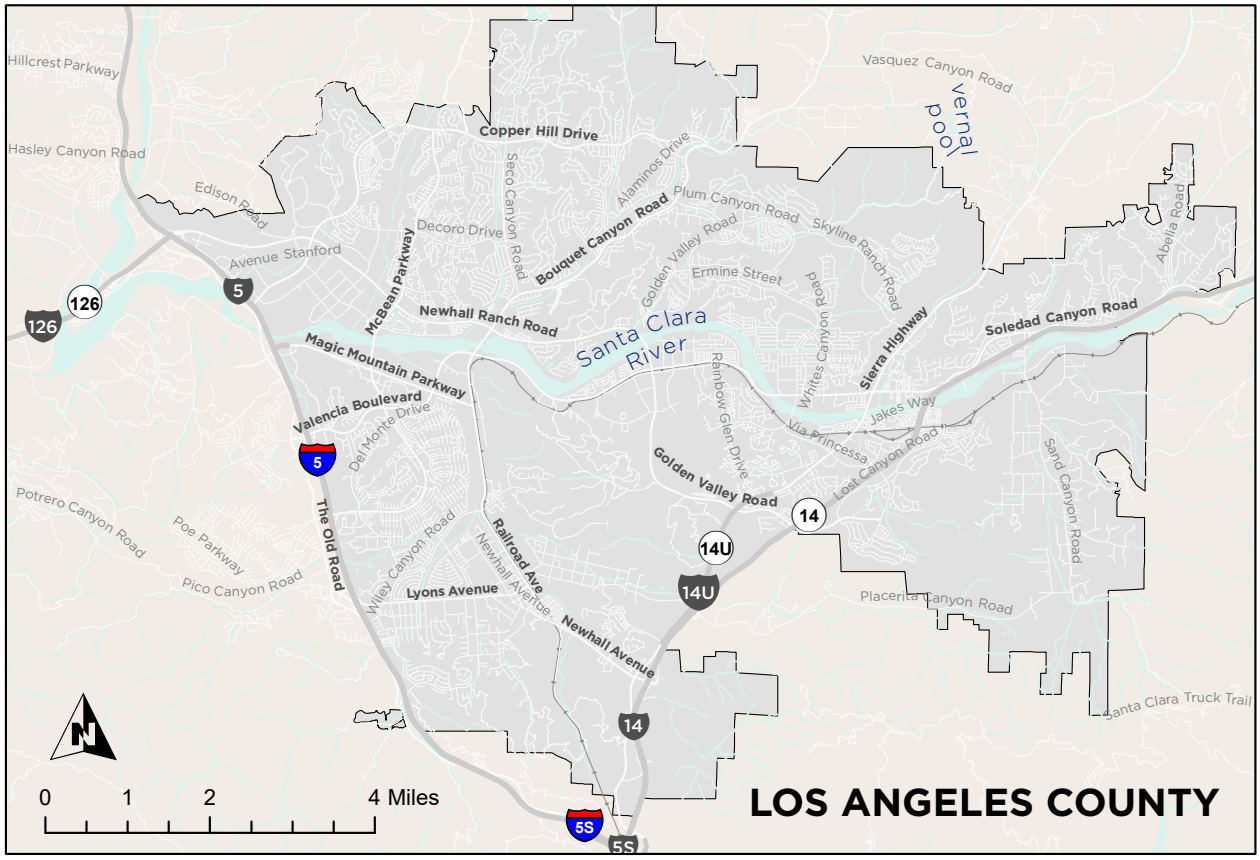
It sits 35 miles north of downtown Los Angeles, and is bounded generally on the west by Interstate 5 and the east by State Route 14 (SR-14). The City is bordered by unincorporated Los Angeles County, including the unincorporated communities of Acton, Agua Dulce, Castaic, and Stevenson Ranch.

COMMUNITY OPINION SURVEY (2018)

Every two years, the City commissions a community-wide survey to gather an objective, representative, and statistically-reliable understanding of its residents' satisfaction, priorities, and concerns about services and facilities provided by the City. In an open-ended question, the majority of respondents reported that the biggest problem facing the community is traffic congestion.

When asked to indicate the one thing the City could do to make Santa Clarita a better place to live, the most common answers were limiting growth and development (21%); reducing traffic congestion (15%); providing affordable housing (8%); and improving/maintaining infrastructure, roads, and sidewalks (6%). The NMTP seeks to remain sensitive to these concerns, and offers recommendations to improve transportation options in the community.

Figure 1. Location of Santa Clarita



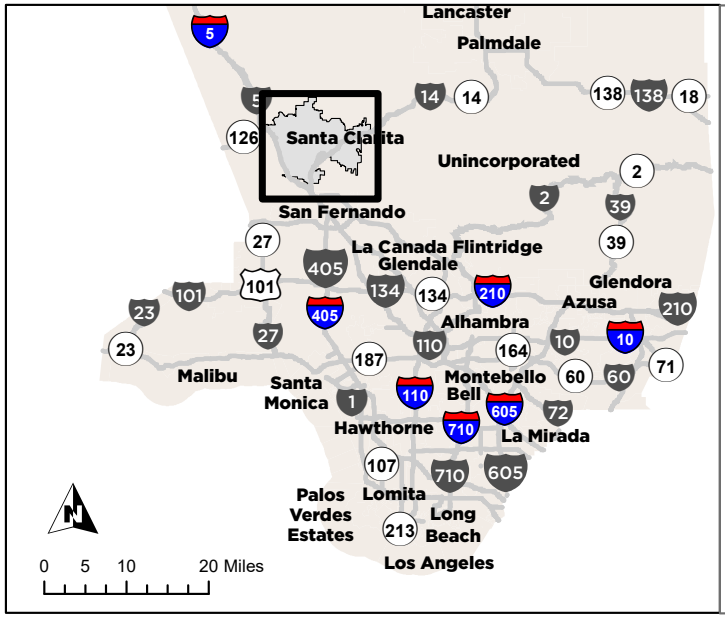
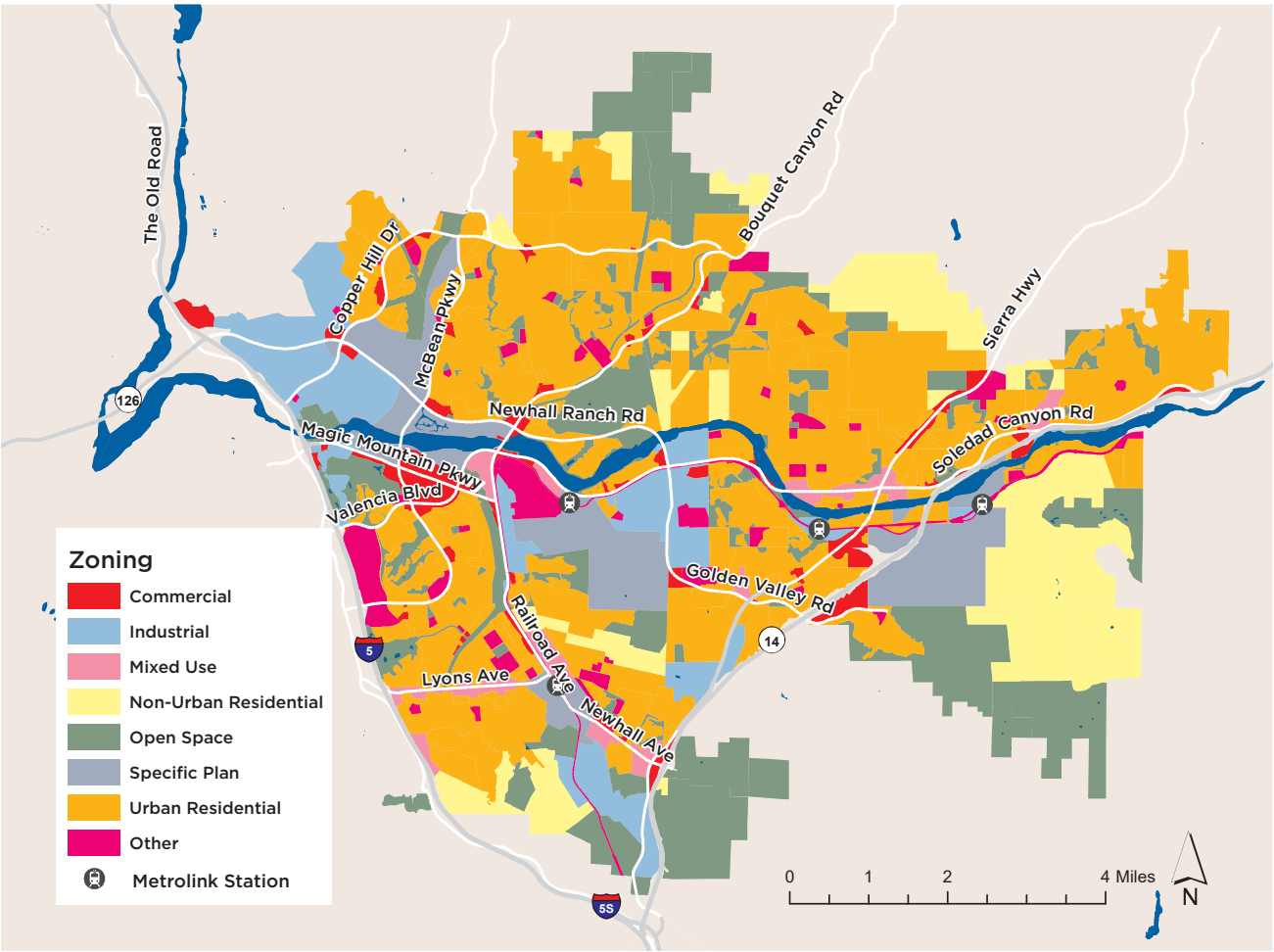


Figure 2. Existing Land Use



LAND USE & MAJOR DESTINATIONS

Development in Santa Clarita is generally suburban in character, with most development occurring on the valley floor and lower canyons. The City is mostly residential with low-density single-family residential areas located throughout, commercial areas located along major arterials, business parks located primarily along Interstate 5 and along Soledad Canyon Road, and neighborhood commercial centers scattered throughout the city.

Four Original Communities

The four communities (Canyon Country, Newhall, Saugus, and Valencia) which were joined together to form Santa Clarita still have distinct characteristics:

- **Canyon Country** contains a variety of housing types, including large-lot single-family custom homes, single-family tract homes, and multi-family development and mobile home parks. Neighborhood serving commercial areas are concentrated along Soledad Canyon Road and Sierra Highway. Sand Canyon, a sub-community of Canyon Country, is located south of SR-14. The development standards are intended to maintain, preserve, and enhance the rural and equestrian character of Sand Canyon by limiting curb, gutter, sidewalk, and streetlight improvements in any new development (Zoning Code Section 17.39.030). Most streets in the neighborhood do not have sidewalks. The neighborhood is home to several horse ranches, and equestrian use is common.

Old Town Newhall creates a pleasant pedestrian environment with street furniture, landscaping, street-facing shops, bulb-outs at intersections, and marked crossings.

- **Newhall** was settled in 1876 in conjunction with the construction of the Southern Pacific Railroad, and still is home to one of the city's main train stations: Jan Heidt Newhall Metrolink Station. As the oldest permanent settlement in the City, Newhall's circulation pattern and land use are conducive to walking and biking. Main Street includes only two travel lanes, angled on-street parking, curb extensions, and street trees. The area east of Newhall Avenue and north of Lyons Avenue has a grid network of streets and relatively high-density single and multi-family residential units.
- **Saugus** is primarily single-family residential and home to several newer residential developments. Smaller community commercial and neighborhood serving commercial areas are dispersed throughout. Saugus was developed in the 1970s and 1980s with typical auto-oriented neighborhoods.
- **Valencia** was developed as a planned community starting in the 1960s and 70s. It includes single-family residential neighborhoods supported by local recreational amenities and community shopping centers. A system of off-street pedestrian pathways ("paseos") links the residential, recreational, and commercial areas. Pedestrian bridges cross major arterials.

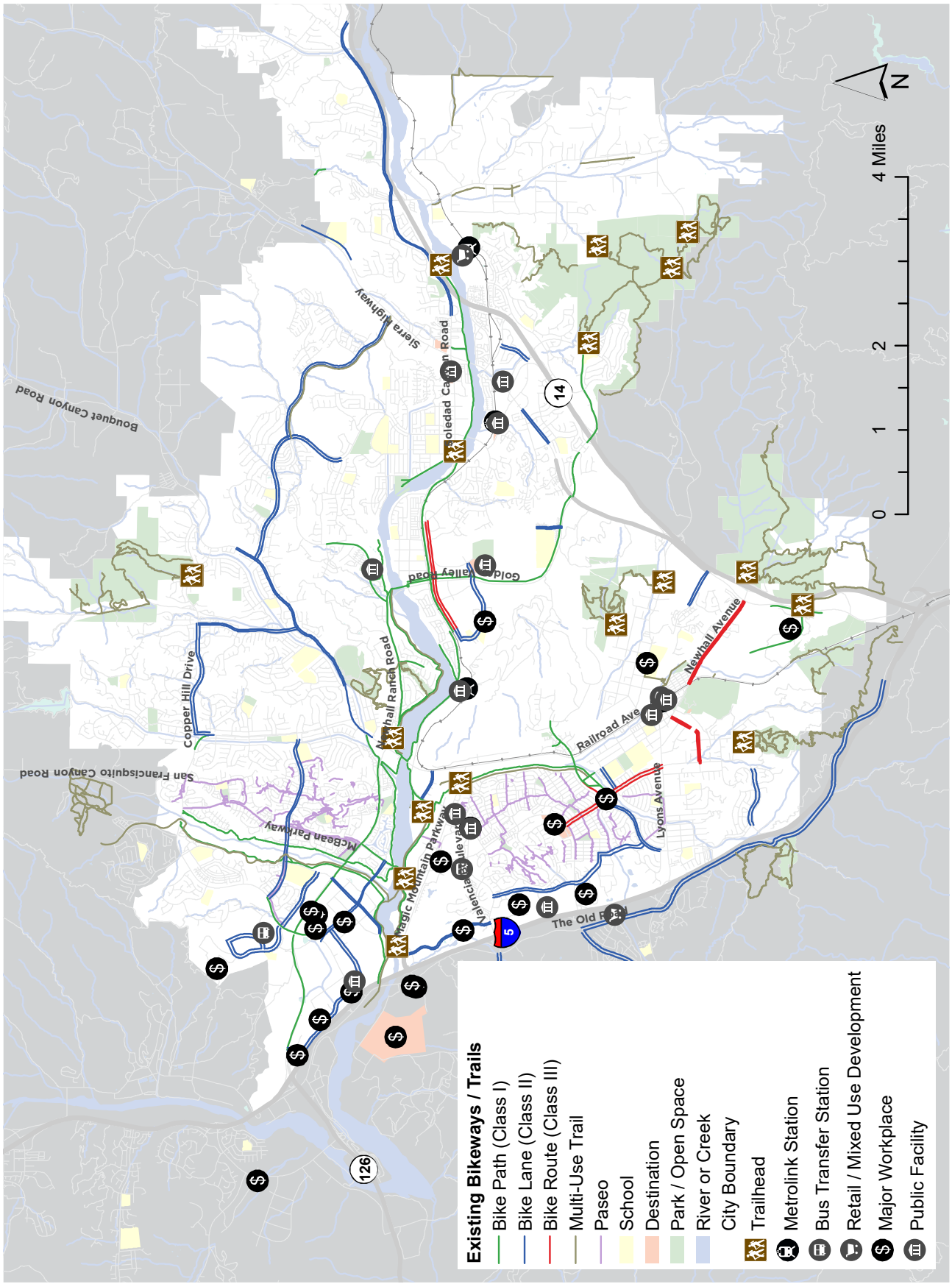
New Developments

Vista Canyon is in the process of becoming a mixed-use, pedestrian- and cyclist-friendly community with 1,100 homes, including townhomes, single-family residences, and luxury apartments. The 185-acre site lies on the eastern edge of the city near State Route 14, the Santa Clara River, and the existing railroad line. Once complete, Vista Canyon will offer close to 1 million square feet of commercial space and more than 21 acres preserved for recreation. With the goal of creating a "car-optional" community, Vista Canyon is oriented around a transit center and new Metrolink commuter rail stop. The project broke ground in 2015.

Major Destinations

Home to various universities, large companies, and hospitals, Santa Clarita features a number of major destinations (see Figure 3).

Figure 3. Major Destinations in Santa Clarita



TRANSIT ACCESS

Santa Clarita is served by two transit providers and several routes that offer connections to local and regional destinations. Most transit riders begin and/or end their trip as a pedestrian or cyclist, making connections to transit stops and stations a crucial part of the active transportation network.

Santa Clarita Transit

Since its creation in 1991, Santa Clarita Transit has expanded its services to include 11 local fixed routes within the Santa Clarita Valley; supplemental school day schedules to multiple junior high and high schools in the city; and commuter services between Santa Clarita and downtown Los Angeles, Century City, Westwood, North Hollywood, and Warner Center. Additionally, Santa Clarita Transit operates paratransit service seven days a week for seniors and disabled within the Santa Clarita Valley, as well as for the general public during evening hours. Their 100-vehicle fleet now provides service for 3 million riders annually, traveling a total of 12,000 miles each weekday.

According to the 2019 Transit Development Plan (TDP), people most frequently use the bus to travel between Newhall, Valencia, Magic Mountain, and the Santa Clarita Metrolink Station. The most popular origin and destination pair is Magic Mountain at Media Center and McBean at Valencia, followed closely by Magic Mountain at Media Center and Commuter Way at Soledad Canyon. Non-motorized transportation plays a critical role in transit riders' journeys. Most notably, 68% of all riders surveyed during the TDP walk to the bus stop, and 75% walk from their final stop to their destination. Approximately 4% of riders surveyed use a bicycle to get to and from their bus stops.

All local buses are equipped with bicycle racks that hold two or three bicycles. The City sponsors a public outreach campaign that includes video instructions for loading bicycles on the racks, and provides buses with racks at city-sponsored events to allow people to practice loading bicycles on bus racks. Commuter buses have under-bus storage that holds bicycles.

Bicycle racks, lockers, and restrooms are provided at the McBean Regional Transit Center, located at the corner of McBean Parkway and Valencia Boulevard. Bicycle racks are not generally available at local bus stops.

Metrolink

Santa Clarita is served by Metrolink's Antelope Valley Line, which provides commuter rail service to the San Fernando Valley, downtown Los Angeles, and Palmdale/Lancaster. Approximately 14 trains run from the city to downtown every weekday. Bicycles are allowed on all Metrolink train cars; each train car is designed to hold three bikes. Metrolink also has "Bike Cars" to accommodate more bikes on select trains, including the Antelope Valley Line. The Bike Cars can hold up to nine bikes.

Three Metrolink stations are within the City of Santa Clarita: Jan Heidt Newhall Station, Santa Clarita Station, and Via Princessa Station. Bicycle lockers with space for 10 to 34 bicycles are provided at all three Metrolink stations, as detailed in Table 2. Bicycle connections to the Santa Clarita station are provided by the Chuck Pontius Commuter Rail Trail, which parallels Soledad Canyon Road. Jan Heidt Newhall Station is close to the South Fork Trail, and access between the trail and the station is possible via low-traffic residential streets. A Class I shared-use path is planned for Railroad Avenue and will connect the station to the existing trail network. The Via Princessa Station does not have direct bicycle access, though there are bike lanes on Sierra Highway approaching the station from the south and the Santa Clara River Trail is to the north of the station.

An additional Metrolink Station and transit hub will be built as part of the Vista Canyon development project, approximately two miles east of the Via Princessa Station. Construction began in 2020 and the station is projected to open in 2021.

California High-Speed Rail

The California High-Speed Rail Authority has proposed high-speed train service for intercity travel in California between the major metropolitan centers of the San Francisco Bay Area and Sacramento in the north, through the Central Valley, to Los Angeles and San Diego in the south. The proposed alignment will travel through the City of Santa Clarita adjacent to existing Metrolink rail lines in the vicinity of Sand Canyon and eastern Canyon County through the mountains and into Palmdale. There is no station planned for Santa Clarita, though the project will create impacts and changes to the City's existing infrastructure and developments. The 171-mile Central Valley segment from Bakersfield to Merced is under construction. As of publication of this NMTP, the rail authority is pursuing possible alignments and environmental clearance for the rest of the proposed system.

EQUITY ANALYSIS

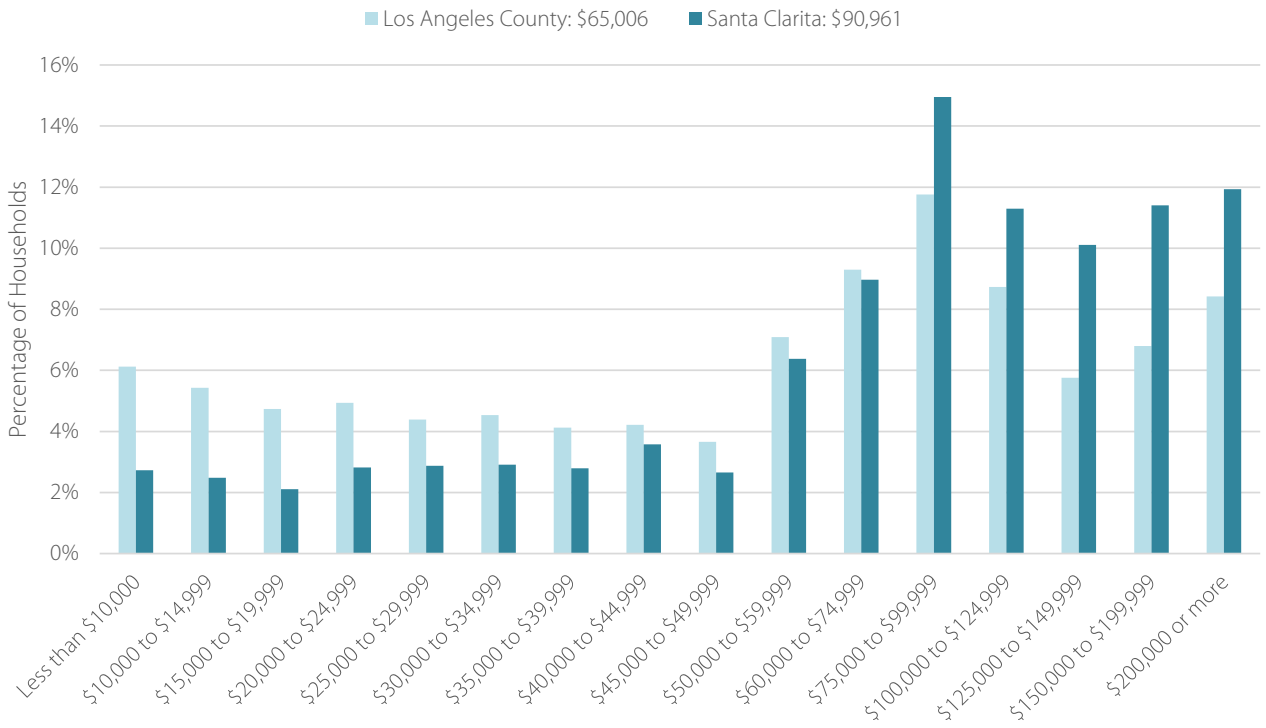
Making improvements for populations that rely on walking, bicycling, and transit to meet their daily needs is critical. Demographic factors provide insight into where network improvements may positively impact Santa Clarita residents. Some people choose to walk, bike, and take transit, but have additional options for their personal mobility, such as driving. For others, walking, biking, and transit are their only options for transportation. Those who use these modes out of necessity tend to be lower-income, vulnerable populations.

The equity analysis considers demographic factors that, when combined, indicate where there are concentrations of historically vulnerable populations. Active transportation investments in these areas could help alleviate a broader range of issues (access to jobs, education, and healthcare, for example). This analysis brings attention to neighborhoods or corridors that may be most in need of improvements, and provides a starting point for identifying priority areas.

The equity analysis for the NMTP uses a combination of socioeconomic characteristics as indicators to identify vulnerable populations at the census block group level. All data was obtained from the 2017 American Community Survey (ACS) Five-Year Estimates. The indicators include:

- **Income:** This indicator measures individuals of working age living at or below 200% of the Federal Poverty Level, which is a threshold set by the U.S. Census Bureau and is updated annually.
- **Race:** This indicator measures the percentage of the population that identifies as non-white.
- **Age:** This indicator assesses individuals under the age of 18 and over the age of 65, as both age groups are more likely to have less access to motor vehicles and therefore be more dependent upon active transportation and transit.
- **Access to a Vehicle:** This indicator measures the percentage of households that do not have regular access to a motor vehicle.

Figure 4. Median Household Income in the Past 12 Months Santa Clarita and Los Angeles County*



*2017 ACS 5-Year Estimate

Income

Household incomes in Santa Clarita are significantly higher than those in Los Angeles County (see Figure 4). In fact, the median income for households in Santa Clarita—$90,961—is approximately 1.4 times that of the county. Over half of households in Santa Clarita have incomes over $60,000. Nevertheless, portions of Santa Clarita experience lower household incomes than others.

Poverty is a socioeconomic vulnerability, linked with disproportionate exposure to poor housing, homelessness, and limited access to resources, such as transportation services, quality food, recreation facilities and health care facilities.[7] With transportation costs, especially those associated with vehicle ownership, often comprising the second largest portion of an individual's income (second to housing), reduced access to transit and active transportation networks may lead to greater reliance on an automobile and therefore have significant financial impacts on poor households.

Block groups in Newhall around the Jan Heidt Newhall Metrolink Station and in Canyon Country along Sierra Highway have higher concentrations of households at or below 200% of the Federal Poverty Level (FPL). While some block groups do not have any households at or below 200% of the FPL, some block groups have up to 76% households at or below 200% FPL. However, the mean for the city falls closer to 21%. The block groups that represent higher need are typically found within areas of the city that have less access to existing trail networks.

7 Dannenberg A, Frumkin H, Jackson R. Making Healthy Places. 1st ed. Washington D.C.: Island Press; 2011.

Figure 5. Percentage of Population Under 200% of Federal Poverty Level

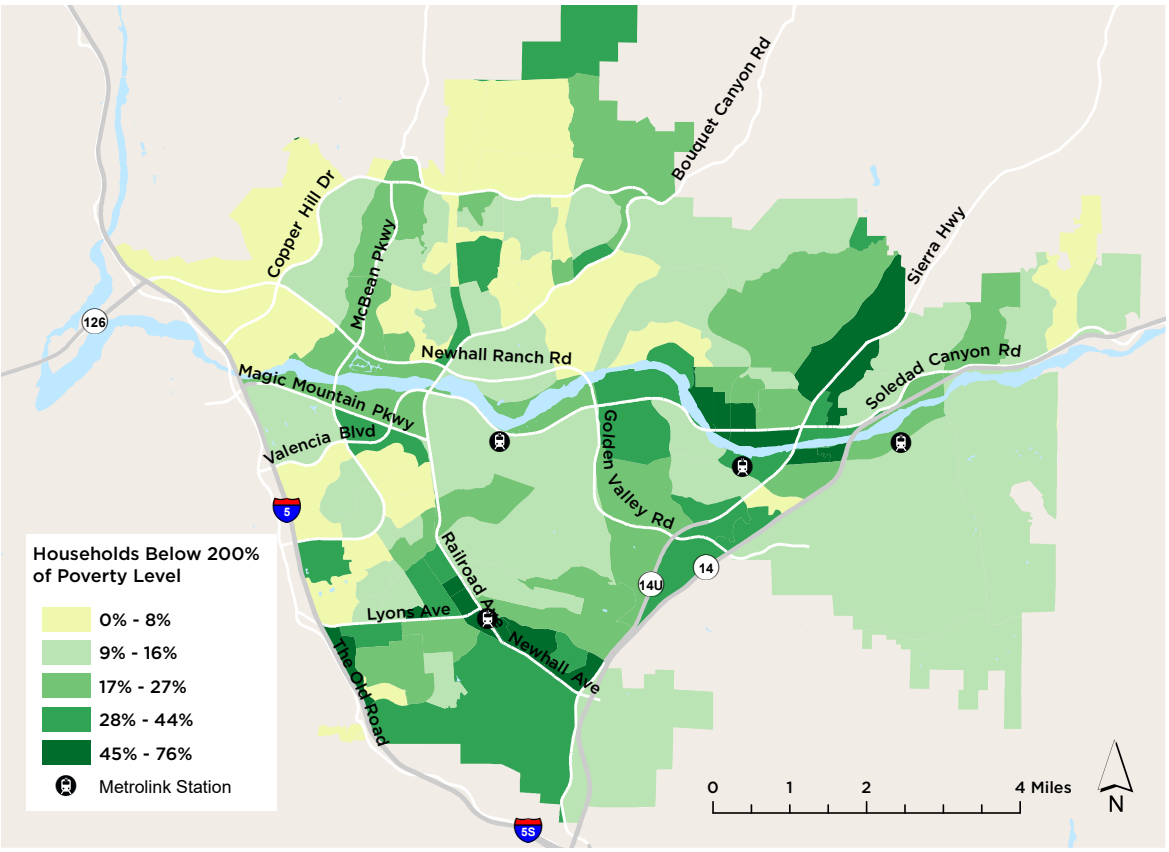
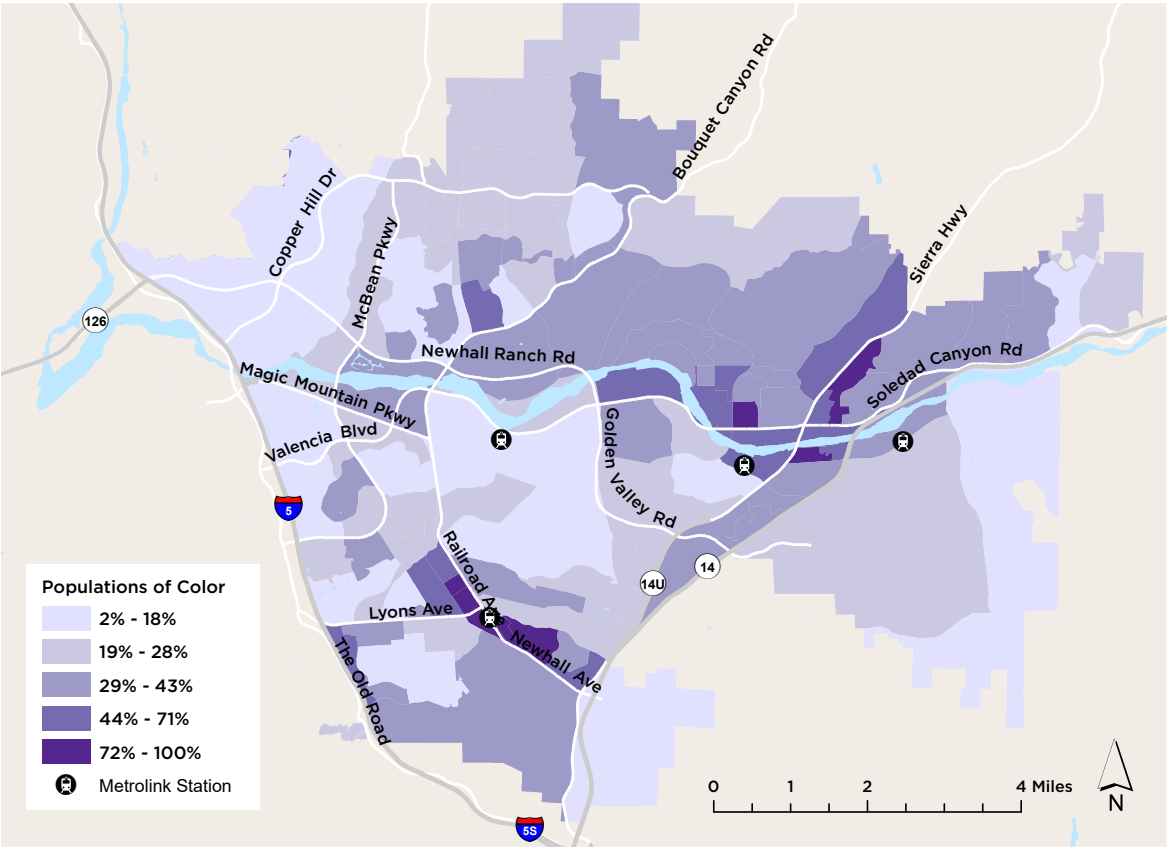


Figure 6. Percentage of Population that are People of Color



People of Color

Racial or ethnic minorities are more likely to live in areas with poor or limited active transportation facilities, educational opportunities, job resources, and healthy food outlets.[8] They tend to be more dependent on transit and active transportation; black individuals are more than four times and Hispanics three times as likely to not have access to a household car compared to their white counterparts, regardless of income.[9] In turn, these deficits exacerbate the disproportionate health burdens communities of color experience. Lastly, communities of color experience a greater proportion of pedestrian crashes and have increased risk of mortality after pedestrian injury.[10] Therefore, increasing active transportation facilities and connectivity may promote physical activity, enhance economic opportunities, and increase transportation safety.

In Santa Clarita, community members who identify as people of color, or non-white, range from 2% of a block group's population to 99%; however, in total, 33% of city residents identify as a person of color. Higher concentrations of non-white populations are located within the Newhall and Canyon Country neighborhoods, and mirror the distribution of households below 200% of the FPL (see Figure 5 and Figure 6).

Age & Vulnerable Populations

Age is an important indicator of mobility. The population under 18 years of age is thought to be more dependent upon active transportation options because they have less access to motor vehicles. Other youth-related vulnerabilities may include lacking knowledge of safe travel behaviors; greater susceptibility to environmental exposures, such as damage caused to developing bodies through emissions; and difficulty navigating poorly-designed areas.[11] Youth especially need safe transportation to/from places to be physically active and to build social connections.[12]

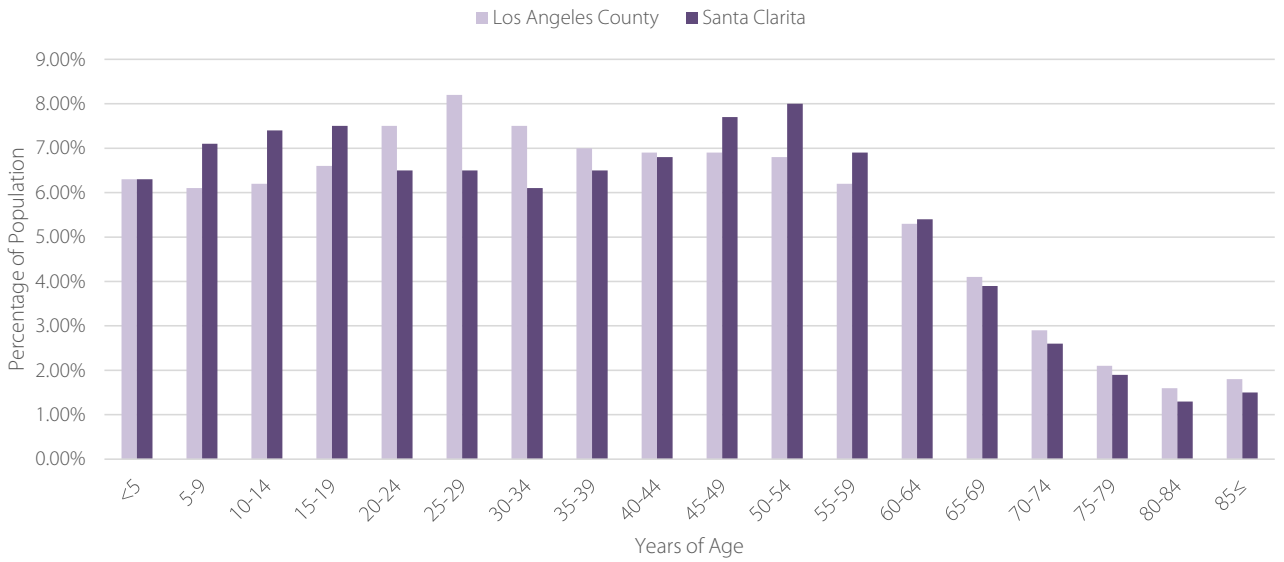
8 Dannenberg et. al.
9 Berube A, Deakin E, Raphael S. Socioeconomic Differences in Household Automobile Ownership Rates: Implications for Evacuation Policy. Brookings Inst. 2006.
10 Maybury RS, Bolorunduro OB, Villegas C, et al. Pedestrians struck by motor vehicles further worsen race- and insurance-based disparities in trauma outcomes: The case for inner-city pedestrian injury prevention programs. Surgery. 2010;148(2):202-208. doi:10.1016/j.surg.2010.05.010.
11 Dannenberg et. al.
12 Dannenberg et. al.

For some in our community, walking, biking, and riding transit are their only options for getting around.

Similarly, demand for transportation alternatives to driving increases among adults over 65 years of age. Prioritizing active transportation needs enables older adults to maintain positive well-being, despite the onset of functional limitations.[13] Walkable access to adequate public transportation is essential for older adults to maintain their daily activities and independence.[14] Additionally, safe, walkable communities that promote physical activity help prevent or delay chronic diseases such as arthritis, osteoporosis, and diabetes in older adults.[15] As 61% of American adults ages 65 years or older have at least one activity-based limitation, creating communities where older adults can safely be active and access necessary resources is crucial to the future prevention of such disability.[16] Lastly, older adults are especially vulnerable to social isolation, which can result in significant declines in physical and mental health; increasing walkability enhances older adults' ability to connect with others.[17]

13 Cvitkovich Y, Wister A. The Importance of Transportation and Prioritization of Environmental Needs to Sustain Well-Being among Older Adults. Environ Behav. 2001;33(6):809-829. doi:10.1177/00139160121973250.
14 Michael YL, Green MK, Farquhar SA. Neighborhood Design and Active Aging. Vol 12.; 2006. doi:10.1016/j.healthplace.2005.08.002.
15 Marquet, O., Hipp J., Miralles-Guasch, C. Neighborhood Walkability and Active Ageing: A difference in differences assessment of active transportation over ten years. Journal of Transport & Health. 2017;7(B):190-201.
16 National Center for Health Statistics. Health, United States, 2015. Cent Dis Control Prev. 2016.
17 Michael YL, Green MK, Farquhar SA. Neighborhood Design and Active Aging. Vol 12.; 2006. doi:10.1016/j.healthplace.2005.08.002.

Figure 7. Distribution of Ages in Santa Clarita and Los Angeles County



*2017 ACS 5-Year Estimate

In Santa Clarita, the median age is 36.9 years of age. Approximately 26% of city residents are under 19 years of age; eleven percent are 65 years and over. Together, one-third of Santa Clarita residents classify as vulnerable due to their age (see Figure 7). While the highest concentrations of people under 18 are found in the northern parts of the city, the block groups with the highest proportions of people over 65 are found to the south (see Figure 8 and Figure 9).

Figure 8. Percentage of Population Under 18

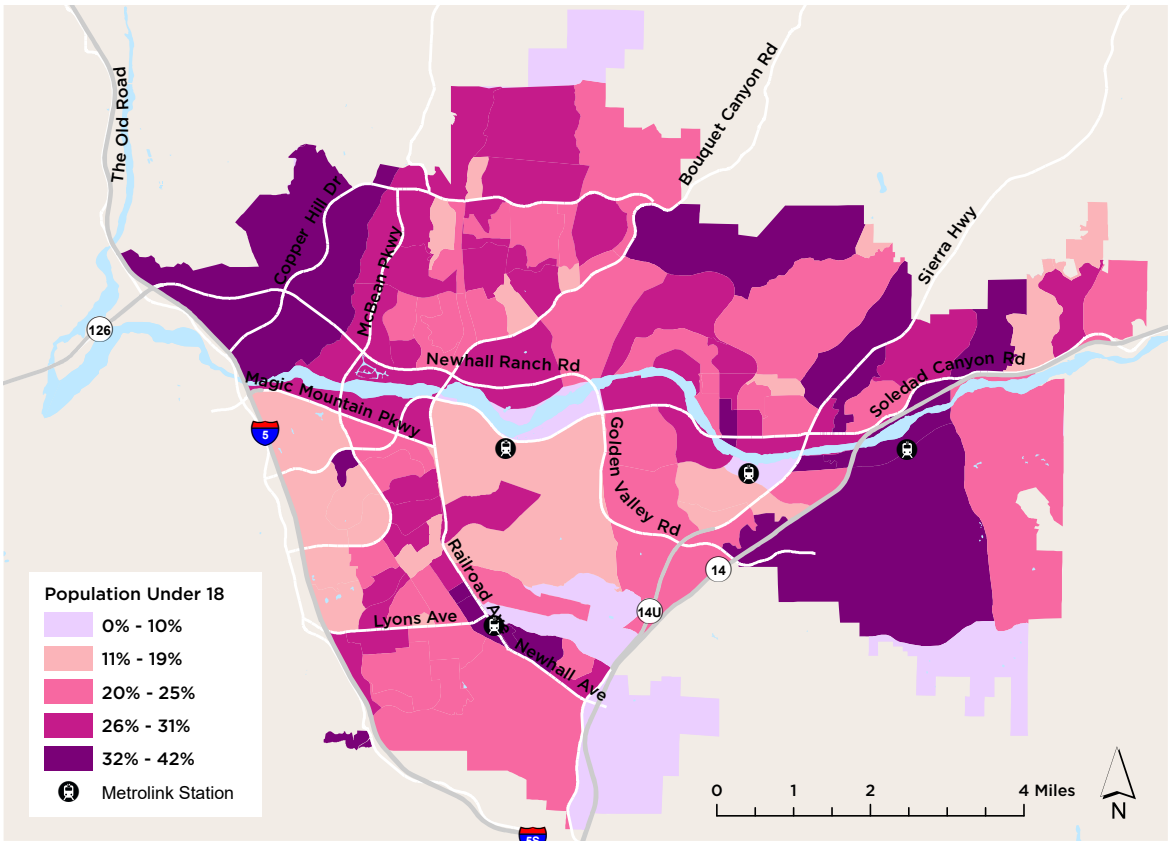


Figure 9. Percentage of Population Over 65

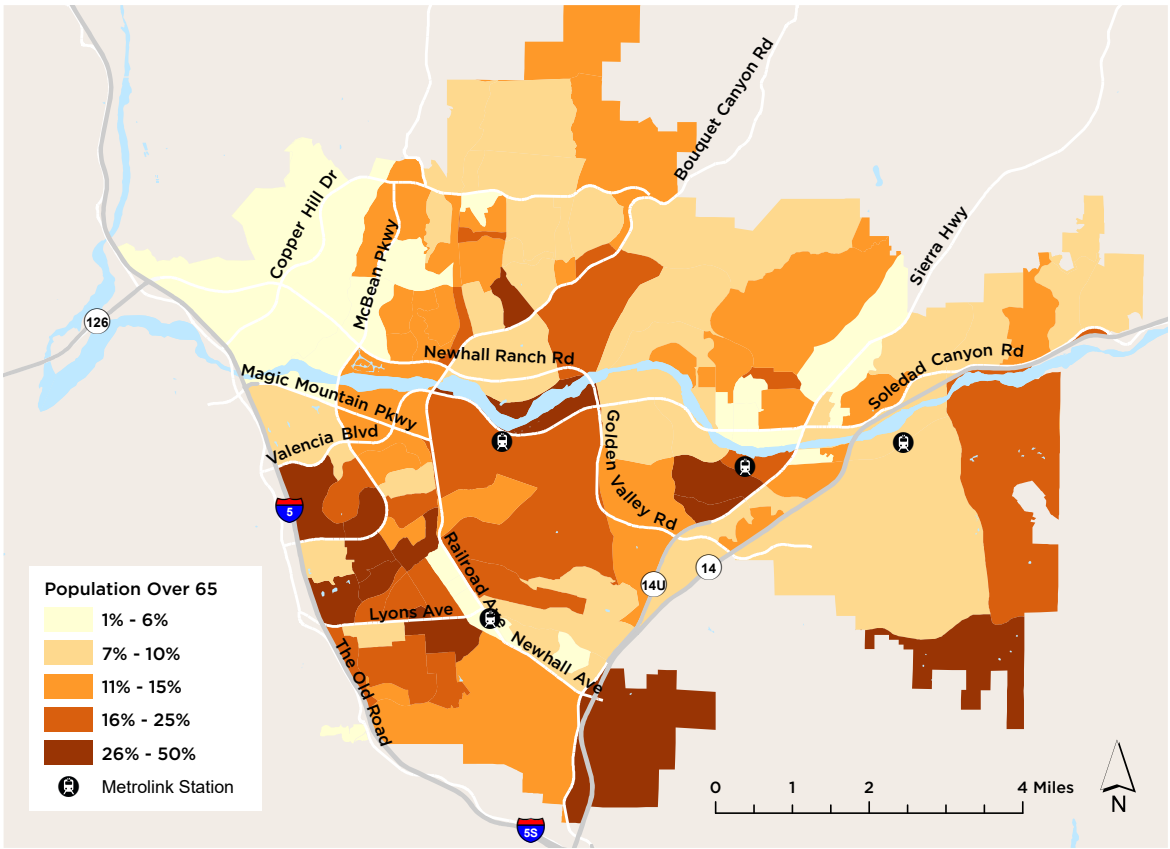
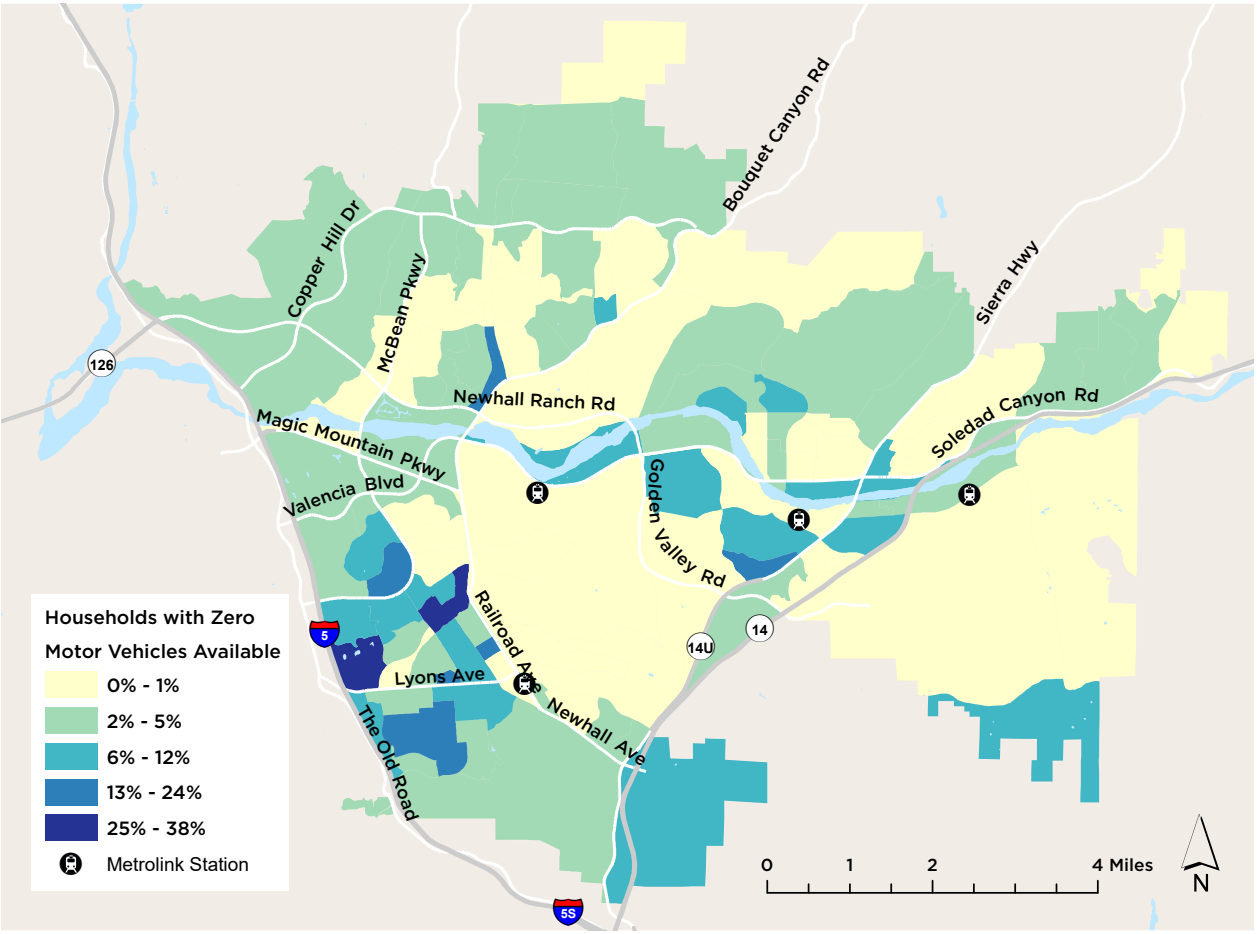


Figure 10. Percentage of Households Without Access to a Motor Vehicle



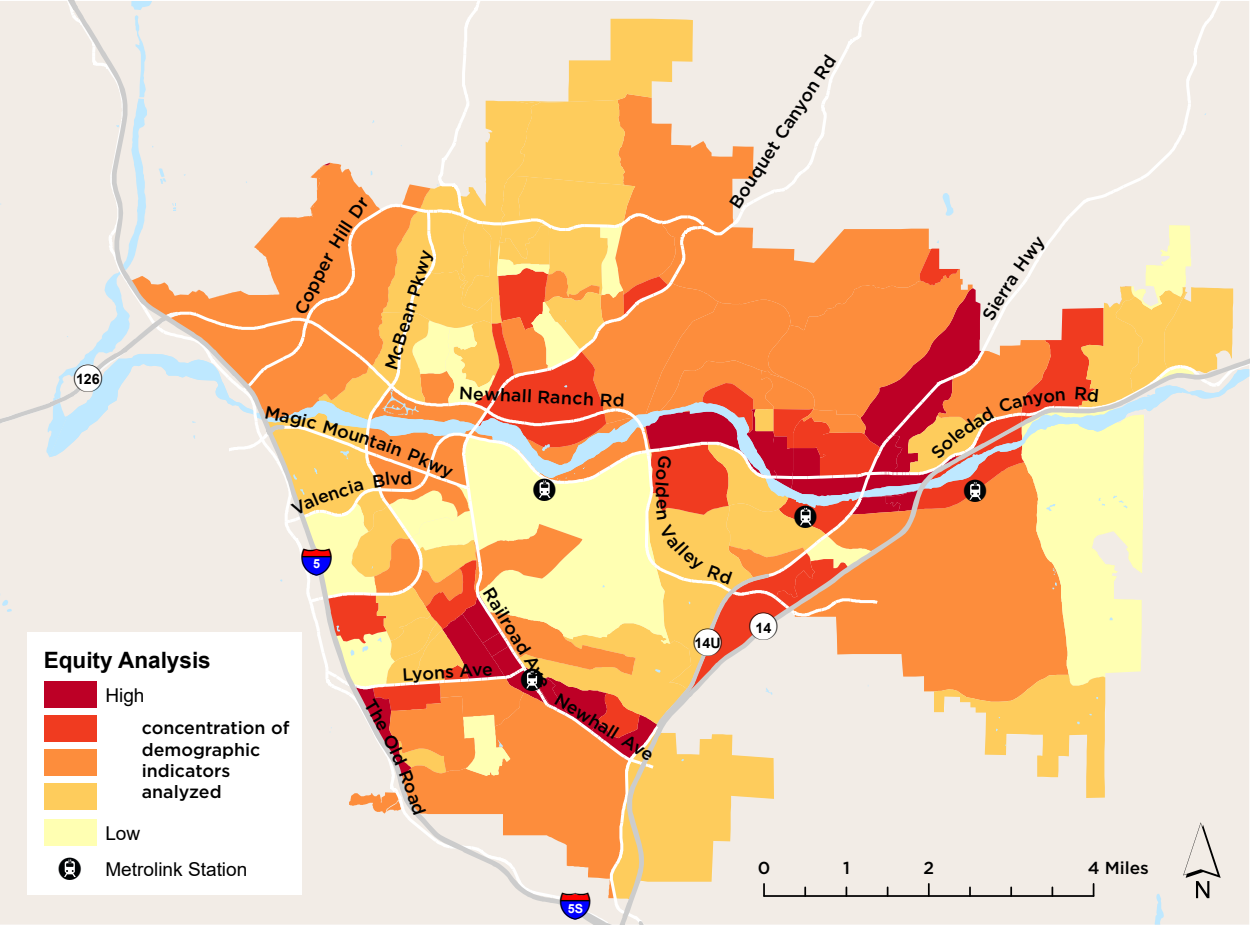
No Access to Vehicles

In less urbanized locations, specifically those with limited transit access and coverage, access to a motor vehicle carries strong implications for one's ability to reach employment, access healthy foods, and reach basic services.[18] A diverse transportation system that offers multiple modes, including transit, bicycling, and walking, reduces reliance on automobiles and can provide for more equitable access to services.

In general, areas with higher concentrations of households with no motor vehicle access are found in the Valencia neighborhood south of McBean Parkway. Block groups range from having no households to up to 38% of households without access to a motor vehicle. In total, 4% of households in Santa Clarita do not have access to a vehicle.

18 Blumenberg E., Pierce G., Smart M. Transportation Access, Residential Location, and Economic Opportunity: Evidence from Two Housing Voucher Experiments. Cityscape. v17

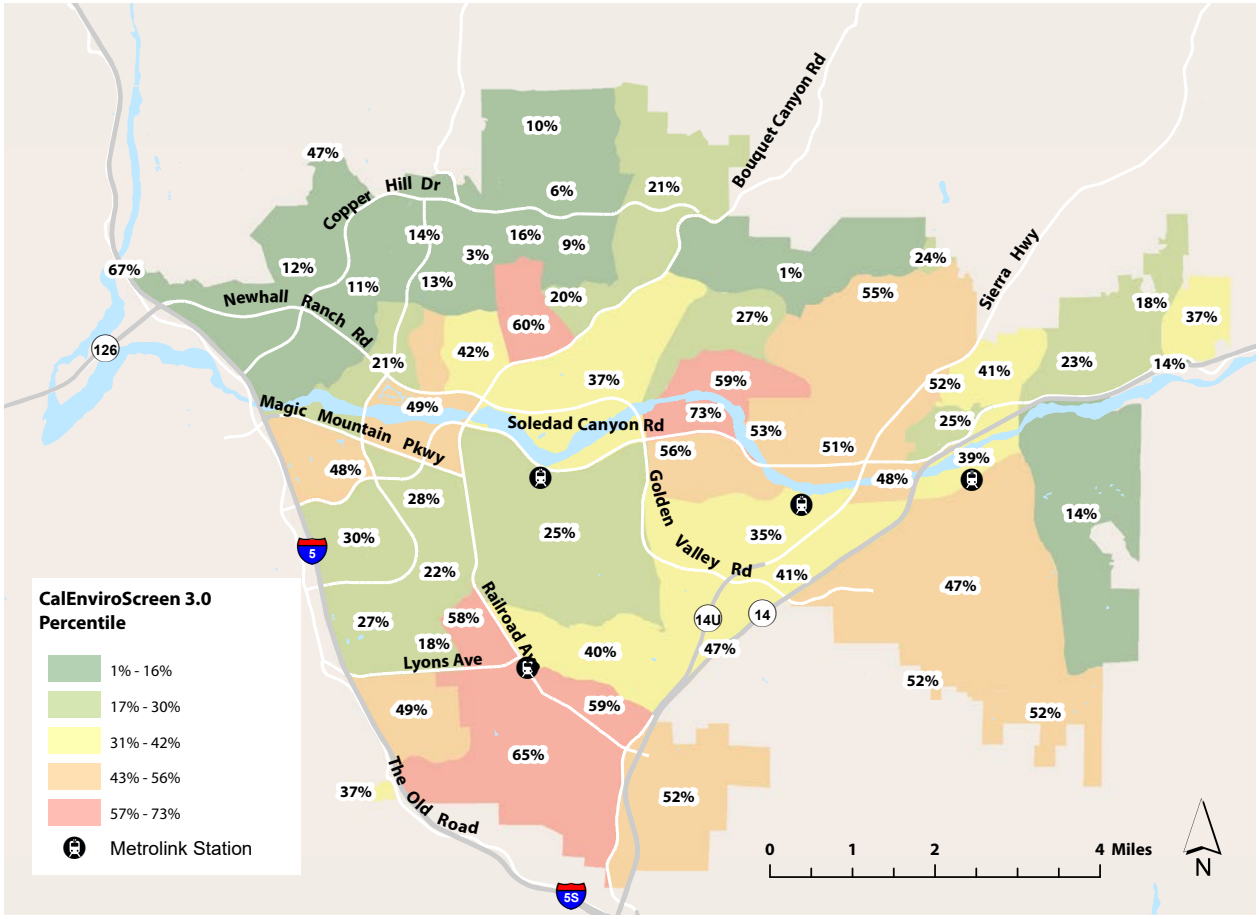
Figure 11. Composite Equity Analysis



COMPOSITE EQUITY ANALYSIS

The composite equity analysis displays the sum of the results from each of the indicators explored above. Higher relative need is found in Newhall around the Jan Heidt Newhall Metrolink Station, and in Canyon Country along the Santa Clara River and Sierra Highway. Investing in active transportation facilities in these areas of highest need will likely improve access to health, social and economic advancement opportunities.

Figure 12. CalEnviroScreen 3.0 Index



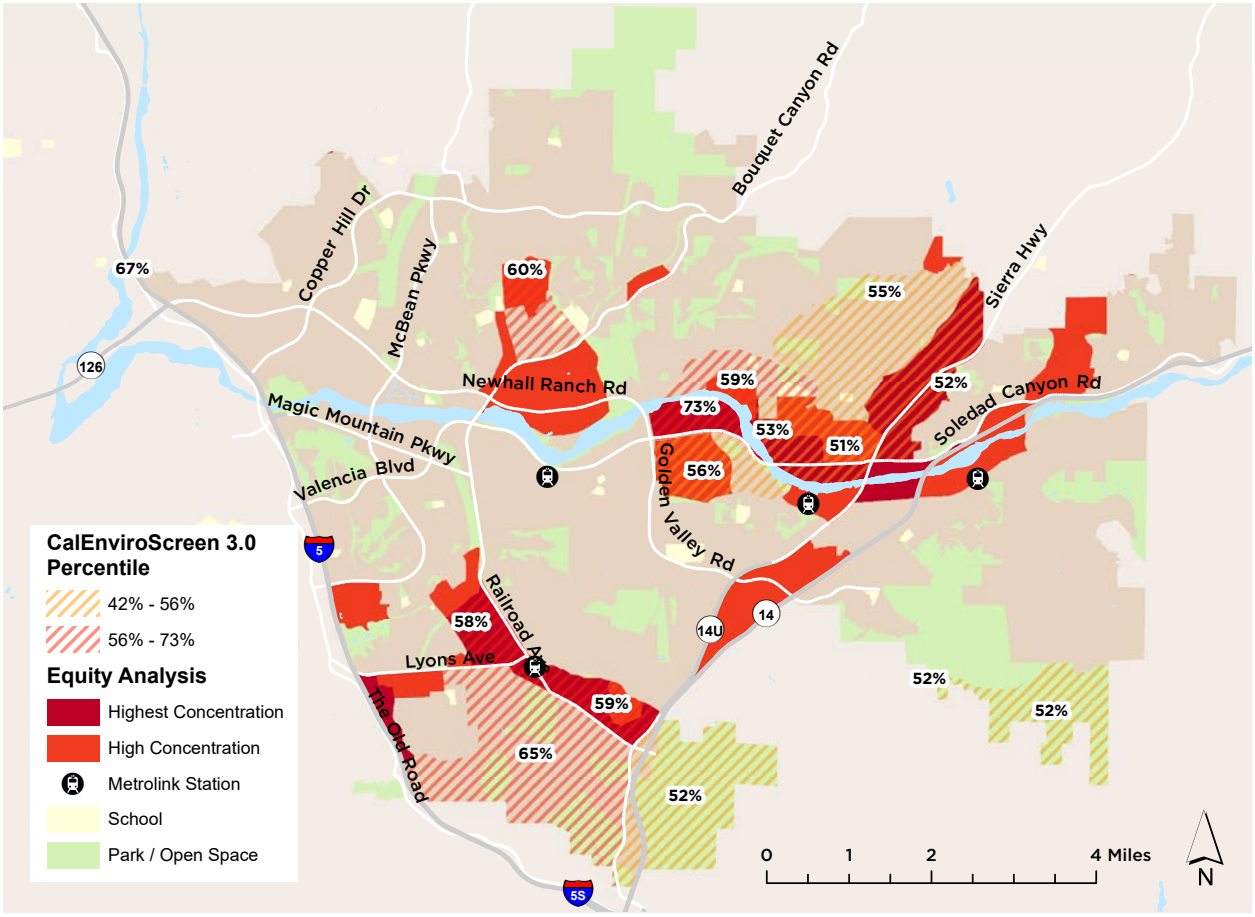
CALENVIROSCREEN 3.0

The State of California uses CalEnviroScreen 3.0 (updated June 2018) to identify communities by census tract (a larger geographic scale than used in the Equity Analysis) that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. The CalEnviroScreen 3.0 uses a variety of indicators including levels of environmental contamination, health indicators, and economic burden to determine how disadvantaged a community is considered. The higher the percentile, the higher the pollution burden within a community. If the census tract is in the top 25th percentile of statewide tracts, it is considered a disadvantaged community (DAC), and is given additional consideration in statewide funding sources.

None of the City's census tracts are considered a DAC using the CalEnviroScreen 3.0 tool. The census tracts in Newhall and on the western edge of Canyon Country are the most burdened of the City, scoring in the 65th and 73rd percentiles, respectively. Although the Equity Analysis identified both regions as having a high need, additional areas were highlighted as having equal if not greater need. This is due to the different indicators and spatial scales (i.e., block groups for the Equity Analysis and census tracts—a larger geographic area—for CalEnviroScreen 3.0) utilized in each analysis. Findings from both guide recommendations set forth in this NMTP. [19]

19 The California Healthy Places Index (HPI) is another resource communities may use to understand existing health conditions. Developed by the Public Health Alliance of Southern California, the HPI aggregates data on a variety of categories (including employment, education levels, commuting, social engagement, air quality, housing, and healthcare) to predict life expectancy and compare community conditions across the state.

Figure 13. Combined Composite Equity Score and CalEnviroScreen 3.0 Percentile



COMBINED EQUITY AND CALENVIROSCREEN 3.0

To see where the block groups identified as highest need in the Equity Analysis overlap with the census tracts with the highest pollution burden per CalEnviroScreen 3.0, two metrics were combined into one map (see Figure 13). Together, these metrics indicate higher vulnerabilities in Newhall near the Metrolink Station; in Saugus near Central Park; and along Soledad Canyon Road in the eastern part of the city.

Walking and Biking Today

Since adopting the 2014 NMTP, the City has made impressive progress in expanding the community's active transportation network (see Table 1). The existing active transportation network in Santa Clarita can be seen in Figure 14. Due to limited data, this map does not include sidewalks . However, critical gaps in sidewalk continuity were captured during community engagement efforts (see Chapter 4: Community Collaboration), and are reflected in the Pedestrian Level of Traffic Stress analysis at the end of this chapter.

EXISTING PEDESTRIAN NETWORK

There are many features that contribute to a convenient and comfortable walking environment. Significant investments and commitments to future improvements have been made that continue to enhance the pedestrian experience in Santa Clarita. The City's existing pedestrian network is comprised of sidewalks, paseos, crosswalks, and multi-purpose trails.

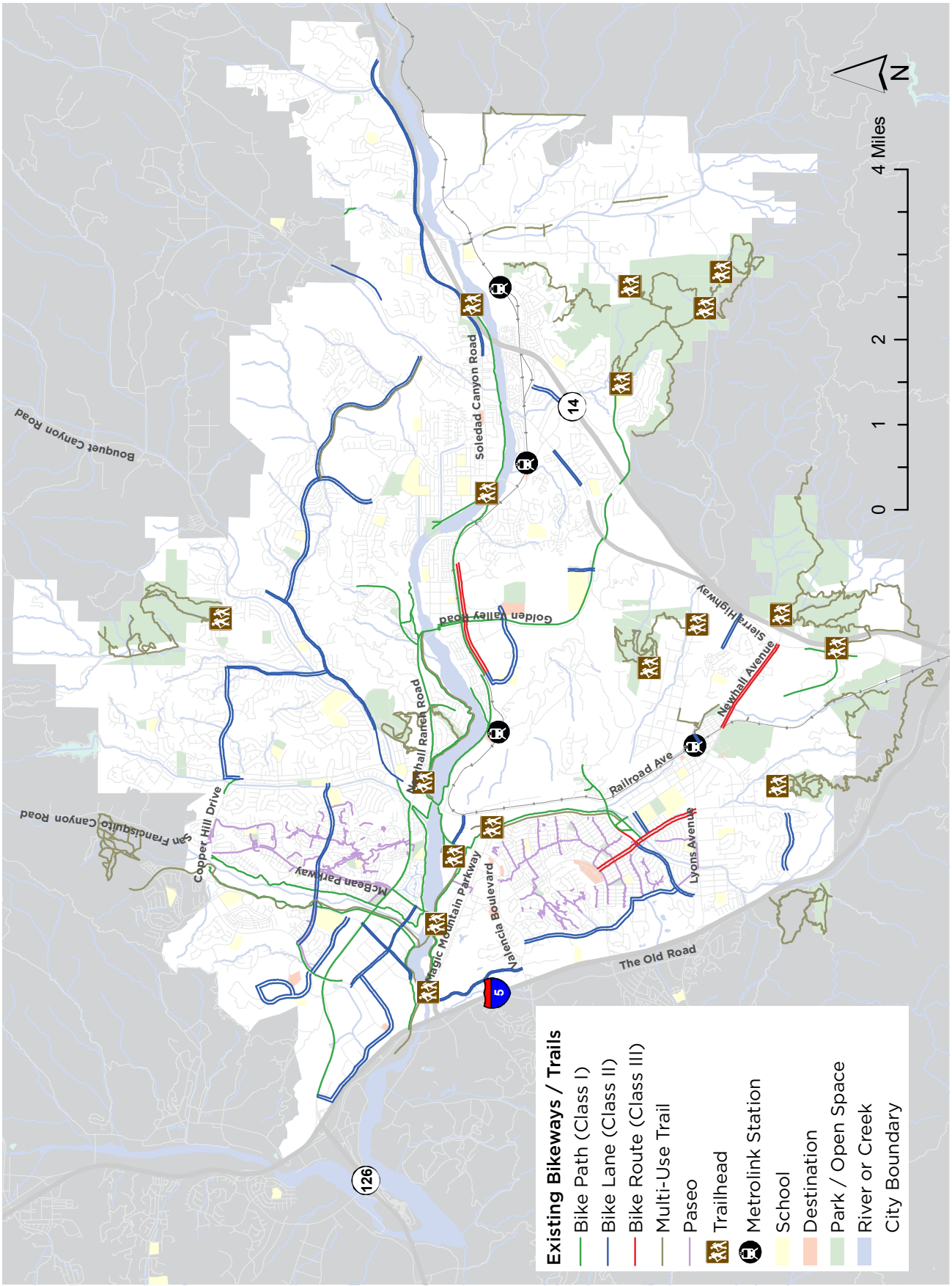
Sidewalks

Sidewalks are defined as walkways running parallel to a roadway while paseos are paved walking paths that provide pedestrian links outside of the street network. Most of Santa Clarita's major roadways have sidewalks along portions of their length. Recently built sidewalks and sidewalks along some roadways, such as McBean Parkway, are buffered from the vehicle traffic by a planter strip, while sidewalks along other roadways, such as Soledad Canyon Road, are directly adjacent to the vehicle traffic. In some cases, sidewalk facilities are adjacent to Class I bike paths and are either separated from the bike paths by striping (as on Newhall Ranch Road and McBean Parkway) or are separated by landscaping (as on sections of Soledad Canyon Road).

Some major roadways, such as Orchard Village Road, lack sidewalks altogether. Others, such as Wiley Canyon Road, have intermittent sidewalks. Nevertheless, many of Santa Clarita's suburban neighborhoods boast excellent sidewalk connectivity. In some neighborhoods, sidewalks connect to a system of paseos and may even connect to the longer citywide trail network. However, older neighborhoods that were previously a part of the County have a more rural character and may lack sidewalks. Sidewalks are provided in most neighborhood commercial areas. Santa Clarita has increased connectivity by building pedestrian bridges over busy streets and providing sidewalk facilities on bridges. However, there are some gaps in the network, particularly in areas that were recently annexed from unincorporated Los Angeles County. Sidewalks may not be provided along some arterial streets (such as Orchard Village Road). In general, industrial areas and rural roads do not include sidewalks.

Much of Orchard Village Road, such as this stretch by 16th Street, lacks sidewalks.

Figure 14. Existing Active Transportation Facilities



Paseos

An extension of the City's sidewalk network, paseos are paved paths that provide connections between cul-de-sacs, schools, neighborhood parks and pools, local commercial centers, and, in some areas, the citywide trail network. There are almost 30 miles of paseos throughout our city. Well-landscaped, paseos tend to be quiet, calm routes that enhance pedestrian and bicycle access in areas without vehicle traffic. Residential yards are separated from the paseos by walls. Most paseos have lighting and signage that identifies nearby streets. Access to nearby major streets is limited in some paseo networks. In some cases, a development that has a paseo system will not have sidewalks on adjacent major roads.

Both the northern and southern neighborhoods of Valencia have well-developed paseo networks linking residential neighborhoods to each other and to surrounding land uses.

Crosswalks & Intersections

Crosswalks are considered an extension of the sidewalk across the roadway. Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths across intersections or other crossing points. In Santa Clarita, major intersections are striped with standard "transverse" crosswalks (two parallel lines). Signalized intersections have pedestrian push buttons to actuate walk signals. Every signalized intersection in the City has countdown pedestrian signals to inform the pedestrian the time remaining to cross the street. Some locations also have mid-block crossings with pedestrian refuges, including on Creekside Road.

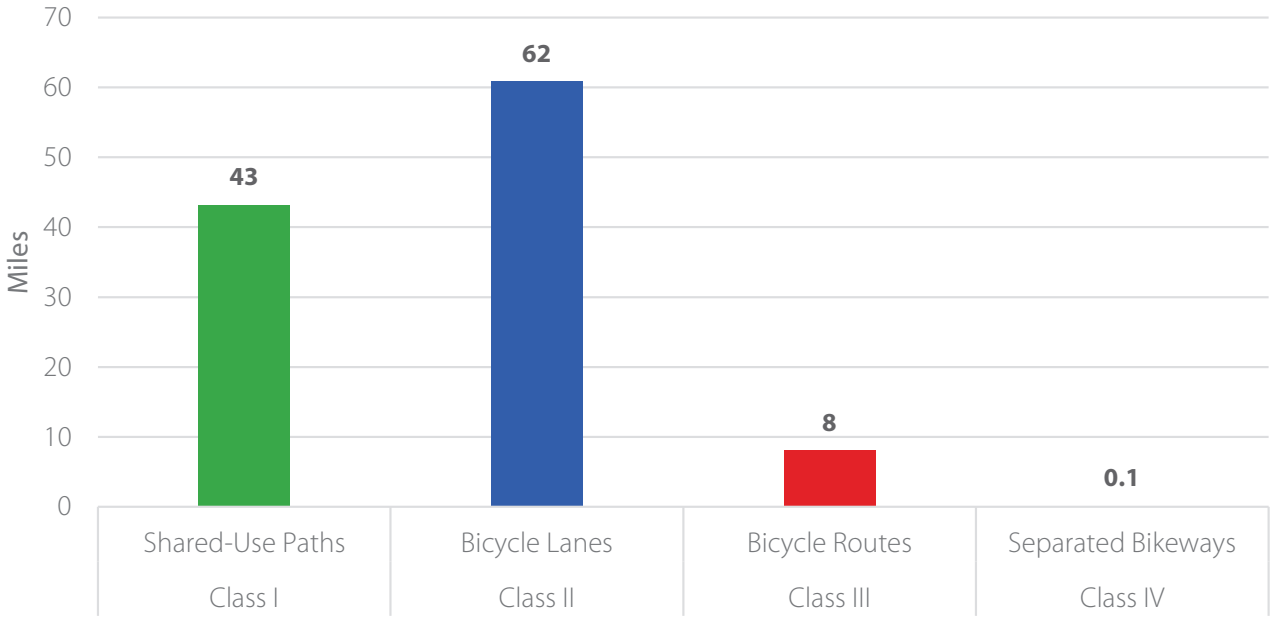
Mid-block crossings on Creekside Road include pedestrian refuges, bulb-outs, raised tables, and landscaping. (Google Streetview)

Multi-purpose trails, such as this one in Central Park, offer recreational opportunities to people on foot, bikes, and horses.

Multi-Use Trails

Multi-use trails as defined in this NMTP refer to unpaved trails that are suitable for walkers, hikers, equestrians, cross-country runners, and mountain bikers, but are not considered bicycle transportation facilities according to the Caltrans definition. Our community enjoys over 77 miles of nearby multi-use trails, 51 miles of which are located within the City boundaries. The trails are largely located in rural or semi-rural areas, and generally in the southern and western parts of the City. The multi-purpose trail network includes an equestrian path that parallels the South Fork Trail and one that parallels Sand Canyon Road. Other multi-use trails are located off Oak Springs Canyon Road, north of Placerita Canyon Road, south of Newhall Avenue (parallel to the Union Pacific Railroad tracks), and in open space areas.

Figure 15. Total Mileage of Existing Bikeways



EXISTING BICYCLE NETWORK

The California Department of Transportation (Caltrans) designates four classes of bicycle facilities: Class I shared-use paths, Class II bicycle lanes, Class III bicycle routes, and Class IV separated bikeways. The City's current bicycle network has approximately 112 miles of bikeways (see Figure 15). Descriptions of each bikeway class are included in the following section, and bikeways are mapped in Figure 14 to show where they currently exist in Santa Clarita.

Class I Bike Paths

Also called "shared-use paths," Class I bike paths are paved trails completely separated from the street. They allow two-way travel by people bicycling and walking, and are often considered the most comfortable facilities for people of all ages and abilities as there are few potential conflicts between people bicycling and people driving.

The City of Santa Clarita has an extensive 43-mile network of paved, off-street bike paths. These paved bike paths should not be confused with the city's unpaved "multi-use trails" (discussed in the Existing Pedestrian Network) which are not considered bicycle transportation facilities according to Caltrans. This section refers only to paved bike paths that meet the Caltrans definition of a Class I bike facility.

The first bike paths built in the city generally followed the Santa Clara River and its tributaries. Newer paths have been developed that connect residential neighborhoods to the river paths. The network provides connections to the Santa Clarita Metrolink Station, several schools, businesses along Soledad Canyon Road and McBean Parkway, and recreational opportunities along the river. The City typically provides grade-separated under crossings where a Class I path crosses a major highway.

MAJOR TRAILS

South Fork Trail

The South Fork Trail is a bike path that parallels the south fork of the Santa Clara River for over five miles. For most of its length, the bike path parallels a fenced, unpaved equestrian trail. The bike path runs north from Orchard Village Road and connects to trails along the Santa Clara River and San Francisquito Creek as well as the Chuck Pontius Commuter Rail Trail. There are several access points to the trail from the Valencia paseos and trailheads at Magic Mountain Parkway, Auto Center Drive, and The Promenade Shopping Center.

Chuck Pontius Commuter Rail Trail

The Chuck Pontius Commuter Rail Trail parallels Soledad Canyon Road from Magic Mountain Parkway to just east of the Santa Clara River at Camp Plenty Road. It is approximately five miles long. It serves the Santa Clarita Metrolink Station. The trail connects the eastern and western portions of the Santa Clara River Trail and essentially serves as the Santa Clara River Trail through the center of the City. The western portion of the path runs to the north of Soledad Canyon Road; the path crosses at Golden Oak Road and continues on the south side of Soledad Canyon Road. For part of its length, the bike path is paralleled by separate pedestrian facilities.

Santa Clara River Trail

The Santa Clara River Trail, when fully built, will parallel the entire length of the Santa Clara River as it runs through the City of Santa Clarita. Completion of a .75-mile gap in the middle of the 15-mile-long trail is a high priority for city residents. Under crossings and access points to the road are provided where the trail crosses major roadways.

San Francisquito Creek Trail

San Francisquito Creek Trail parallels both sides of the San Francisquito Creek, a tributary of the Santa Clara River. On the west bank, the trail runs 3.7 miles from the Santa Clara River Trail north to Copper Hill Drive. On the east bank, the trail runs 3.1 miles from the Santa Clara River Trail to Copper Hill Drive. The City is currently constructing an additional access point to the trail on the west bank at Avenue Scott. This improvement provides access to the Valencia Industrial Center and was identified in the 2014 update of the Non-Motorized Transportation Plan.

Newhall Ranch Road Bike Path

This bike path runs along the south side of Newhall Ranch road from just east of the I-5 to the San Francisquito Creek Trail, then proceeds on the north side of the road east to the Fallen Warriors bridge over the Santa Clara River.

Golden Valley Road Bike Path

This bike path runs along Golden Valley Road between Soledad Canyon Road and east of Highway 14, connecting with multi-use paths in the Golden Valley Open Space. It is located on the east side of Golden Valley Road. There is a section of proposed pathway across Highway 14 that has not yet been implemented. In total there are over three miles of paved pathway. The route includes a long, steep hill.

Connections to the City bike path network are provided at most major roadway intersections. In addition to these connection points, the City maintains eight trailheads, and has plans to develop more trailheads as additional trails are developed.

Class I bike paths, such as this section of the C ommuter Rail Trail, sometimes offer separate travel lanes for bikes and pedestrians.

In addition to the Santa Clara River Trail, major paths include the South Fork Trail, along a south tributary of the Santa Clara River; the Chuck Pontius Commuter Rail Trail, along Soledad Canyon Road; the San Francisquito Creek Trail; the path along Newhall Ranch Road; and the path along Golden Valley Road. Some paths, such as the South Fork Trail, are recreational in nature, and are part of a combined pedestrian-equestrian-bicycle trail corridor. Other paths, such as the Chuck Pontius Commuter Rail Trail, are more commuter-oriented and run parallel to major roadways.

Class II Bicycle Lanes

Class II bicycle lanes are striped preferential lanes on the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or from parked cars, where people may open doors into the bicycle lane.

There are currently 61 miles of Class II bicycle lanes in the city.

Class III Bicycle Routes

Class III bicycle routes are signed routes where people bicycling share a travel lane with people driving. Because they are shared facilities, bicycle routes are generally appropriate on quiet, low-speed streets with relatively low traffic volumes. Some Class III bicycle routes include shared lane markings or "sharrows" that recommend proper bicycle positioning in the center of the travel lane and alert drivers that bicyclists may be present. Others include more robust traffic calming features to promote bicyclist comfort and are often known as "bicycle boulevards" or "neighborhood greenways."

There are currently 8 miles of Class III bicycle routes in Santa Clarita.

Class IV Separated Bikeways

Class IV separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or vehicle parking aisle. They can allow for one- or two-way travel on one or both sides of the roadway.

As of this plan, the only Class IV separated bikeway in Santa Clarita can be found along the northwestern edge of the Santa Clarita Metrolink Station adjacent to Commuter Way (less than 0.1 miles total). Not well marked or signed, it is not clear to users that this facility is intended for use by bicycles.

Right: A Class IV Separated Bikeway connects the Santa Clarita Metrolink Station with Soledad Canyon Road.

EXISTING SUPPORT FACILITIES

Wayfinding

In 2015, Santa Clarita adopted a citywide Active Transportation Wayfinding Plan, which established guidelines for sign design, placement, and content. Since adoption, the City has worked to implement this plan by installing signage at all trailheads and along 20 miles of the most-heavily traveled sections of the trail network to help users identify trailheads, destinations, and local streets.

Bike Parking

Santa Clarita provides bicycle racks and lockers at major transit stops, parks, and at City Hall. Several major employers also provide bicycle parking for employees. Bicycle parking is required for office, commercial, industrial, and multi-family residential uses through the Unified Development Code. A list of major bicycle parking locations is provided in Table 2. In general, bicycle parking is insufficient to meet demand in downtown Newhall.

City staff orients visitors to the network map on the South Fork River Trail.

Table 2. Existing Bicycle Parking

LOCATION	TYPE OF PARKING	NOTES
Santa Clarita Metrolink Station	34 locker spaces	26 for long-term rental
Via Princessa Metrolink Station	10 locker spaces	3 for long-term rental
Jan Heidt (Newhall) Metrolink Station	22 locker spaces	6 for long-term rental
City Hall	6 locker spaces	
Bike racks	5 for long-term rental	
McBean Regional Transit Center	10 locker spaces	
Total	82 locker spaces	46 for long-term rental
Newhall Community Center	Bike racks	
Santa Clarita Sports Complex	Bike racks	
City Parks	Bike racks at all parks except Chesebrough Park	
Six Flags Magic Mountain	Bike racks	Provides changing facilities
Valencia Town Center	Bike racks	
College of the Canyons	Bike racks	
California Institute of the Arts	Bike racks	
The Master's College	Bike racks	Provides changing facilities
Transit Maintenance Facility	Bike racks	
Kaiser Permanente Facility	Bike room	Available for employee use

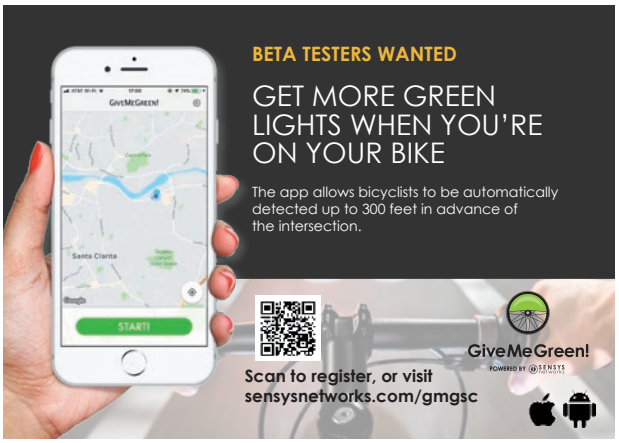
Source: City of Santa Clarita, 2014 NMTP and 2019 phone survey of Kaiser Permanente

Bicycle Signal Detection

As of September 2009, Caltrans policy directive 09-06 requires jurisdictions to provide bicycle detection on all new and modified approaches to traffic-actuated signals in the state of California. The City of Santa Clarita currently uses a combination of video detection and in-pavement loop detectors to activate traffic signals. Video detection and loop detectors are calibrated to detect bicyclists. Loop detectors are in-pavement wire sensors that activate traffic signals when a vehicle is positioned over the loop. They work by sensing the metal in the vehicle. Several types of loop detectors can be adjusted to be sensitive enough to sense when a bicycle has stopped over the loop, and thus allow a bicyclist to activate a traffic signal.

Since heavy vehicle traffic and road construction can damage pavement and loop detectors, the City has installed video detection at intersections with high volumes of traffic. Currently, 58 locations in the City use video detection. A vehicle is detected when it enters a preset detection boundary within the camera's view. Video detection systems can be modified to identify bicyclists as well as motor vehicles. The City plans to continue to use a combination of loop-detector and video detection systems.

The GiveMeGreen smartphone app confirms to cyclists that they have been detected.



GiveMeGreen! App

In November of 2018, the City launched a pilot program in partnership with Sensys Networks Inc. to improve safety for people on bikes, and to improve travel convenience for all motorists in Santa Clarita. GiveMeGreen! is a smartphone app that allows bicyclists using the app to be automatically detected up to 300 feet in advance of the intersection. Once detected, the signal applies the normal pedestrian-crossing signal timing function. This not only helps reduce delays for people on bikes, but also for people in cars.

The initial pilot is deployed at four intersections along the Chuck Pontius Commuter Rail trail, parallel to Soledad Canyon Road. There are also new "blank-out" signs that illuminate only when bicyclists or pedestrians are detected to warn turning motorists on Soledad Canyon Road that bicycles or pedestrians will be crossing the intersection. Finally, the system includes a bicycle-only light at each intersection along the trail which confirms to the bicyclist that they have been detected.

The Sierra Highway Pedestrian Bridge opened in April of 2019.

New Pedestrian and Bicycle Bridges

Since adopting the 2014 NMTP, the City has worked to improve safety and access for people walking and biking by constructing two pedestrian- and bicycle-only bridges, and widening a bridge to include a shared-use path:

- **Sierra Highway Pedestrian Bridge:** Opened in April 2019 across Sierra Highway just north of Golden Valley Road
- **Soledad Canyon Road Pedestrian Bridge**: Opened in June 2017 over Soledad Canyon Road near the Santa Clarita Metrolink Station; connects to the Chuck Pontius Commuter Rail Trail
- **Newhall Ranch Road Bridge widening**: The widening project doubled the width of the bridge to accommodate a median and three new travel lanes plus a Class I bicycle facility and sidewalk across San Francisquito Creek. The project also provided a new undercrossing of the roadway along the west bank of the river along with interconnecting ramps between the intersecting facilities.

The City has also upgraded seven timber bridges to steel truss frames within the paseo network, including one over Arroyo Park Drive. These upgrades include removal of any barriers to disabled users.

EXISTING PROGRAMS

Programs help support walking and bicycling by sharing information, promoting comfort, and creating a vibrant active transportation culture. Communities that have the highest rates of walking and bicycling consistently use a "6 Es" approach, with five types of programs complementing Engineering improvements:

- **Engineering**: Creating physical improvements to streets and neighborhoods that make walking and biking safer, more comfortable, and more convenient
- **Education**: Providing safety education for people walking, riding bicycles, and driving, as well as education about the environmental and health benefits of active transportation and the facilities available in the community
- **Encouragement**: Promoting bicycling and walking as fun and efficient modes of transportation and recreation
- **Enforcement**: Enforcing laws and good behavior for people walking, bicycling, and driving
- **Evaluation**: Monitoring the success of the effort through counts, surveys, and review of relevant data
- **Equity**: Increasing access and opportunity for all residents, and ensuring that initiatives are benefiting all demographic groups, including people with disabilities, low-income populations , and people of color

The City and its partners have been carrying out the following programs in recent years to support bicycling and walking.

Events

The City of Santa Clarita and partners host a variety of events centered on walking and biking.

BIKE TO WORK DAY

In 2004, the City began its tradition of celebrating national Bike Month with a Bike to Work Day in May. The City sponsors various pit stops for riders that include refreshments, information, and giveaways; Santa Clarita Transit and Metrolink offer free rides for anyone on local routes that have their bike and/or helmet.

HIT THE TRAILS!

A non-competitive, guided, family-friendly bike ride, the Hit the Trails event offers attendees a variety of route lengths to accommodate all participants. Typically hosted in May, this community ride has been a Santa Clarita staple since 2008.

AMGEN TOUR OF CALIFORNIA

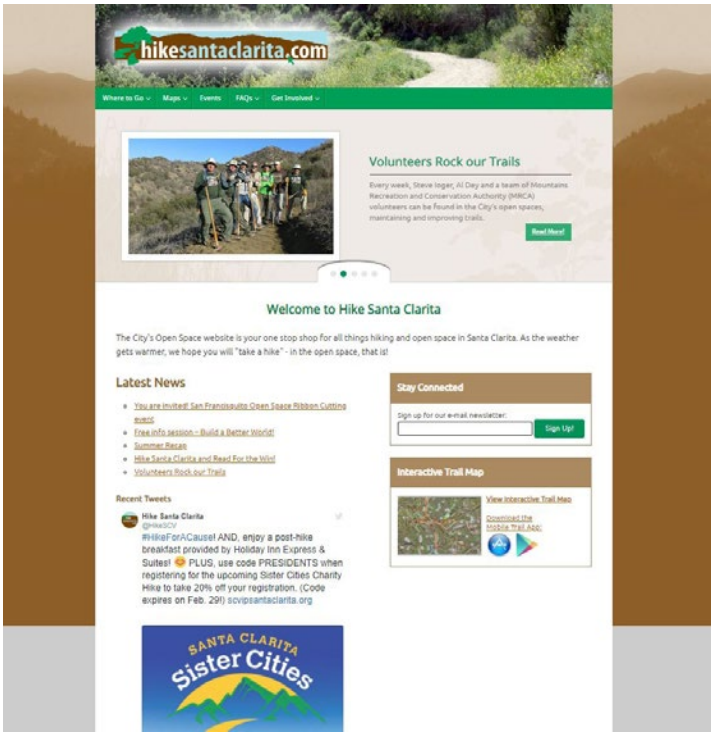
One of the nation's largest and most recognized annual sporting events, the Amgen Tour of California challenges the world's elite cyclists with more than 750 miles and seven days of racing. In May 2019, Santa Clarita welcomed the race as the host city. As with previous years, the City hosted additional special events, including school assemblies, fundraising events, kids' rides, kids' parades, galas, essay contests, a community cycling fair, keynote cycling speaking engagements, and bicycle safety classes.

SANTA CLARITA MARATHON

An official qualifying race for the Boston Marathon, the Santa Clarita Marathon takes place every November and includes a variety of races. A total of 2,625 participants registered for the 2019 event. The city first hosted the race in 1995, making 2020 the 25th annual event.

Above: Not even rain could keep these riders from participating in the 2019 Bike to Work Day challenge.

Below: Families take to the trails during the 2019 Hit the Trails Community Ride.



Resources

In addition to resources available on the City's website, the City also maintains two websites specifically dedicated to biking and hiking in Santa Clarita. Both sites share information about routes and maps; frequently asked questions; upcoming events; and safety and etiquette.

- BikeSantaClarita.com
- HikeSantaClarita.com

Pace Bike Share

The City welcomed its first bike share program in December 2018. Launched with 50 bikes among 12 stations, the Pace program gained 772 members whose activity amounted to a total of 711 trips in the first month and a half of operation. The pilot program remained active until May 2020 and recorded almost 5,000 trips by 3,350 total users.

Heads Up! Traffic Safety Campaign

Following a spike in pedestrian collisions, the City of Santa Clarita and Los Angeles County Sheriff's Department launched the "Heads Up" campaign in 2017 to combat unsafe behaviors in drivers and pedestrians. The campaign aims to reach drivers and pedestrians in the Santa Clarita Valley and help them understand that everyone contributes to safer roadways.

Traffic Enforcement

The Santa Clarita Valley Sherriff's station, in respond to a recent surge in pedestrian and bicyclist collisions and deaths, increased traffic enforcement of all road users. On March 25, 2019, deputies cited 34 motorists for infractions, seven of which included not yielding to pedestrians.[20] During late May, deputies again increased traffic law enforcement and cited 30 motorists. At least 21 of the 30 citations were issues for unsafe speeds, three were given to people suspected of using a cellphone illegally, and two were for motorists not yielding to pedestrians.[21] On the morning of August 22, 2019, deputies again conducted an enforcement program, issuing 74 citations total. Over half of the citations were issued for cell phone use while driving. Citations were also issued for failing to yield to pedestrians and failing to stop at a red light.[22]

Bicycle Task Force

The Bicycle & Pedestrian Advisory Committee (BPAC) was recently formed to increase bicycle ridership, support and promote public awareness of City events and City projects that impact the cycling community, and to enhance bicycle safety. The BPAC works to accomplish these objectives by developing bicycle programs, conducting bicycle safety outreach and by working with City Departments to design and construct new facilities, and upgrade existing bicycle facilities. The BPAC helps promote the recognition of Santa Clarita as a bicycle-friendly community.

Emergency Locating System

In April of 2019, the City launched an award-winning Emergency Locating System to more easily pinpoint people in need of emergency assistance while using the City's trail network. As part of the system, a total of 658 markers have been posted every 1/8 mile on all City trails, including bike paths and hiking trails. In October of 2019, the California Emergency Services Association Southern Chapter honored the City with a certificate for the development and implementation of the locator system.[23]

20 https://signalscv.com/2019/04/trend-continues-with-bicyclist-hit-sunday-pedestrian-struck-monday/
21 https://signalscv.com/2019/05/deputies-crack-down-to-push-bike-pedestrian-safety/
22 https://scvnews.com/2019/08/23/scv-deputies-cite-74-in-bike-pedestrian-operation/
23 https://signalscv.com/2019/11/citys-emergency-trails-locator-system-receives-state-award/

Blue signs such as this one in Central Park help first responders locate people on city trails.

Safe Routes to School Program

The City of Santa Clarita began its Safe Routes to School (SRTS) efforts during the development of the first Non-Motorized Transportation Plan between 2006 and 2008. Since then, the City has successfully funded Safe Routes efforts through state and federal grant sources, and concluded a pilot education and encouragement program in 2011 . The City of Santa Clarita received numerous SRTS grants that expanded the program to cover all 27 of the City's public elementary schools. The expansion allowed the City to conduct walk audits at the remaining elementary schools, and to provide education and encouragement programming at four pilot schools. In 2012, the City conducted three additional walk audits at elementary schools in unincorporated Los Angeles County that would become City jurisdiction as the result of annexation later in the year. The City also received funding from Caltrans's Active Transportation Program to develop SRTS plans for all junior and high schools in our community.

ADAPTING TO NEW NEEDS

Active Transportation in a Pandemic

Biking and walking increased in some parts of the city during the COVID-19 pandemic, with trails seeing 30% more activity after initial shelter-in-place policies. To ensure safe use of Santa Clarita trails, paseos, and other facilities for walking and biking, the City utilized media and other platforms to educate residents about social distancing practices for safe trail use. Education efforts also reminded users of proper trail etiquette.

Local Bicycle Community

Santa Clarita has an active local bicycle community that sponsors rides, races, and other bicycle-related events, such as the Chuck Pontius Criterium and the Santa Clarita Century. Several of the five major bicycle shops in the City offer organized group rides ranging from introductory to intermediate and advanced. Santa Clarita Velo and the local branch of the Los Angeles County Bicycle Coalition—Santa Clarita Valley Bicycle Coalition—are the primary organizations that support bicycle advocacy and events throughout the year.

PEDESTRIAN AND BICYCLE TRIPS

Mode Share

Of the 100,616 Santa Clarita residents 16 or older officially in the workforce, the 2017 ACS 5-Year Estimates suggest that 1.2% (1,207 residents) walk and 0.5% (466 residents) bike to work (see Figure 16). However, bicycle ridership could be higher than this, as the ACS does not factor non-work trips (e.g., recreational trips or errands) or trips where commuters use more than one mode when traveling to work, such as taking a bus partway then riding a bicycle to the final destination.

Counts

To get a more indicative picture of active transportation activity in Santa Clarita, the City conducts ongoing counts of people on bicycles throughout the trail network. Figure 17 displays the locations of trail counts conducted between 2016 and 2019. Count data from 2016 to 2019 is shown in Figure 18. Average ridership tends to be higher on weekends than during weekdays. This suggests a high prevalence of recreational trips, which supports the idea that many more people in Santa Clarita bike than what is captured in the ACS commute data.

As part of various traffic studies, the City also obtained bicycle and pedestrian counts at the intersection of Seco Canyon Road and Garzota Drive in Saugus; and pedestrian counts at the intersection of Walnut Street and Lyons Avenue in downtown Newhall.

Figure 16. Means of Transportation to Work in Santa Clarita

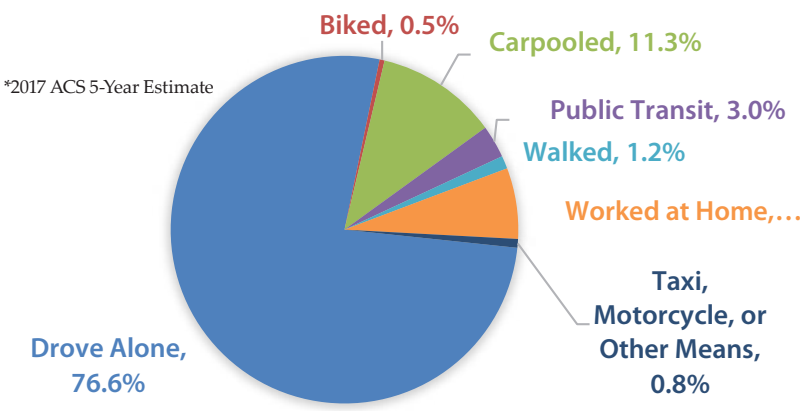


Figure 17. Locations of Trail Use Counts 2016 - 2019

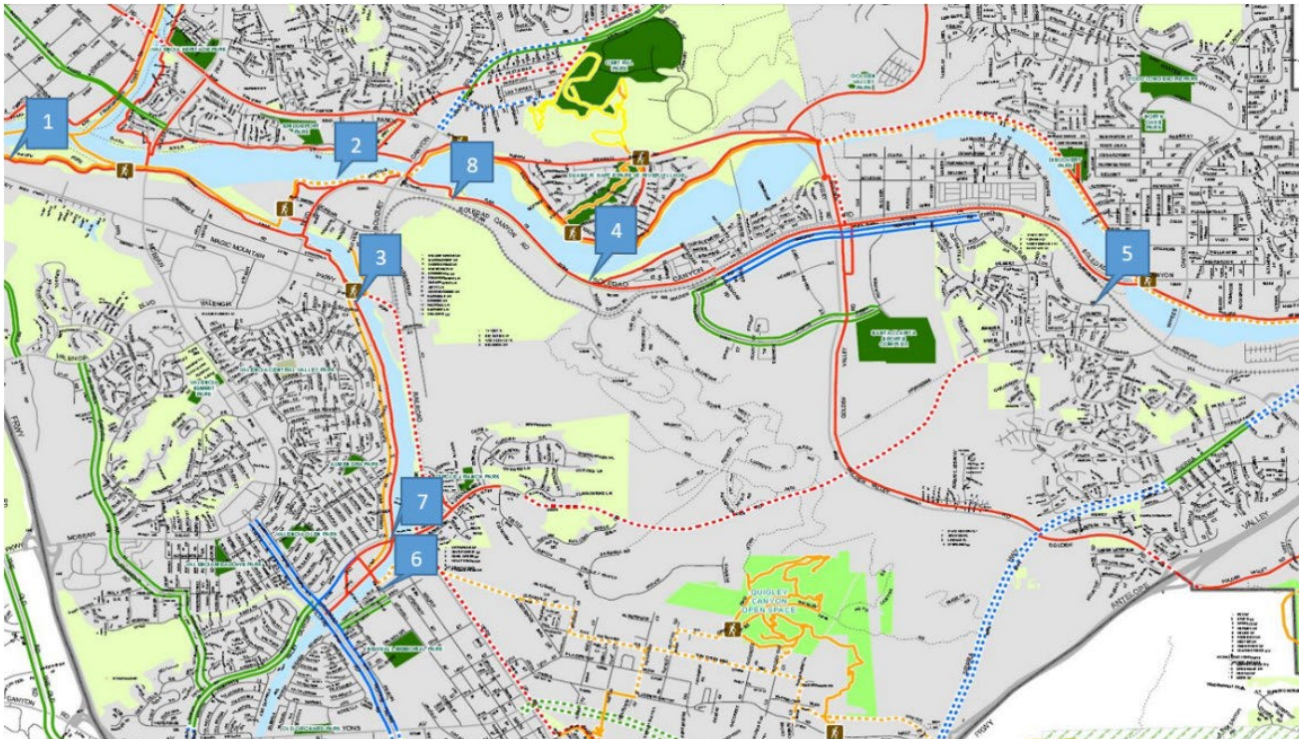


Figure 18. Trail Use Count Locations 2016 - 2019 (Bicycles Only)

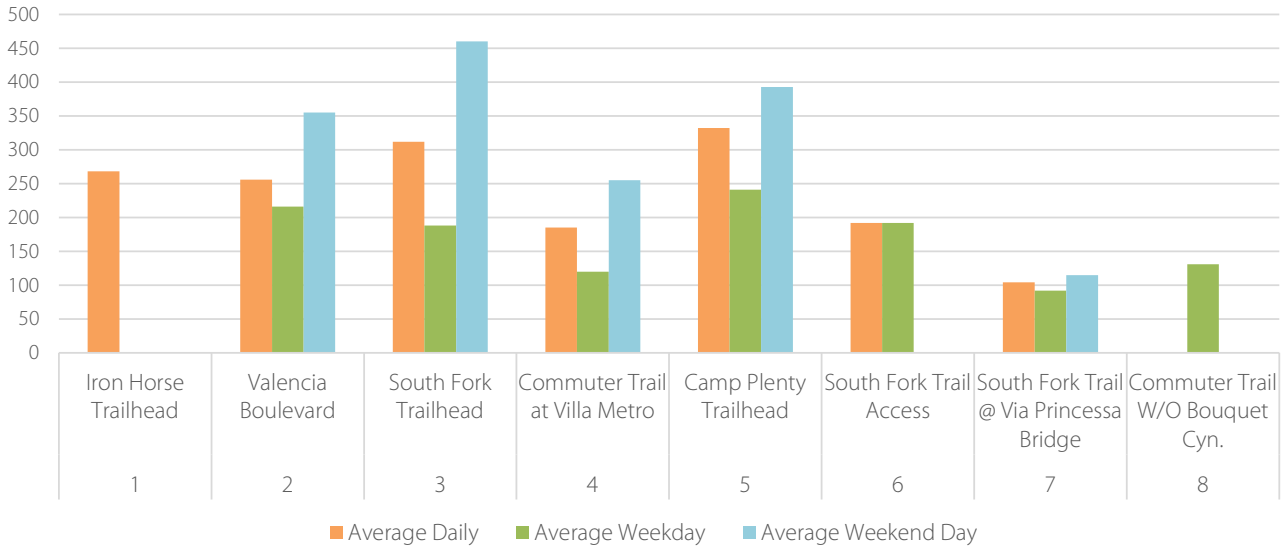


Figure 19. Bicycle and Pedestrian Counts at Seco Canyon Road and Garzota Drive

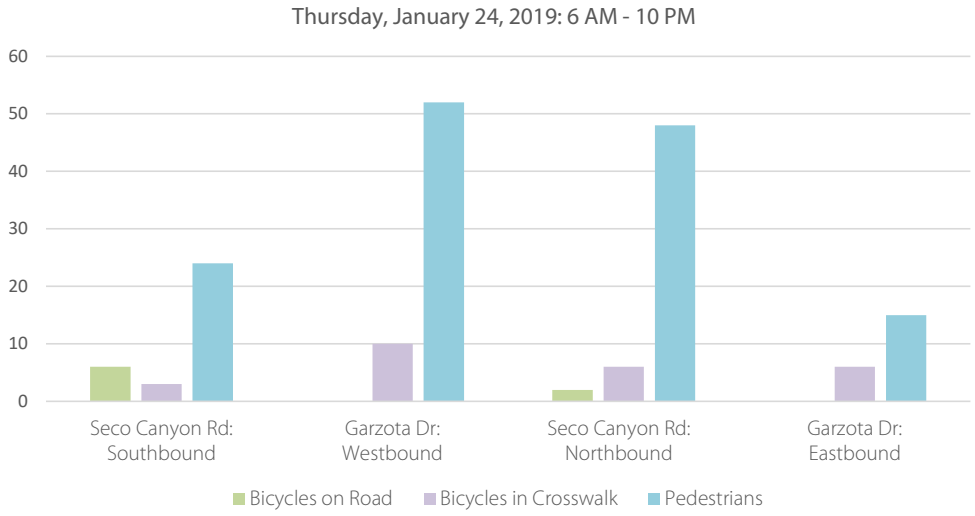
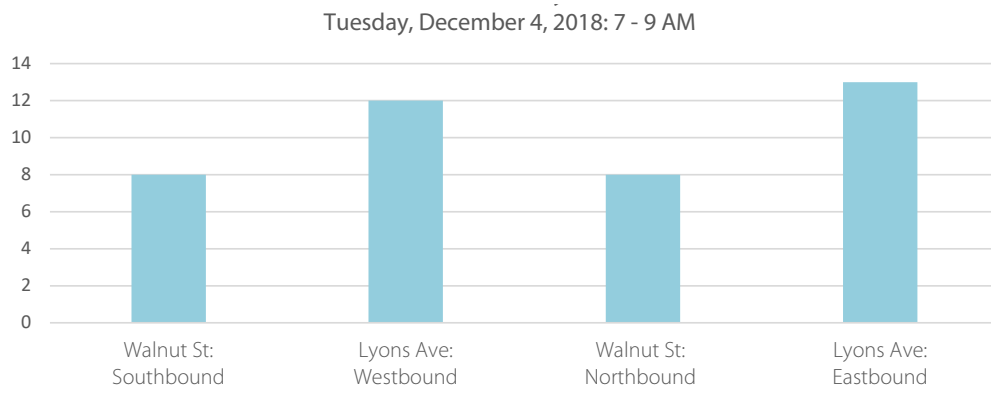


Figure 20. Pedestrian Counts at Walnut Street and Lyons Avenue



Barriers to Active Transportation

COLLISIONS

Systemic Safety Analysis Report

In 2018, Santa Clarita commissioned a city-wide Systemic Safety Analysis Report (SSAR) to perform a collision analysis, identify safety issues on the roadway network, and develop a list of low-cost countermeasures that can be used to prepare future Highway Safety Improvement Program (HSIP) and other safety program applications. Completed in 2019, the SSAR evaluates collision data from January 2013 to December 2017 and focuses specifically on reducing collisions and improving safety for pedestrians and bicyclists.

Although bicycle and pedestrian collisions occur throughout the city, the SSAR found that intersections along the Valencia Boulevard / Soledad Canyon Road corridor have the highest number of crashes. Additional high crash corridors include Sierra Highway, Bouquet Canyon Road, and various segments and intersections in the Newhall area. Over the five-year study period, there were 273 pedestrian-involved collisions in the City of Santa Clarita, 16 of which were fatal; additionally, there were 176 bicycle-involved collisions, of which one was fatal.

Pedestrian-Involved Collisions

The majority of the pedestrian-involved collisions that occurred within the city during the study period resulted in some form of injury. Many of these collisions occurred during daylight hours on clear days with pedestrians either crossing in a crosswalk or identified as "not in road." As a result, the SSAR identified countermeasures that would impact normal day-to-day activities, including:

- Pedestrian countdown signal heads
- Raised medians/refuge islands (pedestrian/bike only)
- Enhanced pedestrian crossing features (e.g., signs/markings, curb extensions, pedestrian hybrid beacons with advanced yields)

Bicycle-Involved Collisions

Similar to pedestrian-involved collisions, the majority of bicycle-involved collisions occurred during clear daylight conditions. Approximately 85% of bicycle collisions were "broadside"; when at fault, most bicyclists were found to be riding on the wrong side of the road (62) or using an unsafe movement (45). The SSAR identified countermeasures that impact normal operating conditions, including:

- Protected intersections
- Roadway reconfiguration (striping only)
- Bike lanes (both new and increased width of existing lanes), bicycle boulevards, separated bikeways)
- Colored bicycle lanes at signalized intersections

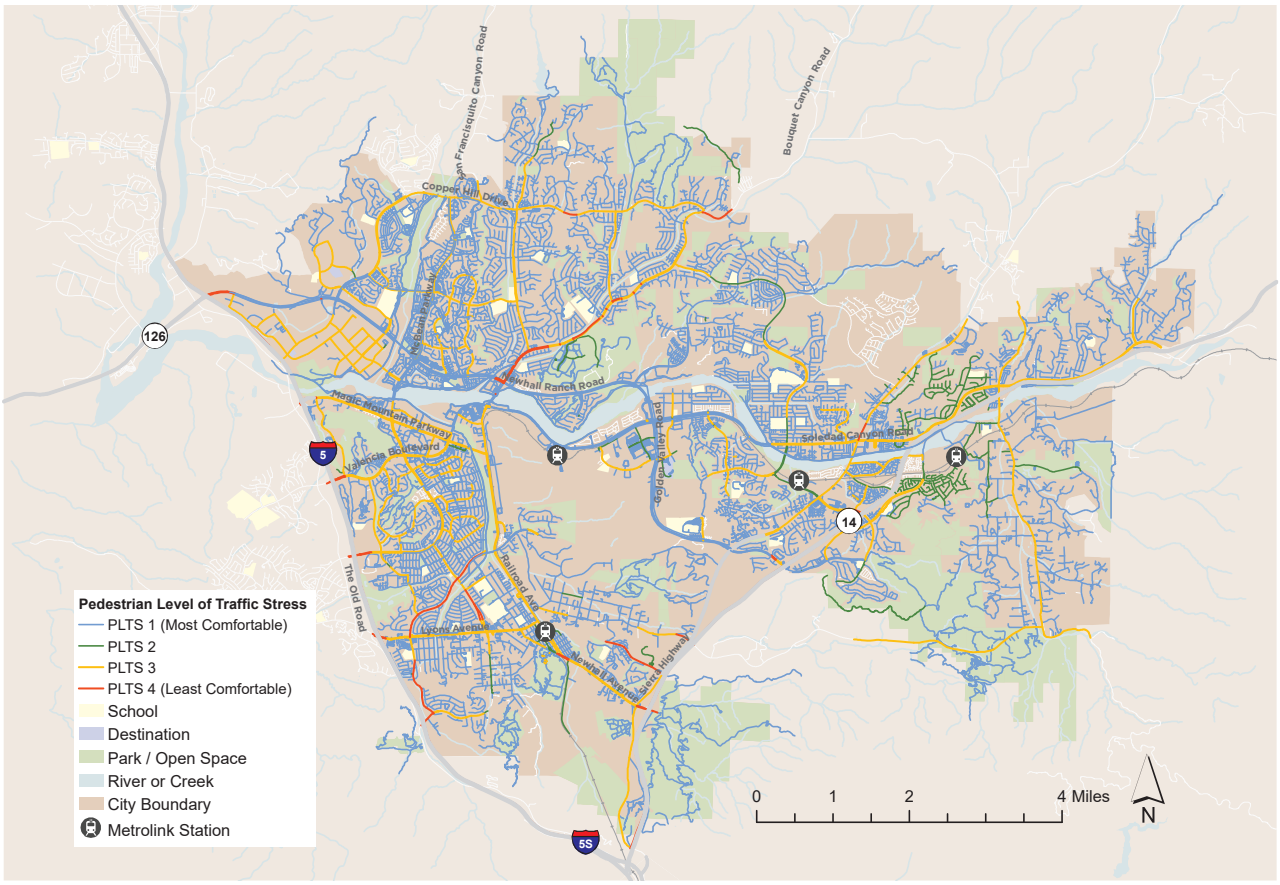
Additional Collision Data

More collisions involving people walking and biking have occurred in our city since the years studied in the SSAR. An additional 50 collisions involved bicyclists or pedestrians between January and December of 2018, and 61 in 2019 (see Table 3). Five of the 2019 collisions resulted in fatalities (two bicyclists, three pedestrians).

Table 3. Bicycle/Pedestrian-Involved Collisions in 2018 and 2019

			Pedestrian-Involved Collisions			Bicycle-Involved Collisions		
Year	Population	Total Collisions	Count	% of Total	Rate per 100,000	Count	% of Total	Rate per 100,000
Jan-Dec 2018	216,589	1,414	26	1.8%	12	24	1.7%	11
Jan-Dec 2019	218,103	1,339	42	3.1%	19	20	1.5%	9

Figure 21. Pedestrian Level of Traffic Stress



USER EXPERIENCE & PERCEIVED COMFORT

The experience of being a pedestrian or riding a bike can differ greatly throughout any city. Roads with higher speeds, less separation between traffic and people, lack of adequate facilities, and other factors can create unpleasant experiences.

Pedestrians

PEDESTRIAN LEVEL OF TRAFFIC STRESS

A Pedestrian Level of Traffic Stress (PLTS) model helps identify where pedestrian improvements could improve comfort, and where they may have the greatest impact given the existing conditions and the anticipated demand. The model scores street segments and intersections based on characteristics that impact pedestrian safety, comfort, and ease of movement. The PLTS analysis considers:

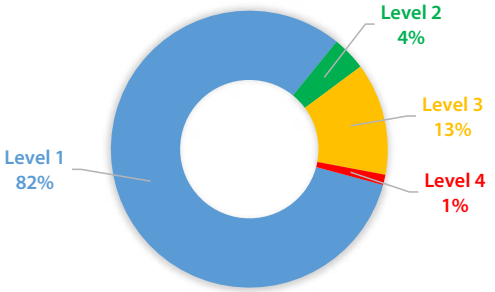
- Substantial gaps in the sidewalk network, as identified by the City
- Posted speed limit
- Roadway width (number of travel lanes)

The PLTS is scored on a scale of 1 to 4 with PLTS 1 providing the most comfortable travel conditions and PLTS 4 providing the least comfortable or desirable travel conditions.

FINDINGS

Shown in Figure 21, the PLTS highlights roadways where pedestrians are likely to encounter relatively comfortable travel conditions, as well as roadways with known sidewalk gaps that create significant barriers to travel along higher speed and volume roadways. Roadways containing sidewalk gaps include Copper Hill Road, Wiley Canyon Road, Orchard Village Road, and Dockweiler Drive. Due to the prevalence of trails and neighborhood streets, most of Santa Clarita's roadways score as a PLTS 1 or 2 (see Figure 22).

Figure 22. Pedestrian Level of Traffic Stress (As Percentage of All Roads)



Bicyclists

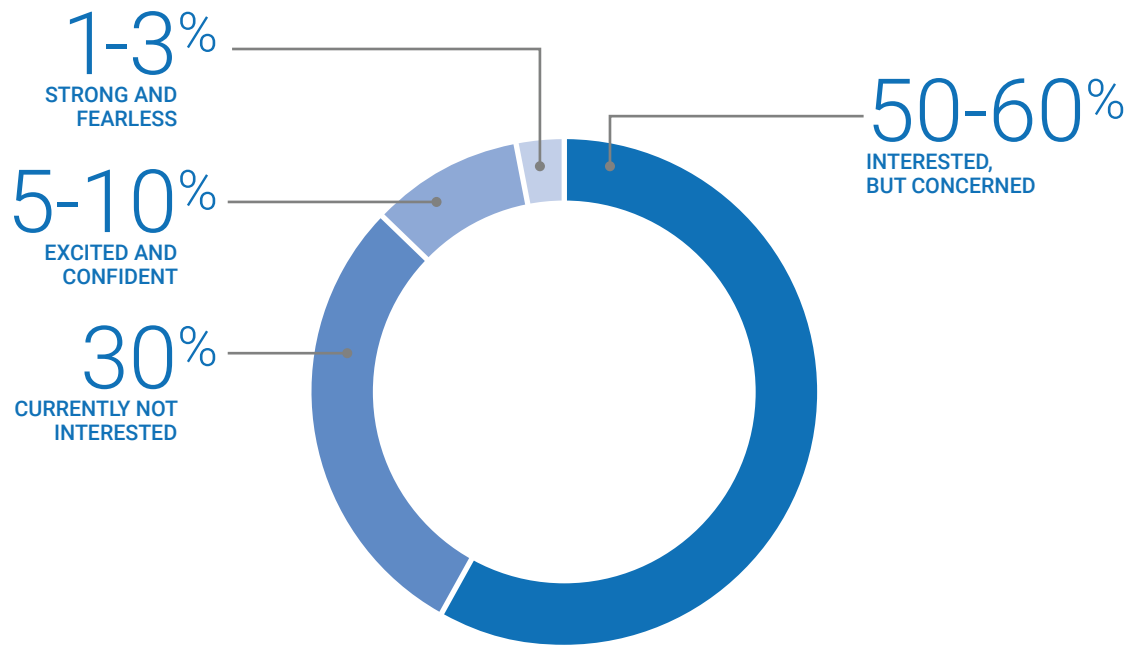
TYPES OF BICYCLISTS

Research indicates that the majority of people in the United States (56-73%) would bicycle if dedicated bicycle facilities were provided. However, only a small percentage of Americans (1-3%) are willing to ride if no facilities are provided.[24] This research into how people perceive bicycling as a transportation choice has indicated that most people fall into one of four categories.

24 Roger Geller, City of Portland Bureau of Transportation. Four Types of Cyclists. https://www.portlandoregon.gov/transportation/44597?a=237507; Dill, J., McNeil, N. Four Types of Cyclists? Testing a Typology to Better Understand Bicycling Behavior and Potential. 2012.

BICYCLE LEVEL OF TRAFFIC STRESS

For people riding bicycles, the Bicycle Level of Traffic Stress (BLTS) is the perceived sense of discomfort associated with riding in or adjacent to vehicle traffic when there is significant variation in the travel speed differential. Studies have shown that traffic stress is one of the greatest deterrents to bicycling. The less stressful—and therefore more comfortable—a bicycle facility is, the wider its appeal to a broader segment of the population. A bicycle network will attract a large portion of the population if it is designed to reduce stress associated with potential motor vehicle conflicts and if it connects people bicycling with where they want to go.



STRONG AND FEARLESS

This group is willing to ride a bicycle on any roadway regardless of traffic conditions. Comfortable taking the lane and riding in a vehicular manner on major streets without designated bicycle facilities.

EXCITED AND CONFIDENT

This group consists of people riding bicycles who are confident riding in most roadway situations but prefer to have a designated facility. Comfortable riding on major streets with a bike lane.

INTERESTED, BUT CONCERNED

This group is more cautious and has some inclination towards bicycling, but is held back by concern over sharing the road with cars. Not very comfortable on major streets, even with a striped bike lane, and prefer separated pathways or low traffic neighborhood streets.

CURRENTLY NOT INTERESTED

This group comprises residents who currently are not interested at all in bicycling, may be physically unable or don't know how to ride a bicycle, and they are currently unlikely to adopt bicycling in any way.

Bikeways are considered low stress if they involve very little traffic interaction by nature of the roadway's vehicle speeds and volumes (e.g., a shared, low-traffic neighborhood street) or if greater degrees of physical separation are placed between the bikeway and traffic lane on roadways with higher traffic volumes and speeds (e.g., a separated bikeway on a major street).

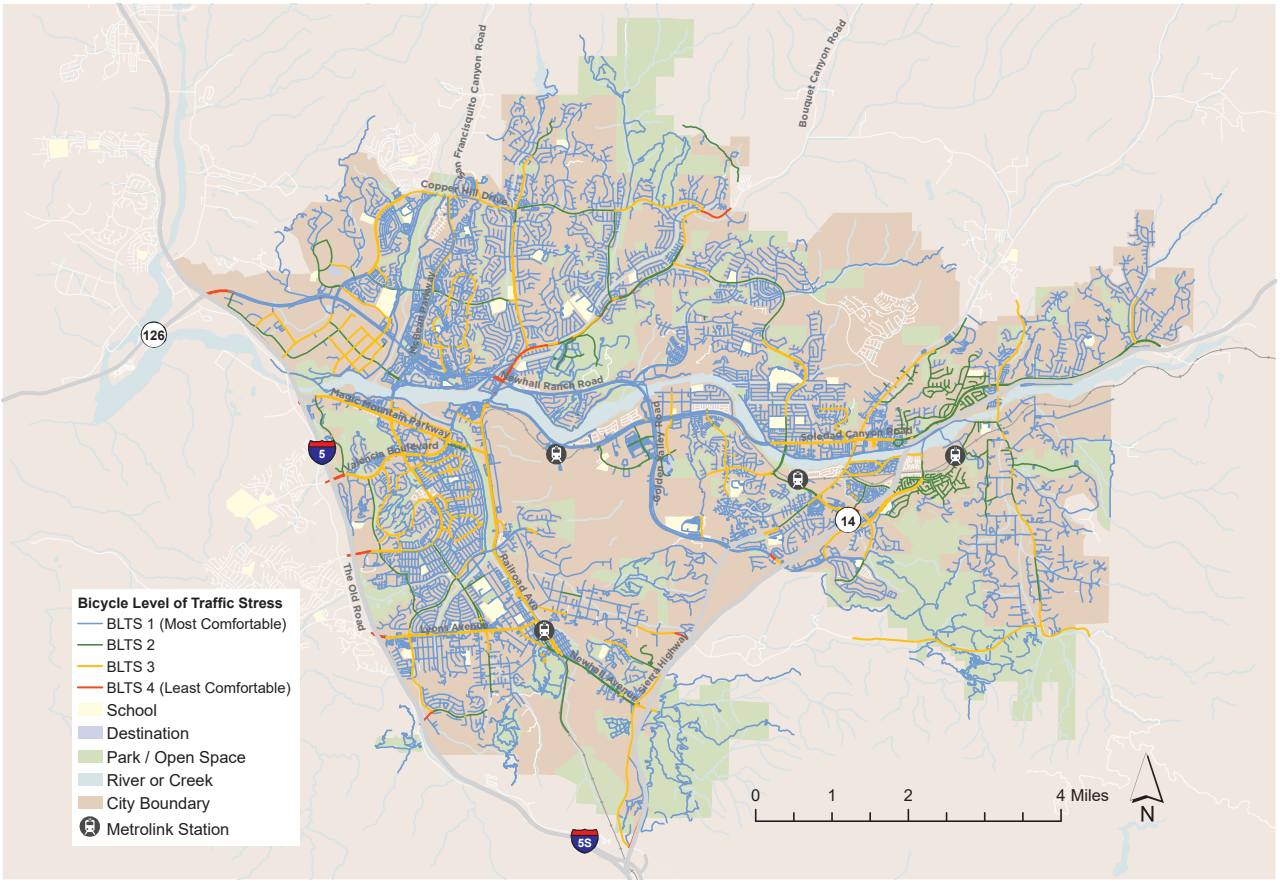
A rating given to a road segment or crossing, the BLTS indicates the amount of traffic stress use of a particular facility imposes on bicyclists. The analysis, based on methods developed by the Mineta Institute, considers posted speed, number of travel lanes, presence of bicycle facility, and land use context to calculate a bicyclist comfort level.

The combination of these criteria creates four levels of traffic stress for the existing roadway network. The lower the number, the lower the stress and the higher the level of comfort for people on bicycles. BLTS 1 and 2 roads are typically the roadways that appeal to the "interested but concerned" cyclists. Levels of traffic stress range from 1 to 4:

- **BLTS 1 – All Ages and Abilities**: Strong separation from all except low speed, low volume traffic. Simple crossings. Suitable for children.
- **BLTS 2 – Average Adult**: Physical separation from higher speed and multilane traffic. Corresponds to design criteria for Dutch bicycle route facilities. A level of traffic stress that most adults can tolerate, particularly those sometimes classified as "interested but concerned."
- **BLTS 3 – Confident Adult**: Involves interaction with moderate speed or multilane traffic, or close proximity to higher speed traffic. A level of traffic stress acceptable to those classified as "enthused and confident."
- **BLTS 4 – Fearless Adult**: Involves interaction with higher speed traffic or close proximity to high speed traffic. A level of stress acceptable only to those classified as "strong and fearless."

Levels of comfort when bicycling vary widely between community members, and between types of facilities. For many residents, on-street riding can be intimidating.

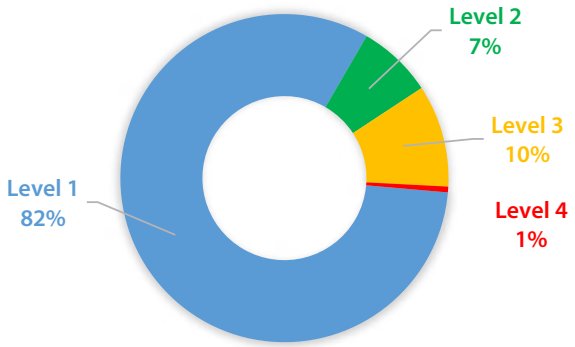
Figure 24. Bicycle Level of Traffic Stress



FINDINGS

Figure 24 depicts the Bicycle Level of Traffic Stress for roadways in Santa Clarita. Similar to the findings from the PLTS analysis, just over 80% of the city's roads classify as BLTS 1 (see Figure 23). Roadways and trails rated as an BLTS 2 and below are places where an average adult is likely to feel comfortable biking. The city benefits from a network of lower speed residential roadways and local collectors. Class I paths along roadways like Newhall Ranch Road enhance the connections between otherwise disconnected areas within Santa Clarita. Eleven percent of roadways in Santa Clarita are rated as an BLTS 3 or 4, corresponding to higher stress roadways where most bicyclists are likely to feel uncomfortable. Examples of these roadways include Bouquet Canyon Road, Railroad Avenue, Lyons Avenue, McBean Parkway, Seco Canyon Road, Copper Hill Drive, and Soledad Canyon Road.

Figure 23. Bicycle Level of Traffic Stress (As Percentage of All Roads)



ACCESS ANALYSIS

The development pattern in Santa Clarita includes a high separation of land uses, neighborhoods with cul-de-sacs and limited through-routes, and large arterials that can create barriers for travel throughout the city. These characteristics can lead to longer trip distances and trip times, discouraging trips by bike or by foot. Further, high speed roadways, high volumes of traffic, and infrequent signalized crossings can negatively affect the perceived length of a trip. For many, a walking or bicycling trip in these conditions will feel more difficult and cause a greater degree of discomfort or stress.

To better understand the effects of both real and perceived trip distance, the project team conducted an analysis to assesses bicycle and pedestrian access to destinations throughout our community. Travel along higher stress roadways is weighted to reflect longer perceived travel times in order to more accurately represent the experience of residents. The results of this analysis demonstrate the distance to the nearest destination from any given roadway intersection.

The maps that follow seek to identify opportunities to improve access to destinations including schools, major workplaces, and community facilities (e.g., parks, libraries, Metrolink stations and other transit centers). Results are displayed based on distance and correspond to average walking or bicycling times. For example, a one-half mile walk will take an average resident approximately 10 minutes to complete, while a 10-minute bike ride will typically cover around one-and-a-half miles. With many trips across the United States covering distances of 3 miles or less, these thresholds can help us understand where switching trips to an active mode may be more viable with improved networks.

Pedestrian Access

Within most residential areas, a public school is accessible within a one-mile walk or less. Pedestrian access to schools is shown in Figure 25. Generally, schools located within neighborhoods and on lower-speed roadways have a larger access shed than schools located on major roadways. For example, Valencia High School on Dickason Drive has restricted access from the west due to its proximity to Copper Hill Drive.

Figure 26 shows pedestrian access to major workplaces. Major employers are typically located on the western side of the city. Access to major employers may be restricted by size of the employer campus (e.g., Six Flags Magic Mountain) and the form of the surrounding roadway network. Access is greatest in areas with a dense, well connected roadway network that provides many choice points for people on foot.

Pedestrian access to community facilities, defined as parks, libraries, Metrolink Stations, and other transit centers, is shown in Figure 27. Many areas of the city are within one mile of a park. The Santa Clarita and Via Princessa Metrolink stations are generally accessible from the east but not the west; access is constrained by topography and the roadway network. Access to the Newhall Station is less constrained.

Figure 25. Pedestrian Access to Schools

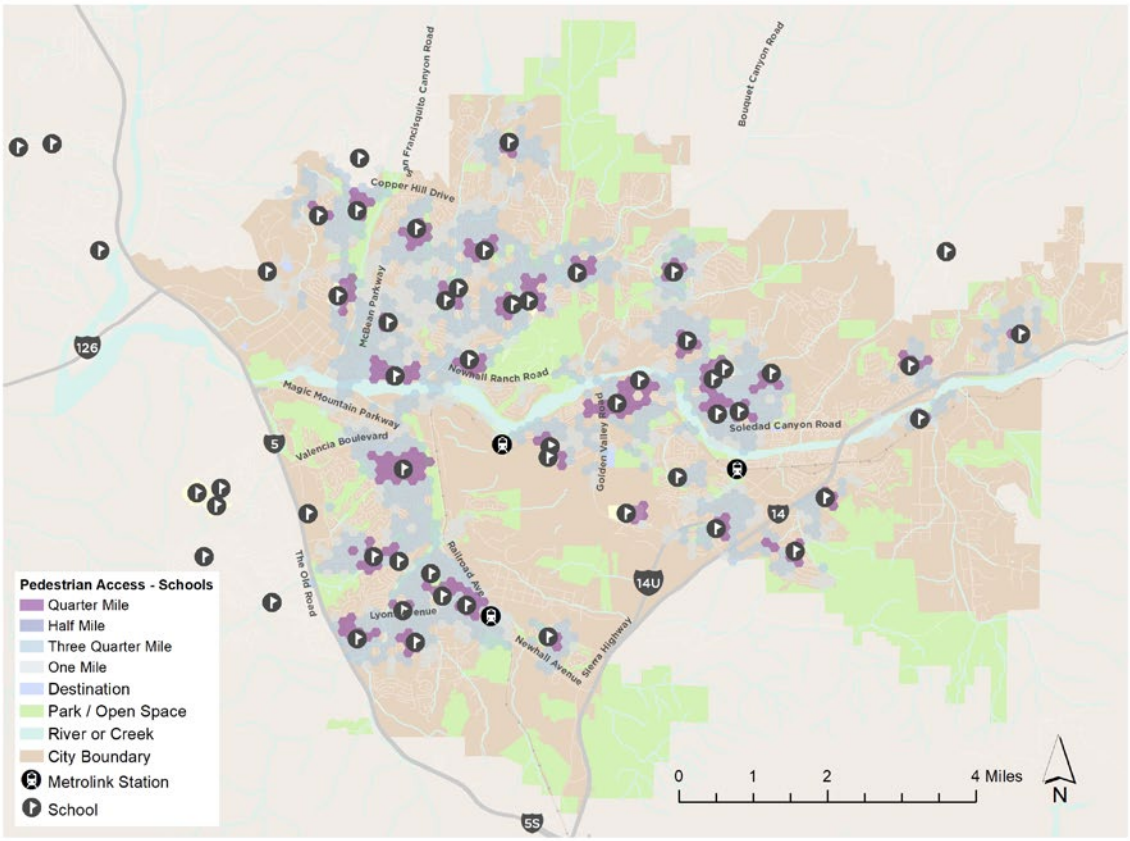


Figure 26. Pedestrian Access to Major Workplaces

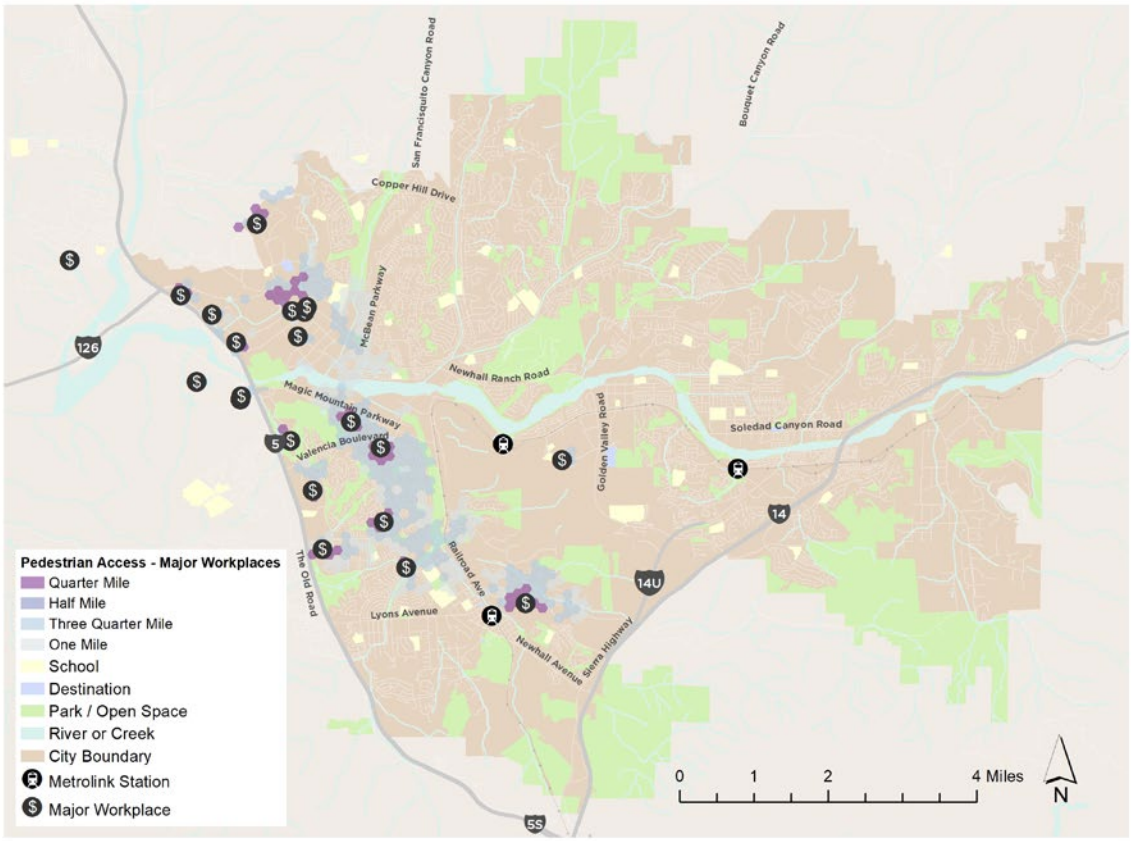
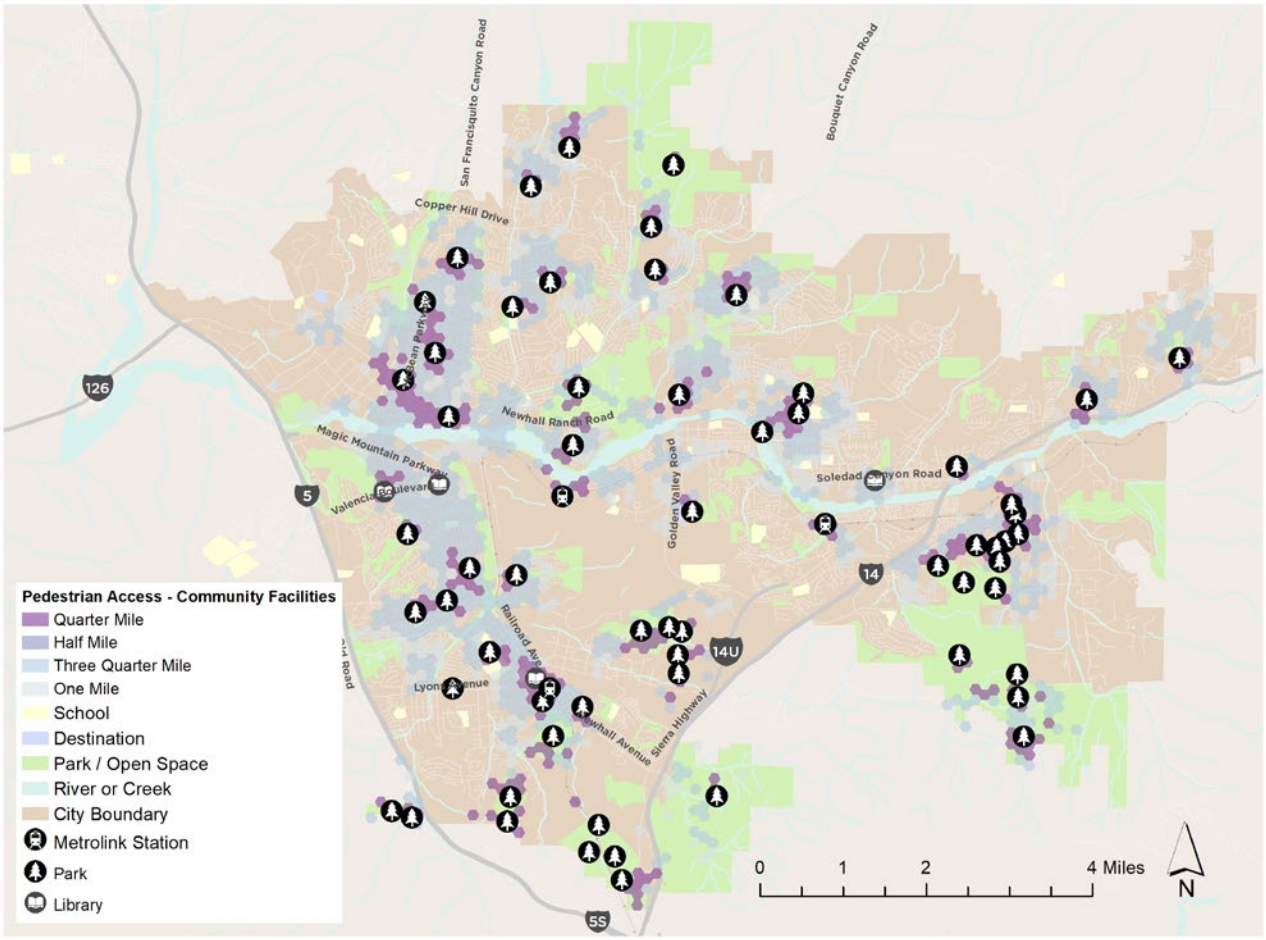


Figure 27. Pedestrian Access to Community Facilities



Bicycle Access

Changing from a pedestrian perspective to that of biking demonstrates that many more destinations are within a 10-minute bike ride than a 10-minute walk. For students who are able to bike to school, a greater number of schools, including middle and high schools, are accessible across more neighborhoods (Figure 28). Generally, students located on the western side of Santa Clarita can reach the nearest school within a one-mile bicycle ride.

Similarly, many areas in the western portion of the city are within a one-mile bicycle ride to the closest major employers (Figure 29). The southern area of the city, south of Lyons Avenue, will require a bicycle ride of two or three miles to reach nearby employers. The general lack of roadways and hilly topography in Santa Clarita's center restrict access between the east and west sides of the city.

Figure 30 shows bicycle access to public facilities (defined as parks, libraries, Metrolink Stations, and other transit centers). Because such facilities are located throughout the city, access to community facilities is more equally distributed across the east and west sides of Santa Clarita. The distribution of parks across the city means that many areas are within a one-mile bicycle ride, and most areas are within a three-mile bicycle ride. Access to the Santa Clarita Metrolink Station and the Via Princessa Metrolink Station are constrained to the west by roadways, topography, and land use patterns. Access to the Newhall Station is relatively unconstrained. Higher stress roadways such as Lyons Avenue create travel barriers and increase travel distance in neighborhoods to the north.

Figure 28. Bicycle Access to Schools

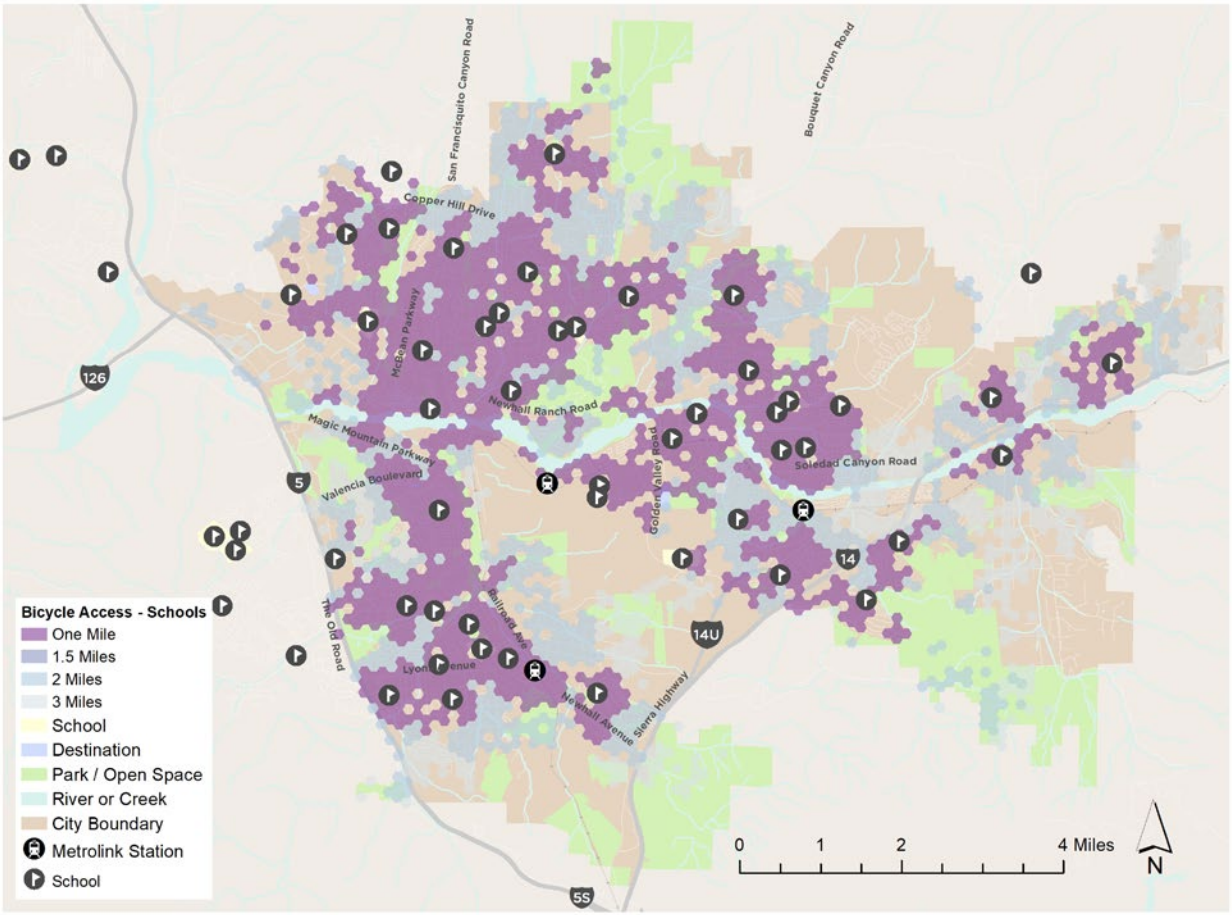


Figure 29. Bicycle Access to Major Workplaces

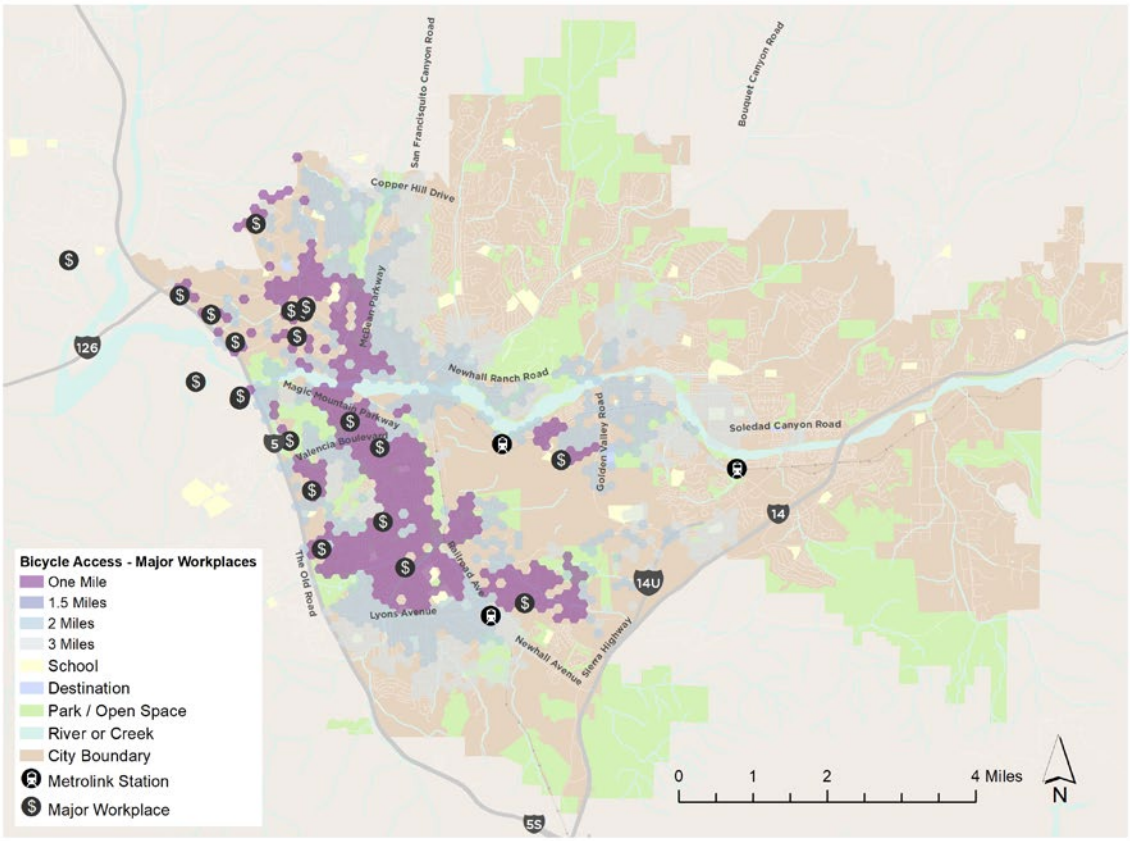


Figure 30. Bicycle Access to Public Facilities

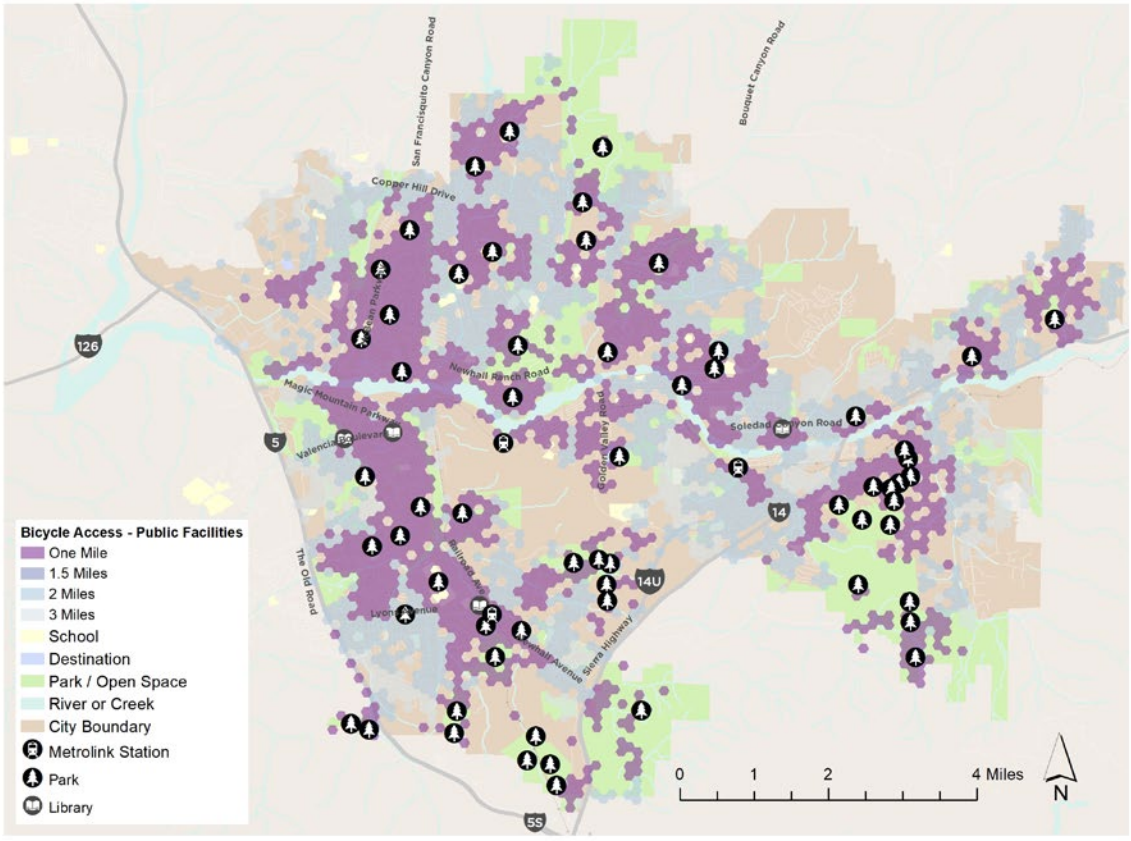
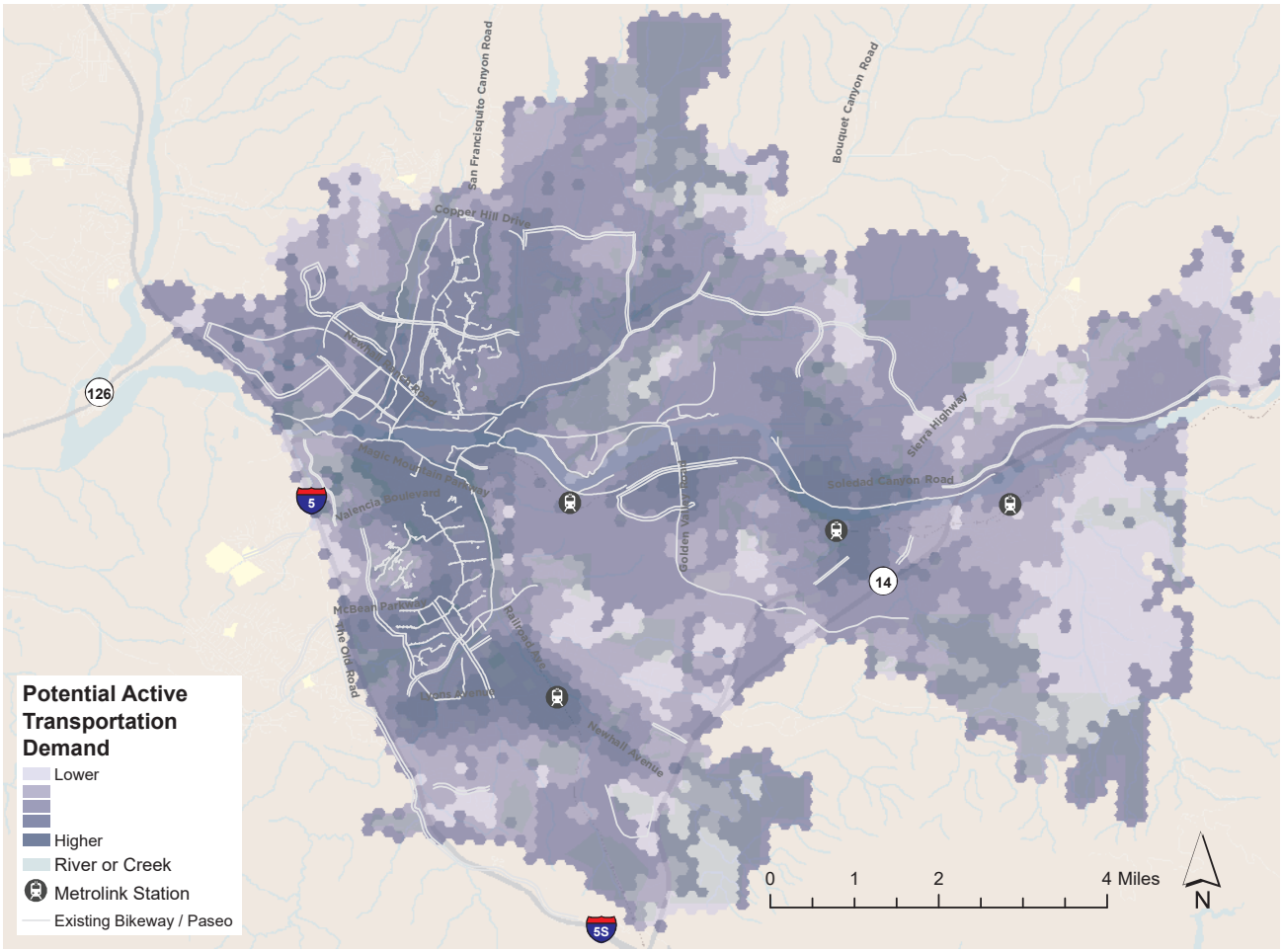


Figure 31. Potential Active Transportation Demand



Demand Analysis

The project team also sought to understand another large component of non-motorized trips in additional to access: demand. This demand analysis paired destinations evaluated in the access analysis with additional trip generators, such as residential density. These factors were then mapped, normalized, and combined into a composite map that shows relative demand across the city, overlaid with the existing active transportation network (see Figure 31).

Demand for walking and bicycling generally overlaps with existing facilities, especially when paseos are considered. However, there are noticeable gaps in which areas of high demand (such as Newhall, eastern Saugus, and Canyon Country) have minimal existing bikeways.

Future Capital Improvement Projects

Santa Clarita's Capital Improvement Program (CIP) identifies capital improvement projects for the 2019 to 2020 fiscal year. Capital improvement projects add to or improve the City's infrastructure and may include projects such as bridge widening, trail and bike lane construction, installation of sidewalks, intersection improvements, and development of public facilities such as the Sports Complex Center or Metrolink stations. The current CIP identifies $36.7 million in improvements and projects, of which approximately $3 million is dedicated to projects that include a non-motorized component. Table 4 describes each project with a non-motorized component, as well as the estimated cost of implementation.

Table 4. FY 2019-2020 Capital Improvement Projects Related to Active Transportation

Project	Description	Estimated Cost
D0002 2019-20 ADA Access Ramps	Construction	$50,000
*T1017 Avenue Scott Trail Connection	Design & Construction	$200,000
T1018 2019-20 Trail Fence Replacement	Construction	$106,600
T2007 Soledad Canyon/Golden Valley Road Bike Path	Construction	$334,010
T2011 Railroad Avenue Class I Bike Trail	Design & Right-of-Way	$1,500,000
T3020 Vista Canyon Multi-Modal Center (Metrolink Station)	Design & Right-of-Way	$181,728
T3021 Vista Canyon Regional Transit Center (Bus Station)	Design	$90,000
T3024 Sand Canyon Trail	Construction	$429,893
T3025 Sierra Highway Sidewalks	Construction	$624,000
Total Trails and Transit:	$3,316,231	

**Note: Part of the 2017-2018 CIP.*

New curb ramps, crosswalks, sidewalks, and bike paths will help to make walking and biking in Santa Clarita more accessible.

Measure M funding will help enhance biking and walking throughout Santa Clarita, including along Walnut Street in Newhall.

FIVE-YEAR PAVEMENT PLAN 2019-2023

The City's Five-Year Pavement Plan outlines which roadways will be resurfaced or overlaid between 2019 and 2023. This NMTP prioritizes recommendations that coincide with scheduled pavement updates.

MEASURE M FIVE-YEAR PLAN

Additionally, the City has received County funding from Measure M for the following projects:

- Sierra Highway Sidewalk Improvements
- Newhall Area Bicycle Facilities, including the Walnut Street Bicycle Boulevard

The following projects have been identified for Measure M funding between 2020 and 2025, and are expected to be implemented within the next five years:

- Valencia Industrial Center Bicycle and Pedestrian Improvements Phase I
- Valencia Industrial Center Bicycle and Pedestrian Improvements Phase II
- Santa Clara River Trail Gap Closure (Five Knolls to Discovery Park)
- Railroad Avenue Class I Trail
- Bicycle Network Connectivity Between City-County Facilities

04 COMMUNITY COLLABORATION

Throughout the year-long planning process, we prioritized engaging and listening to the community by attending existing events which resulted in engaging with a wider and more diverse audience. A variety of engagement opportunities were used to seek input from all residents and community members in order to develop recommendations reflective of the community's vision. All materials were made available in Spanish and English, and at least one bilingual team member attended every outreach event.

This chapter presents an overview of the format and approach for each outreach opportunity, along with a summary of feedback received.

PARTICIPANT FEEDBACK

"I think introducing the bus and walking/biking to younger children would help them grow up without the stigma that it isn't cool to ride a bus or walk/bike somewhere. Our City is easily bikeable for errands/outings but it needs to be more normalized." RESIDENT FOR OVER 21 YEARS

"There needs to be a culture change within the City of Santa Clarita that focuses on pedestrians and cyclists and safe driving." NEW RESIDENT

"The city has done great work to create the infrastructure for cycling and jogging (such as the paseos). People here want to commute via bike, but it is too dangerous with the high speed of traffic and lack of bike lanes or even shoulders on major roads, where most commuters need to go." RESIDENT FOR OVER 6 YEARS

"I love that we already have bike trails that extend throughout the city, more would be better." RESIDENT FOR OVER 11 YEARS

Community Survey

A community survey was developed to gather input on walking and bicycling challenges, preferences, and opportunities throughout Santa Clarita. The survey was made available online in both Spanish and English from March 2019 through January 2020. The survey was advertised at all outreach events, through the City newsletter and email notifications, and by community partners. In total, 665 people responded to the survey. The following findings were key to informing our recommendations. The complete survey results are available in Appendix B.

FINDINGS

- 9**% bike as their primary means of transportation** (58 total). Although self-selection bias may be at play, this suggests a higher use of bicycles than captured in the ACS 2017 estimates.
- The biggest transportation issue in Santa Clarita, according to an open-ended question, is **traffic congestion and the high number of cars.**
- If the City could do THREE things to improve mobility, respondents would most like the City to:
  - **Build more bike/multi-use trails** (60% - 374 total)
  - **Increase connectivity** (44% - 278 total)
  - **Build more bike lanes** (38% - 239 total)

Participants were invited to respond to the following open-ended prompts. Key themes from each of the questions are captured below.

I would bike more if…

- there were safer places to ride.
- there were more places to lock up bikes.
- there were more bridges and paths connecting to other parts of the city.
- there were more lights, drinking fountains, restrooms, and places to stop.
- work were closer to home.

I would bike more *"If it were safer. There are simply too many near misses and cars striking bikes. The bike lanes are on streets with far too fast vehicles and frankly the drivers in the SCV are too distracted." -Resident for over 20 years*

I would bike more if *"I felt safer on the roadway in Santa Clarita to get to and from the bike paths." -Resident for over 11 years*

I would bike more if *"My husband and kids cycle, though, and our biggest concern is them having safe places to cycle. The separated cycle tracks are their favorites (and put my mind at ease)." -New resident*

I would take public transit more if…

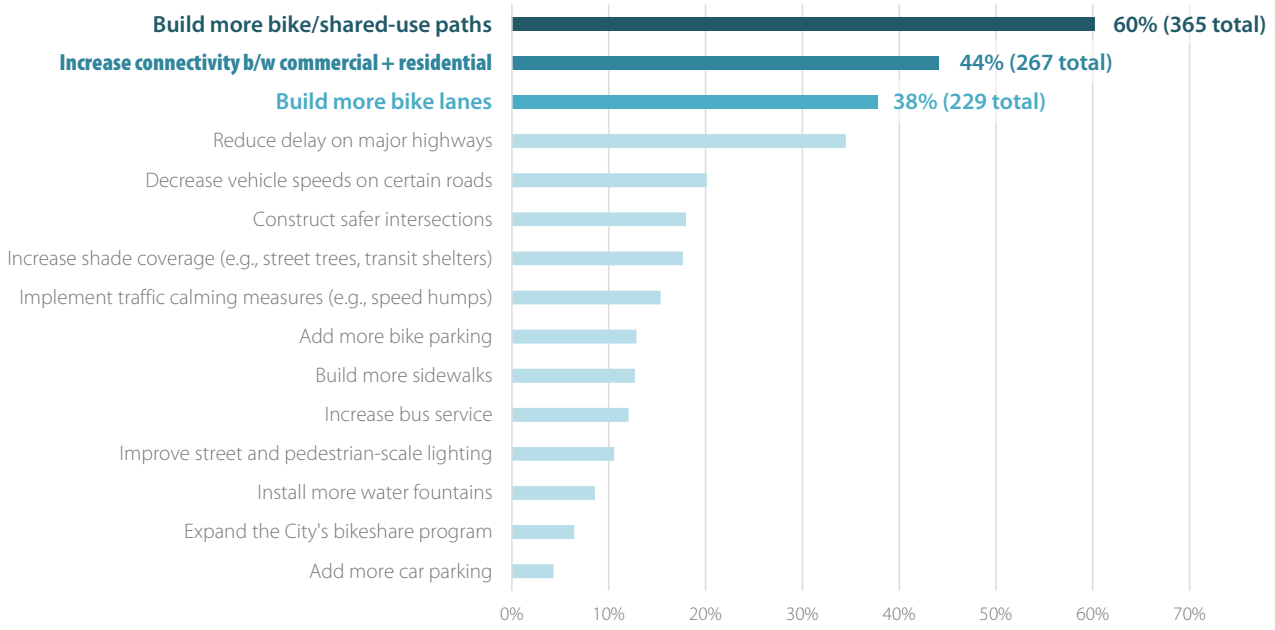
- buses came more frequently.
- I knew how the bus system worked, and had help riding.

I would walk more if…

- there were more shops and restaurants nearby.
- there was more shade, especially in the summer months.
- I were in better health.

I would walk more if *"Crosswalks at intersections were better marked and made pedestrians feel safe." -Resident for over 11 years*

Figure 32. Survey Question: Top Three Mobility Interventions



I would use a car less if…

- transit were more reliable.
- there were more places nearby to walk or bike to.
- I felt safer walking and biking around the city.

I would use a car less if *"I had better bike access from my neighborhood to bike paths/bike lanes/sidewalks" -Resident for over 3 years*

I would use a car less if *"Transit and bike facilities were expanded beyond what is currently available" -Resident for over 11 years*

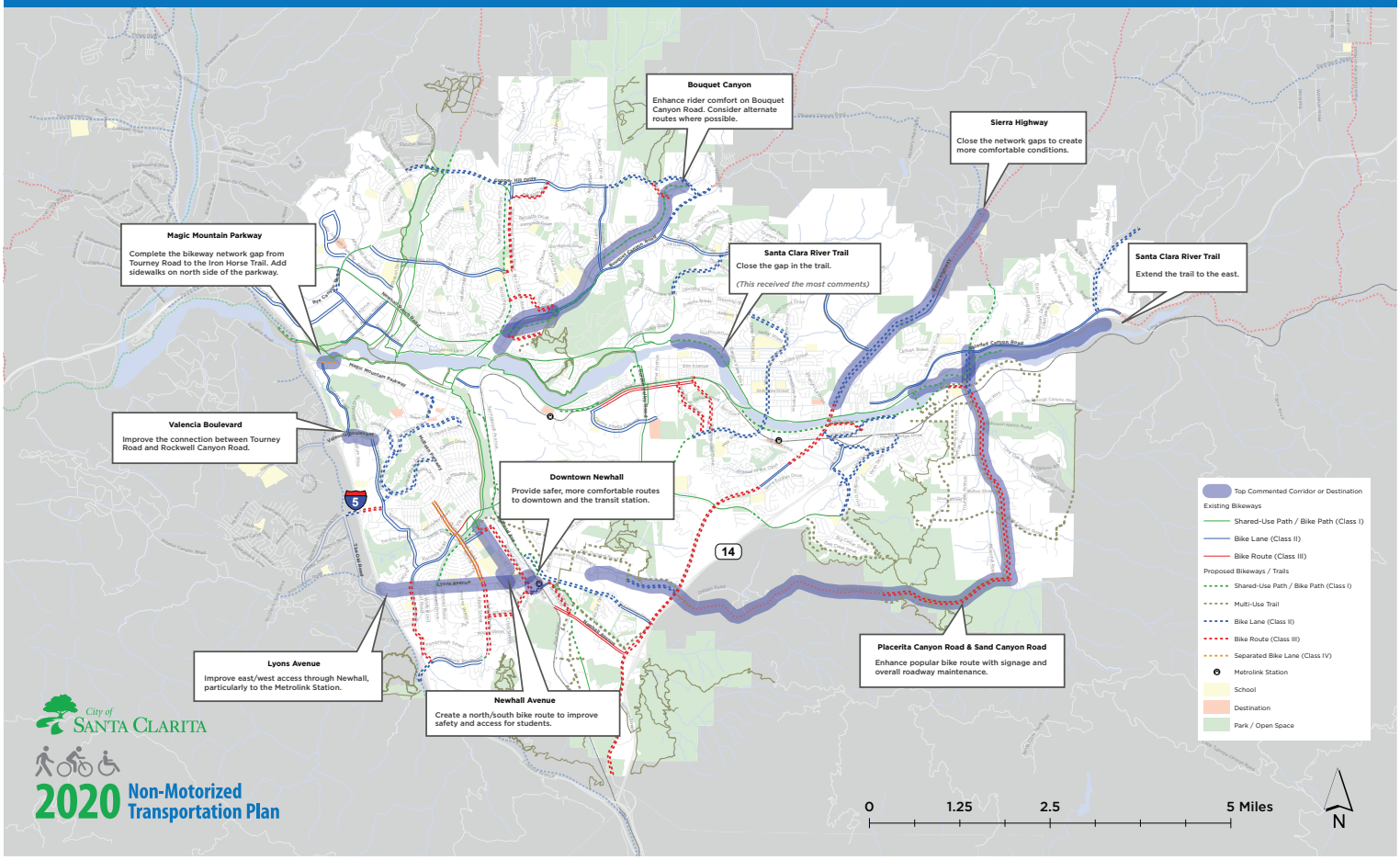
What do you think the biggest transportation issue is in Santa Clarita?

- There is too much traffic and too much dependence on cars.
- Signals need to be better synchronized.

Are there any additional ideas, comments, or concerns you would like to share regarding mobility in Santa Clarita?

- Increase education on walking and biking for all residents (drivers and active transportation users).
- The paseos are excellent facilities and should be replicated throughout the city.
- Expand and enhance Metrolink's Antelope Valley line in Santa Clarita.
- Increase the availability of bike and scooter share.

Santa Clarita Input Map
Top Comments



Online Interactive Mapping Tool

An interactive mapping tool was shared on the Bike Santa Clarita website, promoted on the City's website, and used throughout development of this NMTP to gather input and feedback from the community directly on a map of the city.

From February 2019 through January 2020, community members were encouraged to draw routes or place pins on the map and add comments to identify desired walking or bicycling improvements, challenging locations, and other information about the walking and bicycling environment. Approximately 75 community members engaged with the public input map. Together, they made 272 contributions (including noting routes in need of improvements, destinations, and votes on other people's comments); the most popular comment involved closing the gap on the Santa Clara River Trail.

The project team used feedback captured in the public input map to develop corresponding improvements to the bicycling and walking network.

Pop-Up Events

At the beginning of the planning process, the project team attended three community events in order to hear from the public about current issues they experience while walking and rolling in the city:

- Earth Day Festival: Saturday, April 27, 2019, from 10 a.m. to 5 p.m. at Central Park
- Hit the Trails: Saturday, May 11, 2019, from 9 a.m. to 1 p.m. at Valencia Heritage Park
- Old Town Newhall Farmers Market: Saturday, June 15, 2019, from 8:30 to 11 a.m. at Old Town Newhall Library

At these events, community members were invited to mark up a map of the existing and previously proposed active transportation facilities in the community. The public was also invited to take a paper version of the survey (the results of which are reported under the community survey section), and to vote on their top three preferred elements of a complete street.

Community members of all ages helped inform this plan.

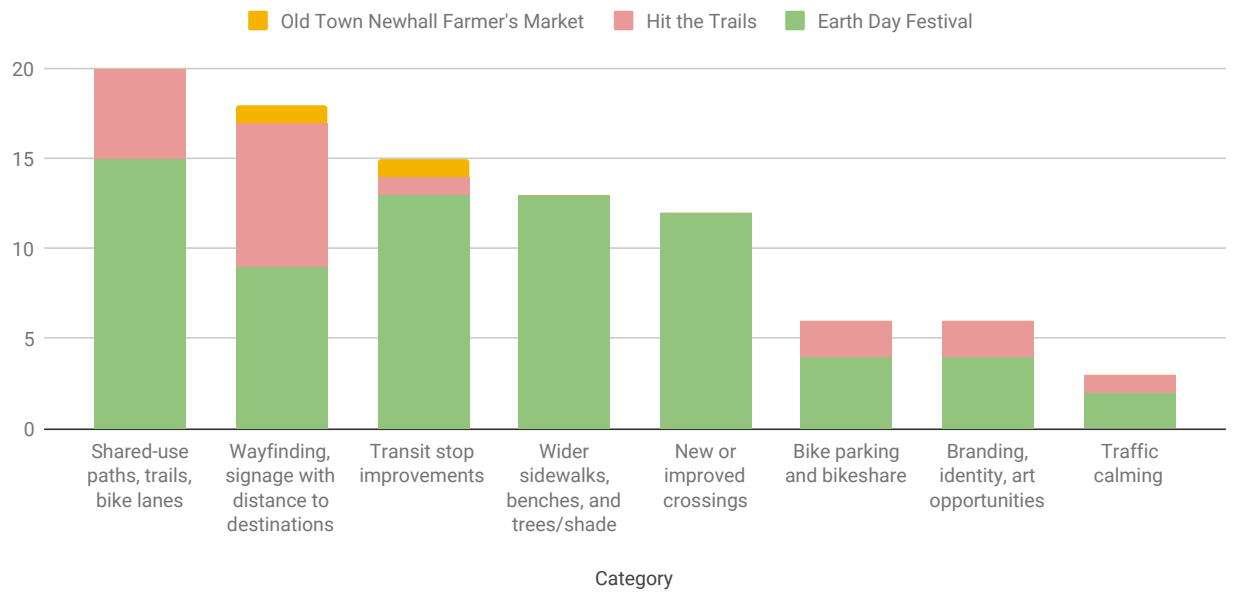
WHAT WE HEARD

Paper Input Map

Community members:

- Suggested opening the **trail on the Dry Creek Channel** to people walking and bicycling to provide a safer, parallel route to Seco Canyon Road.
- Wanted an **easier connection to Central Park** from Saugus and other nearby areas that does not involve traversing Bouquet Canyon Road, which feels too dangerous for most bicycle riders.
- Asked for the **bridge overpasses on the trail network to be labeled** to enhance navigability and wayfinding.
- Noted that there are many dangerous intersections for pedestrians along **McBean Parkway**, which residents said is very busy and might merit "scramble crossings" to improve safety.
- Wanted **better bike/ped connections to the Newhall Library/Old Town area**. The existing railroad acts as a barrier and encourages people to drive so as to avoid taking a circuitous route if walking or biking.
- Wanted better **wayfinding signage within the paseo network**, as it is easy to get lost.
- Suggested a new **bike connection from Plum Canyon Road to the Santa Clara River Trail** near Canyon Springs Community Elementary.
- Expressed support for **bike facilities and improvements on Bouquet Canyon Road**, especially near Emblem Academy.
- Expressed a desire to **connect to more recreational trails and to places outside of the city**.
- Shared concerns about speeding cars, particularly around schools, and noted that morning drop-offs are especially chaotic.

Figure 33. Complete Streets Voting Board Results



Complete Streets Board

Community members ranked shared-use paths, trails, and bike lanes as the preferred amenity, followed by wayfinding and transit stop improvements (Figure 33).

The least popular amenity options were traffic calming, branding/art opportunities, and bike parking/bike share. Some contributing factors for why these options received fewer votes are:

- Community members did not know what bike sharing was and have never used the Pace program before.
- People did not want traffic calming amenities on their street and hesitated to vote for such amenities.
- A community member in favor of art opportunities noted that art had been promised along certain paseos, but never implemented.

BIKE AUDITS

On Thursday, June 13, 2019, the project team facilitated bike audits in Saugus and Newhall with community members and City staff to assess existing conditions, identify potential trail routing options, and evaluate improvements in first- and last-mile connections. In Saugus, the audit route evaluated Central Park, Bouquet Creek Trail, the Dry Creek Channel, Seco Canyon Road, Garzota Drive, and Alamogordo Road. The Newhall audit evaluated Walnut Street, Orchard Village Road, the South Fork Trail, and Railroad Avenue. On both routes, community members and City staff discussed existing obstacles to active transportation in these neighborhoods and potential improvements, including finding low-stress alternatives to Seco Canyon Road and Railroad Avenue. Overall, attendees expressed support for:

- **Improving access points, crossings, and wayfinding to trails.** Some existing entry points are poorly marked or have gates that restrict access to people on recumbent bicycles, wheelchairs, or other mobility devices. Connecting between trails without existing crossings or designated bridges is difficult, and can require riders to take circuitous routes.
- **Utlizing flood control channels and quieter roads to offer low-stress routes** that bypass high-traffic arterials. Many flood control channels already feature Class I shared-use paths; bike audit attendees expressed support for replicating such a treatment to provide alternative routes to Seco Canyon Road and Bouquet Canyon Road. Seco Canyon Frontage Road and Pamplico Drive similarly offer lower-stress options for bicycle routes.

OPEN HOUSES

Once the team developed preliminary recommendations, the City convened two open houses during the planning process to gather in-depth community input about Newhall and Saugus, and to refine recommendations:

- **Newhall Open House:** Thursday, October 17, 2019, from 5 to 7 p.m. at the Newhall Community Center
- **Saugus Open House:** Wednesday, October 30, 2019, from 5 to 7 p.m. at Santa Clarita Park

In general, attendees voiced support for the preliminary recommendations, and an overall preference for physically separated bikeways over standard Class II bike lanes. Attendees who live near and/or adjacent to flood channels on which Class I paths were proposed expressed unanimous support for converting these pathways into public facilities.

Participants review options at the Newhall Open House held in October 2019.

Bike audit attendees explored using flood control channels as low-stress routes to bypass high-traffic arterials.

SPOT IMPROVEMENT REQUESTS

Throughout the various community engagement efforts, the project team captured specific requests for spot improvements pertaining to lighting, maintenance, potential sites for public art, and expanded public access. Requested spot improvements are listed in Table 5 and mapped in Figure 35.

Table 5. List of Requested Spot Improvements

Type of Improvement Requested	Location	Cross Street
Bike Crossing		
Improved Bike Detection	16th Street	Orchard Village Road
Improved Bike Detection	Garzota Drive	Seco Canyon Road
Bike Crossing	Newhall Avenue	16th Street
Bike Crossing	Placerita Canyon Road	Sierra Highway
Bike Crossing	Soledad Canyon Road	Golden Valley Road
Bike Parking / Hub	Valencia Town Center	Magic Mountain Parkway
Reduce Conflict for Bikes	Soledad Canyon Road	Lost Canyon Road
Reduce Conflict for Bikes	Seco Canyon Road	Copper Hill Drive
Crossing		
Adjust to Walk Light	Newhall Ranch Road	Hillsborough Pkwy
Adjust to Walk Light	Newhall Ranch Road	Grandview Drive
Bridge	Proposed Trail	Park Street
Bridge	San Francisquito Creek Trail	Avenue Scott
Bridge Underpass	Santa Clara River Trail	Newhall Ranch Road
Bridge Underpass	San Francisquito Trail	Copper Hill Drive
Bridge Underpass	Bouquet Canyon Road	Santa Clara River Trail
Curb Extension	Railroad Avenue	Market Street
Crosswalk	Rockwell Canyon Road	Summit Place
Crosswalk	River Village Park Trail	Newhall Ranch Road
Crosswalk	Copper Hill Drive	Deer Springs Drive
Crosswalk	Pamplico Drive	Seco Canyon Road
Crosswalk	McBean Parkway	Magic Mountain Parkway
Crosswalk	Sawmill Lane	Newhall Ranch Road
Crosswalk/Curb Ramp	McBean Parkway	Henry Mayo Fitness
Install Signal	Walnut Street	Lyons Avenue
No Right on Red	Rockwell Canyon Road	Valencia Boulevard
Pedestrian Access	Newhall Ranch Road	I-5
Scramble Crossing	McBean Parkway	Valencia Boulevard

Type of Improvement Requested	Location	Cross Street
Sidewalk	Soledad Canyon Road	Golden Oak Road
Lighting		
PaseValencia Meadows Park	Orchard Village Road	
Trail	Santa Clara River Trail (south side)	McBean Parkway
Trail	McBean Parkway Trail	Avenue Scott
Street	Walnut Street	15th Street
Street	Copper Hill Drive	Northpark Drive
Street	Copper Hill Drive	Paragon Drive
Maintenance		
Adjust Gates	Valencia Summit Park	Brighton Drive
Adjust Gates	Golden Valley Road	Sierra Highway
Improve Paseo Access	Valencia	(All Paseos)
Repave	San Francisquito Creek Trail	Newhall Ranch Road
Repave	South Fork Trail	Alta Madera Drive
Trail Connection	Central Park	Paraguay Drive
Provide Access		
Close Gap	Golden Valley Road	Near Valley Center Drive
Open to the Public	Utility Easement Near Copper Hill Drive	McBean Parkway
Other		
Art	Wiley Canyon Road (bridge)	Railroad Avenue
Limit Automobile Parking	Pamplico Drive	Seco Canyon Road
New Trailhead		
Trailhead	Shadow Pines	
Trailhead	Garnet Canyon Dr	Discovery Ridge Dr
Trailhead	Central Park (south)	Newhall Ranch Road
Trailhead	Santa Clara River Trail	Mariposa St
Trailhead	Santa Clara River Trail	Granada Villa Mobile Home Park
Sidewalks		
Location	From	To
Bouquet Canyon Road	Copper Hill Drive	City Line
Canyon Park Boulevard (north side)	Jason Drive	Flynn Drive
Copper Hill Drive	Hidden Hill Drive	Kenton Lane
Copper Hill Drive (north side)	Northpark Drive	Sycamore Creek Drive
Decoro Drive/Chaparro Drive	Seco Canyon Road	Seco Canyon Road
Market Street	Cross Street	900 ft. west of Newhall Avenue

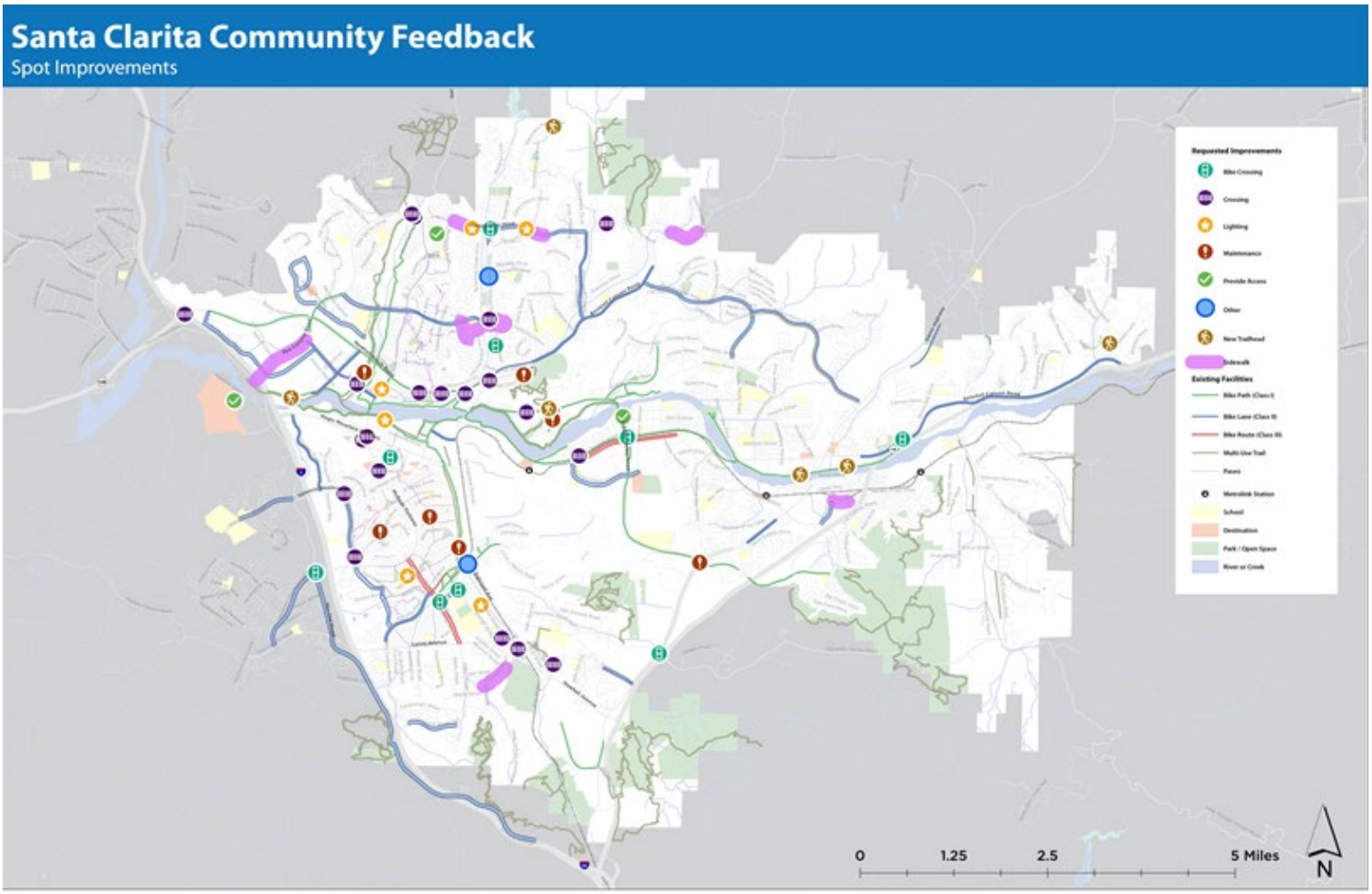


Figure 34. Community Feedback


2 HOUR
PARKING
STOP

05 RECOMMENDATIONS

This chapter introduces the bicycle and pedestrian infrastructure and supporting amenities that the City intends to implement in the coming years, and the overall strategy employed in evaluating which kind of facilities should be recommended at specific locations.

Recommendations are considered planning-level. In some cases, traffic impact analysis and more detailed design analysis will be required to evaluate specific site conditions and develop designs that reflect conditions and constraints. For recommendations along flood control channels, the City will hold community-specific workshops and tours of potential facilities, and will coordinate with the Los Angeles County Flood Control District accordingly.

How Recommended Projects Advance Our Goals

SAFETY & HEALTH

Network recommendations address the most critical safety issues and prioritize improvements at high-injury corridors and intersections.

ACCESS & COMFORT

Network recommendations create continuous routes throughout the community, connecting neighborhoods to major destinations and to one another.

MAINTAIN & EXPAND THE NETWORK

The NMTP provides a roadmap for achieving a complete and connected active transportation network.

Table 6. Public Input Guiding Network Recommendations

What We Heard	What We Propose
Biking and walking can feel unsafe	**Make it comfortable and safe** Multiple new shared-use paths (Class I) and bridge undercrossings aim to help people avoid high-stress corridors and access key destinations on low-stress facilities.
The network is disconnected	**Make it connected** Recommendations include closing critical gaps in the existing network to help increase access to places people want to travel to (including community facilities, transit hubs, and employment centers) and complete the network.
Active transportation is not adequately supported	**Make it easy** Additional recommendations include increasing support facilities such as bike parking, pedestrian-scale lighting, trail amenities, and programs and policies to help foster a culture of biking and walking.

HOW WE DEVELOPED RECOMMENDED PROJECTS

Public Input

Various outlets allowed for public demand for new and improved bicycle and pedestrian facilities to be voiced and recorded: community meetings and outreach events, an online public input map, and the community survey. Roadways and areas that were mentioned multiple times across different outreach methods were examined as highest priority for inclusion in the recommended projects. Public input also informed the City's understanding of safety issues, local destinations not currently served by adequate facilities, and additional gaps in the network (see Table 6).

Injury Prevention

Understanding that physical separation and other design techniques not only enhance pedestrian/bicyclist comfort, but also user safety, the City identified active transportation improvements that work to save lives.

Connections to Local Destinations

The City identified bicycle and pedestrian low-stress facilities serving people of all ages and abilities that better connect users to parks, commercial centers, transit stops, and local schools.

Gap Closure

The City identified where new facilities were needed to close key gaps in the existing bicycle and pedestrian networks.

Concurrent Planning Efforts

The City incorporated other active transportation projects that were part of recent or upcoming planning efforts.

BICYCLE FACILITIES

Prior to embarking on this planning process, the City had just over 112 miles of existing bikeways. An additional 113 miles are proposed in this NMTP, including over 24 miles of Class I bike paths and 3 miles of Class IV separated bikeways (see Table 7). The majority of recommended facilities are new projects where bikeways do not exist today, while a portion include recommendations to upgrade an existing bikeway. Recommended bicycle projects are shown in Figure 37.

Expanding Regional Connectivity

Santa Clarita is surrounded by unincorporated Los Angeles County communities and is just north of the City of Los Angeles. All modes of transportation flow between the jurisdictions. Throughout this planning process, community members expressed a strong desire for increased bicycle connectivity between our City and nearby areas including Magic Mountain and new developments to the west. The City will continue collaborating with the County and other agencies to improve regional connectivity.

Future Opportunities

Although this NMTP sets forth a robust vision for biking and walking in our community, additional opportunities may exist in the future to further expand our network. Opportunities could include opening additional utility roads or flood control channels for recreational access and connectivity, or expanding Class III bicycle boulevards along residential streets.

SAUGUS RECOMMENDATIONS

This NMTP envisions multiple recommendations to improve connectivity and safety in the Saugus neighborhood, including a Class I shared-use path along the Dry Creek and Bouquet Creek Channels, and improvements to Central Park. These facilities will help provide options that are comfortable for people of all ages and abilities, and will increase access to key community destinations including Central Park, Arroyo Seco Junior High School, Santa Clarita Elementary School, and Saugus High School.

2020 Non-Motorized Transportation Plan: DRAFT Recommendations

Draft August 2020

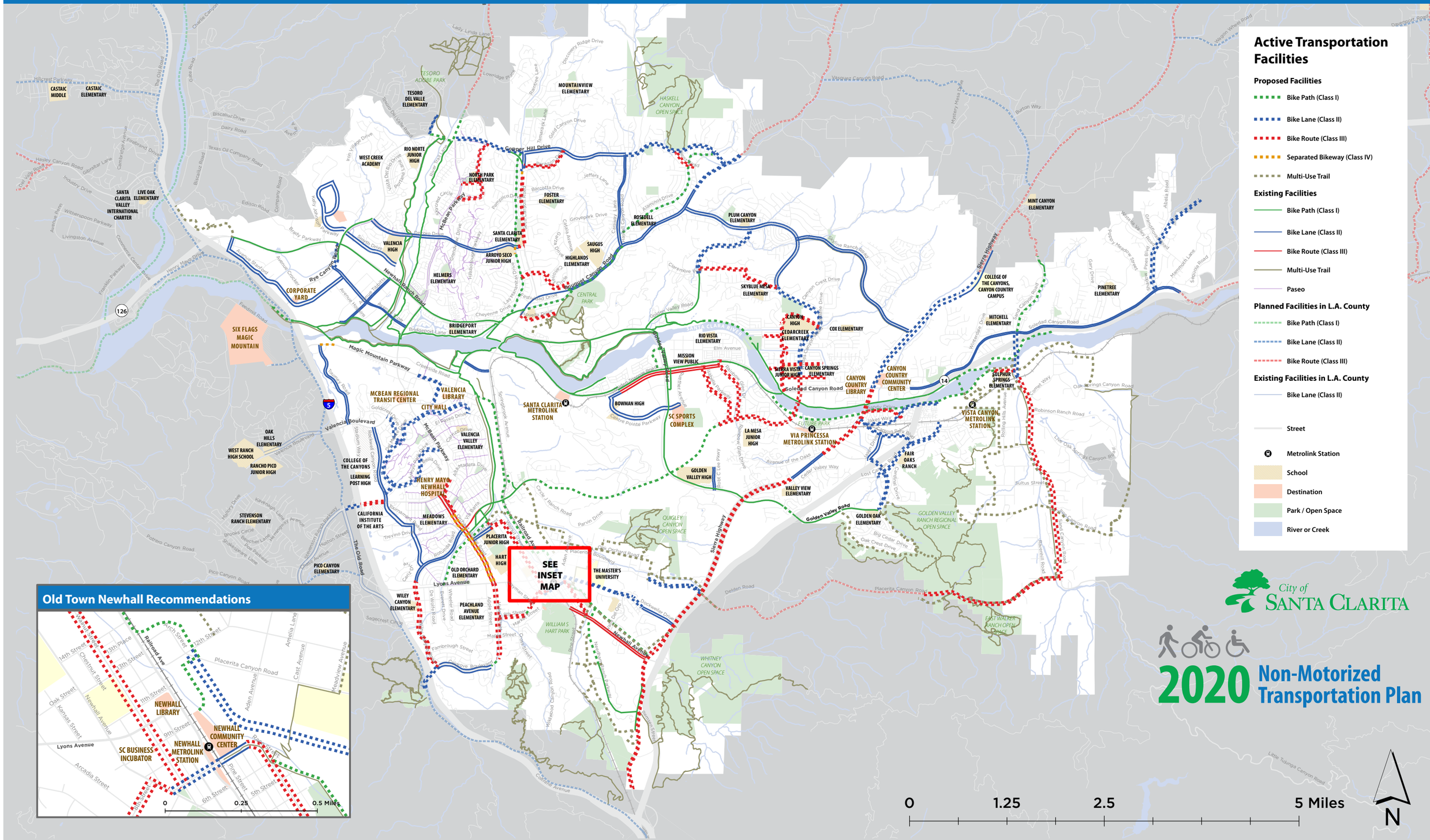


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Table 7. Miles of Recommended Bikeways by Type

Bikeway Class	Name	Existing (miles)	Proposed (miles)	Total (miles)
Class I	Shared-Use Paths	43	23	66
Class II	Bicycle Lanes	62	41	103
Class III	Bicycle Routes	8	58	66
Class IV	Separated Bikeways	0.1	2	2
TOTAL		**113**	**124**	**237**

Table 8. List of Recommended Bikeways by Type

NAME	MILES	FROM	TO	COORDINATE WITH
Shared-Use Path / Bike Path (Class I)				
8th Street	0.07	Eastern edge	Western edge	
Bouquet Canyon Road Trail	0.93	Alamogordo Drive	Haskell Canyon Road	
Bouquet Canyon Trail	0.73	Bouquet Canyon Road	Central Park (Main Entrance)	County
Bouquet Canyon Wash	1.78	Haskell Canyon Road	Coppher Hill Drive	County
Calgrove Boulevard / Valley Street Connector	0.13	Calgrove Boulevard	Valley Street	HOA
Connector to Railroad Avenue Trail	0.15	Newhall Avenue	Proposed Railroad Avenue Trail	
Copper Hill Drive	0.18	San Francisquito Trail	Avenida Rancho Tesoro	
Copper Hill Drive (Bridge Crossing)	0.11	San Francisquito Trail (West)	San Francisquito Trail (East)	
Dry Creek Trail	1.21	Decoro Drive	Copper Hill Drive	County
Dry Creek Trail	1.01	Newhall Ranch Road	Vista Delgado Drive	County
Flood Control Channel (Near Arbor Hill Drive)	0.13	Oak Ridge Drive	Railroad Avenue	County
Golden Valley Road	0.16	Green Mountain Drive	SR 14 On-Ramp (Westbound)	
Lost Canyon Road (New Bridge)	0.22	Soledad Canyon Road	Vista Canyon Development	
Magic Mountain Parkway (Railroad Avenue Trail)	0.26	South Fork Trail	Railroad Avenue	
Needham Ranch Parkway	0.60	Newhall Avenue	Sierra Highway	
Newhall Avenue	1.36	6th Street	Sierra Highway	
Railroad Avenue	2.57	Magic Mountain Parkway	Newhall Metrolink Station	
San Francisquito Creek Trail (Northern Extension)	0.28	Copper Hill	City Line	

NAME	MILES	FROM	TO	COORDINATE WITH
Sand Canyon Road	0.88	Soledad Canyon Road	Thompson Ranch Drive	
Sand Canyon Road	0.08	Fire Dept. Station 132	437 ft. North of Fire Station	County
Santa Clara River Trail	0.36	Santa Clara River Trail (West)	The Old Road	County
Santa Clara River Trail	0.79	Lost Canyon Road	Sand Canyon Rd	
Santa Clara River Trail (Eastern Extension)	0.69	Sand Canyon Road	Oak Springs Canyon Road	County
Santa Clara River Trail (Gap by Discovery Park)	0.75	1540 ft. W. of Edgewater Drive	Discovery Park	
Santa Clara River Trail (South Side)	0.86	Lost Canyon Road	La Veda Avenue	
Santa Clara River Trail (South Side)	0.94	Sierra Highway	Lost Canyon Road	
Santa Clara River Trail (South Side)	1.31	Soledad Canyon Road	Sierra Highway	County
South Fork Trail (South Side)	0.30	Orchard Village Road	Newhall Avenue	County
South Fork Trail (Southern Extension)	0.71	Orchard Village Road	Lyons Avenue	County
Valley Center Drive	0.31	Soledad Canyon Road	Golden Valley Road	
Via Princessa (Extension)	2.77	Claibourne Lane	Sheldon Avenue	
Valley Center Drive	0.31	Soledad Canyon Road	Golden Valley Road	
Via Princessa (Extension)	2.77	Claibourne Lane	Sheldon Avenue	
Total	**22.61**			
Bike Lane (Class II)				
Arroyo Park Drive	1.81	Summit Place	McBean Parkway	
Avenida Rancho Tesoro	0.54	Copper Hill Drive	Rancho Tesoro	County
Bouquet Canyon Road (Proposed Segment)	1.51	Steve Jon Street	City Line	
Calgrove Boulevard	0.71	The Old Road	Wiley Canyon Road	County, Caltrans
Canyon Park Boulevard	1.54	Sierra Highway	Lost Canyon Road	
Citrus Street	0.57	Valencia Boulevard	Magic Mountain Parkway	
Copper Hill Drive	2.47	Haskell Canyon Road	Bouquet Canyon Road	
Copper Hill Drive	1.78	Tesoro Del Valle Road	Seco Canyon Road	
Copper Hill Drive (Extension)	0.40	Copper Hill Drive (Terminus)	Bouquet Canyon Rd (New Align.)	

NAME	MILES	FROM	TO	COORDINATE WITH
Del Monte Drive	3.78	Summit Place	Estaban Parkway	
Dockweiler Drive	0.75	Terminus	Ivy Lane	
Dockweiler Drive (Extension)	2.07	12th Street	Dockweiler Drive (Terminus)	
Goldcrest Drive	0.77	Valencia Boulevard	Del Monte Drive	
Golden Valley Road	2.08	Claremore Way	Plum Canyon Road	
Jakes Way	2.03	Canyon Park Boulevard	Lost Canyon Road	
Lost Canyon Road	2.27	Lark Way	Medley Ridge Drive	
Magic Mountain Parkway	0.62	Citrus Street	Auto Center Drive	
Market Street	0.37	Newhall Avenue	Railroad Tracks	
McBean Parkway	0.37	The Old Road	I-5	County, Caltrans
Placerita Canyon Road	1.46	Choke Cherry Lane	Sierra Highway	
Rye Canyon Road (Eastbound)	0.12	Avenue Scott	Gateway Village	
Rye Canyon Road (Westbound)	0.33	Newhall Ranch Road	Avenue Scott	
Sand Canyon Road	1.18	Railroad (Lost Canyon Rd.)	Soledad Canyon Road	
Seco Canyon Road (Northbound)	0.08	Paragon Drive	Tupelo Ridge Drive	
Seco Canyon Road (Southbound)	0.03	Terminus of Existing Bike Lane	Tupelo Ridge Drive	
Shadow Pines Boulevard	1.26	Soledad Canyon Road	Grandifloras Road	
Shadow Pines Boulevard (Extension)	1.57	Grandifloras Road	Tick Canyon Road	
Sierra Highway	3.38	Campus Circle	Soledad Canyon Road	
Sierra Highway (Southbound)	0.37	Linda Vista Street	City Limits	
Summit Place	0.33	Rockwell Canyon Road	Arroyo Park Drive	
Via Princessa	1.54	Jason Drive	Golden Valley Road	
Whites Canyon Road	3.13	Steinway Road	Stillmore Street	
Total	**41.21**			

NAME	MILES	FROM	TO	COORDINATE WITH
Bike Route (Class III)				
8th Street	0.73	Valley Street	Terminus	
8th Street / Newhall Avenue	0.65	Terminus	Market Street	
Benz Road	0.68	Copper Hill Drive	Bouquet Canyon Road	
Calla Way	0.33	Canyon View Drive	Camp Plenty Road	
Camp Plenty Road	1.95	Nadal Street	Soledad Canyon Road	
Decoro Drive	0.16	Rio Garza Drive	Seco Canyon Road	
Dorothy Street / Langside Avenue / Steinway Street	2.33	Golden Valley Road	Whites Canyon Road	
Espuella Drive	0.94	Bouquet Canyon Road	Central Park	
Four Oaks Street	0.49	Canyon View Drive	Camp Plenty Road	
Garzota Drive / Barbacoa Drive	1.55	Dry Creek Trail	Alamogordo Road	
Isabella Parkway (Southbound)	1.71	Golden Triangle Road	Via Princessa	
Lost Canyon Road	0.56	La Veda Avenue	Sand Canyon Road	
McBean Parkway	0.60	I-5	Rockwell Canyon Road	
Nadal Street	1.19	Camp Plenty Road	Whites Canyon Road	
Northpark Drive	2.11	Copper Hill Road	McBean Parkway	
Pamplico Drive	1.25	Seco Canyon Road	Copper Hill Drive	
Placerita Canyon Road	3.77	City Line	Sand Canyon Road	
Pleasantdale Street	1.04	Camp Plenty Road	Crossglade Avenue	
Race Street	1.07	Market Avenue	Newhall Avenue	
Rainbow Glen Drive	1.71	Soledad Canyon Road	Sierra Highway	
Sand Canyon Road	5.39	Placerita Canyon Road	Lost Canyon Road	
Sandy Drive	1.00	Sierra Highway	Zev Drive	

NAME	MILES	FROM	TO	COORDINATE WITH
Seco Canyon Frontage Road	1.78	Decoro Drive	End of Frontage Road	
Sierra Highway	2.18	Vista Del Canon	Soledad Canyon Road	
Sierra Highway	9.68	City Limits (South)	Friendly Valley Parkway	
Stillmore Street	1.12	Camp Plenty Road	Crossglade Avenue	
Sunset Hills Drive	0.50	McBean Parkway	Northpark Drive	
Valley Street	1.96	Lyons Avenue	Terminus	
Via Jacara / Avenida Jolita / Avenida Frasca	1.04	Ave Navarre	Orchard Village Road	HOA
Via Princessa	1.81	Isabella Parkway	Whites Canyon Road	
Walnut Street Bike Route	2.63	Yvette Lane	Market Street	
Whites Canyon Road	1.23	Stillmore Street	Via Princessa	
Wiley Canyon Road	2.40	Vista Ridge Drive	Calgrove Boulevard	
Total	**57.57**			
Separated Bikeway (Class IV)				
Magic Mountain Parkway (Connector to Iron Horse Trail)	0.21	Tourney Road	Iron Horse Trailhead	
Orchard Village Road	2.08	Mill Valley Road	Lyons Avenue	
Seco Canyon Road	0.07	Tupelo Ridge Drive	Seco Canyon Frontage Road	
Vista Delgado Drive	0.09	Dry Creek Trail	Decoro Drive	
Total	**2.45**			
TOTAL RECOMMENDED	**123.84**			

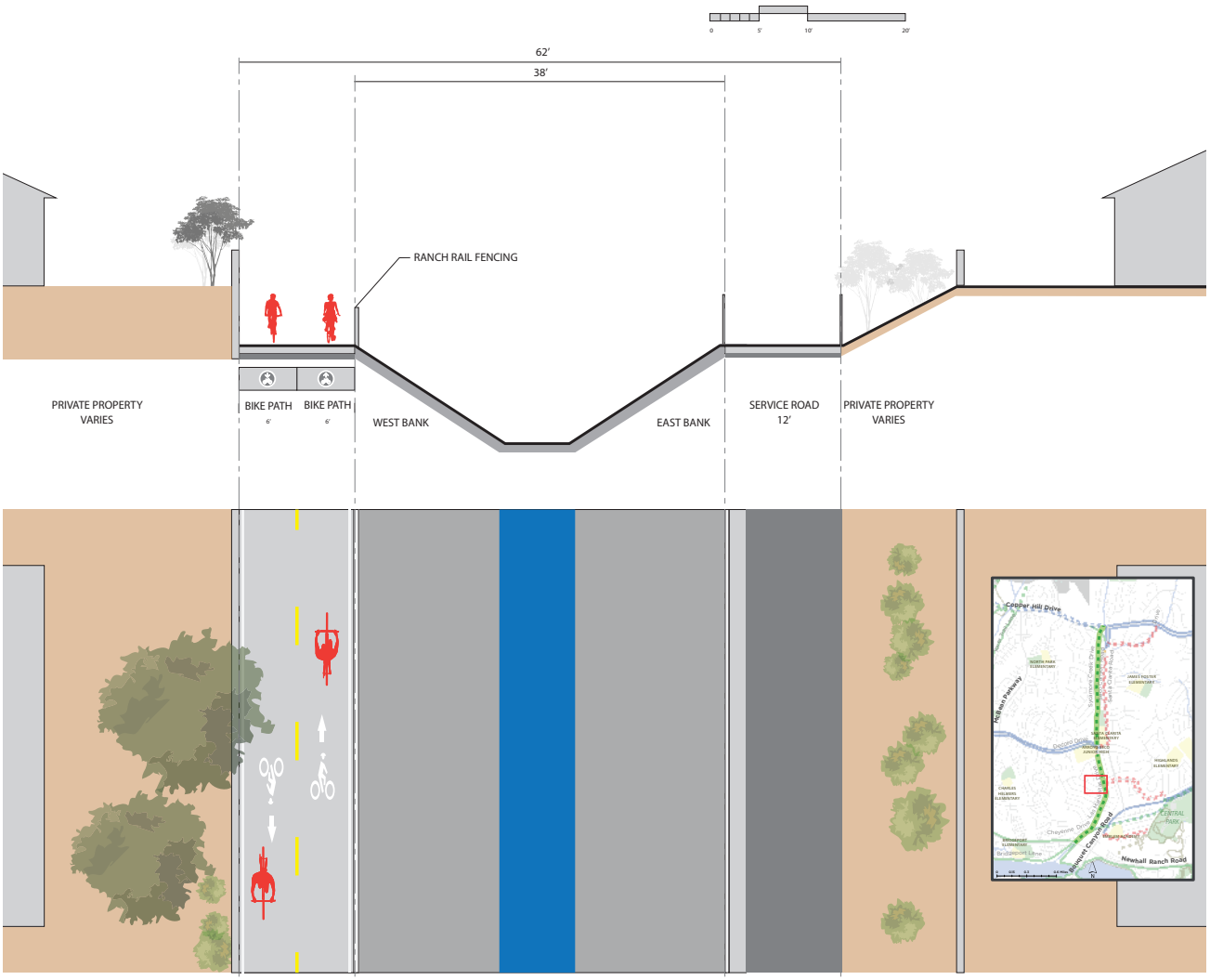
Dry Creek Trail

Seco Canyon Road presents formidable conditions for walking and biking, and attracts only the most confident of cyclists. The Dry Creek Channel offers a parallel route that provides direct access to multiple schools, parks, and neighborhoods. This NMTP envisions a Class I shared-use path along Dry Creek Channel and corresponding trail crossings.

Below: Rendering of the Dry Creek Trail

At bottom: Rendering of a potential Dry Creek Trail crossing at Garzota Drive

Figure 35. Recommended Cross-Section for Dry Creek Trail



NOTE: THE SHARED-USE PATH WOULD TRANSITION TO THE EAST BANK OF THE CHANNEL NORTH OF DECORO DRIVE.

Central Park

The recommendations for Central Park envision improved access within the park and connections to the rest of the city. Many community members expressed a desire for a safer, more comfortable route from adjacent neighborhoods to Central Park than what Bouquet Canyon Road currently provides. A Class I shared-use path along Bouquet Creek Channel would offer a low-stress route to the park, and would connect the park to the City's trail network. With a new undercrossing below the Bouquet Canyon Road bridge over Bouquet Creek, this path would connect the Newhall Ranch Road Trial with Saugus, greatly improving access to Central Park.

A gateway plaza could greet visitors at the park entrance near Alamogordo Road . With decorative signage and a shaded rest area, the plaza would help visitors arriving by walking or biking feel welcome. New and improved multi-use trails, trailheads, and wayfinding would help ensure visitors are properly oriented in the park, and are prepared to enjoy their time in Central Park. Furthermore, community members noted that many intersections lack curb ramps and stop signs . Upgrading intersections with stop signs, curb ramps, bulb-outs, and raised crosswalks where appropriate would help calm traffic within the park, and ensure all visitors can access this great community asset.

An example gateway on the Park to Playa Trail (Los Angeles County, CA)

NEWHALL RECOMMENDATIONS

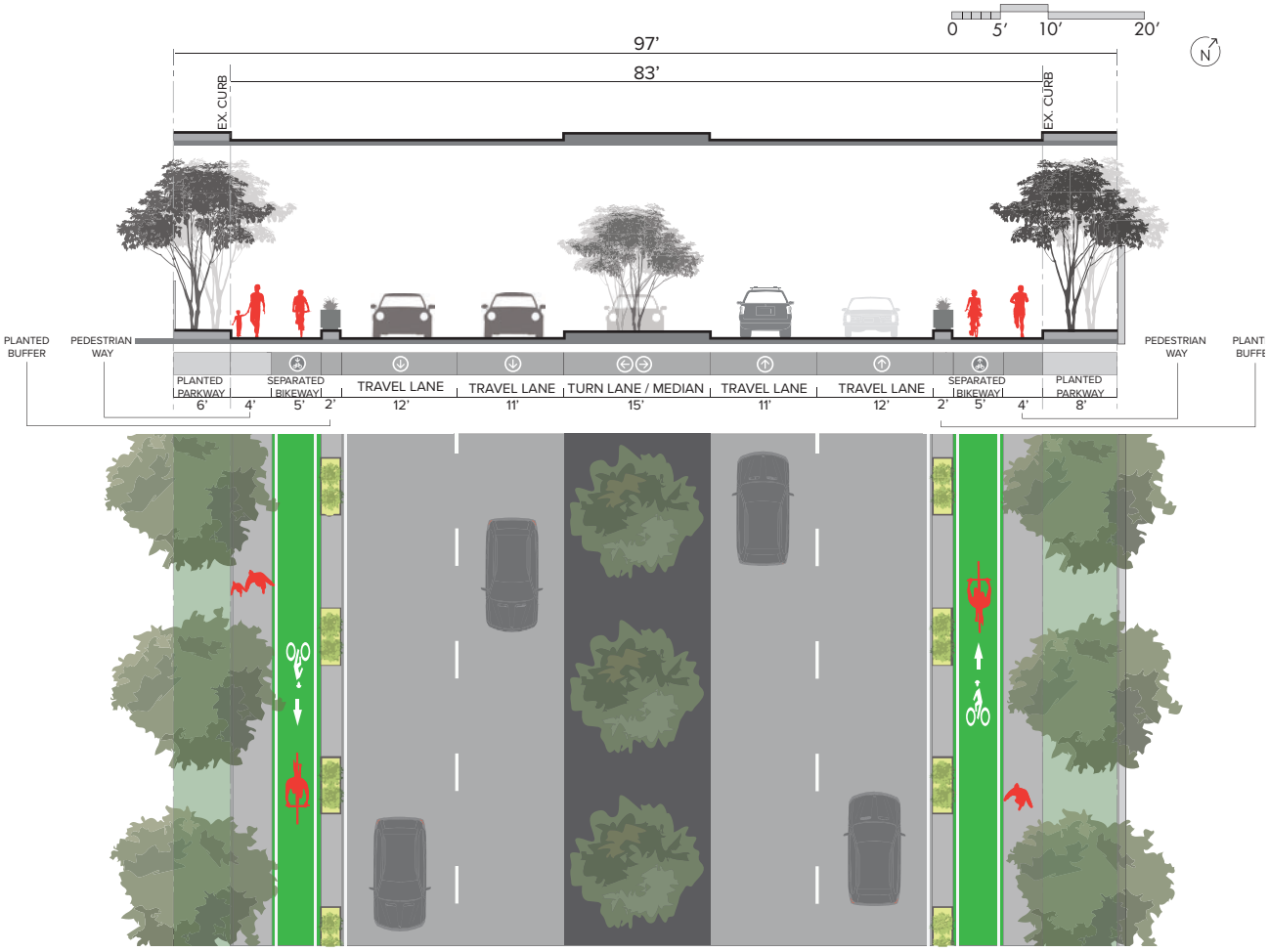
This NMTP envisions multiple recommendations for Newhall, including a Class IV separated bikeway on Orchard Village Road, an extended South Fork Trail, a Class III bicycle boulevard on Walnut Avenue, and additional bike parking in Old Town Newhall. Enhancing Newhall's active transportation network will expand access to key community destinations, including the Newhall Metrolink Station, Old Town Newhall Library, and Main Street.

Orchard Village Road

Orchard Village Road currently presents difficult conditions for people walking and biking, given the lack of sidewalks and dedicated bicycle facilities, along with high traffic volumes and speeds. This NMTP recommends a Class IV separated bikeway and new sidewalks on Orchard Village Road, the treatment option which garnered the most support from the community during engagement efforts (Figure 38).

Orchard Village Road presents difficult conditions for walking and biking in its current design.

Figure 36. Recommended Cross-Section for Orchard Village Road

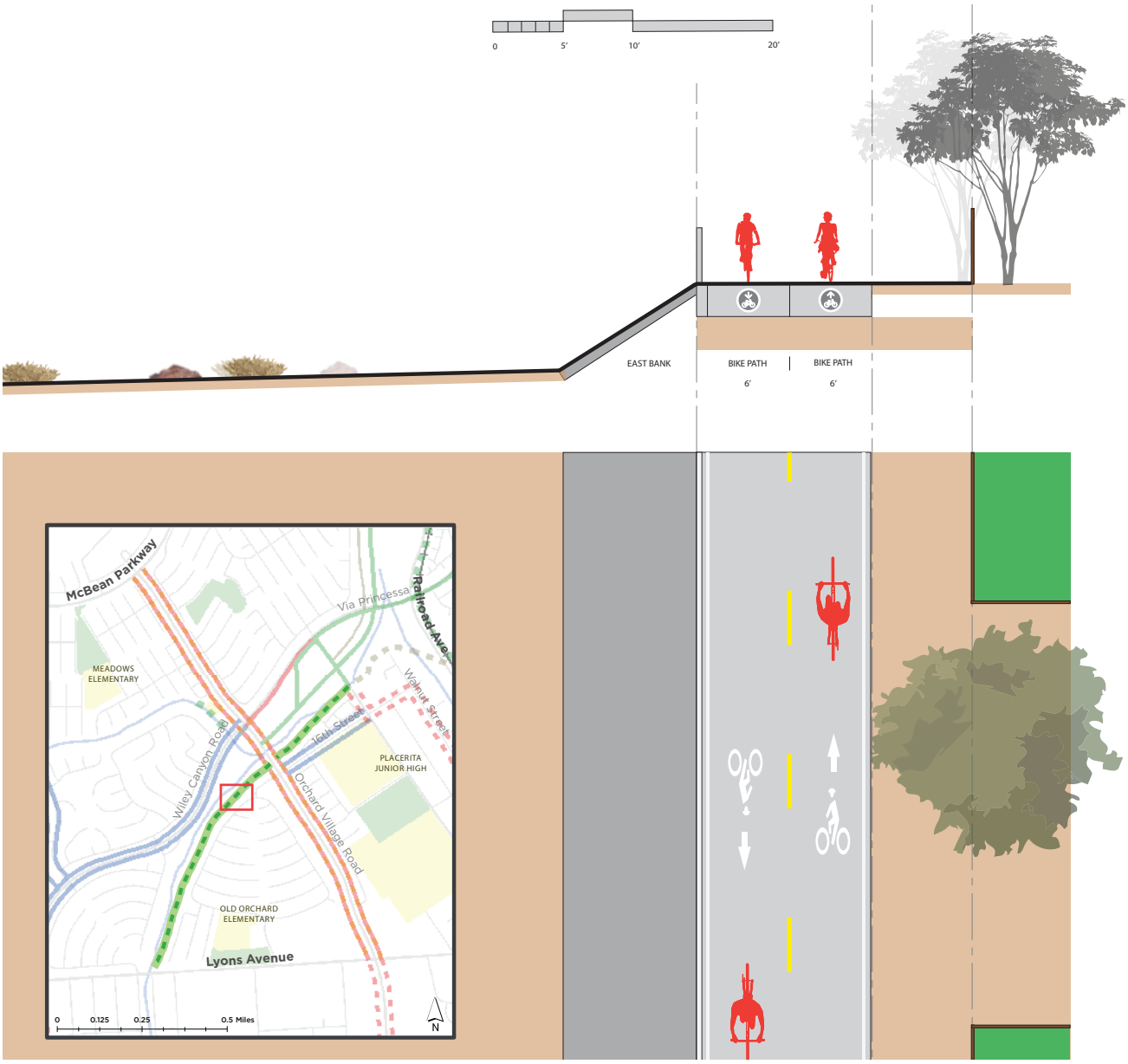


Continuation of South Fork Trail

The South Fork Trail currently terminates at Orchard Village Road on the north side of the creek bed. This NMTP recommends the City expand access to Lyons Avenue and Old Town Newhall by utilizing the maintenance path on the south side of the creek as a Class I shared-use path. Providing public access to this path would require an underpass on the south side of the creek at Orchard Village Road, opening the corresponding segment on the eastern side of Orchard Village Road, and conducting additional community outreach to adjacent neighbors.

Below: A vision of the proposed South Fork Trail undercrossing at Orchard Village Road

Figure 37. Recommended Cross-Section for South Fork Trail Extension

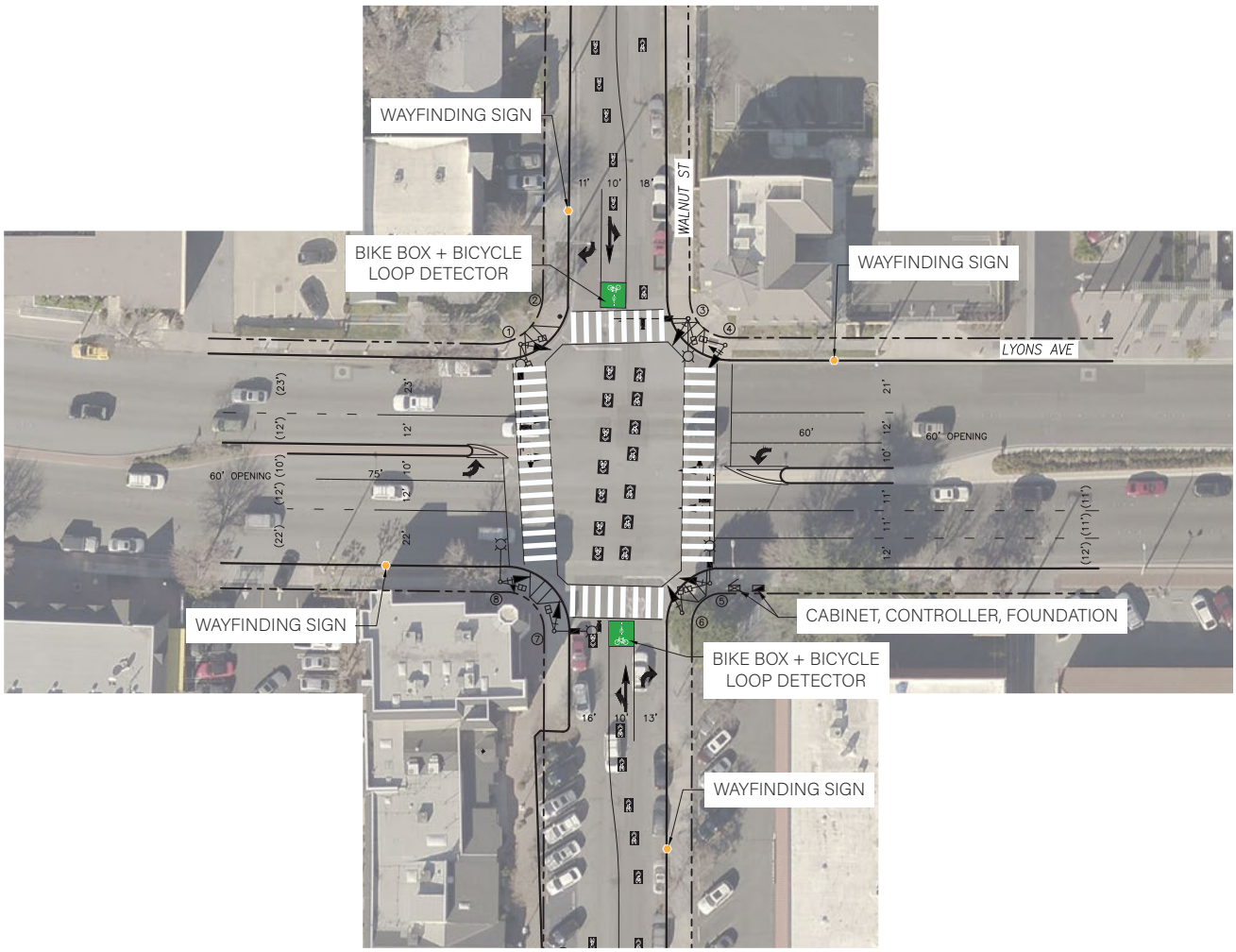


Bicycle Boulevard on Walnut Street

Walnut Street presents ideal conditions for a Bicycle Boulevard: it connects the South Fork Trail with Old Town Newhall and has lower traffic volumes than other parallel streets. The City has already begun implementing a Class III bicycle route on Walnut Street and installed sharrows in 2019. Additional bicycle boulevard treatments recommended for Walnut Street include wayfinding signs and a signalized crossing at Lyons Avenue (including bicycle detection and bike boxes for left-turning traffic; see Figure 40).

Bicycle boulevards typically include additional traffic calming measures to create comfortable biking routes for people of all ages and abilities. Traffic calming strategies include roundabouts, chicanes, vehicle diverters, and bulb-outs.

Figure 38. Potential Intersection Treatment for Walnut Street and Lyons Avenue



Above: Sharrows on Walnut Street indicate that bicyclists may be present.

Below: Bulb-outs, high-visibility crosswalks, and other strategies help calm traffic.

Old Town Newhall

Old Town Newhall is a major destination for the community. To improve the walking and biking experience in the downtown, this NMTP envisions new bike facilities, wayfinding, curb extensions, and increased bike parking. Pedestrian- and bicycle-oriented wayfinding should direct visitors to destinations such as Main Street, Old Town Newhall Library, Newhall Community Center, and the Newhall Metrolink Station. Bulb-outs at Railroad Avenue and Market Street, coupled with wayfinding signage, will improve the experience for residents and visitors entering our community from the Metrolink station. The existing angled parking on Main Street presents opportunities to utilize the striped no-parking zones for bike corrals, significantly expanding the short-term bike parking stock in Old Town Newhall.

Striped no-parking zones on Main Street present ideal conditions for bike corrals.

SUPPORTING FACILITIES

Bike corrals provide ideal short-term parking near businesses. (Portland, OR)

Bike Parking

In addition to increasing bike parking in Old Town Newhall, the City will partner with major employers and major community destinations (e.g., Valencia Town Center) to ensure end-of-trip facilities are provided. The City will also work to enforce parking requirements at commercial properties. To help implement uniform bike parking standards, the City could update Unified Development Code (UDC) 17.51.060.I to include bike parking requirements at public facilities (e.g., parks, schools, libraries, transit hubs). Table 9 presents an overview of current bike parking requirements as established in the UDC, and best practices per the Association of Pedestrian and Bicycle Professionals' (APBP) recommendations for bicycle parking locations and quantities. These guidelines and recommendations are based on industry best practices as well as APBP's Essentials of Bicycle Parking, and can help guide the City when making decisions about bicycle parking needs.

Green Infrastructure

Table 9. Recommendations for Bicycle Parking Locations and Quantities

Land Use or Location Type	Physical Location	Existing Requirement (UDC 17.51.060.I)	Recommended Quantity (Minimum)
Parks	Adjacent to restrooms, picnic areas, fields, and other attractions	-	8 bicycle parking spaces per acre
Schools	Near office and main entrance with good visibility	-	8 bicycle parking spaces per 40 students
Public Facilities (e.g., libraries, community centers)	Near main entrance with good visibility	-	8 bicycle parking spaces per location
Commercial, Retail, and Industrial Developments (over 10,000 square feet)	Near main entrance with good visibility	Retail/Commercial: 1 space per 25 vehicle parking stalls Industrial: 1 space per 40 vehicle parking stalls	1 bicycle parking space per 15 employees or 8 bicycle parking spaces per 10,000 square feet
Shopping Centers (over 10,000 square feet)	Near main entrance with good visibility	-	8 bicycle parking spaces per 10,000 square feet
Transit Stations	Near platform, security, or ticket booth	-	1 bicycle parking space or locker per 30 automobile parking spaces
Multi-Family Residential	Near main entrance with good visibility	1 space per 5 residential units	1 short-term bicycle parking space per 10 residential units and 1 long-term bicycle parking space per 2 residential units

Rain gardens and bioswales help capture and filter stormwater, recharging our aquifers and improving the quality of our waterways. (Portland, OR)

Green infrastructure is an approach to water management that protects, restores, and simulates the natural water cycle by capturing, filtering, and slowing stormwater. This impro ves water quality, recharges groundwater resources, provides opportunity for water storage and reuse, and decreases the burden on traditional gray infrastructure systems. [1]

Green infrastructure is effective, economical, and provides a multitude of benefits to people and wildlife. Green Infrastructure strategies incorporate both the natural environment (forests, wetlands, and other open spaces) and engineered systems (bioswales, rain gardens, tree root vault systems, and pervious paving). Bioswales, for example, manage water runoff from a paved surface and reduce the risks of erosion or flooding of local streams and creeks. Plants in the swale trap pollutants and silt from entering a river system.

Plant material provides a wide array of co-benefits beyond water management. Trees, for example, help reduce greenhouse gases, aid in carbon sequestration, increase urban habitat, and provide shade. In fact, trees are estimated to cool surface temperatures by as much as 45 degrees Fahrenheit, a differential that help keep walking and biking on our trails a pleasant experience even in the summer. [2]

Bulb-outs, planted bikeway buffers, and landscaped areas adjacent to sidewalks and Class I paths present ideal locations for green infrastructure. The City will take advantage of these opportunities and install green infrastructure where possible, using the design standards specified in the City's Median Landscaping Guidelines (2014). The City will also consider utilizing permeable paving for new facilities or facilities requiring re-paving, especially where facilities are adjacent to waterways or parks.

Wayfinding

To help improve wayfinding throughout the city, this NMTP recommends the City expand signage to highlight connections between trails, parks, and other community destinations; double-face existing signage where needed; and install street name signs on bridge overpasses along trails. Additionally, the City could consider adding road name plaques to stop signs at all street and Class I shared-use path intersections to comply with the 2019 updates to the California Manual on Uniform Traffic Control Devices (CA MUTCD):

"Street Name (D3-1 or D3-1a or G7-1(CA)) signs should be installed at all street and Class I bikeway intersections and at all Class I bikeway intersections" (p. 1360).

ADDITIONAL SIGNAGE

The 2019 revisions to the CA MUTCD also allow for "PASS Bicycle 3 FT MIN" (R117(CA)) signage in "situations where there is a need to remind motorists to pass bicyclists with sufficient lateral clearance in compliance with [California Vehicle Code] 21760 (Three Feet for Safety Act)" (p. 1363). This is intended for roadways with lanes that are too narrow for a bicycle and vehicle to travel safely side by side within the same lane. R117(CA) signs would be appropriate on roadways with both Class III bike routes and Class II bike lanes. The City will consider adding this and other signage as recommended in the CA MUTCD to highlight that bicyclists may be present, particularly along popular cycling routes such as Sand Canyon Road.

1 American Rivers, "What is Green Infrastructure?", accessed February 20, 2020, https://www.americanrivers.org/threats-solutions/clean-water/green-infrastructure/what-is-green-infrastructure/.

2 EPA, "Using Trees and Vegetation to Reduce Heat Islands," accessed March 27, 2019, https://www.epa.gov/heat-islands/using-trees-and-vegetation-reduce-heat-islands#1.

Bike Repair Stations

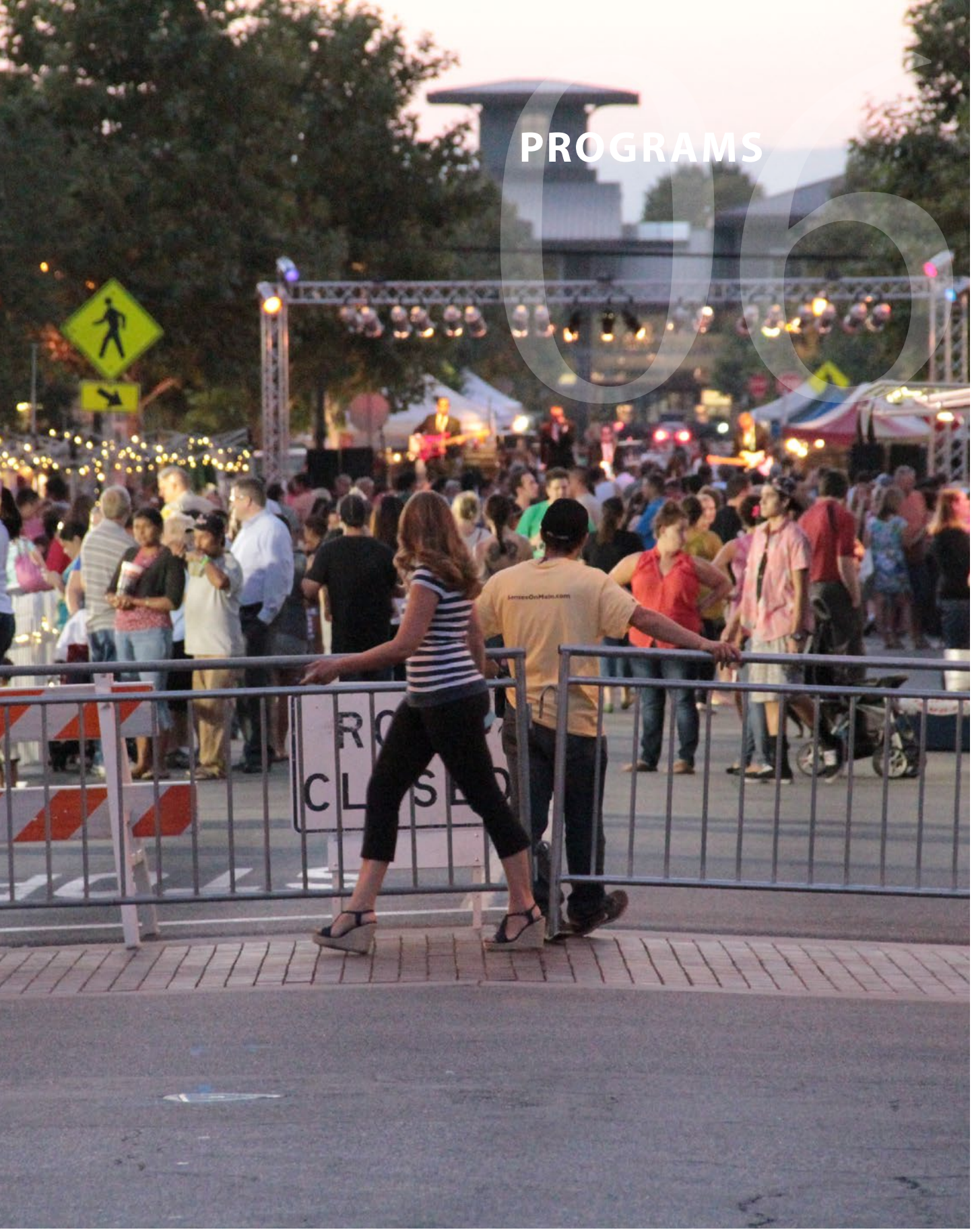
Numerous locations throughout Santa Clarita currently provide bike parking, but there is a lack of other amenities like bike self-repair/fix-it stations. Being able to fix bikes and have access to water in a secure and welcoming place would allow residents and visitors to engage in outdoor physical activity more frequently and more comfortably. The City can add bicycle fix-it stations and hydration stations to various key destinations, including transit stations and major trailheads.

Intersection Accommodations + Bicycle Detection

To facilitate safe crossings, the City will consider installing green paint along bicycle lanes near intersections and at conflict zones with demonstrated safety issues. The City shall also consider expanding the GiveMeGreen! program to other busy intersections. Following community feedback regarding the limitations of solar-powered loop detection (which is not detectable at night), and intersections without loop detectors, the City will pursue installing additional bicycle detection systems and test non-solar powered options.

Above: With air pumps and tools, bike repair stations help keep riders moving. (Half Moon Bay, CA)

Below: Green conflict striping helps alert bicyclists that drivers might be crossing the bicycle lane, and drivers that bicyclists have the right of way.



06 PROGRAMS

Building on Existing Programs

Following the "6 Es" approach, the City will continue to develop and support the following existing programs in our community.

This mural by DALeast on 9th Street by Main Street adds beauty and thought to Old Town Newhall.

HEADS UP!

The City's Heads Up! traffic safety campaign has helped increase awareness of road safety among all roadway users in our community. The City should continue this campaign and could expand it to include education efforts for law enforcement personnel.

UPDATE COMMUNITY RESOURCES

As the active transportation network expands, it is crucial that the City maintain up-to-date resources on BikeSantaClarita.com and HikeSantaClarita.com. These platforms and corresponding materials could also include information on trail etiquette, including where to walk/ride and how to pass, and using portable lights to help illuminate trails.

BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

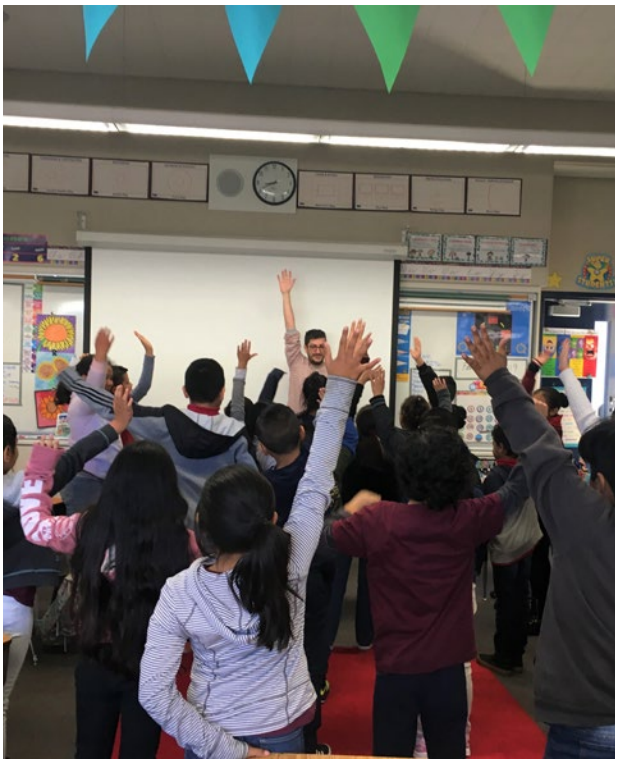
To help ensure implementation of this NMTP, the City's existing Bicycle & Pedestrian Advisory Committee (BPAC) could begin convening every month. The BPAC could also hold a Valley-wide summit among local law enforcement and user groups to identify specific training needs that will achieve better mutual understanding and enforcement of laws related to pedestrians and cyclists .

ARTISTIC STREETS

Our Public Art Program highlights local community identity through artistic expression, and provides a venue for improving the public realm while celebrating local artists. This program could be expanded to include more artwork on trails and streets with high volumes of people walking and biking. For example, traffic signal cabinets are often a predominant feature on sidewalks near intersections. They contain the computer systems that operate traffic signals and provide a unique canvas for art in the streetscape. Pathways with fencing, particularly along bridges, (such as on Wiley Canyon Road above Railroad Avenue) could include murals and other artwork to enhance the experience of walking or biking along high-speed roads. There are several ways the City can support expanding this program, either through partnerships or contests with local artists, schools, or community groups, and/or by having an application process.

CONTINUE AND EXPAND BICYCLE AND PEDESTRIAN EDUCATION PROGRAMS

The City of Santa Clarita currently sponsors a bicycle safety class through its recreation program. The City should consider developing a similar educational program for pedestrians and working with the school districts to incorporate this type of safety class into the school curriculum. Typical school-based bicycle and pedestrian education programs educate students about the rules of the road, proper use of bicycle equipment, biking skills, street crossing skills, and the benefits of biking and walking. Education programs can be part of a Safe Routes to School program and, in Santa Clarita, could use the Suggested Routes to School Maps that are developed each year. These types of education programs are usually sponsored by a joint City/school district committee that includes appointed parents, teachers, student representatives, administrators, police, active bicycle riders, and engineering department staff.



Walking and biking curriculum frequently covers traffic rules, signals, and markings. (Anaheim, CA)

Defining and encouraging proper trail etiquette helps create positive experiences for all trail users.

Education need not be limited to younger children. The City's current bicycle safety classes are available to adults as well as children. The City may consider working with the Sheriff's Department to utilize adult bicycle education programs as a "bicycle traffic school" in lieu of fines for bicycle or pedestrian-related traffic violations. These courses could be geared toward motorists as well as bicyclists and pedestrians.

The City may also consider training more residents and staff to be League Certified Instructors (LCI) by the League of American Bicyclists, as LCIs are able to teach multiple curricula such as biking on city streets, bike maintenance, and bicycling etiquette. The City can support these efforts by funding classes or providing meeting space or other in-kind donations to support education opportunities.

Trail Etiquette

Following community requests to increase education on trail etiquette, the City could foster "safe and courteous use" throughout the trail network using a variety of tools:

- Installing more triangular yield priority signs
- Establishing and posting speed limit guidance for bike and e-bike users
- Creating "Announce Yourself" or "On Your Left" campaigns for safe passing
- Posting trail user guidelines at trailheads, on trail maps, and on City websites and social media

Additionally, the City could produce a "Code of Conduct" manual with key pointers (e.g., "On Your Left"). Trail etiquette campaigns could also include information about the importance of using portable lights to illuminate trails so that the City can continue adhering to dark sky practices in order to diminish our impact on sensitive lands.

CONTINUE SRTS PROGRAM

With the 2019 SRTS Plan, the City's SRTS Program has grown to include all schools in our community, including middle and high schools. The City should continue the program at elementary schools and begin implementing improvements at all middle and high schools.

The City Sidewalk Program offers residents a way to help the City keep our sidewalks smooth and in good repair.

CONTINUE THE CITY SIDEWALKS PROGRAM

As part of the Resident Service Center, the City offers residents an online platform for reporting sidewalks in need of repair. Once a request is submitted, the City prepares a service request and conducts temporary repairs within 14 days. From 2017 to 2018, the City repaired over 70,000 square feet of sidewalks, and installed 34 pedestrian access curbs compliant with the ADA Act. The City will continue supporting the Resident Service Center and City Sidewalk Program.

FACILITATE THE DEVELOPMENT OF EMPLOYER INCENTIVE PROGRAMS

The City could facilitate employer incentive programs to encourage employees to try bicycling and walking to work and include strategies such as providing bicycle lockers and shower facilities, offering more flexible arrival and departure times, and developing fun incentives such as entry into monthly raffle contests. The City may offer incentives to employers to institute these improvements through air quality credits, lowered parking requirements, reduced traffic mitigation fees, or other means.

CONTINUE TO SUPPORT BIKE-TO-WORK AND BIKE-TO-SCHOOL DAYS

The City of Santa Clarita should continue its participation in the annual Bike-to-Work day in May, in conjunction with the Los Angeles County and California bike-to-work week activities. City staff should be present at "energizer" stations along the designated routes. Local Bike- and-Walk-to-School days can be held annually in conjunction with bicycle education programs.

CONTINUE TO SUPPORT BIKE FAIRS AND RACES

Hosting bike fairs and races in Santa Clarita, such as the Amgen Bike Tour of California that the City hosted in 2019, can raise the profile of bicycling in the area and provide entertainment for all ages. Bike fairs and races provide an opportunity to educate and encourage current and potential bicyclists. These events can also bring visitors to Santa Clarita that may contribute to the local economy. These events could be sponsored and implemented through collaboration between City and local employers.

CONTINUE TO IMPROVE UPON BICYCLE FRIENDLY COMMUNITY AWARD

The City of Santa Clarita should develop an action plan to meet the League of American Cyclist's requirements to become a gold and eventually platinum Bicycle Friendly Community. Many of the programmatic recommendations will help advance this goal, including convening the Bicycle Task Force more regularly, training more League Certified Instructors, and educating law enforcement about bicycling-related issues.

CONTINUE TO COORDINATE WITH LOS ANGELES COUNTY, CALTRANS, AND OTHER AGENCIES TO EXPAND THE REGIONAL BIKEWAY NETWORK

Expanding and enhancing the regional bikeway network is an important part of making active transportation viable for commuting. Santa Clarita's employers attract employees from outside the City limits, while some City residents are commuting to jobs in the San Fernando Valley and throughout Los Angeles County. The City of Santa Clarita should actively encourage and facilitate the construction and improvement of bikeway facilities on regionally important routes. The City should place a high priority on filling in gaps in the regional network as identified in the Los Angeles County Bicycle Master Plan and forthcoming update. Regionally important bikeway facilities include, but are not limited to the extension of San Francisquito Creek Trail north to Castaic Lake, extension of the Santa Clara River Trail, The Old Road, and Sierra Highway.

Future Program Recommendations

To further advance our three goals, the City will work towards implementing new programs to help encourage active transportation in our community.

WALKING CLUBS

Encouraging regular walking trips helps develop active habits and promote the health and wellness of the community. Organized group walkabouts held on lunch breaks, weekends, or evenings can encourage walking for physical activity while connecting Santa Clarita residents with popular destinations such as Old Town Newhall, trails, or hidden treasures, such as gardens or vistas. A number of organizations already incorporate group walks within their programming. Such programming could be incorporated into the City's existing Walking Challenge to foster additional participation and social connections.

Training law enforcement officers on the frequent Primary Collision Factors (PCF) of pedestrian- and bicycle-involved collisions can help improve traffic enforcement efforts. (Irvine, CA)

LAW ENFORCEMENT TRAININGS

Finding ways to involve law enforcement in traffic safety efforts has been a challenging topic nationwide. Many police officers have limited (or no) training specific to active transportation. Inconsistent application of laws related to walking and biking continues to make for troubling headlines and perpetuates historic inequities between the public and officers. Officers need training specific to active transportation laws, especially since people with limited income and people of color tend to walk and bicycle more often than the average population.

Cities across the country have found that training local law enforcement improves officers' knowledge of Primary Collision Factors and understanding of the vehicle code. Officers need to know the law well in order to enforce the law equitably and fairly. The City of Santa Clarita, in partnership with the Los Angeles County Sheriff's Department, should pursue grant funding to conduct trainings for officers serving the Santa Clarita Station. This could be incorporated into the Heads Up! Campaign or other existing education efforts.

SMALL/MOBILE BIKE CO-OP

Bike shops provide critical services necessary for cultivating a thriving bicycle community. Some have even formed as bicycle cooperatives and utilize a "mobile" approach, bringing bicycle repair services, education classes, and events to the public at various locations. Bicycle cooperatives have been particularly powerful ways to help people acquire the tools and knowledge to become confident bicyclists, and to connect residents with resources and training regarding bicycling.

OPEN STREETS AND DEMONSTRATION PROJECTS

Open streets events temporarily close streets to car traffic, allowing people to use the streets for activities like walking, bicycling, skating, and other social and physical activities. These events bring the community together and promote transportation options and public health. Open streets events also build community; they bring together neighborhoods, businesses, and visitors alike.

Open streets events can also serve as a tool to engage with the public about how their roadways can better serve their needs. For example, the City can use open streets events as an oppor¬tunity to demonstrate new infrastructure ideas such as traffic circles or separated bikeways. They provide an opportunity for the City to directly engage with residents and local businesses and receive feedback on new ideas at the moment people are experiencing their streets and community in a new way.

Demonstration projects can also be done as standalone events (i.e., without an open streets event). Unlike open streets events, demonstration projects typically maintain vehicle access so community members are able to experience how an existing roadway could func¬tion with projects such as new crossings, bike lanes, and more. Demonstrating potential future projects enables the City to work with local stakeholders to test out infrastructure ideas for a day or a few weeks to inform permanent projects, and works particularly well for ideas involving significant infrastructure changes such as the recommendations for Dry Creek Trail and Orchard Village Road.

The City can partner with neighboring jurisdictions, local stakeholders, and regional agencies like Metro and SCAG to plan and implement open streets events and demonstration projects. SCAG's Go Human program offers communities demonstration kits for this purpose.

An ongoing open streets event, CicLAvia allows people to enjoy car-free streets throughout the region. (Hollywood, Los Angeles, CA)

CREATE A MULTI-MODAL ACCESS GUIDE

A multi-modal access guide provides concise customized information on how to access specific destinations with an emphasis on biking, walking and transit. Access guides can be as simple as a map printed on the back of a business card or as complex as a multi-page packet distributed to employees.

Best practices include using graphics, providing specific step-by-step travel directions, providing parking locations, and pricing information, and providing information about the benefits of walking and biking.

WORK WITH BUSINESSES TO DEVELOP INCENTIVES FOR BIKING AND WALKING

Incentive programs to encourage biking and walking to local businesses can be developed in coordination with individual businesses, the Chamber of Commerce, the Santa Clarita Valley Bicycle Coalition, and Santa Clarita Velo.

Such efforts may include:

- Creating promotional events such as "Bicycle to the Grocery Store" days, when bicyclists get vouchers for or discounts on items in the store.
- Holding an annual community event to encourage residents to replace one car trip a week with a walking or bicycling trip.
- Developing, promoting, and publicizing bicycle commuter services, such as bike shops selling commute gear, bike-on-transit policies, and regular escorted commute rides.
- Creating an annual commuter challenge for area businesses.
- Encouraging and facilitating the development of small satellite business services near bicycle trailheads such as mobile cafes and stands that sell amenities such as snacks, sunscreen, first aid supplies, and trail maps.
- Encouraging and facilitating the development of lunchtime amenities, such as outdoor lunch areas and satellite or mobile food stations in the Industrial Center.

SCAG's Go Human demonstration kit allows cities to test out design ideas, such as parking-protected Class IV separated bikeways. (Glendora, CA)

ECONOMIC IMPACT STUDY OF ACTIVE TRANSPORTATION TOURISM

Our community boasts one of the best trail networks in Southern California, providing recreation opportunities for existing residents and attracting visitors for casual rides and large events alike. To better understand how our active transportation facilities attract tourism—and the economic benefits herein—the City could conduct an economic impact study.

How will active transportation programs achieve the goals of the NMTP?

SAFETY & HEALTH

The programs proposed in this NMTP both support safe bicycling and walking behaviors and address unsafe driving behaviors. Programs also encourage Santa Clarita residents and visitors to live a more active lifestyle.

ACCESS & COMFORT

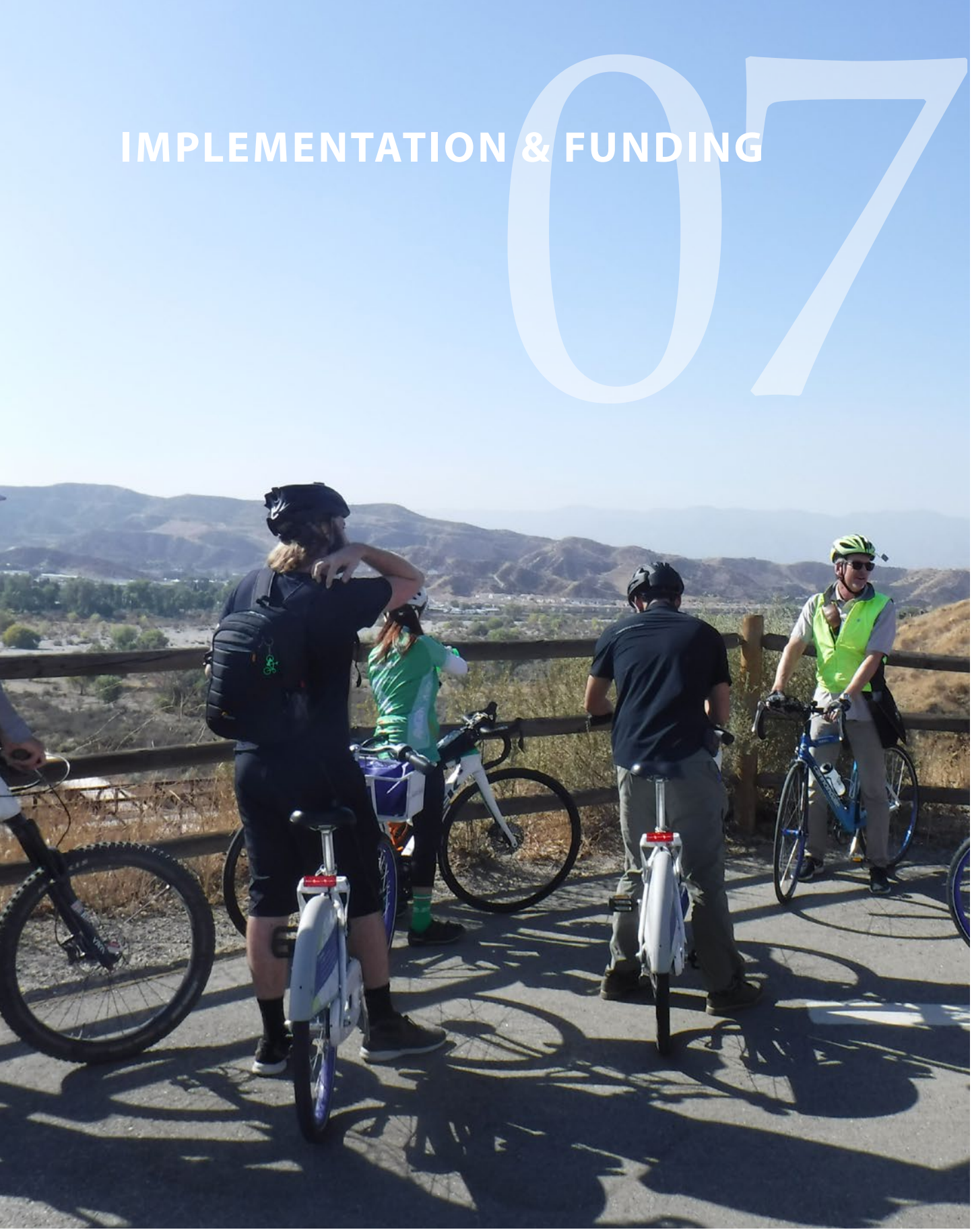
The programs proposed in this NMTP help expand the reach of the active transportation network with information and support facilities that make bicycling and walking preferred travel options for more trips.

MAINTAIN & EXPAND THE NETWORK

The programs proposed in this NMTP enhance our network by encouraging safe, frequent, and fun bicycling and walking.

07

IMPLEMENTATION & FUNDING



The NMTP provides the long-term vision for the development of a citywide biking and walking network that can be used by all residents for all types of trips. Implementation of the NMTP will take place in small steps over many years. This NMTP recommends that the City pursue the following strategies to implement the NMTP's vision:

1 **Maintain implementation responsibility** by continuing to assign the duties of a non-motorized transportation planner to a City staff person.

2 **Strategically implement infrastructure projects and programmatic initiatives** by pursuing funding for high-priority projects and program first, and by installing projects of all priorities in conjunction with larger construction projects.

3 **Regularly update project prioritization** to ensure that new projects are added to the list, completed projects are removed, and the priorities are revised as conditions change.

4 **Update the NMTP** on a regular basis. The bicycle portion of the NMTP should be updated every five years to remain eligible for California Active Transportation Program funding. Other elements of the NMTP may be reviewed and updated as needed.

5 **Use performance measures** to determine how well the City is achieving the goals of the NMTP. The NMTP identifies several measures of effectiveness that the City should consider.

This chapter provides a roadmap for achieving the vision and goals established at the beginning of the NMTP by outlining a prioritization strategy, cost estimates, maintenance strategy, and funding sources. Santa Clarita is responsible for the implementation of active transportation infrastructure projects within the city boundaries. Programs to encourage walking, bicycling, and using other active modes or to provide safety education are the responsibility of City departments and of regional agencies such as the Los Angeles County Sheriff's Department. Additionally, a safer and more active Santa Clarita is not possible without the involvement of community members. Our residents have priceless knowledge about the streets in our community. As the City moves forward with the implementation of active transportation projects, additional community engagement and outreach will be essential.

The City commits to regularly evaluating how well performance measures set forth in this NMTP are met, and whether the many recommendations established in this NTMP still meet the needs of our residents and visitors. The City aims to track progress on implementation every year.

In addition, the recommendations in this NMTP should be re-evaluated at least every five years to ensure that these still constitute best practices and reflect our community's long-term vision for a safer and more active community.

Administration

CEQA

The California Environmental Quality Act (CEQA) provides a process for evaluating the environmental effects of plans or applicable projects undertaken or approved by public agencies. Active transportation plans, such as this one, are generally exempt from the CEQA process and do not require an Environmental Impact Report (EIR). Additionally, when implementing this NMTP, specific projects that do not significantly alter land, water, or vegetation (e.g., striping bikeways or crosswalks) are also exempt from the environmental review process. For pedestrian and bicycle facilities that are not exempt from CEQA review but are initially shown to not have a significant impact on the environment, the City can file either a Categorical Exemption or a Mitigated Negative Declaration in lieu of completing an EIR. When implementing specific infrastructure projects, the City will consult our updated CEQA guidelines and California Senate Bills 743 and 1380 for further information.

ACTIVE TRANSPORTATION PROGRAM COMPLIANCE

The Active Transportation Program (ATP) is a Caltrans program with specific requirements for bicycle and/or pedestrian plans. Although plans are no longer required to comply with the ATP guidelines in order to receive Caltrans funding, it is strongly recommended that communities have an approved plan prior to applying for implementation funds. This NMTP is in compliance with ATP guidelines as shown in Appendix C.

Cost Estimates

Planning-level cost assumptions can be used to determine general cost estimates for particular infrastructure projects, based on additional information as projects are further developed and designed. The cost assumptions in Table 10 show the industry standard costs in 2020 dollars for the bicycle and pedestrian treatments recommended in this NMTP. While the estimates reflect typical costs per mile of bikeway (as opposed to per mile of roadway), unit costs do not consider project-specific factors such as right-of-way acquisition, intensive grading, landscaping, intensive utility relocation, or other location-specific factors that may increase actual costs. For some projects, costs may be significantly greater. City staff may use these unit cost figures when estimating a project's overall cost.

It is important to note the following general assumptions regarding the cost estimates. First, all cost estimates are conceptual, since there is no feasibility or preliminary design completed, and second, the design and administration costs included in these estimates may not be sufficient to fund environmental clearance studies.[1] Costs do not include environmental remediation or acquisition of right-of-way. Finally, cost estimates fluctuate over time as construction costs escalate, and as such, the costs presented should be considered as rough order of magnitude only.

Table 10. Estimated Unit Costs per Recommended Facility Type

Facility Type	Cost per Mile of Bikeway
Class I Bike Path	$1,575,000
Class II Bike Lane	$25,000
Class III Bike Route	$15,000
Class IV Separated Bikeway	$70,000

Prioritization Framework

To guide implementation, a prioritization framework was developed to evaluate proposed bicycle and pedestrian projects using the criteria outlined in Table 11. These criteria included findings from public input, improving access to schools and other key destinations, enhancing connectivity of the overall network, cost efficiency, safety, and ensuring facilities serve areas of high need. For each criterion, projects received an individual score; a composite score was developed based on the sum of all five factors evaluated. Total scores falling within the top third are considered high priority projects; total scores falling in the middle third are considered medium priority; and scores falling in the lower third are considered low priority projects.

1 Class II and IV facilities may be substantially higher in cost in the event curb or median modifications are required.

Table 11. Prioritization Criteria

Category	Rationale	Description	Point Type	Maximum Points Possible
Demand / Public Input	Projects in areas of high demand provide benefit to a greater number of people. This criterion uses data about pedestrian and bicycle activity generators to prioritize areas of higher demand. Community members provided feedback on desired improvements to the City's network throughout this planning process. Addressing this feedback is a priority of the NMTP.	Increases use of non-motorized travel by providing access to the following destinations within ¼-mile of the proposed project: Access to Schools: 5 points Access to Major Destinations: 5 points Access to Parks & Recreation: 5 points Access to Major Transit Hubs (e.g., McBean Regional Transit Center, Metrolink Stations): 5 points Improvement is at a location specifically identified by community members during outreach activities: 5 points	Cumulative: 25, 20, 15, 10, 5, or 0	25
Connectivity	Closing gaps in our network will help make biking and walking viable forms of transportation.	Provides an essential link in the existing network or provides a regional link: 10 points Does not close a gap in the existing network: 0 points	Tiered: 10 or 0	10
Cost	Lower cost projects can generally be implemented more rapidly and allow limited resources to be distributed more widely. Implementation is a strong focus of this NMTP, and this criterion prioritizes lower-cost and less complex projects.	Projects can be implemented for: < $100,000: 10 points $100,000 - $200,000: 8 points $200,000 - $400,000: 6 points $400,000 - $600,000: 4 points $600,000 - $800,000: 2 points > $800,000: 0 points	Tiered: 10, 8, 6, 4, 2, or 0	10
Safety	Improving safety is a core goal of this NMTP.	Project is on (or provides alternate access to) a roadway with an BLTS of: 4: 10 points 3: 6 points 2: 2 points 1: 0 points	Tiered: 10, 6, 2, 0	10
Equity	This NMTP seeks to improve mobility for all residents, particularly those in vulnerable populations. This NMTP works to prioritize improvements in areas identified as high need in the Equity Analysis and in CalEnviroScreen 3.0.	Improvement is within areas of highest need, as identified in the Combined Composite Equity Score and CalEnviroScreen 3.0 Percentile map: 5 points	Tiered: 5 or 0	5
			Maximum Total Points	**60**

The prioritization list is a guide for the City. When funding sources become available, the City will take all available opportunities to propose the most competitive projects. Should opportunities arise to complete projects on lower tiers of the prioritization list, they should be taken. For example, if a new development is required to provide a public benefit along these corridors, proposed bikeways should be considered as an option. If the City plans to repave a corridor that has a recommended bikeway, the City will explore ways to complete bikeways as the street is repaved.

Projects were given one of three priorities:

- **Tier 1: High Priority Projects.** These are projects that the City will actively seek funding for and dedicate resources to planning and implementation in the next five years (see Table 12). Since many of these projects are of a large-scale, transformational nature, they will require significant outreach and funding. Timelines for outreach and identification of funding sources should be a high priority and immediate next step. The Tier 1 projects that are lower-scale and lower-cost should be considered for immediate implementation in the coming fiscal years.
- **Tier 2: Secondary Priority Projects.** These are projects that the City will maintain as potential projects, in the event that funding sources (such as developer impact fees) become available (see Table 13). The City's repaving plan will also take these projects into account as street repaving plans are implemented. These projects may be combined with Tier 1 projects to strengthen the network and gap closure portions of grant applications, and to complement other projects.
- **Tier 3: Other Projects.** These are projects that represent long-term opportunities for the City to pursue (see Table 14). While many of these projects received community support, they do not represent the most strategic options for improving connectivity, safety, and equity. However, should the City have the opportunity to implement projects from any of the three tiers, it is recommended as all projects have been developed to close network gaps and improve walking, biking, and connecting to transit.

Table 12. Recommended Bicycle Projects Including Length and Estimated Costs: Tier 1

Name	Facility Type	Miles	From	To	Cost Estimate	Priority Score
Dockweiler Drive (Extension)	2	2.07	12th Street	Dockweiler Drive (Terminus)	$52,000	51
Sierra Highway	2	3.38	Campus Circle	Soledad Canyon Road	$84,000	51
Via Princessa	3	1.81	Isabella Parkway	Whites Canyon Road	$27,000	51
Race Street	3	1.07	Market Avenue	Newhall Avenue	$16,000	50
Walnut Street Bike Route	3	2.63	Yvette Lane	Market Street	$39,000	50
Whites Canyon Road	3	1.23	Stillmore Street	Via Princessa	$19,000	47
Market Street	2	0.37	Newhall Avenue	Railroad Tracks	$9,000	46
Railroad Avenue	1	2.57	Magic Mountain Parkway	Newhall Metrolink Station	$10,000,000	46
Seco Canyon Frontage Road	3	1.78	Decoro Drive	End of Frontage Road	$27,000	46
Sierra Highway	3	2.18	Vista Del Canon	Soledad Canyon Road	$33,000	46
Valley Street	3	1.96	Lyons Avenue	Terminus	$29,000	46
Whites Canyon Road	2	3.13	Steinway Road	Stillmore Street	$78,000	46
Santa Clara River Trail	1	0.79	Lost Canyon Road	Sand Canyon Rd	$1,250,000	45
Sierra Highway (Southbound)	2	0.37	Linda Vista Street	City Limits	$9,000	42
Decoro Drive	3	0.16	Rio Garza Drive	Seco Canyon Road	$2,000	41
Del Monte Drive	2	3.78	Summit Place	Estaban Parkway	$94,000	41
Sand Canyon Road	2	1.18	Railroad (Lost Canyon Rd.)	Soledad Canyon Road	$29,000	41
Wiley Canyon Road	3	2.40	Vista Ridge Drive	Calgrove Boulevard	$36,000	41
Bouquet Canyon Trail	1	0.73	Bouquet Canyon Road	Central Park (Main Entrance)	$1,149,000	40
Calgrove Boulevard	2	0.71	The Old Road	Wiley Canyon Road	$18,000	40
Garzota Drive / Barbacoa Drive	3	1.55	Dry Creek Trail	Alamogordo Road	$23,000	40
Via Princessa	2	1.54	Jason Drive	Golden Valley Road	$38,000	40
Sierra Highway	3	9.68	City Limits (South)	Friendly Valley Parkway	$145,000	39
Bouquet Canyon Road Trail	1	0.93	Alamogordo Drive	Haskell Canyon Road	$1,460,000	36
Connector to Railroad Avenue Trail	1	0.15	Newhall Avenue	Proposed Railroad Avenue Trail	$234,000	36
Copper Hill Drive	2	2.47	Haskell Canyon Road	Bouquet Canyon Road	$62,000	36
Golden Valley Road	1	0.16	Green Mountain Drive	SR 14 On-Ramp (Westbound)	$250,000	36
Sand Canyon Road	1	0.88	Soledad Canyon Road	Thompson Ranch Drive	$1,379,000	36
Santa Clara River Trail (South Side)	1	1.31	Soledad Canyon Road	Sierra Highway	$2,060,000	36
Via Princessa (Extension)	1	2.77	Claibourne Lane	Sheldon Avenue	$4,360,000	36

Name	Facility Type	Miles	From	To	Cost Estimate	Priority Score
8th Street / Newhall Avenue	3	0.65	Terminus	Market Street	$10,000	35
Dockweiler Drive	2	0.75	Terminus	Ivy Lane	$19,000	35
Dorothy Street / Langside Avenue / Steinway Street	3	2.33	Golden Valley Road	Whites Canyon Road	$35,000	35
Espuella Drive	3	0.94	Bouquet Canyon Road	Central Park	$14,000	35
Isabella Parkway (Southbound)	3	1.71	Golden Triangle Road	Via Princessa	$26,000	35
Vista Delgado Drive	4	0.09	Dry Creek Trail	Decoro Drive	$6,000	35
	TOTAL	**62.23**			**$23,121,000**	

Table 13. Recommended Bicycle Projects Including Length and Estimated Costs: Tier 2

Name	Facility Type	Miles	From	To	Cost Estimate	Priority Score
Canyon Park Boulevard	2	1.54	Sierra Highway	Lost Canyon Road	$39,000	32
Lost Canyon Road	3	0.56	La Veda Avenue	Sand Canyon Road	$8,000	32
Newhall Avenue	1	1.36	6th Street	Sierra Highway	$2,150,000	32
Orchard Village Road	4	2.08	Mill Valley Road	Lyons Avenue	$805,000	32
Arroyo Park Drive	2	1.81	Summit Place	McBean Parkway	$45,000	31
Dry Creek Trail	1	1.21	Decoro Drive	Copper Hill Drive	$1,912,000	31
Dry Creek Trail	1	1.01	Newhall Ranch Road	Vista Delgado Drive	$1,597,000	31
Goldcrest Drive	2	0.77	Valencia Boulevard	Del Monte Drive	$19,000	31
Lost Canyon Road (New Bridge)	1	0.22	Soledad Canyon Road	Vista Canyon Development	$341,000	31
Magic Mountain Parkway (Connector to Iron Horse Trail)	4	0.21	Tourney Road	Iron Horse Trailhead	$15,000	31
Sand Canyon Road	3	5.39	Placerita Canyon Road	Lost Canyon Road	$81,000	31
Seco Canyon Road	4	0.07	Tupelo Ridge Drive	Seco Canyon Frontage Road	$5,000	31
Seco Canyon Road (Northbound)	2	0.08	Paragon Drive	Tupelo Ridge Drive	$2,000	31
Seco Canyon Road (Southbound)	2	0.03	Terminus of Existing Bike Lane	Tupelo Ridge Drive	$1,000	31
South Fork Trail (South Side)	1	0.30	Orchard Village Road	Newhall Avenue	$470,000	31
Summit Place	2	0.33	Rockwell Canyon Road	Arroyo Park Drive	$8,000	31
McBean Parkway	2	0.37	The Old Road	I-5	$9,000	30
Rainbow Glen Drive	3	1.71	Soledad Canyon Road	Sierra Highway	$26,000	30

Name	Facility Type	Miles	From	To	Cost Estimate	Priority Score
Santa Clara River Trail (Eastern Extension)	1	0.69	Sand Canyon Road	Oak Springs Canyon Road	$1,240,000	30
Santa Clara River Trail (Gap by Discovery Park)	1	0.75	1540 ft. W. of Edgewater Drive	Discovery Park	$1,173,000	30
Via Jacara / Avenida Jolita / Avenida Frasca	3	1.04	Ave Navarre	Orchard Village Road	$16,000	30
Copper Hill Drive (Bridge Crossing)	1	0.11	San Francisquito Trail (West)	San Francisquito Trail (East)	$176,000	29
Sand Canyon Road	1	0.08	Fire Dept. Station 132	437 ft. North of Fire Station	$131,000	29
Copper Hill Drive	1	0.18	San Francisquito Trail	Avenida Rancho Tesoro	$278,000	27
Flood Control Channel (Near Arbor Hill Drive)	1	0.13	Oak Ridge Drive	Railroad Avenue	$206,000	27
Bouquet Canyon Road (Proposed Segment)	2	1.51	Steve Jon Street	City Line	$38,000	26
Bouquet Canyon Wash	1	1.78	Haskell Canyon Road	Coppher Hill Drive	$2,804,000	26
Copper Hill Drive	2	1.78	Tesoro Del Valle Road	Seco Canyon Road	$44,000	26
Jakes Way	2	2.03	Canyon Park Boulevard	Lost Canyon Road	$51,000	26
Lost Canyon Road	2	2.27	Lark Way	Medley Ridge Drive	$57,000	26
Placerita Canyon Road	2	1.46	Choke Cherry Lane	Sierra Highway	$36,000	26
Rye Canyon Road (Eastbound)	2	0.12	Avenue Scott	Gateway Village	$3,000	26
Rye Canyon Road (Westbound)	2	0.33	Newhall Ranch Road	Avenue Scott	$8,000	26
	TOTAL	**33.30**			**$13,794,000**	

Table 14. Recommended Bicycle Projects Including Length and Estimated Costs: Tier 3

Name	Facility Type	Miles	From	To	Cost Estimate	Priority Score
Calgrove Boulevard / Valley Street Connector	1	0.13	Calgrove Boulevard	Valley Street	$198,000	25
Camp Plenty Road	3	1.95	Nadal Street	Soledad Canyon Road	$29,000	25
Four Oaks Street	3	0.49	Canyon View Drive	Camp Plenty Road	$7,000	25
Golden Valley Road	2	2.08	Claremore Way	Plum Canyon Road	$52,000	25
McBean Parkway	3	0.60	I-5	Rockwell Canyon Road	$9,000	25
Nadal Street	3	1.19	Camp Plenty Road	Whites Canyon Road	$18,000	25
Northpark Drive	3	2.11	Copper Hill Road	McBean Parkway	$32,000	25
Pamplico Drive	3	1.25	Seco Canyon Road	Copper Hill Drive	$19,000	25

Name	Facility Type	Miles	From	To	Cost Estimate	Priority Score
Santa Clara River Trail (South Side)	1	0.86	Lost Canyon Road	La Veda Avenue	$1,348,000	25
Shadow Pines Boulevard	2	1.26	Soledad Canyon Road	Grandifloras Road	$31,000	25
South Fork Trail (Southern Extension)	1	0.71	Orchard Village Road	Lyons Avenue	$1,113,000	25
Sunset Hills Drive	3	0.50	McBean Parkway	Northpark Drive	$8,000	25
Santa Clara River Trail	1	0.36	Santa Clara River Trail (West)	The Old Road	$564,000	24
8th Street	1	0.07	Eastern edge	Western edge	$103,000	23
Citrus Street	2	0.57	Valencia Boulevard	Magic Mountain Parkway	$14,000	21
Magic Mountain Parkway	2	0.62	Citrus Street	Auto Center Drive	$15,000	21
Placerita Canyon Road	3	3.77	City Line	Sand Canyon Road	$57,000	21
Sandy Drive	3	1.00	Sierra Highway	Zev Drive	$15,000	21
Santa Clara River Trail (South Side)	1	0.94	Sierra Highway	Lost Canyon Road	$1,487,000	21
8th Street	3	0.73	Valley Street	Terminus	$11,000	20
Avenida Rancho Tesoro	2	0.54	Copper Hill Drive	Rancho Tesoro	$14,000	20
Benz Road	3	0.68	Copper Hill Drive	Bouquet Canyon Road	$10,000	20
Calla Way	3	0.33	Canyon View Drive	Camp Plenty Road	$5,000	20
Copper Hill Drive (Extension)	2	0.40	Copper Hill Drive (Terminus)	Bouquet Canyon Rd (New Align.)	$10,000	20
Magic Mountain Parkway (Railroad Avenue Trail)	1	0.26	South Fork Trail	Railroad Avenue	$409,000	20
Pleasantdale Street	3	1.04	Camp Plenty Road	Crossglade Avenue	$16,000	20
Shadow Pines Boulevard (Extension)	2	1.57	Grandifloras Road	Tick Canyon Road	$39,000	20
Stillmore Street	3	1.12	Camp Plenty Road	Crossglade Avenue	$17,000	20
Valley Center Drive	1	0.31	Soledad Canyon Road	Golden Valley Road	$492,000	19
Needham Ranch Parkway	1	0.60	Newhall Avenue	Sierra Highway	$938,000	17
San Francisquito Creek Trail (Northern Extension)	1	0.28	Copper Hill	City Line	$434,000	14
	TOTAL	**28.31**			**$7,514,000**	

Funding Strategy

COORDINATION WITH OTHER AGENCIES & DEPARTMENTS

Our City will continue to work with adjacent communities to align priorities for projects where facilities abut boundaries. The City also commits to continue integrating active transportation projects with the regional network of walkways and bikeways in partnership with County agencies and regional bodies such as Los Angeles County, Metro, Metrolink, SCAG, and more. For recommendations along flood control channels and other bodies of water, the City will coordinate with the Los Angeles County Flood Control District. In addition, the City will coordinate with Southern California Edison and the Metropolitan Water District to implement active transportation projects along utility rights-of-way.

Lastly, as Caltrans is a large funding source for active transportation projects within the state, and further maintains freeways inside the Santa Clarita boundaries, additional coordination with this agency is important.

FUNDING SOURCES

As with many jurisdictions in the region, Santa Clarita utilizes regional, state, and federal funding sources to implement bicycle and pedestrian infrastructure projects and programs. Typically, these dollars are distributed to jurisdictions throughout California through a competitive grant process. The City has a successful track record of securing funding from these sources for pedestrian and bicycle infrastructure projects and programs. However, these funding sources continue to become increasingly competitive.

Transportation funding can change drastically when there are modifications to policies and new taxes and fees are adopted. Regionally, transportation funding increased with the approval of Measure M in 2016 by Los Angeles County voters. A portion of Measure M dollars are granted to the City as local return funding, and an additional two percent of County funding is specifically set aside for active transportation projects, similar to those identified in this plan.

In 2017, state-level funding for transportation augmented through increases in the statewide gas tax and vehicle registration fee (SB 1). The California State Legislature passed these increases to address the growing backlog of roadway maintenance issues statewide, coupled with the adoption of several climate initiatives, such as cap-and-trade, which brings new revenue to the State from the sale and transfer of emission credits.

Federal transportation funding is primarily secured through grant programs run by State and regional agencies such as Metro, SCAG, and Caltrans. Federal funding is perhaps the most uncertain, as the primary federal source of funding—the federal gas tax—has not been raised since 1993. Federal revenue for transportation is allocated through the federal surface transportation bill, which is developed and authorized by Congress infrequently.

A full list of potential funding sources and the types of projects eligible for these sources is provided in Table 15. As the funding environment is constantly changing, many of the sources identified may be discontinued or new funding opportunities may become available. City staff will remain vigilant and maintain focus on adapting to secure funding from sources of revenue as opportunities arise.

Table 15. Funding Sources

Program	Agency/Source	Description
FEDERAL		
Fixing America's Surface Transportation Act (FAST Act)	Federal Highway Administration (FHWA)	The FAST Act, which replaced the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2015, provides long-term funding for certain surface transportation projects, including walking- and biking-related projects, through 2020.
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Federal Highway Administration (FHWA)	CMAQ provides funding to state and local agencies for transportation projects that help meet Clean Air Act objectives. CMAQ funds can be used for bicycle and pedestrian projects that are included in the Metropolitan Planning Organization (MPO) current long-term transportation plan and Transportation Improvement Program (TIP).
Highway Safety Improvement Program (HSIP)	Federal Highway Administration (FHWA)	HSIP is a data-driven program aimed at reducing traffic fatalities and injuries on all public roads. Eligible projects include crossing treatments, traffic calming projects, and other bicycle and pedestrian safety improvements.
Recreational Trails Program (RTP)	Federal Highway Administration (FHWA)	RTP is an annual federal funding program for recreational trails and trails-related projects. Eligible applicants include local public agencies and nonprofit organizations. The program is administered by the California Department of Parks and Recreation and requires a 12% local match.
Rivers, Trails, and Conservation Assistance Program (RTCA)	National Park Service (NPS)	RTCA is a National Park Service program that supports community-led natural resource conservation and outdoor recreation projects.
Better Utilizing Investments to Leverage Development Discretionary Grants (BUILD)	U.S. Department of Transportation (USDOT)	The BUILD (formerly TIGER) reimbursement grant is available to state and local agencies. Eligible projects include: recreational trails, road diets, separated bike lanes, shared- use paths, sidewalks, signal improvements, signed pedestrian or bicycle routes, traffic calming, trailside and trailhead facilities, bicycle parking, repair stations, and bike share programs.
Community Development Block Grant Program (CDBG)	U.S. Department of Housing and Urban Development (USHUD)	This program funds local development activities, such as affordable housing and anti-poverty programs, in low-to-moderate-income communities, as well as supporting infrastructure. Funds can be used to acquire property and build public facilities such as streets, sidewalks, and recreational facilities.
National Priority Safety Program	National Highway Traffic Safety Administration (NHTSA)	This program encourages States to address national priorities for reducing highway deaths and injuries through a variety of programs including non-motorized safety. Grants are awarded to State Highway Safety agencies for implementation or disbursement.

Table 15. Funding Sources, continued

Program	Agency/Source	Description
STATE		
Active Transportation Program (ATP)	California Department of Transportation (Caltrans)	The program consolidates previous existing state and federal transportation programs, including the Transportation Alternatives Program (TAP) and Safe Routes to School (SRTS) Program into a single program for improving active transportation facilities in the state of California. Eligible projects include improvements to existing bikeways and walkways which improve mobility, access, or safety for non-motorized users.
Sustainable Transportation Planning Grant Program	California Department of Transportation (Caltrans)	Available to all levels of government, this program offers two types of grants: Strategic Partnerships and Sustainable Communities. Projects are expected to "identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, and ultimately result in programmed system improvements."
Transportation Development Act Article III (SB 821)	California Department of Transportation (Caltrans)	The Transportation Development Act (TDA) Article III (SB 821) uses monies collected from the state gasoline tax to provide grants through Regional Transportation Planning agencies to fund transportation improvements. The Los Angeles County Metropolitan Transportation Authority (Metro) is responsible for allocating this money on a per capita basis to cities within Los Angeles County with a focus on active transportation and public transit development.
State Transportation Improvement Program (STIP)	California Transportation Commission	STIP funds are available for new construction projects that add capacity to the transportation network. Funding is a mix of state, federal, and local taxes and fees and consists of two components: Caltrans's Interregional Transportation Improvement Program (ITIP) and Regional Transportation Planning agencies' Regional Transportation Improvement Program (RTIP). Pedestrian and bicycle projects may be programmed under ITIP and RTIP.
Local Partnership Program	California Transportation Commission	This program provides local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of $200 million annually to fund transportation improvement projects including biking, walking, safety, and health-related projects.

Program	Agency/Source	Description
Solution for Congested Corridors Program (SCCP)	California Transportation Commission	This statewide, competitive program makes $250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan. Projects must provide more transportation choices while preserving the character of local communities. All projects must be identified in a currently adopted regional transportation plan and an existing comprehensive corridor plan.
Office of Traffic Safety (OTS) Grants	Office of Traffic Safety (OTS)	These grants can be used to fund existing or new traffic safety programs. Proposals should include the seriousness of the problem, crash statistics, and potential traffic safety impacts. Grants for bicycle and pedestrian safety programs have included bicycle rodeo education programs in schools, free helmets, senior education, and Vision Zero outreach, among others.
Environmental Enhancement and Mitigation Funds	California Natural Resources Agency	This grant funds projects that reduce pollution or the consumption of natural resources and energy. Projects fall into one of the following categories: urban forestry, resource lands, or mitigation projects. Trails qualify as air pollution mitigation projects and can be funded by the program.
Recreational Trails and Greenways Grant Program	California Natural Resources Agency	The California Natural Resources Agency provides funding for non-motorized infrastructure development and improvement projects that promote access to parks, waterways, and outdoor recreational pursuits.
Affordable Housing and Sustainable Communities Program	California Strategic Growth Council	This program provides grants and affordable housing loans for transit-oriented development and related infrastructure and programs that reduce greenhouse gas emissions. Bikeway, walkway, and trail projects are key elements of successful affordable housing grant applications and must connect the housing site to transit or other key destinations (school, health care, etc.) and be constructible within a 4-year period.

Table 15. Funding Sources, continued

Program	Agency/Source	Description
REGIONAL + LOCAL		
Sustainable Communities Program	Southern California Association of Governments (SCAG)	The program provides technical assistance and a variety of grants to SCAG member jurisdictions. Grants are available in three categories: Integrated Land Use (Sustainable Land Use Planning, Transit Oriented Development (TOD) and Land Use & Transportation Integration); Active Transportation (Bicycle, Pedestrian and Safe Routes to School Plans); and Green Region (Natural Resource Plans, Climate Action Plans (CAPs) and Greenhouse Gas (GHG) Reduction programs).
Metro Local Return Program	Los Angeles County Metropolitan Transportation Authority (Metro)	Proposition A, Proposition C, Measure R, and Measure M Local Return programs are each one-half cent sales taxes that finance countywide transit development. Funds from Propositions C, R, and M can be used for bicycle-related uses such as infrastructure, signage, bicycle sharing, and education efforts. These Local Return Funds are distributed monthly to jurisdictions on a per capita basis.
Metro Active Transport (MAT) Program	Los Angeles County Metropolitan Transportation Authority (Metro)	Established by Measure M, the MAT Program is expected to fund more than $857 million (in 2015 dollars) in active transportation infrastructure projects over the course of 40 years. The Program will operate in two to five-year cycles; applications for Cycle 1 close April 2, 2020.
Metro Open Streets Program	Los Angeles County Metropolitan Transportation Authority (Metro)	Metro will allocate up to $2 million annually through a competitive application process, to fund local Open Streets events in Los Angeles County cities. There is just over $1 million available for grants for the FY 2020 Mini-cycle. Any city/jurisdiction or multi-jurisdictional team can apply for a maximum of $500,000 per single event.
Benefit Assessment Districts	Local Agencies	Benefit Assessment Districts are used by local governments in California to pay for the cost of providing services to a community. Charges to the community are based on the concept of assessing only those properties that directly benefit from the service. Bikeways, walkways, trails, and related facilities are eligible to be funded.
Community Facilities Districts or Mello-Roos	Local Agencies	The designation of Community Facilities Districts (CFDs), also known as Mello-Roos, allows any county, city, special district, or school district to obtain additional public funding to pay for public works projects within the district. Funding can be used for programs, projects and amenities related to walking, biking, and trails.
Enhanced Infrastructure Financing District (EIFD)	Local Agencies	EIFDs were approved by the California Legislature in 2015 to allow communities to establish specific districts in which they can collect local property tax revenues to fund local infrastructure projects.

Program	Agency/Source	Description
PRIVATE		
PeopleForBikes Community Grant Program	PeopleForBikes	This program supports bicycle infrastructure projects including bike paths, lanes, trails, and bridges, as well as bike parks and pump tracks. Also included are end-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage. Funding can be used for engineering and design work, construction costs including materials, labor, and equipment rental, and reasonable volunteer support costs.
Plan4Health Coalitions	American Planning Association/American Public Health Association	The American Planning Association (APA) and the American Public Health Association (APHA) work to build local capacity in addressing population health goals and promoting the inclusion of health in non-traditional sectors such as transportation.
Doppelt Family Trail Development Fund	Rails-to-Trails Conservancy	This fund offers two types of grants: Community Support Grants and Project Transformation Grants. The grants help organizations begin or complete trail development and improvement projects.
National Fish and Wildlife Foundation	National Wildlife Foundation	The Foundation provides grants for bicycle and pedestrian projects through a program called Acres for America. Government agencies and nonprofit organizations may apply.
10-Minute Walk Campaign	National Recreation and Park Association	The 10-Minute Walk Campaign is focused on increasing access to high-quality parks. Applicants must be local government agencies or non-profits that manages parks.
American Greenways Eastman Kodak Awards	Getches-Wilkinson Center	This national program provides small grants to local, regional, or statewide nonprofit organizations to support the planning and design of greenways. Funds may be used for the planning and design of greenways.

Design Guidelines

Various pedestrian and bicycle design guidelines present tools for creating a pedestrian- and bicycle-friendly, safe, and accessible community. These guidelines are not a substitute for a more thorough evaluation by a professional upon implementation of facility improvements, but instead offer an overview of best practices established across the nation. The design guidelines and recommendations listed are not intended to replace existing state or national mandatory or advisory standards nor the exercise of engineering judgment by licensed professionals, but will instead help inform the City's decisions when evaluating new projects. National and state design guidance and details can be found in the following documents.

NATIONAL GUIDANCE

The American Association of State Highway and Transportation Officials (AASHTO) Guide for the Planning, Design, and Operation of Pedestrian Facilities (2004) provides comprehensive guidance on planning and designing for people on foot and using other mobility devices such as wheelchairs.

Offering similar guidance for bicycle facility design, the AASHTO Guide for the Development of Bicycle Facilities (2012) provides guidance on dimensions, use, and layout of specific bicycle facilities.

The National Association of City Transportation Officials' (NACTO) Urban Street Design Guide (2013) is the most recent publication of nationally recognized urban street design standards, and offers guidance on the current state of the practice designs.

AASHTO's A Policy on Geometric Design of Highways and Streets (2011), commonly referred to as the "Green Book," contains current design research and practices for highway and street geometric design.

FHWA's Small Town and Rural Multimodal Networks Report (2016) is a resource to help small towns and rural communities support safe, accessible, comfortable, and active travel for people of all ages and abilities. It provides an overview of bicycle and pedestrian designs for these communities, as well as examples of peer communities.

STATE GUIDANCE

The California Manual on Uniform Traffic Control Devices (CA MUTCD) (2014) is an amended version of the FHWA MUTCD 2009 edition modified for use in California. While standards presented in the CA MUTCD substantially conform to the FHWA MUTCD, the State of California follows local practices, laws, and requirements with regards to signing, striping, and other traffic control devices. As of publication, the document has been published as Revision 4 in March 2019.

The California Highway Design Manual (HDM) (Updated 2015) establishes uniform policies and procedures to carry out highway design functions for the California Department of Transportation.

Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians (2010) is a reference guide presenting information and concepts related to improving conditions for pedestrians and bicycle riders at major intersections and interchanges. The guide can be used to inform minor signage and striping changes to intersections, as well as major changes and designs for new intersections.

Main Street, California: A Guide for Improving Community and Transportation Vitality (2013) reflects California's current manuals and policies that improve multimodal access, livability, and sustainability within the transportation system. The guide recognizes the overlapping and sometimes competing needs of main streets, especially those that are operated as part of the State's highway system.

Caltrans produced a memorandum entitled "Design Flexibility in Multimodal Design" (2014) that encourages flexibility and context-sensitivity in highway design. The memo stated that "Publications such as NACTO's Urban Street Design Guide and Urban Bikeway Design Guide... are resources that Caltrans and local entities can reference when making planning and design decisions on the State highway system and local streets and roads."

APPENDIX A

APPENDIX B

APPENDIX C