

Appendix A: Plan and Policy Review

This section provides a summary of planning and policy documents from Santa Clarita that are relevant to the development of the City of Santa Clarita's 2020 Non-Motorized Transportation Plan (NMTP). Plans and policies are considered relevant if they directly address non-motorized transportation facilities, or if they address land-use patterns that affect non-motorized transportation.

Local Plans, Policies, and Documents

In 1992, the City of Santa Clarita 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.

Santa Clarita Valley General Plan (2011)

The City of Santa Clarita joined with the County of Los Angeles to prepare a unified General Plan for the Santa Clarita Valley. The General Plan aims to provide guidelines for future growth and preservation of natural resources in the Valley by updating the General Plans of Santa Clarita and the County of Los Angeles' unincorporated areas together. The project began in 2001 with a series of workshops and community events intended to gather input from the public regarding the plan. The City completed the General Plan in 2011.

Circulation Element

The Circulation Element of the General Plan addresses mobility within Santa Clarita and connections to the surrounding areas. The Circulation Element has been developed in conformance with regional transportation programs, including those of the California Department of Transportation (Caltrans); the Regional Mobility Plan prepared by the Southern California Association of Governments (SCAG); the Los Angeles Metropolitan Transportation Authority's (MTA or Metro) Congestion Management Program and bikeway strategic plan; Santa Clarita Transit's Transportation Development Plan (TDP); and Los Angeles County's Airport Land Use Plan.

Because of the expected growth within the Santa Clarita Valley (estimated by the Congestion Management Program for Los Angeles County) and the growing concern about traffic congestion, a major component of the Circulation Element is promotion of non-motorized travel modes, including bikeways and walkways. Promoting safe non-motorized transportation will lead to the development of a healthy and safe circulation system for the Valley. Trails and bikeways are also addressed in the Conservation and Open Space Element.

The Circulation Element lists the following needs related to non-motorized transportation that led to the development of goals and policies:

- Reduce congestion and vehicle miles traveled by managing transportation systems and travel demand;
- Plan for and implement a regional bikeway network to meet both recreational and non-motorized travel needs;

- Make the Santa Clarita Valley a walkable community by retrofitting pedestrian connections and facilities into existing development where needed, and by promoting healthy streets in new development; and
- Contribute to a regional reduction in greenhouse gas emissions through land use planning and transportation strategies.

Many goals, objectives, and policies within the Circulation Element highlight the importance of bicycling and walking. Table 1 presents the broad themes of these goals, objectives, and policies.

Table 1. General Plan Guiding Principles that Support Biking and Walking

SUMMARY OF GUIDING PRINCIPLE	
Growth Management	Target higher-density development and mixed-use projects next to existing and planned transit corridors and activity centers.
Land Use	<p>Encourage neighborhood-scale development that includes mixed density of housing units consistent with community character.</p> <p>Create a sense of neighborhood in urbanized areas by promoting walkability and developing neighborhood activity centers such as schools, parks, multi-purpose facilities, convenience centers and neighborhood commercial centers.</p> <p>Minimize the dependence on, and prominence and area dedicated to the automobile.</p> <p>Include pedestrian linkages, landscaped parkways and green corridors, and separated trails where appropriate and feasible.</p>
Mobility	<p>Provide a unified and well-maintained network of highways, streets, bikeways and pedestrian paths within Santa Clarita Valley and to regional activity centers.</p> <p>Provide a continuous bikeway network to provide circulation within each community, to connect each community, and to provide access to surrounding open space.</p>
Recreation	<p>Recognize that trails are an important recreational asset that, when connected to the regional transportation system, can improve mobility.</p> <p>Develop a continuous and unified hiking and equestrian trail network with unified design standards to unify the Santa Clarita Valley Communities.</p>

Policies that are directly related to bicycling and walking are listed in Table 2.

Table 2. Circulation Element Bikeways and Pedestrian Circulation Policies

NUMBER	POLICY
Policy C 6.1.1	For recreational riders, continue to develop Class I bike paths, separated from the right-of-way, linking neighborhoods to open space and activity areas.
Policy C 6.1.2	For long-distance riders and those who bicycle to work or services, provide striped Class II bike lanes within the right-of-way, with adequate delineation and signage, where feasible and appropriate.
Policy C 6.1.3	Continue to acquire or reserve right-of-way and/or easements needed to complete the bicycle circulation system as development occurs.
Policy C 6.1.4	Where inadequate right-of-way exists for Class I or II bikeways, provide signage for Class III bike routes or designate alternative routes as appropriate.
Policy C 6.1.5	Plan for continuous bikeways to serve major destinations, including but not limited to regional shopping areas, college campuses, public buildings, parks, and employment centers.
Policy C 6.2.1	Require bicycle parking, which can include bicycle lockers and sheltered areas at commercial sites and multi-family housing complexes for use by employees and residents, as well as customers and visitors.
Policy C 6.2.2	Provide bicycle racks on transit vehicles to give bike-and-ride commuters the ability to transport their bicycles.
Policy C 6.2.3	Promote the inclusion of services for bicycle commuters, such as showers and changing rooms, as part of the development review process for new development or substantial alterations of existing commercial or industrial uses, where appropriate.
Policy C 7.1.1	In reviewing new development proposals, consider pedestrian connections within and between developments as an integral component of the site design, which may include seating, shading, lighting, directional signage, accessibility, and convenience.
Policy C 7.1.2	For existing walled subdivisions, extend pedestrian access to connect these neighborhoods to transit and services through public education and by facilitating retrofitted improvements where feasible.
Policy C 7.1.3	Where feasible and practical, consider grade separated facilities to provide pedestrian connections across arterial streets, flood control channels, utility easements, and other barriers.
Policy C 7.1.4	Identify and develop an improvement program to connect existing walkways and paseos to transit and services, where needed and appropriate.
Policy C 7.1.5	In new commercial development, provide for direct, clearly delineated, and preferably landscaped pedestrian walkways from transit stops and parking areas to building entries, and

NUMBER	POLICY
	avoid placement of uses (such as drive-through facilities) in locations that would obstruct pedestrian pathways.
Policy C 7.1.6	Encourage placement of building entries in locations accessible to public sidewalks and transit.
Policy C 7.1.7	Utilize pedestrian-oriented scale and design features in areas intended for pedestrian use.
Policy C 7.1.8	Upgrade streets that are not pedestrian-friendly due to lack of sidewalk connections, safe street crossing points, vehicle sight distance, or other design deficiencies.
Policy C 7.1.9	Promote pedestrian-oriented street design through traffic calming measures where appropriate, which may include but are not limited to bulb-outs or chokers at intersections, raised crosswalks, refuge islands, striping, and landscaping.
Policy C 7.1.10	Continue to expand and improve the Valley’s multi-use trail system to provide additional routes for pedestrian travel.

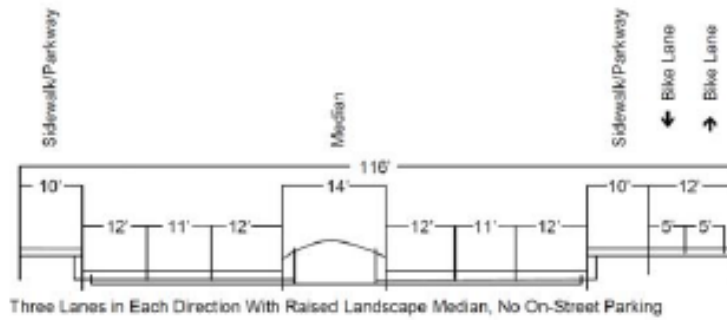
Policy C 2.2.13 should be noted as it favors the rural character of some neighborhoods over pedestrian safety. The policy states: “Protect the community character of rural areas by requiring use of rural street standards, which may include reduced pavement width, reduced street lighting to protect night skies, rolled curbs or no curbs and no sidewalks.”

[Bikeway Planning](#)

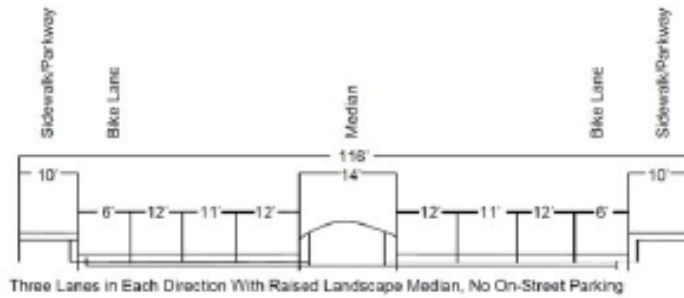
The Circulation element presents cross-sections of roadways with bikeway and trail facilities, shown in Figure 41. On any street carrying over 10,000 vehicles per day at speeds of 30 mph or higher, striped bike lanes are recommended over bike routes. In selecting routes for bikeways that share the right-of-way with vehicles, design criteria include connectivity, traffic volumes, speeds, curb width, intersection protection, and the number of commercial driveways. In planning for bikeways, consideration should also be given to the differing needs of experienced cyclists versus casual riders, and to utilitarian cyclists versus recreational riders.

Figure 1. Circulation Element: Roadway Cross-Sections with Bikeways

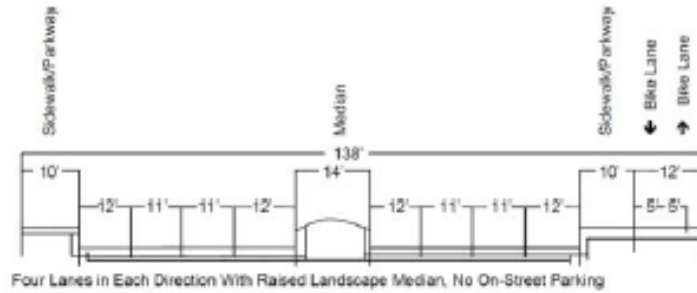
Major Highway with Bike Trail Detail



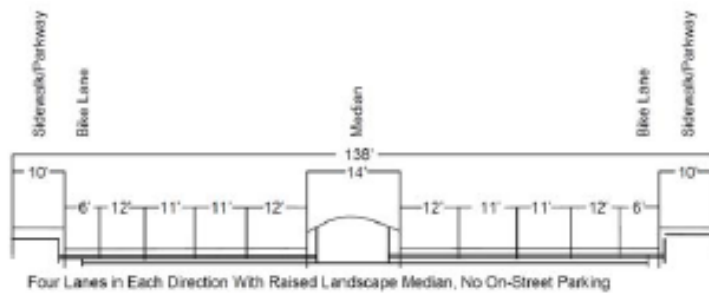
Major Highway with Bike Lane Detail



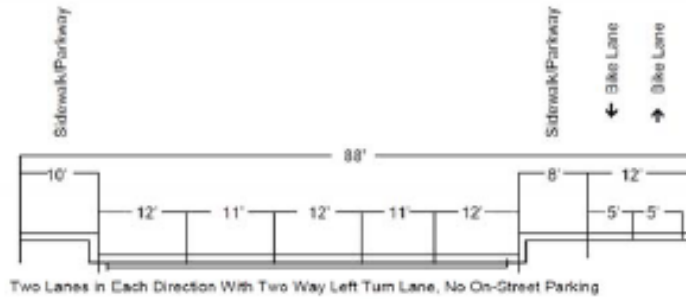
Major Highway 8-Lane Alternative with Bike Trail Detail



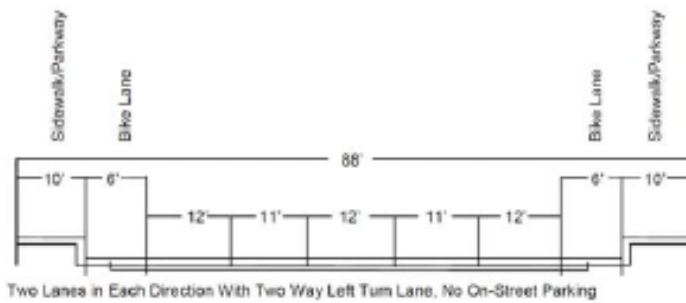
Major Highway 8-Lane Alternative with Bike Lane Detail



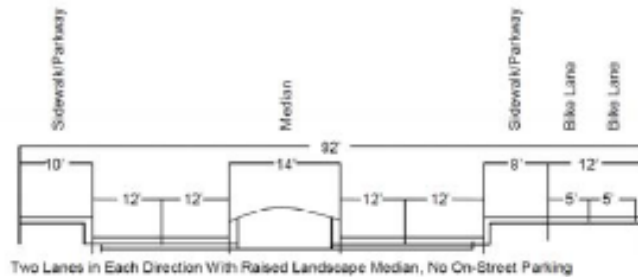
Urban Secondary Highway with Bike Trail Detail



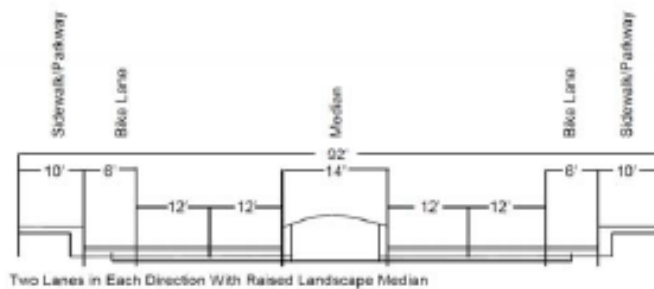
Urban Secondary Highway with Bike Lane Detail



Sub-Urban Secondary Highway with Bike Trail Detail



Sub-Urban Secondary Highway with Bike Lane Detail



Pedestrian Planning

A fundamental goal of the General Plan is to create walkable communities and neighborhoods within the Santa Clarita Valley. In order to achieve this objective, pedestrian access must be considered in all phases of development planning, including site design, subdivision design, and public improvement projects. The basic needs for pedestrian travel are safety, connectivity, and accessibility for all, including people with disabilities.

Land Use Element

The Land Use Element of the General Plan addresses existing development patterns in the Santa Clarita Valley planning area and establishes a framework for focusing future growth in a logical and orderly manner. The map and policies of the Land Use Element were designed to encourage reduction of vehicle trips and use of other transportation modes, including public transit, bicycling, and walking. This goal is promoted through inclusion of mixed-use districts, which allow supportive services to be located in proximity to residential neighborhoods; inclusion of a master plan for trails into the Circulation Element; and designation of higher residential densities in areas served by public transit. In addition, limited commercial service centers will be allowed within residential neighborhoods, and will be accessible by walking, bicycling, and bus transit. Multi-family residential uses will be allowed in regional and community commercial areas. More residences will be allowed within walking distance to rail transit stations to facilitate rail commuting to employment outside of the Santa Clarita Valley. Mixed residential densities will be allowed, which permits housing options for various income levels and age preferences in close proximity to transit, jobs, and services.

Municipal Code

Municipal Code Chapter 12 (Vehicles and Traffic) details standards for roads, sidewalks and bicycle facilities. The Municipal Code allows the Director to:

- Mark crosswalks if markings will improve traffic conditions.
- Restrict bicycle or pedestrian crossings if “traffic complications would exist if pedestrians or bicyclists were permitted to cross.”
- Sign and stripe bicycle lanes if roadway width and traffic can accommodate a separate bicycle lane. Motor vehicles are prohibited from driving in a bicycle lane.
- Place signs prohibiting pedestrians from using bicycle lanes if “sidewalks or other suitable area is available for pedestrian use.”

In 2009, City Council adopted an ordinance to add chapter 12.96 to the Municipal Code. Chapter 12.96 permits bicyclists to ride on sidewalks in Santa Clarita, except for on sidewalks in business districts and sidewalks located adjacent to an on-street bike lane. The City may also designate certain portions of the sidewalk as prohibited for bicycle use and will place appropriate signage and markings for clarification.

The Code also requires building owners or occupants to keep the sidewalk in front of their premises “in a clean and neat condition, free of offensive matter of any kind or nature.”

Unified Development Code

The City of Santa Clarita’s Unified Development Code (UDC) regulates all development within the City. Chapters 16 (Subdivisions) and 17 (Zoning) outline the allowable uses and standards for Santa Clarita. Chapter 17 contains several special standards districts, or overlay zones, which are applied to areas of

the City with special characteristics or circumstances, such as Downtown Newhall or Sand Canyon. The UDC regulates the development of pedestrian facilities, such as sidewalks, includes a bicycle parking ordinance, and enables the City to exact trail dedications, and other such concessions which may be used in the development of non-motorized facilities. Table 3 summarizes the UDC’s non-motorized policies.

Table 3. Unified Development Code Policies Related to Biking and Walking

SECTION NUMBER	POLICY SUMMARY
<p>16.09.030.A</p> <p>Right-of-Way and Roadway Width Requirements—Cross-Section Diagrams</p>	<p>Each highway shall have a width of right-of-way, vehicular pavement and sidewalk where a sidewalk is required, to conform to the cross-sections or such other designs as approved by the City Engineer and demonstrated in the General Plan. The approving authority may modify the requirements of this section as to highway widths if topographic features, title limitations, existing improvements or safety considerations make such dedication impossible or impractical.</p>
<p>16.17.040</p> <p>Transit and Non-Motorized Access</p>	<p>Developments shall incorporate and be designed to encourage access by public transit and non-motorized modes of travel (e.g., bicycle, pedestrian). This shall be accomplished by the incorporation of appropriate on-site bicycle and pedestrian amenities, in addition to convenient connections to the City’s transit and nonmotorized facilities. (Ord. 13-8 § 4 (Exh. A), 6/11/13)</p>
<p>16.21.070.E.</p> <p>Road Improvements</p>	<p>Developers shall install enhanced pedestrian crossing treatments adjacent to schools, parks, and facilities frequented by children, senior citizens, and/or disabled persons. These treatments may include, but not be limited to, raised crosswalks, curb extensions, passive pedestrian detection systems, grade separated pedestrian crossings and in-pavement crosswalk lights. At the discretion of the City, in lieu of providing said improvements, the developer shall pay a fee equal to the City's cost of constructing the improvements.</p>
<p>16.21.170</p> <p>Sidewalks—Required</p>	<p>Except as otherwise provided in the code, the subdivider shall install sidewalks not less than five (5) feet wide:</p> <ul style="list-style-type: none"> A. On both sides of entrance and collector streets within the division of land; B. On both sides of loop, interior and cul-de-sac streets; C. Along one (1) side of service roads adjacent to abutting lots; D. Along highways shown on the General Plan Circulation Map Joint Highway Plan where no service road is provided, and lots in the division of land take direct access to the highway; and

SECTION NUMBER	POLICY SUMMARY						
	Along highways shown on the General Plan Circulation Map Joint Highway Plan where necessary in order to provide for the safety and convenience of pedestrians. (Ord. 13-8 § 4 (Exh. A), 6/11/13)						
16.21.180 Sidewalks—Not Required	<p>The construction of sidewalks is not required where any one (1) or more of the following conditions exist and the approving authority so finds:</p> <ul style="list-style-type: none"> A. The construction of sidewalks would be impractical because of topographical conditions or because of other physical obstacles; B. Sidewalks will not be in keeping with the neighborhood pattern; C. Sidewalks are not needed in and will not benefit the area; or D. Is located in a special standards district that allows the installation of sidewalks to be waived. (Ord. 13-8 § 4 (Exh. A), 6/11/13) 						
17.35.030 Mixed Use Urban Village (MXUV) Zone	<p>This zone is intended for transit-oriented urban villages that are located in proximity to commuter rail and bus transfer stations, which is encouraged in order to promote compact, connected environments for residents to live, work, shop, access needed services, and recreate, without having to use their vehicles.</p>						
17.38.050 MU—Mixed Use Overlay Zone	<p>These regulations encourage a mix of residential, commercial, employment and institutional opportunities within identified centers of activity along identified transportation corridors. The mixed use (MU) overlay zone provides a mechanism to revitalize older commercial corridors and specific individual properties, increase opportunities for infill housing while transforming and aesthetically improving transportation corridors into boulevards with mixed use projects, encourage new housing and innovative retail that is less automobile dependent, and help to create pedestrian-oriented neighborhoods where local residents have services, shops, jobs and access to transit within walking distance of their homes.</p>						
17.51.060.I On-Site Bicycle Parking Requirements	<p>Except as otherwise provided in this section, every use shall provide on-site bicycle parking facilities to accommodate the required number of bicycle parking spaces. All bicycle parking shall be conveniently located near the street or entrance to the building, to the satisfaction of the Director.</p> <p>1. Number of Bicycle Spaces Required. Every use shall provide on-site bicycle parking spaces in accordance with the following ratios:</p> <table border="1" data-bbox="444 1661 1370 1803"> <tr> <td data-bbox="444 1661 808 1730">RETAIL/COMMERCIAL USES</td> <td data-bbox="808 1661 1370 1730">1 SPACE PER EACH 25 VEHICLE PARKING STALLS</td> </tr> <tr> <td data-bbox="444 1730 808 1770">OFFICE USES</td> <td data-bbox="808 1730 1370 1770">1 space per each 30 vehicle parking stalls</td> </tr> <tr> <td data-bbox="444 1770 808 1803">INDUSTRIAL USES</td> <td data-bbox="808 1770 1370 1803">1 space per each 40 vehicle parking stalls</td> </tr> </table>	RETAIL/COMMERCIAL USES	1 SPACE PER EACH 25 VEHICLE PARKING STALLS	OFFICE USES	1 space per each 30 vehicle parking stalls	INDUSTRIAL USES	1 space per each 40 vehicle parking stalls
RETAIL/COMMERCIAL USES	1 SPACE PER EACH 25 VEHICLE PARKING STALLS						
OFFICE USES	1 space per each 30 vehicle parking stalls						
INDUSTRIAL USES	1 space per each 40 vehicle parking stalls						

SECTION NUMBER	POLICY SUMMARY	
	MULTIFAMILY RESIDENTIAL USES	1 space per each 5 residential units
	MIXED USES 2. Bicycle Parking Facilities. Parking facilities shall be conveniently located and may include the following: a) Covered, lockable enclosures with permanently anchored racks for bicycles; b) Lockable bicycle rooms with permanently anchored racks; and c) Lockable, permanently anchored bicycle lockers.	Subject to the review and approval of the Director

Mixed-Use Zones have a minimum residential density of 11 dwelling units per acre, providing the population needed to support pedestrian-oriented businesses and transit.¹ The Mixed-Use Zone also includes Design Standards that encourage bicycle and pedestrian activity. Urban design standards require buildings to be designed with pedestrian needs in mind, including encouraging ground-floor retail uses along major pedestrian corridors.

Santa Clarita’s Existing Mixed-Use Overlay Zones (17.38.050) are located at the following locations:

1. Soledad Canyon Road from Bouquet Canyon Road to Solamint Canyon Road;
2. Sierra Highway from Soledad Canyon Road to City boundary;
3. Railroad Avenue from Lyons Avenue to Wiley Canyon Road;
4. Northeast Corner of Bouquet Canyon Road and Seco Canyon Road;
5. Newhall Avenue from State Route 14 Freeway to Pine Street; and
6. Portions of Lyons Avenue from Newhall Avenue to Interstate 5.

Community Character and Design Guidelines

The purpose of the Santa Clarita Community Character and Design Guidelines (CCDG) document is to guide the creation of new residential and non-residential developments and give clear direction for the renovation and redevelopment of built areas. The intent of the guidelines is to retain and encourage architectural variety, promote quality development, and address both existing and new development that:

- Is compatible in size, scale, and appearance with the character of Santa Clarita;
- Is attractive and an asset to the community;
- Preserves and enhances natural features on site;

¹ Seven dwelling units per acre are typically the threshold above which transit use increases sharply. Pushkarev and Zupan, Public Transportation and Land Use Policy. 1977.

- Incorporates quality articulation, community character features, multiple building forms, desirable building details, and other elements that display excellence; and
- Provides pedestrian-oriented design to enrich the pedestrian experience.

Table 4 details aspects of the CCDG that pertain to active transportation.

Table 4. Community Character and Design Guidelines Related to Active Transportation

CHAPTER	DESCRIPTION
2. Design Trends & Community Setting	Details design philosophies that influence guidelines, including Smart Growth, New Urbanism, Transit-Oriented Development, etc., all of which support active transportation, transit, and reducing VMT
4. Single-Family Residential	Site planning guidelines specify that roads should minimize through and overall automobile traffic, while simultaneously providing bicycle, pedestrian, and transit connections (p. 4-2); specifies setbacks and landscaping recommendations for parkways and pedestrian connections (p. 4-6); states that parks and open space should be accessible by and connected to pathways and trails (p. 4-9)
5. Multi-Family Residential	The Vehicular Access, Circulation & Parking Section (p. 5-5) specifies that bike parking should be included where car parking is provided; developments should include pedestrian linkages to off-site facilities and connections within the site (p. 5-8); parks and trails should be accessible by bike and pedestrian pathways (p. 5-11); bike paths should be in pleasing locations and should not empty into service areas (p. 5-11)
6. Commercial	Emphasizes creating pedestrian malls and plazas through intentional siting (p. 6-2); bike parking should be provided (p. 6-6); pedestrian access considerations include clear paths from transit stops to site/entrances, and links to off-site pathways and neighborhoods (p. 6-10); bike paths should be in pleasing locations and should not empty into service areas (p. 6-15)
7. Mixed Use	General note about how mixed-use can "reduce auto dependence" (p. 7-1); details pedestrian-oriented guidelines (p. 7-11)
8. Industrial & Business Park	Plazas, courtyards, and pedestrian malls should be developed to avoid "barrack-style" aesthetic (p. 8-3); parking lots should include bike parking (p. 8-6); pedestrian access considerations include clear paths from transit stops to site/entrances, and links to off-site pathways and neighborhoods (p. 8-8); bike paths should be in pleasing locations and should not empty into service areas (p. 8-12)

Old Town Newhall Specific Plan

In December 2005, the City of Santa Clarita adopted a Specific Plan for the historic community of Newhall, located within the City of Santa Clarita along the Lyons Avenue and Main Street/Newhall

Avenue corridors. The Specific Plan provides guidelines for the redevelopment of the community, including design guidelines, implementation strategies and development requirements. The Downtown Newhall Specific Plan proposes to amend the area's zoning to become subject to form-based rather than the existing use-based zoning. In 2008, the City made several amendments to the development code, none of which negatively impact bicycling and walking in Downtown Newhall.

In addition to the shift to form-based code, the Specific Plan designated San Fernando Road as a pedestrian-oriented Main Street, which the City has since implemented. A new library and a major streetscape project have since been completed. The Specific Plan provides other recommendations for pedestrian-oriented development, including housing near a commuter rail station and a mix of uses to serve a vibrant urban village.

Other Specific Plans

A significant portion of the land in the City of Santa Clarita is part of a Specific Plan. Specific plans for the unincorporated areas surrounding the City of Santa Clarita are approved by the Los Angeles County Board of Supervisors.

Canyon Park Specific Plan (1986)

The Canyon Park Specific Plan area, approved in 1986, encompasses 988 acres on the southern border of the City. It allows for a maximum of 5,400 dwelling units, as well as approximately 50 acres of commercial space. The Plan includes a goal of increasing "the mobility of residents through development of an adequate transportation system that includes automotive and non-automotive transportation considerations" (p. III-3), and offers cross section design guidelines for roadways with adjacent bicycle and pedestrian paths (p. 111-25).

Porta Bella Specific Plan (Whittaker-Bermite Property, 1995)

The Porta Bella Specific Plan provides a comprehensive land use plan for the 988-acre Whittaker-Bermite site in the center of the City, which was used for 80 years for the manufacturing of military explosives. As currently planned, this mixed-use project includes 1,244 single-family residential units and 1,677 multi-family residential units. It also includes 96 acres of commercial and office uses and over 400 acres of open space. Due to contamination, the development of this site includes environmental clean-up and state EPA certification, anticipated to be completed in 2019, prior to reuse.

The Plan aims "to provide meaningful alternatives to use of the automobile, as well as reducing the number of trips and distances necessary to travel when utilizing the automobile" in the development (p. 2-16), and proposed a pedestrian-oriented, mixed-use Town Center with connections to the regional rail network at the heart of the community. Furthermore, the Plan recommends bicycle and pedestrian trails be separated from traffic so as to create an attractive and safe active transportation environment (p. 12-44).

North Valencia Specific Plan (1998)

The North Valencia I Specific Plan area is located south of Newhall Ranch Road, west of Bouquet Canyon Road and Valencia Boulevard, and north of Magic Mountain Parkway. Approved in January 1998 by the City Council, it allows for a maximum of 2,000 residential units including 1,250 multi-family units. The Plan includes 636,000 square feet of commercial space, 167,000 square feet of industrial uses, and 355.6 acres of open space. Chapter 4 of the plan outlines design guidelines for multipurpose trails, trails, and

paseos. Chapters 5 through 9 detail plans for specific parts of North Valencia, and all state goals of promoting non-motorized transportation.

North Valencia II Specific Plan (2000)

The North Valencia II Specific Plan area encompasses approximately 596 acres. The planning area is located north of Newhall Ranch Road, south of Copper Hill Drive, east of the San Francisquito Creek, and west of McBean Parkway. Approved in January 2000, The North Valencia II Specific Plan allows for 1,900 dwelling units and up to a maximum of 150,000 square feet of commercial space. The Plan offers support of non-motorized transportation and corresponding facilities, and includes cross section design guidance for bicycle and pedestrian facilities (p. 3-7), as well as an overview of the importance of pedestrian connections to transit (p. 3-22).

Vista Canyon Specific Plan (2011)

On May 10, 2011 the City Council adopted the Vista Canyon Specific Plan subject to annexation to the City. This project, which is in the Canyon Country area, includes a significant employment center and town center for the eastern Santa Clarita Valley. Envisioned as a mixed-use, transit-oriented community, Vista Canyon Ranch proposes the development of 1,100 dwelling units and 950,000 square feet of commercial floor area centered around a new Multi-Modal Transportation Station (Metrolink Station and Bus Transfer Station). The Plan also aims to “implement street sections that slow traffic and create a pleasant walking environment and reduce urban ‘heat island’ effect” (p. 26), overall aiding in the goal of minimizing vehicle trips and reducing greenhouse gas emissions. The project would add a water reclamation plant (which would provide recycled water for irrigation use on- and off-site) and 21 acres of parks and recreation facilities. The developers are proposing a new, ten-acre City park: Oak Park. Other recreational amenities include a Town Green, a Community Garden, the River Education/Community Center and project trails, including significant extensions of the Santa Clara River Trail. Up to six private recreational facilities would be constructed throughout the project. This project broke ground in 2015 with occupancy of the first phase expected in early 2020.

Henry Mayo Newhall Hospital Specific Plan (2016)

The Henry Mayo Specific Plan codifies the design elements established in the 2008 Master Plan for the hospital, and provides a framework to guide the growth and development of the hospital campus. The Plan specifies the importance of pedestrian walkways and other amenities, such as pedestrian-scale lighting, plazas, as well as trellises and other shade structures, throughout the hospital campus (p. 2-6, 5-1).

Santa Clara River Recreation and Water Feature Study (1991)

The Santa Clara River Recreation and Water Feature Study was adopted by the City of Santa Clarita in 1991. This document is the City’s first step in planning for recreational use of the Santa Clara River within the City limits and is the document that spurred the development of the Santa Clara River Trail. The Plan envisions a river corridor that encompasses active and passive parks, natural areas, river-front community centers and retail establishments, all linked by formal paseos and a multi-use trail system.

The Plan emphasizes the need for a multi-use trail system, stating that: “The success of the River Corridor Plan relies greatly on establishing a continuous trail system that connects recreational features along the river corridor, as well as local and regional destination points” (p. 10). In addition to

recommending the creation of a multi-use trail system, the Plan recommends removing fences and barriers, as appropriate, along the river to provide public access to the river and river trail. Additional transportation recommendations presented in the Plan include planning bicycle routes and pedestrian walkways from residential neighborhoods to the river, developing common signage plans for pedestrians, bicyclists and motorists, and proactively planning for non-motorized connections between communities north of the Cross Valley Connector and the river to the south of the Cross Valley Connector. The Plan introduces the goal of working with jurisdictions along the Santa Clara River to develop a trail network that runs along the Santa Clara River from the San Gabriel Mountains to the Pacific Ocean.

Trail design guidelines are included in the Plan for three types of trails: hard surface trails, equestrian trails and soft surface hiking trails. The Plan also outlines guidelines for pedestrian bridges and access and connection points.

Safe Routes to School Plan (2019)

In 2019, the City updated its Safe Routes to School (SRTS) Plan, which included infrastructural and programmatic recommendations for high and junior high schools in Santa Clarita that were not assessed in previous planning efforts. This Plan builds on efforts to improve access to city schools, and supports recommendations set forth in the SRTS Plan.

Transportation Development Plan (2019)

The most recent Transportation Development Plan (TDP) for the City of Santa Clarita was adopted in 2019 and provides an update to the 2013 TDP. The TDP presents a roadmap for short-term operational, financial, and capital improvements for the City of Santa Clarita's transit program. These strategies reflect findings from rider and non-rider input, as well as a review of transit system performance. According to rider surveys, the TDP estimates that most riders walk to and/or from their bus stop (between 70 and 75% total), highlighting the importance of pedestrian connections to transit. The Plan also recommends that the City:

8. Promote the link between transit and cycling to make transit more attractive.

To do so, the TDP encourages the City to consider providing a free hour of bike rental with a transit pass to help encourage the use of bikes and the Pace program.

Pedestrian-specific recommendations from the 2006 TDP were incorporated into the Non-Motorized Transportation Plan from 2014 and were presented as recommendations in Section 6.3 Transit Recommendations. This NMTP continues to align with recommendations in the TDP.

Lyons Corridor Plan (2013)

In order to make the City's code consistent with the General Plan, the City of Santa Clarita developed a series of corridor plans that superseded planning and zoning regulations. These plans adhere to a form-based code approach to address the relationship between the buildings and public spaces throughout the corridors. In May of 2011, City staff began the planning and public outreach process for the Lyons Corridor Development Code, the first of the corridor plans. The Lyons Corridor Development code, further referred to as the Lyons Corridor Plan, spans Lyons Avenue between Interstate 5 and Newhall Avenue and was completed in 2013 and establishes the following goals:

- A. Ensure that development is of human scale, pedestrian-oriented, and designed to create attractive streetscapes and pedestrian spaces;
- B. Moderate vehicular traffic by providing for a mixture of land uses, pedestrian-oriented development, compact community form, safe and effective traffic circulation, and appropriate parking facilities;
- C. Provide standards for the orderly growth and development of the Lyons Corridor that will assist in protecting and enhancing the community identity of the Lyons Corridor;
- D. Ensure that proposed development and new land uses conserve energy and natural resources;
- E. Facilitate the development and redevelopment of walkable, complete neighborhoods with a variety of housing types to serve the needs of a diverse population; and
- F. Provide for compatibility between different types of development and land uses through effective urban and architectural design.

Soledad Canyon Road Corridor Plan (2015)

The Soledad Canyon Road Corridor Development Code pertains to the Soledad Canyon Road Corridor in the Canyon Country community of Santa Clarita. The planning area encompasses 181 acres, with 1,453,000 square feet of commercial building area. There are 115 parcels and 70 property owners within the planning area. The City is currently constructing the Canyon Country Community Center on approximately 10 acres on the northeast corner of Soledad Canyon Road and Sierra Highway. This 30,000 foot facility will provide a wide range of programs and services for the community with completion scheduled for early 2021.

This Plan carries out the policies of the General Plan by classifying and regulating the types and intensities of development and land uses within the Soledad Canyon Road Corridor planning area, ensuring that they are consistent with, and in furtherance of, the policies and objectives of the General Plan. The Soledad Canyon Road Corridor Plan is adopted to protect and promote the public health, safety, comfort, convenience, prosperity, and general welfare of the Soledad Canyon Road Corridor and sets the following goals:

- A. Ensure that development is of human scale, pedestrian-oriented, and designed to create attractive streetscapes and pedestrian spaces;
- B. Moderate vehicular traffic by providing for a mixture of land uses, pedestrian-oriented development, compact community form, safe and effective traffic circulation, and appropriate parking facilities;
- C. Provide standards for the orderly growth and development of the Soledad Canyon Road Corridor that will assist in protecting and enhancing the community identity;
- D. Ensure that proposed development and new land uses conserve energy and natural resources;
- E. Facilitate the development and redevelopment of walkable, complete neighborhoods; and
- F. Provide for compatibility between different types of development and land uses through effective urban and architectural design.

Climate Action Plan (2012)

In August 2012, the City of Santa Clarita approved its Climate Action Plan (CAP). The purpose of the CAP is to measure the amount of greenhouse gas emissions generated within the City and to develop strategies to reduce the emissions in the future. The CAP includes a set of strategies the City can use to

reduce the amount of greenhouse gas emissions produced in the community by the year 2020 in compliance with California Assembly Bill 32. The CAP is part of the General Plan process and as such will serve as a component of the General Plan document for the City to address Greenhouse Gas (GHG) Emissions. A large portion of the GHG reductions would be achieved by the decrease in vehicle miles traveled in the City via changes in land use patterns and a greater emphasis of transit and alternative transportation programs, an ambition supported by the NMTP.

Citywide Active Transportation Wayfinding Plan (2015)

This citywide wayfinding project was adopted in 2015. It provides guidelines for sign design, placement, and content. The proposed wayfinding scheme helps benefit Santa Clarita residents and visitors by:

- Enhancing users' ability to navigate Santa Clarita's active transportation network and find key attractions
- Providing user information about destinations, direction, and distance
- Supporting and promoting the City of Santa Clarita's identity
- Raising community awareness of the pedestrian, bikeway and trail networks

Recommendations in the NMTP align with the Wayfinding Plan, and help advance the goals of set forth by the plan.

Additional City Planning Efforts

Additionally, this NMTP supports additional planning efforts of the City, including:

Parks & Recreation 5-Year Work Plan 2025 (January 2020)

This Work Plan updates the Parks, Recreation and Open Space Master Plan, adopted by the City Council in 2008, and helps direct the City's efforts regarding active parkland and open space. Action items supported by this NMTP include incorporating more walking paths and shade into park spaces, and increasing access and opportunities for passive and active recreational programming in designated Open Space areas for people of all ages and abilities. The NMTP also supports the Work Plan's goals of facilitating public transportation and active transportation access to parks with new bikeways, walkways, and first/last mile connections.

Santa Clarita Public Library Strategic Plan 2020 - 2025

The Santa Clarita Public Library's Strategic Plan presents focus areas and corresponding objectives to advance the Library's transformative role in the community. By helping enhance connectivity and improve access to the libraries, this NMTP helps the City's library system better serve our community.

Arts Master Plan (2016)

The Arts Master Plan (AMP) builds on a two-phased Cultural Arts Master Plan adopted in 1997 and 1998, and offers a new, long-term roadmap for cultural development throughout Santa Clarita. The AMP addresses public art, arts funding, the Newhall Arts District, arts facilities, and the creative economy. As recommended in the AMP, the City has enacted a percent-for-art requirement for all new public capital improvement projects, including active transportation projects. Monies generated under this ordinance are aggregated and/or transferred to public art projects.

Following community feedback, this NMTP recommends public art considerations along trails. This supports the AMP's vision of integrating public art and aesthetics into the City's infrastructure.

Regional Plans and Policies

Connect SoCal (Draft 2019)

Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association Of Governments, was released as a public draft in 2019. It aims to prioritize pedestrian infrastructure over cars to achieve a more sustainable growth pattern in Southern California. Connect SoCal focuses on encouraging housing closer to jobs and transit, creating technology to improve transportation options, expanding transit ridership, and creating complete streets. In Connect SoSanta, Clarita is considered a priority growth job center area, and a transit priority area. This 2020 NMTP advances the goals set forth in the draft plan.

LA County Vision Zero (2019)

The LA County Vision Zero Plan is working to eliminate severe injuries and deaths in traffic related accidents on unincorporated County roads. The Plan is guided by the principles of health equity, data driven processes, and transparency with the public. The Plan works to create better traffic treatments that are safer, have features which reduce greenhouse gas emissions, and are active transportation friendly to discourage driving. There are several corridors just outside of Santa Clarita that the Plan considers collision concentration corridors; The Old Road, Stevenson Ranch Pkwy, Bouquet Canyon Rd, Sierra Hwy, and Sand Canyon Rd. This 2020 NMTP includes recommendations for all of these corridors within City limits, as well as recommendations requiring coordination with the County to improve safety and reduce traffic collisions on these corridors.

OurCounty Los Angeles Countywide Sustainability Plan (2019)

The LA County OurCounty Sustainability Plan was created to enhance the well-being of Los Angeles residents through safe and welcoming parks and streets, while also reducing damage to the natural environment particularly in communities disproportionately affected by pollution. The Plan introduces sustainable goals such as reaching carbon neutrality, reducing car trips, better managing waste, and protecting the region's ecosystems. Santa Clarita ranks low in its walkability score compared to the rest of Los Angeles County. The recommendations set forth in the 2020 NMTP address this by aiming to improve walkability in the City.

Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) (2016)

The SCAG Regional Transportation Plan includes a commitment to reduce transportation related emissions to comply with California Senate Bill 375. This 2020 NMTP will help Santa Clarita contribute to this goal.

2009 Long Range Transportation Plan for Los Angeles County (2009)

The 2009 Long Range Transportation Plan for Los Angeles County, adopted in October 2009 by the Los Angeles County Metropolitan Transportation Authority Board, guides countywide transportation development through 2040. The three goals of the Plan are: 1) improving mobility of people and goods, 2) improving air quality by reducing mobile source emissions, and 3) increasing access to economic, educational, social, medical, cultural, recreational and governmental resources in Los Angeles County. The Plan relies on four key strategies to meet these goals: maintaining the existing transportation system, maximizing system efficiency, increasing system capacity, and managing demand.

The Non-Motorized Transportation Plan created for Santa Clarita in 2014 included demand management strategies that are supported by the County’s Long Range Transportation Plan. The transportation demand management strategies recommended by the Long Range Transportation Plan include rideshare programs, outreach to employers to encourage employee travel alternatives, programs that reward employees for trying an alternative to the drive alone commute, smart growth strategies to take advantage of transit, working with employers to promote telework opportunities, and using market strategies that generate revenue from auto use. The NMTP offers similar recommendations that support the agenda set forth in the Long Range Transportation Plan, which Los Angeles County is currently in the process of updating.

Los Angeles Metro Active Transportation Strategic Plan (2016)

The Active Transportation Strategic Plan (ATSP) is Metro’s county-wide effort to identify strategies to increase walking, bicycling and transit use in Los Angeles County. The Plan focuses on improving first and last mile access to transit and propose a regional network of active transportation facilities, including shared-use paths and on-street bikeways. The ATSP analyzed locations and provided recommendations for infrastructure near major transit destinations, including locations in Santa Clarita.

Los Angeles County Bicycle Transportation Strategic Plan (2006)

The Metro Bicycle Transportation Strategic Plan was adopted in June 2006 by the Los Angeles County Metropolitan Transportation Authority Board to promote bicycle use throughout the County. The Plan’s vision is to make bicycling an integral part of travel choice in the region and promote the linkage between bicycling and the countywide transit network. The Plan identifies 167 “bike-transit” hubs and provides resources for cities to evaluate and improve bicycle access at their transit hubs. The document identifies Santa Clarita’s three Metrolink Commuter Rail Stations and the McBean Regional Transit Center as bike-transit hubs within the City of Santa Clarita. The Plan also identifies gaps in the countywide bicycle trail network and recommends best-practice design measures for bicycle facilities. The goals of the County Plan are listed below in Table 5.

Table 5. Central Goals of the Los Angeles County Bicycle Transportation Strategic Plan

GOAL	SUMMARY OF GUIDING PRINCIPLE
Bicycle Planning & Funding	Provide visionary leadership in planning and funding projects and programs that improve access and mobility
Bicycle Parking	Encourage high quality end-of-trip facilities at commercial, employment, residential and transit locations
Bike-to-Transit	Improve bicycle access to transit systems
Bike to Work	Promote and increase employer bicycle incentives
Bicycle Promotion	Provide leadership in building partnerships, funding, and resources for marketing bicycle use as a legitimate and healthy means of transportation
Bicycle Education & Safety	Increase and promote bicycle education and safety programs.

The Metro Bicycle Transportation Strategic Plan identifies gaps in the County’s bicycle network and encourages cities to plan projects to fill these gaps. Two of the gaps are located in or adjacent to Santa Clarita, one in unincorporated Los Angeles County along the San Francisquito Creek between Santa Clarita and Castaic Lake, and the other along the Sierra Highway between The Old Road and the Soledad Canyon Bike Path. In addition to these gaps located within the City of Santa Clarita, the Plan identifies gaps located in unincorporated Los Angeles County. It should be noted that the Los Angeles County Plan focuses on gaps in the regional bikeway network, and is not a comprehensive list of all bikeway gaps in the County. Please see Table 6.

Table 6. Local Gaps in the Countywide Bikeway Network

CORRIDOR	JURISDICTION	LOCATION	DESCRIPTION
Castaic / San Francisquito Creek	Santa Clarita / LA County	Castaic Creek, San Francisquito Creek, Golden State Freeway	Connector between Santa Clarita & Castaic Lake
Sierra Highway	Santa Clarita / LA County	Sierra Highway	Connection between The Old Road & Soledad Canyon Bike Path
The Old Road	LA County	The Old Road Adjacent to Golden State Freeway	Connection between Valencia/Santa Clarita & Railroad Avenue-Newhall Avenue Metrolink ROW Bike Path in the San Fernando Valley
Route 126	LA County	NW LA County Unincorporated	Connection between Santa Clarita and Ventura County Line

Source: Los Angeles County Bicycle Strategic Transportation Plan, Table 1.

**Note: All gaps listed above are designated as either Class II or Class III with possible constraints due to road widening.*

Los Angeles County Metro First Last Mile Strategic Plan (2013)

Los Angeles County Metropolitan Transportation Authority (Metro) continues to develop a world-class rail system with stations that will be a short distance (three miles or less) from the homes of 7.8 million people, nearly 80 percent of Los Angeles County residents. Over time, this number will continue to grow as cities modify their land-use plans to provide more housing and jobs near stations, consistent with market demand and regional goals for more sustainable communities.

Los Angeles County Bicycle Master Plan (2012)

The County of Los Angeles adopted its Bicycle Master Plan in March of 2012. The Plan proposes approximately 831 miles of new bikeways throughout unincorporated areas of the County and recommends various bicycle-friendly policies and programs to promote bicycle ridership amongst users of all ages and skill sets. As shown in Figure 42, the Bicycle Master Plan proposes 16.5 miles of bicycle

paths, 33.4 miles of bicycle lanes, and 108.5 miles of bicycle routes in the Santa Clarita Valley Planning Area, many of which intersect the city’s boundary.

Figure 2. Proposed County Bikeways Adjacent to Santa Clarita

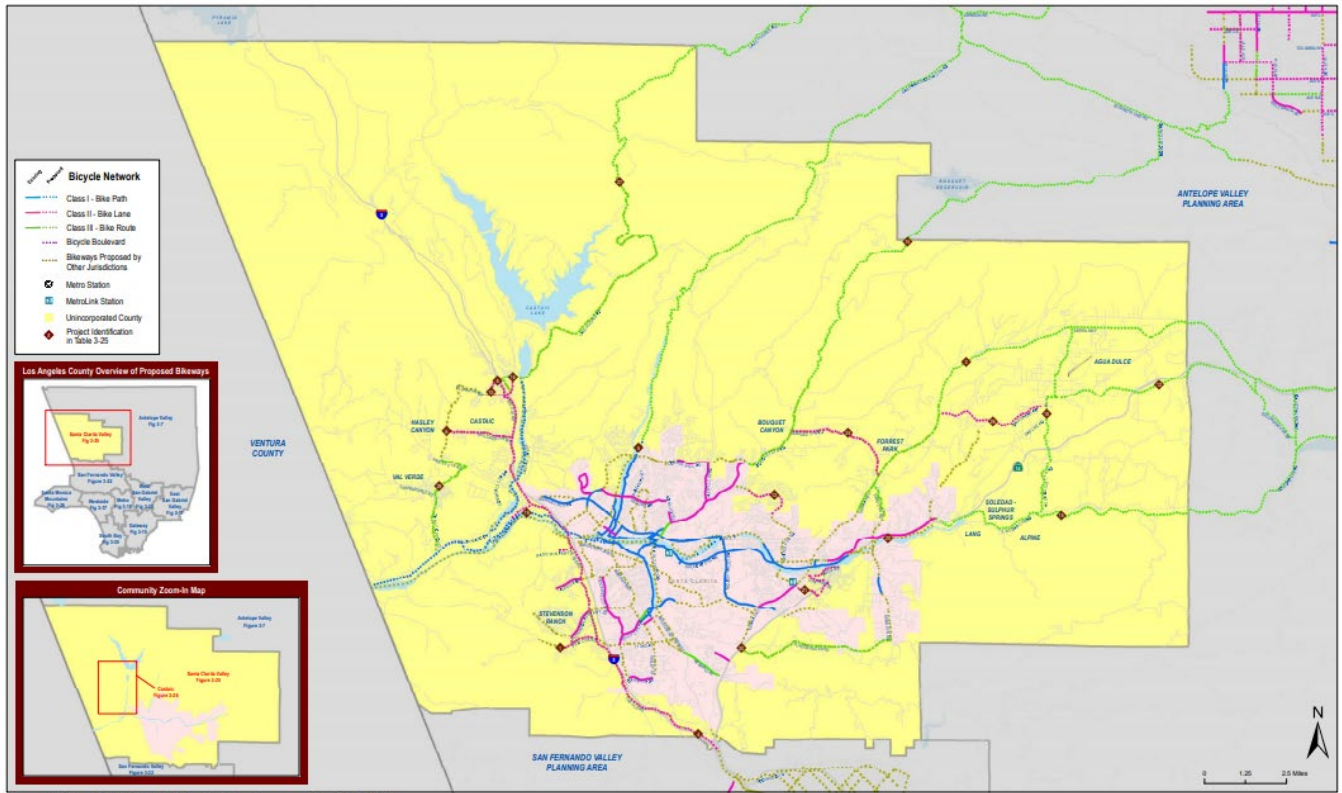


Figure 3-25: Santa Clarita Valley Planning Area Proposed Bicycle Facilities

Los Angeles County Bicycle Master Plan
Source: Los Angeles Metro 2016, 2015; Alta Planning + Design 2015.
 Date: 10/13/17

Table 7 outlines which County-proposed facilities connect with bikeways shown in the 2006 Santa Clarita Non-Motorized Transportation Plan. Approximately 50 percent of County-proposed bikeways intersect with a bikeway proposed by the City of Santa Clarita.

Table 7. Proposed County Bikeways Adjacent to Santa Clarita

PROJECT ID	PROPOSED COUNTY BIKEWAYS	SANTA CLARITA CONNECTION	STATUS
2	Sierra Highway bike route	Sierra Highway existing bike lanes, proposed bike path	On County’s Vision Zero Plan

PROJECT ID	PROPOSED COUNTY BIKEWAYS	SANTA CLARITA CONNECTION	STATUS
4	The Old Road bike lanes	The Old Road existing bike route	Design
5	San Francisquito Creek Trail	Existing segment of San Francisquito Creek Trail	
7	Magic Mountain Parkway bike lanes	Magic Mountain Parkway proposed bike path	
11	Jakes Way bike lanes	Sierra Highway proposed bike route	Now City Property
13	Plum Canyon Road bike lanes	Plum Canyon Road proposed bike lanes	Complete; Now City Property
14	Bouquet Canyon Road bike route	Bouquet Canyon Road existing bike lanes/path, Copper Hill Drive proposed bike lanes	
15	Soledad Canyon Road bike route	Soledad Canyon Road existing bike lanes	
19	Santa Clara River Trail	Santa Clara River Trail existing segments,	
22	Canyon Park Boulevard bike lanes	Sierra Highway proposed bike route	
23	Henry Mayo Road bike lanes	Avenue Stanford existing bike lanes	
24	Vasquez Canyon Road bike lanes	Vasquez Canyon Road proposed bike lanes	
28	Sand Canyon Road bike route	Soledad Canyon Road existing bike lanes	
30	Placerita Canyon Road bike route	Sierra Highway proposed bike route	

State Plans and Policies

California State Bicycle & Pedestrian Plan (2017)

The California State Bicycle and Pedestrian Plan is a visionary and comprehensive policy plan to promote a multi-modal transportation system that supports active modes of transportation and creates a framework to increase safe bicycling and walking. The plan contains:

- Strategies to achieve the goals and objectives outlined in the plan
- Performance measures and data needs to evaluate success
- Recommendations for improved Caltrans processes
- Safety statistics and a safety awareness brochure
- Investment strategies

This plan will help the City of Santa Clarita work with the local Caltrans office to implement projects on Caltrans rights-of-way.

Complete Streets Implementation Action Plan 2.0 (2017)

The intent of the Complete Streets Implementation Action Plan 2.0 is to describe the current California Department of Transportation (Caltrans) complete streets policy framework and to provide an overview of Caltrans' complete streets efforts. This policy directs Caltrans to provide for the needs of all travelers of all ages and ability in all planning, programming, design, construction, operations, and maintenance activities, and products on the State highway system. This update of the plan lays out the structure for monitoring, reporting, and overcoming barriers to further integrate complete streets into all Caltrans functions and processes.

Assembly Bill 32: California Global Warming Solutions Act (2006)

The California Global Warming Solutions Act aims to reduce the state's emissions of greenhouse gases to 1990 levels by 2020 and to 80% below 1990 levels by 2050. The law requires the California Air Resources Board (CARB) to adopt a "scoping plan" indicating how the 2020 target for emission reductions may be achieved from significant greenhouse gas sources through regulations, market mechanisms, and other actions. One of the recommended actions in the CARB scoping plan is to "develop regional greenhouse gas emissions reduction targets for passenger vehicles." The mechanism for developing these targets was established by separate legislation, Senate Bill 375.

Assembly Bill 1358: Complete Streets Act (2008)

In September 2008, California adopted a new law that requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older adults, and people with mobility impairments, as well as motorists.

Senate Bill 375: California Sustainable Communities Strategy (2008)

The first law in the nation that attempts to control greenhouse gas emissions by curbing sprawl, Senate Bill 375 (SB 375) requires the California Air Resources Board (CARB) to develop regional targets for reductions in greenhouse gas emissions from passenger vehicles for 2020 and 2035. Each of the 18 metropolitan planning organizations in California will need to prepare a "sustainable communities strategy" for meeting the emissions reductions target in its region through transportation and land use actions that reduce the number of vehicle miles traveled. SB 375 establishes per-capita greenhouse gas emission reduction targets of seven percent by the year 2020 and 15 percent by the year 2035, using 2005 levels as the base year.

Senate Bill 99: Active Transportation Program Act (2013)

Senate Bill 99 (SB 99) establishes the Active Transportation Program for the state, in accordance with the federal Moving Ahead for Progress in the 21st Century (MAP-21) legislation, to encourage increased

use of active modes of transportation and create a mechanism for distributing federal funds to local and regional efforts. The bill includes the following goals for the Active Transportation Program:

- Increase the proportion of trips accomplished by bicycling and walking;
- Increase safety and mobility for nonmotorized users;
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction;
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding;
- Ensure that disadvantaged communities fully share in the benefits of the program; and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

New State Laws

Various state laws related to walking and biking have been passed since the Non-Motorized Transportation Plan of 2014:

- Assembly Bill 2398, referred to as a "vulnerable road user law" was passed in August, 2014. It raises the fines for drivers that injure vulnerable road users, including pedestrians, bicyclists, and people using wheelchairs.
- Senate Bill 672, passed in 2017, indefinitely extended the requirement for installation and maintenance of traffic-actuated signals that detect bicycle and motorcycle traffic on the roadway in addition to vehicles. The bill also provides a provision for local agencies to be reimbursed by the state for certain costs related to the traffic-actuated signals.
- Assembly Bill 1218, approved in 2017, extended exemptions of bicycle transportation plans and improvements from CEQA considerations until January 1, 2021.
- Assembly Bill 3077, approved in 2018, allows for people under 18 years-old cited for not wearing a helmet while operating, or riding as a passenger on, a bicycle, skateboard, non-motorized scooter, or wearing roller blades will now be offered a "fix-it" ticket. A "fix-it" ticket enables minors cited for not wearing a helmet to correct the violation by completing a local bicycle safety course within 120 days of the citation.
- Assembly Bill 1755, approved in 2018, extends California Vehicle Code provisions pertaining to collisions to people operating a bicycle on a Class I bikeway. Under the new law, a person involved in a collision that results in injury or death while riding a bicycle on a path with completely separated right of way for pedestrians and bicycles is required by law to remain at the scene and exchange information with parties involved.

Caltrans Deputy Directive 64: Complete Streets (2008)

In 2001, the California Department of Transportation (Caltrans) adopted Deputy Directive 64, "Accommodating Non-Motorized Travel," which contained a routine accommodation policy. The directive was updated in 2008 as "Complete Streets – Integrating the Transportation System." The new policy includes the following language:

The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian and transit travel is facilitated by creating “complete streets” beginning early in system planning and continuing through project delivery and maintenance operations.

The directive establishes Caltrans’ own responsibilities under this policy. The responsibilities Caltrans assigns to various staff positions under the policy include the following:

- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Research, develop, and implement multimodal performance measures.

Federal Plans and Policies

US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations (2010)

The United States Department of Transportation (US DOT) issued this Policy Statement to support and encourage transportation agencies at all levels to establish well-connected walking and bicycling networks. The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system.

Appendix B: Community Outreach Details

This Appendix captures additional information regarding community engagement efforts throughout the planning process, including our communication methods and full results from the public input map, community survey, and bike audits.

Communication Methods

City Website and Social Media

For all community outreach opportunities, including the online survey and interactive mapping tool, the City leveraged our existing website, social media accounts, and newsletter mailing list to share information about the NMTP and to encourage our residents to engage with the project. In addition to a strong social media presence, the City sent email newsletters our subscribers. These newsletters were used to announce open houses and other events, encourage participation, and share updates about the project.

Promotional Material

An information card was created in both English and Spanish with the project website and Community Open Houses listed. The cards were available at all outreach events and placed at various businesses, community centers, and libraries throughout the city.

Press

The City leveraged local news outlets to share information about the NMTP and to encourage residents to participate. Articles appeared online at SCVNews.com, the Santa Clarita Valley Signal, and KHTS Radio. News outlets also helped promote community events related to walking and biking, including the City's annual Bike to Work Day ride.



Tammy Murga April 3, 2019 7:28 pm No Comments

Feedback sought for Santa Clarita Bicycle and Pedestrian Master Plan

Share Tweet Subscribe

The city of Santa Clarita is conducting a survey aimed at improving mobility across the area and feedback from the public is sought.

The 20-question survey, dubbed the "Santa Clarita Pedestrian and Bicycle Master Plan Survey,"

Daily email from SCVTV
SCVNews - SCVHistory
FREE SIGN-UP!

SCVnews.com
A Service of SCVTV | Local Television for Santa Clarita

[Sign Up Now] to Receive Our FREE Daily SCVTV-SCVNews Digest by E-Mail

INSIDE
SCV News
SCV Sports
SCV Business
SCV Education
Arts & Culture
Op-Ed / Blogs
Things To Do
Extras
Earthquakes

WEATHER

MOSTLY SUNNY
68°F

CALENDAR

TODAY IN
S.C.V. HISTORY

December 20
1892 - Benjamin Harrison establishes 555,520-acre San Gabriel Timberland Reserve (Angeles National Forest). First forest reserve in California, second in U.S.

City Launches Bicycle, Pedestrian Survey, Develops Master Plan

CITY OF SANTA CLARITA | WEDNESDAY, APR 3, 2019



Santa Clarita Photo Contest Fall 2013 3rd Place winner: Tina Phillips, "Valencia Paseo."

Did you know the city of Santa Clarita has 93.8 miles of trails and bike paths?
When was the last time you rode, walked or wheeled on one of the trails?
Would adding more trail connections to public transportation options increase your use of buses and trains?
These are the types of questions the city is hoping to answer through a short survey and public input map for their Santa Clarita Pedestrian and Bicycle Master Plan.

Click Here to Get
Our 'SCV This Morning' Newsletter

Print Friendly

Tweet This

Facebook

Home » Santa Clarita Latest News » Santa Clarita Residents Encouraged To Participate In Pedestrian, Bicycle Master Plan Survey



Tweet

Like 19

Share

Share

Print This!

Santa Clarita Residents Encouraged To Participate In Pedestrian, Bicycle Master Plan Survey

Posted by: Louie Diaz in Santa Clarita Latest News April 4, 2019 - 2:27 pm
0 179 Views

Santa Clarita residents are being encouraged to participate in a Pedestrian and Bicycle Master Plan Survey, which is set to help the City enhance public transportation and reduce traffic, officials said Thursday.

The City of Santa Clarita has 93.8 miles of trails and bike paths, and officials are working to find ways to have residents utilize them instead of driving, according to officials.

Public Input Map Results

ID	Type	Comment	Coordinates	Likes	Dislikes
2	Route in need of improvement	I do not favor the current dirt pathway	[[[-118.585696,34.428399],[-118.58737,34.428647],[-118.588786,34.429426],[-118.590889,34.430841],[-118.590374,34.43162]]]	0	0
4	Biking Destination	There's a lot of commuting into the industrial center. There's opportunity to extend the bike path past the water reclamation plant, along the old road and henry mayo dr, up to commerce center dr. There's also a bike lane along ave scott that could be extended to this area.	[-118.611917,34.449387]	2	0
-	Vote			X	
-	Vote			X	
5	Other Destination	To be able to drive a shorter and more direct route to downtown Newhall from Sierra Hwy.	[-118.522578,34.379531]	0	0
6	Route I like to use	Easy loop from Alameda Park to the Post Office, Westfield Mall, Granary Square, and back to Alameda Park.	[[[-118.543403,34.400572],[-118.54233,34.404626],[-118.541214,34.405211],[-118.545249,34.415407],[-118.548317,34.418381],[-118.546429,34.422204],[-118.540592,34.428859],[-118.5569,34.431549],[-118.562136,34.424257],[-118.555698,34.421567],[-118.55896,34.416611],[-118.562222,34.417744],[-118.557587,34.410309],[-118.553295,34.4113],[-118.54969,34.406131],[-118.551664,34.403227],[-118.55072,34.399828],[-118.543682,34.400253]]]	0	0
7	Route in need of improvement	Current route requires crossing dangerous Newhall Ranch Road crosswalk, and would be improved by overpass/underpass (tunnel)	[[[-118.519593,34.425111],[-118.520455,34.425476]]]	0	0
-	Comment	Current route is not depicted correctly, and does not diagonally cross Newhall Ranch Road, rather requires use of crosswalk at NRR and Santa Clarita Parkway			
8	Route I like to use	Good walk to the grocery store. Only have cross traffic at one intersection. Often encounter bikes on walking path along The Old Road. Most courteous but some just seem to come out of nowhere. Requiring a bell on the bikes would help.	[[[-118.586024,34.40588],[-118.579663,34.407489],[-118.576424,34.402661],[-118.574863,34.396834],[-118.574472,34.393357],[-118.571858,34.390234]]]	0	0
9	Biking Destination	I'd like to cycle to Whole Foods from the Summit.	[-118.555956,34.412433]	1	0
-	Vote			X	

ID	Type	Comment	Coordinates	Likes	Dislikes
10	Biking Destination	I'd like to cycle to VTC from the Summit. We need bike lanes along Del Monte to McBean.	[-118.557372,34.416257]	1	0
-	Vote			X	
11	Biking Destination	I'd like to cycle through the Summit to COC. We need bike lanes along Del Monte/Arroyo and Summit Place to connect with the bike lane on Rockwell Canyon. Does the bike lane on Rockwell Canyon connect to anything? This would be a great connection and there is plenty of room on the roadways to make this happen and give students another, safe alternative to getting to campus.	[-118.569174,34.404042]	0	0
12	Route in need of improvement	Please add a bike lane along Del Monte to McBean so residents can safely cycle to Whole Foods, Starbucks, Corner Bakery, etc.	[[-118.565741,34.400607],[-118.564067,34.40475],[-118.561406,34.406414],[-118.560934,34.407724],[-118.561149,34.408645],[-118.560934,34.409317],[-118.560033,34.409565],[-118.559089,34.409813],[-118.558145,34.410238],[-118.555441,34.41176]]	0	0
13	Route in need of improvement	Need a bike lane connection to the bike lane on Rockwell Canyon. No other connections exist.	[[-118.562737,34.40305],[-118.565011,34.402802],[-118.565762,34.400536],[-118.56559,34.399562],[-118.564668,34.398978],[-118.563294,34.39804],[-118.565226,34.396411]]	0	0
14	Route in need of improvement	Need a safe bike lane from the one on Rockwell so residents and students can cycle from campus through the summit to retail and housing. Housing density exists along McBean but there is no easy access via bike from COC or CalArts to this housing density. It would make sense to connect the two.	[[-118.565247,34.396482],[-118.563402,34.398022],[-118.5619,34.397845],[-118.560805,34.398057],[-118.559239,34.398518],[-118.558037,34.399226],[-118.557673,34.399757],[-118.557608,34.400253],[-118.557479,34.40128],[-118.557436,34.4022],[-118.557286,34.403298],[-118.556685,34.404042],[-118.556192,34.404431],[-118.553252,34.404679],[-118.551836,34.405352]]	0	0
15	Route in need of improvement	A bike lane on Goldcrest from the paseo along the northside of Valencia would connect cycling access from Valencia Blvd. to the Oak Preserve and public park (Summit Park). The roadway is wide enough to accommodate a bike lane. This would also provide summit residents safe cycling access to the nearby transit center on Valencia and McBean.	[[-118.56514,34.410734],[-118.564217,34.410379],[-118.563895,34.409831],[-118.563638,34.409087],[-118.563251,34.408379],[-118.563209,34.407742],[-118.563273,34.406998],[-118.562951,34.406502],[-118.562458,34.406078],[-118.562243,34.405724]]	0	0

ID	Type	Comment	Coordinates	Likes	Dislikes
16	Route in need of improvement	There should be a crosswalk from the condos to the park. A lot of people often cross here with no crosswalk. Taking kids and dogs to the park. Because of all the street parking, and no crosswalk it becomes a dangerous spot while driving or for those crossing the street.	[[-118.559217,34.409751],[118.559132,34.409592]]	0	0
17	Walking Barrier	There is no cross walk from the east side of Rockwell to the westside of Rockwell at the intersection of Summit Place. There is a bus stop on the westside but no pedestrian access from the Summit to the other side where the bus stop is located.	[-118.565247,34.396517]	1	0
-	Vote			X	
18	Walking Barrier	The sidewalks do not connect here. No crosswalk and no disabled access heading toward Henry Mayo Fitness	[-118.563643,34.418195]	1	1
-	Vote			X	
-	Vote				X
19	Route in need of improvement	There is no way to cross Town Center Drive. No sidewalk connections, no crosswalks. When attending events at the Hyatt and you park across the street, there is no pedestrian access to get across the street.	[[-118.563294,34.418067],[118.563348,34.417956]]	0	0
20	Route in need of improvement	No bike lanes on this route, dangerous to navigate during school pickup/drop off times.	[[-118.53497,34.38035],[118.536086,34.381838],[118.534756,34.382475],[118.542094,34.391435]]	3	0
-	Comment	even is you have to run this down walnut to Downtown Newhall form the bike path and bring in that lyons bike lane or Bike share lane to connect too, thx			
-	Comment	"even is you have to run this down walnut to Downtown Newhall form the bike path and bring in that lyons bike lane or Bike share lane to connect too, thx" - Nick Lentini			
-	Vote			X	
-	Vote			X	
-	Vote			X	

ID	Type	Comment	Coordinates	Likes	Dislikes
21	Route in need of improvement	One of the worst and most dangerous routes to ride, but used by a very large number of cyclists. This route includes one very narrow bridge, the need to cross three freeway entrances, one round-about, a chain-link fence separating the freeway and the road for a large part of the route, and sharing a single lane road with cars going at freeway speeds with no shoulder, all the while trying to dodge storm drains and potholes the size of dinner plates.	[[[-118.590444,34.431266],[-118.592434,34.432775],[-118.593866,34.434049],[-118.593657,34.434226],[-118.595341,34.435691],[-118.595996,34.436478],[-118.596811,34.437717],[-118.597316,34.438314],[-118.597766,34.438637],[-118.598265,34.438982],[-118.598962,34.439301],[-118.599842,34.43958],[-118.600738,34.439757],[-118.602337,34.440071],[-118.604976,34.440566],[-118.605888,34.440876],[-118.606864,34.441389],[-118.607379,34.441756],[-118.60798,34.442287],[-118.609965,34.44495],[-118.610598,34.44568],[-118.610909,34.445977],[-118.611386,34.446596],[-118.612427,34.447945],[-118.614637,34.450768],[-118.615184,34.451568],[-118.615603,34.452311],[-118.615893,34.452984],[-118.61615,34.453687],[-118.616424,34.454271],[-118.617083,34.45512],[-118.61718,34.455474],[-118.617126,34.455664],[-118.617019,34.455881],[-118.617051,34.456093],[-118.617153,34.456235],[-118.617395,34.457111],[-118.617378,34.457248],[-118.617271,34.457509],[-118.616429,34.458566],[-118.615984,34.459331],[-118.61571,34.460216],[-118.615608,34.461184],[-118.615597,34.461782],[-118.615694,34.462679],[-118.615914,34.463604],[-118.616139,34.464227],[-118.616922,34.466196],[-118.617094,34.466952],[-118.617132,34.467735],[-118.617062,34.468486],[-118.616461,34.471144],[-118.61593,34.473453],[-118.615329,34.476208],[-118.614975,34.477681],[-118.614852,34.478477],[-118.614793,34.479326],[-118.614793,34.480263],[-118.614905,34.48124],[-118.615072,34.482178],[-118.615292,34.482868],[-118.615817,34.484216],[-118.616129,34.48484],[-118.616692,34.485556],[-118.61799,34.487188],[-118.61851,34.487564],[-118.619197,34.487762],[-118.620157,34.487811],[-118.620672,34.487895],[-118.621037,34.488209],[-118.621171,34.488545],[-118.621198,34.489018],[-118.620227,34.4892],[-118.618473,34.489987],[-118.6177,34.49046],[-118.617309,34.490835],[-118.616901,34.491463],[-118.616719,34.492104],[-118.616681,34.492723],[-118.616472,34.495195],[-118.616316,34.497242]]	3	0
-	Comment	I agree, very poor and dangerous to bike from Santa Clarita to Castaic and Val Verde areas. I have given up trying to bike this route, thinking that my life is worth more than the trip. I have been hoping and waiting for a relatively safe route, for over 30 years. I have given up!			
-	Vote			X	
-	Vote			X	
-	Vote			X	

ID	Type	Comment	Coordinates	Likes	Dislikes
22	Route in need of improvement	Roads are far too narrow/dangerous for cycling, and these roads are very popular for riding - routinely have cars speed past in close proximity,	[[-118.423862,34.421142],[-118.423691,34.419514],[-118.420172,34.412787],[-118.420773,34.406485],[-118.418798,34.402307],[-118.417425,34.400536],[-118.416052,34.39827],[-118.414249,34.381909],[-118.424377,34.377233],[-118.429956,34.376737],[-118.433647,34.377233],[-118.43708,34.378296],[-118.438883,34.378579],[-118.443689,34.378083],[-118.450212,34.378508],[-118.45459,34.378438],[-118.458366,34.378792],[-118.463173,34.380279],[-118.464975,34.380279],[-118.46755,34.378721],[-118.470898,34.377375],[-118.473644,34.375746],[-118.477163,34.374541],[-118.478708,34.373479],[-118.480511,34.373904],[-118.482485,34.375462],[-118.483944,34.375675],[-118.486605,34.375179],[-118.489008,34.374966],[-118.490896,34.375462],[-118.493643,34.3778]]	3	0
-	Vote			X	
-	Vote			X	
-	Vote			X	
23	Biking Destination	The bike path from Golden Valley to Discovery Park would cut out the need to cross traffic on Soledad for cyclists heading out to the Sand Canyon area	[[-118.494244,34.428788]]	5	0
-	Vote			X	
-	Vote			X	
-	Vote			X	
-	Vote			X	
-	Vote			X	
24	Route in need of improvement	Need a viable path/lane to/from Stevenson Ranch	[[-118.565354,34.394941],[-118.567972,34.394658],[-118.570762,34.394268],[-118.574967,34.393454]]	0	0
25	Route in need of improvement	A bike lane heading south on Bouquet to the bike path would be more safe for cyclists who are unable to ride at 30+ mph to loosely keep up with traffic	[[-118.524413,34.434593],[-118.526773,34.434239],[-118.530335,34.433673],[-118.532095,34.433036],[-118.53334,34.432151],[-118.534412,34.431054],[-118.534884,34.430629]]	1	0
-	Vote			X	

ID	Type	Comment	Coordinates	Likes	Dislikes
26	Route in need of improvement	This route would make accessing Bouquet and Whites Canyon into Soledad much safer due to generally high speed traffic on these roads and no shoulder/lane for bikes.	[[-118.497934,34.449759],[-118.496325,34.449051],[-118.494308,34.448786],[-118.492806,34.448591],[-118.490596,34.447848],[-118.488858,34.446857],[-118.486819,34.446149],[-118.484781,34.446149],[-118.482678,34.446255],[-118.480425,34.446769],[-118.477979,34.447016],[-118.47579,34.446485],[-118.473258,34.445176],[-118.472743,34.442982],[-118.473516,34.441354],[-118.47609,34.438805],[-118.477507,34.436576],[-118.477163,34.434452],[-118.47373,34.432894],[-118.469181,34.430912],[-118.46755,34.429426],[-118.467979,34.427797],[-118.470297,34.425603],[-118.472271,34.423054],[-118.472271,34.418947],[-118.472099,34.415832]]	1	0
-	Vote			X	
27	Other Destination	This bike lane turning into the paseos is very dangerous. It cuts across two car lanes with no signs to look out for bikers	[-118.437681,34.41985]	0	0
28	Walking Destination	Drivers come into the bike lane all the time here on Soledad	[-118.430128,34.425604]	0	0
29	Biking Destination	This would be a welcome connector to get to from the Soledad Cyn Rd. path the the Golden Triangle Rd. entrance.	[-118.493409,34.419961]	2	0
-	Vote			X	
-	Vote			X	
30	Biking Destination	create a safe connection from the existing paths to the 126	[-118.619932,34.434008]	4	0
-	Vote			X	
-	Vote			X	
-	Vote			X	
-	Vote			X	
31	Biking Destination	I would like you to connect the end of the trail here to the trail at Discovery park.	[-118.494115,34.42893]	5	0
-	Vote			X	
-	Vote			X	
-	Vote			X	
-	Vote			X	
-	Vote			X	
32	Biking Destination	Recreational	[-118.422189,34.351833]	0	0

ID	Type	Comment	Coordinates	Likes	Dislikes
33	Route in need of improvement	LTS 4	[[[-118.489652,34.375108],[-118.481584,34.374612],[-118.477635,34.373904],[-118.467722,34.378827],[-118.464375,34.380138],[-118.45283,34.378083],[-118.447723,34.3778],[-118.443003,34.378685],[-118.427811,34.376312],[-118.41485,34.3812]]]	0	0
34	Route in need of improvement	Dangerous	[[[-118.423691,34.4496],[-118.420858,34.447122],[-118.420172,34.444645],[-118.419142,34.443017],[-118.417511,34.438912],[-118.417597,34.436576],[-118.419313,34.431903],[-118.421974,34.429355],[-118.423519,34.426169],[-118.423605,34.423195],[-118.423605,34.420859],[-118.42073,34.412964],[-118.420215,34.409176],[-118.4203,34.406556],[-118.41897,34.403688],[-118.417253,34.400465],[-118.415666,34.398376],[-118.413734,34.381767]]]	3	0
-	Vote			X	
-	Vote			X	
-	Vote			X	
35	Route in need of improvement	Need a way to cross newhall ranch while using bike path. Currently have to u Bouquet to get around this section.	[[[-118.539476,34.428496],[-118.540238,34.427868]]]	0	0
36	Route in need of improvement	Meed connection from bike path to central park. Currently no bike path to central park, requires use of Bouquet.	[[[-118.535013,34.430594],[-118.524778,34.432983]]]	0	0
37	Route in need of improvement	Bouquet Canyon Alamogordo to Newhall Ranch Rd Needs dedicated bike lanes both ways.	[[[-118.524391,34.434409]]]	0	0

ID	Type	Comment	Coordinates	Likes	Dislikes
38	Route I like to use	It would be great if the city could turn this area into mountain bike/equestrian/hiking only trails and protect and maintain them.	[[-118.553531,34.477269],[-118.555419,34.478897],[-118.556685,34.480524],[-118.556879,34.48178],[-118.557372,34.48277],[-118.558016,34.483513],[-118.558359,34.48415],[-118.558681,34.484628],[-118.558724,34.485583],[-118.558788,34.486555],[-118.558187,34.488271],[-118.55763,34.489385],[-118.557394,34.490535],[-118.556578,34.491278],[-118.555763,34.492197],[-118.554089,34.493418],[-118.552716,34.494302],[-118.551943,34.497184],[-118.551407,34.498263],[-118.551536,34.499395],[-118.551686,34.500067],[-118.552072,34.500368],[-118.553145,34.500155],[-118.554196,34.500509],[-118.554904,34.500208],[-118.555527,34.499218],[-118.557179,34.498281],[-118.559217,34.497945],[-118.559926,34.497697],[-118.560805,34.497909],[-118.561578,34.49745],[-118.561792,34.496795],[-118.562028,34.496477],[-118.563466,34.496919],[-118.564303,34.497149],[-118.565204,34.496848],[-118.566084,34.496495],[-118.566856,34.496831],[-118.567479,34.497379],[-118.568144,34.497909],[-118.568938,34.497945],[-118.569646,34.497627],[-118.570397,34.496583],[-118.571084,34.495239],[-118.571556,34.494532],[-118.572457,34.493754],[-118.575139,34.489969],[-118.576233,34.489509],[-118.579345,34.486361],[-118.581963,34.484327],[-118.583593,34.484062],[-118.584666,34.483708],[-118.584731,34.48323],[-118.583357,34.483248],[-118.582392,34.48346],[-118.580739,34.48392],[-118.579881,34.484309],[-118.579023,34.484751],[-118.577993,34.485264],[-118.577199,34.485353],[-118.576427,34.485512],[-118.576148,34.485264],[-118.575354,34.484645],[-118.575225,34.483531],[-118.576126,34.48277],[-118.576963,34.48231],[-118.579903,34.480453],[-118.581791,34.479498],[-118.583937,34.478118],[-118.584623,34.477835],[-118.585911,34.477623],[-118.588014,34.477234],[-118.588786,34.476703],[-118.590932,34.47589],[-118.591619,34.47543],[-118.592005,34.474475],[-118.591146,34.473732],[-118.586168,34.474121],[-118.583894,34.474262],[-118.580804,34.476137],[-118.578787,34.477871],[-118.577886,34.478543],[-118.573337,34.482045],[-118.571877,34.482434],[-118.57029,34.483071],[-118.569131,34.484911],[-118.567758,34.484769],[-118.565354,34.485229],[-118.564668,34.485335],[-118.562994,34.485583],[-118.560977,34.486502],[-118.560205,34.487068],[-118.560076,34.486113],[-118.562136,34.484769],[-118.56338,34.484238],[-118.563895,34.483425],[-118.564496,34.482859],[-118.565526,34.481019],[-118.566513,34.479746],[-118.567371,34.478932],[-118.566771,34.478118],[-118.565826,34.477446],[-118.563294,34.476314],[-118.561664,34.476809],[-118.560591,34.477269],[-118.559089,34.477588],[-118.558102,34.478366],[-118.55823,34.478791],[-118.560119,34.480842],[-118.561449,34.481798],[-118.562565,34.482187],[-118.562136,34.483248],[-118.56235,34.483955],[-118.560762,34.484486],[-118.560462,34.484981],[-118.559432,34.485901],[-118.558788,34.486891],[-118.560119,34.487245],[-118.56411,34.487811],[-118.566041,34.488094],[-118.567543,34.488695],[-118.568873,34.489261],[-118.57162,34.489155],[-118.573122,34.488731],[-118.574839,34.489686],[-118.575997,34.489368],[-118.576126,34.489863],[-	2	0

ID	Type	Comment	Coordinates	Likes	Dislikes
			118.576941,34.489049],[-118.577757,34.488554],[-118.578272,34.488519],[-118.579044,34.48866],[-118.579473,34.488908],[-118.579988,34.489226],[-118.580418,34.489757],[-118.580332,34.490464],[-118.578401,34.492339],[-118.575697,34.495168],[-118.574924,34.495911],[-118.57398,34.496477],[-118.572564,34.49722],[-118.571234,34.497644],[-118.570848,34.497715],[-118.570118,34.497503],[-118.570247,34.498245],[-118.571448,34.499307],[-118.571749,34.499908],[-118.572264,34.501004],[-118.571963,34.50203],[-118.572607,34.502772],[-118.572135,34.503055],[-118.571277,34.501888],[-118.569818,34.499943],[-118.567286,34.499236],[-118.566041,34.499483],[-118.565311,34.500085],[-118.564324,34.500438],[-118.563337,34.500544],[-118.562479,34.50104],[-118.561835,34.501252],[-118.560548,34.501499],[-118.559775,34.501818],[-118.55823,34.502383],[-118.557329,34.50249],[-118.555741,34.50302],[-118.55484,34.503197],[-118.553767,34.503232],[-118.553252,34.504152],[-118.552437,34.504541],[-118.551407,34.505319],[-118.551536,34.506698],[-118.550677,34.507511],[-118.550549,34.508678],[-118.55042,34.509775],[-118.549991,34.511083],[-118.54866,34.51225],[-118.547244,34.513806],[-118.547029,34.513488],[-118.547158,34.512922],[-118.547544,34.512392],[-118.547888,34.511755],[-118.548188,34.510977],[-118.548532,34.510305],[-118.548918,34.509492],[-118.549948,34.507299],[-118.550162,34.506557],[-118.550162,34.505991],[-118.550763,34.505142],[-118.551321,34.504718],[-118.551836,34.503763],[-118.551836,34.503197],[-118.551321,34.502666],[-118.551064,34.501994],[-118.551364,34.501747],[-118.55175,34.501216],[-118.551836,34.500544],[-118.551879,34.500014]]		
-	Comment	I hike locally a lot and don't know anything about this area. Is it legally accessible? From Stony Creek Road? Or somewhere else? Thanks.			
-	Comment	These are the most popular trails in the Santa Clarita area (and beyond) for mountain biking and many trail runners and equestrians use the area also.			
-	Vote			X	
-	Vote			X	
39	Biking Destination	How do you get to downtown Newhall on a bike? Railroad, Lyons are both deadly	[-118.528544,34.379597]	4	0
-	Vote			X	

ID	Type	Comment	Coordinates	Likes	Dislikes
-	Vote			X	
-	Vote			X	
-	Vote			X	
40	Route in need of improvement	Crossing the 5 on Lyons- deadly!	[[[-118.559046,34.378721],[-118.563681,34.378508],[-118.567028,34.379358],[-118.56986,34.380917]]	0	0
41	Route in need of improvement	Crossing the 5 on Valencia is deadly. Old Road needs bike lanes so you can get to Castaic.	[[[-118.565376,34.394782],[-118.574281,34.393472],[-118.574839,34.395295],[-118.574538,34.39788],[-118.575954,34.400855],[-118.576512,34.403369],[-118.577971,34.405175],[-118.579216,34.407051],[-118.579173,34.409353],[-118.578486,34.411442],[-118.578529,34.413566],[-118.579645,34.415159],[-118.580632,34.416965],[-118.582048,34.418629],[-118.583336,34.420469],[-118.584366,34.421355],[-118.585138,34.4227],[-118.586082,34.425709],[-118.586555,34.427656],[-118.58707,34.42939],[-118.588958,34.430841],[-118.591275,34.432434],[-118.592691,34.433319],[-118.594322,34.434841],[-118.595781,34.436257],[-118.597412,34.438204],[-118.60076,34.439761],[-118.60445,34.440681],[-118.607883,34.443017],[-118.610029,34.445636],[-118.612432,34.448821],[-118.614578,34.452006],[-118.615351,34.454059],[-118.61681,34.455686]]	0	0
42	Route in need of improvement	Nightmare crossing the 5 on Rye Canyon	[[[-118.586769,34.431974],[-118.588314,34.431195]]	0	0
43	Route in need of improvement	You can't cross the 5 at Newhall Ave	[[[-118.599858,34.444079],[-118.608098,34.442168]]	0	0
44	Route in need of improvement	Can't get from Rockwell Cyn to Tourney	[[[-118.568058,34.408432],[-118.572693,34.409105]]	0	0
45	Route in need of improvement	Can't get from Tourney to bike path	[[[-118.579645,34.423762],[-118.577371,34.423691],[-118.577156,34.424895]]	1	0
-	Vote			X	
46	Route in need of improvement	It's not safe to ride bike paths solo after dark, McBean bike lane would help	[[[-118.551922,34.397562],[-118.55175,34.404219],[-118.555698,34.409459],[-118.560162,34.416823],[-118.562222,34.422771],[-118.558273,34.429001],[-118.555183,34.435514],[-118.553982,34.44061],[-118.553638,34.44599],[-118.550034,34.449671],[-118.547459,34.453634],[-118.54969,34.458163],[-118.549347,34.461843]]	0	1

ID	Type	Comment	Coordinates	Likes	Dislikes
-	Comment	This is a terrible idea. Riding McBean at night would cause fatalities. Buy lights / pepper spray, or ride the sidewalks along McBean.			
-	Vote				X
47	Biking Destination	In the future, I would love for my kids to be able to easily bike to school from our place in the Valencia Central Valley area.	[-118.538704,34.385981]	1	0
-	Vote			X	
48	Biking Destination	Start here, follow Bouquet Creek down through Valencia.	[-118.492806,34.459751]	1	0
-	Comment	Strongly agree - this would be a great facility for the many families with bicycles, etc. in this residential area			
-	Comment	A dedicated multi-use trail is needed in this area given the many kids and schools in Saugus			
-	Vote			X	
49	Route in need of improvement	A bike route following this wash would give Saugus residents a safe route away from traffic to ride to Rosedell, Saugus High, Central Park, and connect to the trails behind Best Buy to get to the rest of town.	[[[-118.492956,34.459827],[-118.494142,34.459579],[-118.495236,34.459225],[-118.496346,34.458738],[-118.496733,34.458314],[-118.497114,34.457858],[-118.497301,34.457235],[-118.497296,34.456407],[-118.497205,34.455523],[-118.497237,34.454908],[-118.497382,34.454511],[-118.497806,34.453559],[-118.498283,34.452855],[-118.499211,34.451922],[-118.500026,34.45136],[-118.500702,34.450936],[-118.50229,34.450449],[-118.503551,34.450029],[-118.505123,34.449476],[-118.506206,34.448932],[-118.506705,34.44856],[-118.507982,34.447813],[-118.508915,34.447211],[-118.510734,34.446061],[-118.512756,34.444813],[-118.513003,34.444611],[-118.514328,34.443486],[-118.515165,34.442513],[-118.515503,34.441716],[-118.515857,34.441048],[-118.516286,34.440124],[-118.516645,34.439226],[-118.517278,34.438407],[-118.518303,34.43739],[-118.519285,34.436695],[-118.520637,34.436111],[-118.522058,34.4355],[-118.523442,34.434899],[-118.523936,34.434169],[-118.524633,34.433434],[-118.525223,34.432912],[-118.526495,34.432492],[-118.528866,34.431877],[-118.530443,34.431611],[-118.533039,34.431067],[-118.535233,34.430589]]]	2	0

ID	Type	Comment	Coordinates	Likes	Dislikes
-	Vote			X	
-	Vote			X	
50	Biking Destination	looks like a great unexplored area	[-118.533958,34.415005]	0	0
51	Biking Destination	Sierra Highway needs a separated bike lane. People speed and do not stay in their lanes, and a painted line will not be enough.	[-118.430343,34.43493]	3	0
-	Vote			X	
-	Vote			X	
-	Vote			X	
52	Route in need of improvement	This street needs a protected bike lane. You could place it on the west side of the street between the parking lane and sidewalk, with both directions on the same side of the street.	[[-118.455749,34.416434],[-118.45356,34.420788],[-118.450127,34.424293],[-118.446178,34.427726],[-118.441029,34.432399],[-118.436866,34.433921],[-118.43369,34.435903],[-118.430901,34.439619],[-118.427339,34.445848],[-118.423648,34.449883],[-118.420172,34.454377]]	0	0
53	Biking Destination	bike lane or share lane from Peachland East to Walnut or Main street, they manage this in Santa Monica, Portland and other densely populated areas with parked cars and also removing parked cars at the downtown area of Lyons using the new parking structure for the downtown business off Lyons, Ave by Newhall Ave and Main street,	[-118.547029,34.379288]	0	0
54	Biking Destination	Sam comment as before, a Bike lane or bike share lane heading East and West from Peachland to Walnut or Main Street would be great for Downtown Newhall business's for families to ride ebikes down town to shop and eat, removing the parked cars at the end of Lyons east side and utilize the parking structure on business days, and weekends, call me anytime for a walk through,	[-118.546944,34.379465]	1	0
-	Vote			X	
55	Route in need of improvement	Bike Lanes or Bike Share Lanes, see previous comments, thanks	[[-118.547587,34.379341],[-118.529842,34.381342],[-118.537889,34.380421]]	1	0
-	Vote			X	

ID	Type	Comment	Coordinates	Likes	Dislikes
56	Biking Barrier	a button need to be on the westbound side for walkers and bikers coming down 16th crossing orchard village, the light will not trigger with carbon framed bikes from the bike lane, if there is a cross walk button or one of the new sensors to trigger the light it prevents crossing traffic to hit the cross walk button on the southeast side of the intersection, also too short of a light exiting old orchard one for cars, as it s long light to trigger with cars as well leaving OO1, thank you,	[-118.545688,34.387673]	0	0
57	Route in need of improvement	access to over the 5 fwy safely via either lyons or over mc bean to the bike lanes on the Stevenson ranch side, I know you cannot work on the county side of things, just drew my map too far, thanks guys,	[[-118.558327,34.378818],[-118.561975,34.378393],[-118.565172,34.378632],[-118.567929,34.379704],[-118.570955,34.38112]]	1	0
-	Vote			X	
58	Route in need of improvement	access to the stevenson Ranch side, and paths over there via mc bean, may be better than the lyons use, also proved access to Cal Arts and COC, Im always available for a call on this and drive or ride through, thank you,	[[-118.552952,34.396269],[-118.574281,34.393454]]	0	0
59	Biking Destination	Placerita Canyon is a highly frequented bike route (especially for cyclists coming from Angeles national forest). It was even part of the cross-state bike rally ("tour of california"). This curvy road has a 50mph speed limit and NO shoulder for cyclists or even signage to alert drivers to be aware of cyclists. this should be addressed.	[-118.430986,34.376596]	4	0
-	Vote			X	
-	Vote			X	
-	Vote			X	
-	Vote			X	

ID	Type	Comment	Coordinates	Likes	Dislikes
60	Route I like to use	i like to ride my bike to the metrolink, but the ride from my neighborhood on Placerita to the intersection at Sierra highway is terrifying (rough road, no lane/shoulder for cyclists, and NO signage alerting drivers to share the road). Also, the signal at Placerita and Sierra Hgwy is not very cyclist friendly.	[[[-118.456306,34.37865],[-118.46446,34.380633],[-118.479052,34.373479],[-118.483171,34.375746],[-118.489351,34.375037],[-118.494415,34.378012],[-118.497076,34.379571],[-118.508406,34.381554],[-118.515272,34.381838],[-118.519907,34.382546],[-118.522482,34.383254],[-118.522568,34.380775],[-118.525486,34.381838],[-118.528404,34.381979],[-118.523598,34.375746]]]	1	0
-	Vote			X	
61	Route in need of improvement	There's currently no good bike access between Bouquet Canyon and Copper Hill around Seco Canyon.	[[[-118.531322,34.433319],[-118.53467,34.460074]]]	1	0
-	Vote			X	
62	Route in need of improvement	Southbound Bouquet Canyon from Alamogordo to Lowes isn't safe for bikes. I end up riding on sidewalks.	[[[-118.524284,34.434629],[-118.531516,34.433337],[-118.537266,34.427372],[-118.539412,34.424806]]]	1	0
-	Vote			X	
63	Biking Destination	Bike/Walk trail on Seco, between Copperhill and Bouquet Cyn Rd.	[-118.533726,34.440681]	1	0
-	Vote			X	
64	Biking Destination	would be nice to access this location by bike	[-118.571706,34.387681]	1	0
-	Vote			X	
65	Route I like to use	There are several I enjoy	[[[-118.4939,34.422771],[-118.503342,34.421779],[-118.501797,34.418664],[-118.513298,34.416115],[-118.520508,34.414557],[-118.530464,34.420363],[-118.539047,34.423337],[-118.536129,34.426169],[-118.529778,34.424328],[-118.525658,34.42008],[-118.529434,34.42362],[-118.535957,34.426027],[-118.539047,34.424045],[-118.530293,34.419938],[-118.521023,34.414557],[-118.512611,34.416398],[-118.50214,34.418806],[-118.50317,34.421071],[-118.493385,34.422629]]]	0	0
66	Biking Barrier	I would like to finish the loop along the river	[-118.493385,34.428505]	2	0
-	Vote			X	
-	Vote			X	
67	Biking Destination	along the river	[-118.494067,34.428341]	3	0
-	Vote			X	
-	Vote			X	
-	Vote			X	

ID	Type	Comment	Coordinates	Likes	Dislikes
68	Route in need of improvement	it is unfinished, it does not connect!	[[-118.503674,34.423514],[-118.502848,34.420036]]	0	0
69	Biking Destination	I would like this to connect to Soledad	[-118.515776,34.418221]	2	0
-	Vote			X	
-	Vote			X	
70	Route I like to use	m	[[-118.55823,34.432222],[-118.560762,34.434062],[-118.558359,34.439619],[-118.557587,34.444185],[-118.558316,34.439938],[-118.560462,34.434381],[-118.560934,34.432116],[-118.559046,34.42978],[-118.562136,34.42539],[-118.557673,34.426523],[-118.547029,34.425886],[-118.544025,34.425886],[-118.540249,34.428222],[-118.550291,34.42808],[-118.557329,34.431195]]	0	0
71	Route I like to use	my long right as a return	[[-118.490467,34.421355],[-118.503857,34.41923],[-118.512783,34.416115],[-118.522568,34.414699],[-118.535271,34.421921],[-118.534584,34.426169],[-118.541794,34.427018],[-118.558273,34.426735],[-118.5569,34.431549],[-118.559647,34.434947],[-118.55072,34.462127]]	0	0
72	Route in need of improvement	Connect East Fork path to both sides of Orchard Village, better yet connect to paseo all the way up to Tournament	[[-118.546672,34.389063],[-118.547645,34.388685],[-118.548703,34.389771],[-118.550105,34.390668],[-118.552394,34.390125],[-118.554854,34.389157],[-118.557,34.388921],[-118.558345,34.388401]]	0	0
73	Biking Destination	I live just outside Santa Clarita in castaic and would absolutely love a way to connect to the bike trails from as close to castaic as possible. Thanks	[-118.612325,34.449299]	1	0
-	Vote			X	
74	Route in need of improvement	Make it so we can cross existing bike bridge and connect into path without having to cross at intersection.	[[-118.523362,34.415047],[-118.523533,34.414504],[-118.521187,34.414339],[-118.519285,34.414516],[-118.517354,34.414787],[-118.515394,34.415153],[-118.513234,34.416015]]	0	0
75	Route in need of improvement	Lack of Sidewalks. Add sidewalks so pedestrians have a safe way to walk to and from work.	[[-118.588099,34.431125],[-118.584495,34.434381],[-118.578229,34.437354],[-118.57707,34.438416]]	0	0
76	Other Destination	Starting point, my home.	[-118.568788,34.422877]	0	0

ID	Type	Comment	Coordinates	Likes	Dislikes
77	Route in need of improvement	This area, as well as a few others, is dark and has no lighting. It feels very unsafe to ride at night.	[[[-118.568745,34.423125],[-118.563037,34.421673],[-118.56235,34.424045],[-118.559818,34.423691],[-118.5572,34.422275],[-118.554368,34.420576],[-118.553381,34.419974],[-118.550892,34.419301],[-118.548746,34.418806],[-118.548703,34.418168],[-118.546557,34.417283],[-118.544669,34.414734]]]	0	0
78	Route I like to use	Would love to see some work done on this Plum Canyon fire road. I know the city is building the park nearby and it shows a proposed hike/horse trail. The path could use a lot of love.	[[[-118.568273,34.423071],[-118.56705,34.4227],[-118.566406,34.42408],[-118.563981,34.423939],[-118.562586,34.42401],[-118.562179,34.425319],[-118.561964,34.425249],[-118.561664,34.426045],[-118.55896,34.426417],[-118.551428,34.425833],[-118.547652,34.425762],[-118.545721,34.425585],[-118.540657,34.428151],[-118.535056,34.425974],[-118.531837,34.425054],[-118.523061,34.424895],[-118.51774,34.425496],[-118.511796,34.427036],[-118.506625,34.427319],[-118.504779,34.42939],[-118.501732,34.430434],[-118.497999,34.430576],[-118.496153,34.431549],[-118.494995,34.434257],[-118.495016,34.437478],[-118.494844,34.44061],[-118.492677,34.442557],[-118.490317,34.442946],[-118.487828,34.44284],[-118.485897,34.443159],[-118.484073,34.444397],[-118.483579,34.446132],[-118.480618,34.446698],[-118.478279,34.446963],[-118.475897,34.446645],[-118.474116,34.445636],[-118.472893,34.444274],[-118.47079,34.444557],[-118.46917,34.444459],[-118.4671,34.444238],[-118.465962,34.444362],[-118.465254,34.44499],[-118.464353,34.445344],[-118.46402,34.445548],[-118.463184,34.446017],[-118.462679,34.4463],[-118.46019,34.447591],[-118.458506,34.449149],[-118.456156,34.4496],[-118.452154,34.449706],[-118.447605,34.449936],[-118.445073,34.450343],[-118.442713,34.44975]]]	0	0
79	Biking Barrier	Finish connecting the end of the newhall ranch trail into Canyon Country. It will open a wonderful new loop for bikes.	[-118.481197,34.421779]	4	0
-	Comment	No to mention help divert cyclists/runners from more heavily trafficked areas by vehicles.			
-	Vote			X	

ID	Type	Comment	Coordinates	Likes	Dislikes
-	Vote			X	
-	Vote			X	
-	Vote			X	
80	Route in need of improvement	Currently I cannot access the bike paths along the Santa Clara river from the north side of Copper Hill dr without crossing copper hill and/or McBean which is dangerous on a bicycle. The bike path already goes under the bridge, it just needs a very small bit of pathway to connect the sidewalk back up to the sidewalk on the north side of Copperhill.	[[[-118.546643,34.462763],[[-118.550119,34.46287],[[-118.551064,34.462303]]	0	0
81	Route in need of improvement	Some type of (ideally protected) bike route connecting the bike trail bridge over the river to Old Town Newhall would make a great connection between Valencia and Old Town.	[[[-118.542309,34.391364],[[-118.54085,34.389983],[[-118.539948,34.390692],[[-118.538876,34.391329],[[-118.531237,34.3812],[[-118.529906,34.381483],[[-118.528919,34.381802]]	0	0
82	Route in need of improvement	A connection from the river trail (via the bridge that connects to Newhall Ave) to Placerita (specifically Quigley Canyon Open Space, as well as Masters) would be great.	[[[-118.542223,34.391382],[[-118.541236,34.392108],[[-118.541107,34.392374],[[-118.54085,34.392763],[[-118.539906,34.393153],[[-118.529735,34.390284],[[-118.527009,34.389789]]	1	0
-	Vote			X	
83	Route in need of improvement	Provide access via Circle J fire/access roads (or dirt trail) and via future development into Placerita.	[[[-118.527546,34.385131],[[-118.530979,34.389842],[[-118.531237,34.390833],[[-118.531237,34.392108],[[-118.531451,34.394268],[[-118.532567,34.396216],[[-118.53394,34.398447]]	0	0
84	Biking Destination	Start biking here. I park under the bridge and get on the bike trail and ride to magic mountain and Newhall on the bike route.	[-118.436866,34.418379]	0	0
85	Route in need of improvement	It would be very beneficial to extend the current paved bike trail north east along the 14 freeway to the end of the city limits to allow for safe bike access to the east end of Santa Clarita residence. That way it can eliminate the need to ride along The street where cars race along Soledad canyon and where many fatalities have occurred in the past.	[[[-118.43693,34.418591],[[-118.425579,34.422196],[[-118.418026,34.426654],[[-118.41116,34.426654],[[-118.392105,34.431956],[[-118.384466,34.432644]]	2	0
-	Vote			X	
-	Vote			X	

ID	Type	Comment	Coordinates	Likes	Dislikes
86	Walking Barrier	There are no sidewalks here. Although there are bike lanes, there is room to have facilities for bicyclists and pedestrians for safer commuting.	[-118.545388,34.387256]	0	1
-	Vote				X
87	Biking Barrier	The gates at the new bridge are hard to maneuver through on a bike.	[-118.484051,34.396145]	0	0
88	Walking Barrier	Need a crosswalk here. Cars speed through this area.	[-118.507032,34.461242]	1	0
-	Comment	I saw the city taking data, hopefully one will be added! These cars need to slow down and allow for people to enjoy the park and Haskell Open Space.			
-	Vote			X	
89	Walking Barrier	Need sidewalks.	[-118.550752,34.393472]	0	0
-	Comment	Instead, install signage directing pedestrians to use the parallel quiet streets on either side.			
90	Biking Barrier	Need bike lanes to separate vehicles from bikes.	[-118.483724,34.445101]	0	1
-	Vote				X
91	Biking Barrier	Need to extend trail to somewhere.	[-118.494115,34.428797]	3	0
-	Vote			X	
-	Vote			X	
-	Vote			X	
92	Route in need of improvement	I would like to suggest that the "Commuter Rail Trail" be extended further along Soledad towards the Metrolink Station. Near the Metrolink station there is recently constructed paseo bridge that could be used to connect the "Commuter Rail Trail" to the "Chuck Pontius Trail." This would allow cyclists to cross Soledad using the recently built paseo bridge, avoiding the crossing near the bowling alley.	[[[-118.513062,34.415849],[-118.516452,34.414752],[-118.519735,34.414504],[-118.522611,34.414486],[-118.523984,34.414752],[-118.523812,34.415195]]]	0	0
93	Route in need of improvement	Bouquet from Newhall Ranch Rd to Camargo Dr is in desperate need of improvement. Bike lane is very small to non existent. There are areas of sidewalk however they have numerous obstacles like bus stop benches and street lights on them not to mention pedestrians. It is the worst from Boquet to Festividad.	[[[-118.536816,34.427018],[-118.534327,34.430487],[-118.530893,34.433319],[-118.525743,34.434381]]]	1	0
-	Vote			X	

ID	Type	Comment	Coordinates	Likes	Dislikes
94	Route in need of improvement	The connection between these two trails needs improvement.	[[-118.504157,34.423673],[-118.50508,34.423302],[-118.505337,34.422664],[-118.505251,34.422116],[-118.504844,34.42162],[-118.504543,34.421054],[-118.504436,34.420434],[-118.504286,34.41939]]	0	0
95	Biking Barrier	When will this connect to Discovery Park in Canyon Country?	[-118.494093,34.428824]	3	0
-	Vote			X	
-	Vote			X	
-	Vote			X	
96	Biking Destination	Add pace bikes	[-118.54763,34.379352]	0	0
97	Route I like to use	One route I use very often	[[-118.510564,34.445801],[-118.51053,34.445391],[-118.508831,34.445476],[-118.506153,34.446509],[-118.505895,34.446197],[-118.508024,34.444188],[-118.512247,34.442942],[-118.513912,34.441555],[-118.515268,34.439503],[-118.524267,34.434748],[-118.532095,34.433106],[-118.537382,34.427274],[-118.539391,34.424326],[-118.557106,34.430781],[-118.576881,34.443009],[-118.599953,34.443802],[-118.601601,34.44199],[-118.586082,34.431687],[-118.575508,34.437688],[-118.562874,34.428629],[-118.569191,34.426591],[-118.560127,34.42376],[-118.551064,34.419796],[-118.542412,34.414586],[-118.541794,34.392121]]	1	0
-	Vote			X	
98	Walking Destination	Need a parking area and a connecting trail closer to Shadow Pines.	[-118.389616,34.432717]	0	0
99	Route in need of improvement	CONNECT BIKE TRAIL WITH BOUQUET CNY RD BIKE LANE NORTHBOUND	[[-118.536482,34.426055],[-118.534927,34.429866],[-118.533705,34.431423]]	0	0
100	Route in need of improvement	CONNECT THESE TRAILS	[[-118.540152,34.427887],[-118.539198,34.428661]]	2	0
-	Vote			X	
-	Vote			X	
101	Route in need of improvement	CREATE A SAFE PASSAGE FROM NEWHALL RNCH RD TO COMMERCE CENTER DR. AND BACK	[[-118.600244,34.443983],[-118.603994,34.443866],[-118.605954,34.443265],[-118.607682,34.442203],[-118.609355,34.441249],[-118.611721,34.439393],[-118.613216,34.438349],[-118.615179,34.436828],[-118.617146,34.43574],[-118.618561,34.434916]]	0	0

ID	Type	Comment	Coordinates	Likes	Dislikes
102	Route in need of improvement	PLACERITA IS A DEATH TRAP BUT COULD BE A BEAUTIFUL BIKING ROUTE THAT MANY COULD APPRECIATE. I SAW AND ALL KINDS OF WILDLIFE BUT NEARLY GOT KILLED WITH CARS WIZZING BY. A CLASS 1 TRAIL WOULD BE SPECTACULAR!	[[[-118.494016,34.377769],[-118.489313,34.374905],[-118.485981,34.375262],[-118.483533,34.375717],[-118.480686,34.374699],[-118.48026,34.373723],[-118.478024,34.373747],[-118.475428,34.375224],[-118.472847,34.375971],[-118.47054,34.37728],[-118.4684,34.378639],[-118.465686,34.380418],[-118.462638,34.380346],[-118.460123,34.379358],[-118.458309,34.378976],[-118.444466,34.378299],[-118.438483,34.378397],[-118.431849,34.376449],[-118.426843,34.376517],[-118.424222,34.377122],[-118.421939,34.378832],[-118.419532,34.380417],[-118.427192,34.375704]]	1	0
-	Vote			X	
103	Walking Destination	I would love to see this trail extended!	[-118.494115,34.428505]	2	0
-	Vote			X	
-	Vote			X	
104	Biking Destination	Start of expanded biking in Sand Canyon	[-118.423347,34.419974]	1	0
-	Vote			X	
105	Biking Destination	End of biking trail in Sand Canyon	[-118.413563,34.381483]	1	0
-	Vote			X	
106	Biking Destination	I would like a bike path so I could bike to work safely.	[-118.45651,34.417832]	0	0
107	Biking Destination	It would be great to have some kind of bike hub - with good, safe, convenient parking - at the mall in one or more locations. Something that allowed families to easily bike to and park at the mall with kid trailers, etc.	[-118.556256,34.414469]	0	0
108	Walking Destination	I would like for this area to be a hiking trail. If this addition is added it will be easier for the Master's college students to walk into Main Street and experience Santa Clarita better	[[[-118.514929,34.370821],[-118.51318,34.372903],[-118.521109,34.377342],[-118.51892,34.377908],[-118.517332,34.378083],[-118.514757,34.380705]]	0	0
109	Walking Destination	I'd like to get from the River Village community by Fire Station 104 to the River Village Trail. The under-bridge connection doesn't seem complete or safe and the safest connection requires crossing NRR at GV or SC Pkwy.	[-118.511088,34.427541]	0	0

ID	Type	Comment	Coordinates	Likes	Dislikes
110	Biking Destination	Supposedly Isabella has a "bike path" that serves as a connector or would serve as a connector to Via Princesa, but is so full of parked cars that you cannot use safely a bike with the "bike lane there"	[-118.488021,34.412788]	1	0
-	Vote			X	
111	Route in need of improvement	No signaling of this bike lane makes cars drive over it. Needs to be painted, maybe even build a paved one along the tracks ?	[[[-118.494844,34.420361]]]	0	0
112	Biking Destination	At the end, by Sheldon there is no biking lane anymore, if VP ext is coming, the bike lane should be added since this street will be an important valley connector	[-118.488514,34.410184]	0	0
113	Route I like to use	I love the pedestrian wall (between street and sidewalk) recently installed, over the San Francisquito Creek, with the widening of Newhall Ranch Road. Could that same type of safety wall be installed on Decoro bridge? There are so many kids walking there during the school year to Valencia High School AND it is a typical walking/biking path for the public; the wall would be a nice safety measure.	[[[-118.555913,34.443858],[-118.556546,34.44376],[-118.556471,34.444291],[-118.557565,34.444362],[-118.560719,34.434062],[-118.562093,34.435337],[-118.562307,34.439938],[-118.561106,34.443477],[-118.559561,34.444397],[-118.557651,34.444353],[-118.556551,34.444322],[-118.556567,34.443822],[-118.555967,34.443871]]]	0	0
114	Walking Destination	Would be nice to have an actual sidewalk from tournament to Wiley	[-118.556471,34.383219]	0	0
115	Route I like to use	I most commonly walk any space between this route to and from my house (which is located near the middle of the start and end points). I dont currently drive so I use these routes to access public transportation, but being as is it usually takes around 30 minutes to get to Lyons and I often miss the bus I aim to take. Would there ever be a plan to add safer bike routes or stations along this path?	[[[-118.55814,34.378576],[-118.557401,34.376296],[-118.557244,34.373948],[-118.557606,34.371226],[-118.556879,34.369939],[-118.556369,34.369609],[-118.555859,34.369278],[-118.555752,34.367306],[-118.555661,34.36563],[-118.554253,34.364751],[-118.55269,34.364174],[-118.551844,34.364456],[-118.549321,34.364216],[-118.546744,34.36325],[-118.544023,34.363655],[-118.542128,34.364022],[-118.539924,34.364839],[-118.539076,34.367251],[-118.53927,34.370288],[-118.53992,34.374792],[-118.540315,34.379608]]]	0	0
116	Biking Destination	.	[-118.585997,34.435938]	0	0
117	Route in need of improvement	Please add street lights to this very dark stretch of paseo. Thank you!	[[[-118.554751,34.392365],[-118.551301,34.393565]]]	0	0
118	Biking Destination	There's no connection from Santa Clarita to the county	[-118.57214,34.409403]	0	0

ID	Type	Comment	Coordinates	Likes	Dislikes
119	Walking Destination	We would like to have a walking trail up all the way north of Bouquet Canyon Road. Make it safe for residents that walk all the way up North Bouquet Canyon Road.	[-118.48875,34.458629]	0	0
120	Route in need of improvement	It would be great to have access to this route opened up.	[[-118.586313,34.428474],[-118.587193,34.428634],[-118.587713,34.428775],[-118.588791,34.429457],[-118.590599,34.431173]]	0	0
121	Route in need of improvement	It would be great to open up Round Mountain as a hill climb/	[[-118.576367,34.428271],[-118.577161,34.428514],[-118.577811,34.428421],[-118.578417,34.428412],[-118.579103,34.428421],[-118.580123,34.428514],[-118.580428,34.42866],[-118.581308,34.428828],[-118.581609,34.429076]]	0	0
122	Route I like to use	Fun singletrack, but hard to get through sand under bridge.	[[-118.561331,34.441951],[-118.561063,34.442265],[-118.560816,34.442853],[-118.560693,34.443393],[-118.560097,34.443778],[-118.559539,34.444083],[-118.559352,34.444765],[-118.559604,34.444809],[-118.55977,34.44507],[-118.560027,34.445362],[-118.560339,34.445512],[-118.560537,34.44553]]	0	0
123	Route I like to use	Fun combo of dirt, gravel, and singletrack paralling river.	[[-118.560559,34.447406],[-118.559185,34.448834],[-118.558949,34.450117],[-118.558552,34.450489],[-118.558536,34.451466],[-118.558354,34.452258],[-118.558504,34.452869],[-118.558531,34.453461],[-118.558536,34.453714]]	0	0
124	Route in need of improvement	This crossing is extremely narrow. A separate bike lane (like Newhall Ranch Road or McBean) would be a huge improvement.	[[-118.552727,34.462542],[-118.550956,34.46225]]	0	0
125	Route in need of improvement	It would be great to have a connection up into Tesoro paseos (going under Copper Hill, not across) and to the San Francisquito Open Space.	[[-118.552807,34.462383],[-118.552523,34.462865],[-118.553842,34.463091],[-118.55468,34.463325],[-118.555044,34.464303]]	0	0
126	Biking Destination	Could these dirt roads in the DWP easements be opened up for public use? Would create great new walking and biking options.	[-118.546504,34.459243]	0	0

ID	Type	Comment	Coordinates	Likes	Dislikes
127	Route in need of improvement	This is a great walking route but the gates are too tight - a good-size stroller (and probably a wheelchair) won't fit through. Adding concrete or adjusting gates to ease access would be great.	[[-118.56087,34.403072],[-118.560644,34.403152],[-118.560231,34.402984],[-118.559985,34.402718],[-118.559985,34.402577],[-118.560162,34.402435],[-118.559995,34.402231],[-118.559926,34.402134],[-118.560258,34.401877],[-118.560226,34.401749],[-118.559781,34.401696],[-118.559625,34.401545],[-118.55955,34.401218]]	0	0
128	Biking Destination	This should be a priority. It would connect the two sides of town. Right now biking from Canyon Country to Newhall is not very convenient. Also, adding some hiking trails here would be awesome!	[-118.510036,34.397137]	0	0
129	Biking Destination	Being able to access Whitney Canyon Park without driving would be very nice.	[-118.501797,34.363985]	0	0
130	Biking Destination	There should be a bike path to Castaic at least or even better all the way to Ventura.	[-118.615351,34.497927]	0	0
131	Route in need of improvement	Adding a path on both sides of the river would make biking easier.	[[-118.478107,34.415407],[-118.477163,34.413424],[-118.475447,34.412433],[-118.473387,34.412008],[-118.47064,34.41113],[-118.466778,34.410379],[-118.463774,34.410663],[-118.460426,34.410946],[-118.457336,34.411371],[-118.453045,34.412221],[-118.448324,34.412433],[-118.444719,34.41307],[-118.440857,34.413637],[-118.437166,34.414699],[-118.433218,34.416186],[-118.430557,34.418381],[-118.428497,34.419726],[-118.425665,34.419938],[-118.421116,34.421567],[-118.419743,34.423833],[-118.415022,34.424965],[-118.40704,34.423195],[-118.399487,34.426169],[-118.390217,34.429001],[-118.383179,34.42985],[-118.375454,34.431266],[-118.369789,34.433956],[-118.358974,34.436363]]	0	0
132	Biking Destination	This trail should go all the way to Agua Dulce or further to Lancaster.	[-118.37923,34.434593]	0	0
133	Route in need of improvement	There should be a bike lane here to access the hiking trails and complete a loop.	[[-118.511581,34.459579],[-118.509865,34.459685],[-118.50729,34.460888],[-118.506732,34.461596],[-118.50523,34.461914],[-118.502913,34.461277],[-118.501711,34.460817],[-118.50008,34.460428],[-118.497763,34.460853],[-118.49596,34.461596],[-118.493986,34.461525],[-118.491583,34.460499],[-118.491669,34.459756]]	0	0

ID	Type	Comment	Coordinates	Likes	Dislikes
134	Route in need of improvement	Tripping hazard. Bike path is very rough with roots growing under path. City has previously done repairs, but trail needs redone.	[[-118.520405,34.420976],[-118.51965,34.422335],[-118.519341,34.423227],[-118.519323,34.424133],[-118.519426,34.42511]]	0	0
135	Route in need of improvement	Very dangerous intersection for pedestrians; many cars travelling along Newhall Ranch Road run red light at Santa Clarita Parkway intersection.Suggest to add flashing lights at AND before intersection along Newhall Ranch Road when NRR has a red light.	[[-118.520379,34.425443],[-118.519641,34.425146]]	0	0
136	Biking Destination	Please complete trail!	[[-118.494145,34.428819]]	1	0
-	Vote			X	
137	Walking Destination	Very dangerous to get from Tourney to bike path	[[-118.577156,34.424824]]	0	0
138	Walking Destination	While I am not a student I attend concerts at the PAC a few times per year. As there is no good pedestrian route from the South I end up driving.	[[-118.56926,34.404573]]	0	0
139	Walking Barrier	Autos performing right on red off Rockwell are a major hazard to pedestrians, and cyclists traveling west on Valencia.	[[-118.567876,34.408578]]	0	0
140	Biking Destination	I would like to see the Santa Clara River Trail connected to Discovery Park.	[[-118.481739,34.424821]]	0	0
141	Biking Destination	We could really use some (better) safe paths to the City's bike trail system from North Saugus. The area was annexed into the City and many are still waiting to be fully brought into the City ammentities! Seems like the storm drains adjacent to Seco Cyn would be a good starting point. Nonetheless, this is a great start and thanks for the opportunity to make the request!	[[-118.523539,34.459749]]	1	0
-	Vote			X	
142	Biking Destination	This would be an excellent trailhead for access up behind the holes that could wrap around to the Haskel Open Space.	[[-118.519583,34.480106]]	3	0
-	Comment	Behind the homes tha this....			

ID	Type	Comment	Coordinates	Likes	Dislikes
-	Comment	Absolutely. It would be great to have access to the national forest at this point.			
-	Vote			X	
-	Vote			X	
-	Vote			X	
143	Route I like to use	Please add this trail that the City and SCT Trail Users worked to create last year. It has become very popular and is a wonderful scenic biking an hiking destination. It also connects with the Fair Oaks trails.	[[[-118.437493,34.379748],[-118.437467,34.379916],[-118.437359,34.380155],[-118.437177,34.380315],[-118.436984,34.380332],[-118.437032,34.380222],[-118.437032,34.380107],[-118.436914,34.380058],[-118.436598,34.380089],[-118.436319,34.380115],[-118.435997,34.380049],[-118.435637,34.38],[-118.435133,34.379965],[-118.4345,34.379952],[-118.434296,34.380018],[-118.433872,34.379974],[-118.433454,34.380146],[-118.433449,34.380452],[-118.433583,34.380735],[-118.433626,34.380859],[-118.433352,34.380957],[-118.433663,34.381267],[-118.433717,34.381479],[-118.433787,34.381749],[-118.433792,34.381904],[-118.433915,34.382015],[-118.433964,34.38236],[-118.433889,34.382519],[-118.43369,34.38271],[-118.433427,34.382931],[-118.432982,34.383086],[-118.432574,34.383161],[-118.432258,34.383139],[-118.432209,34.383241],[-118.432054,34.38333],[-118.431888,34.383307],[-118.431727,34.383259],[-118.431389,34.383449],[-118.431298,34.383555],[-118.43104,34.383648],[-118.430675,34.383653],[-118.430466,34.383719],[-118.430391,34.38383],[-118.430257,34.383985],[-118.430117,34.383941],[-118.430069,34.38383],[-118.42994,34.38398],[-118.429973,34.384206],[-118.430037,34.384379],[-118.430268,34.384503],[-118.430509,34.384596],[-118.430643,34.384702],[-118.430643,34.384923],[-118.430471,34.385047],[-118.430257,34.385069],[-118.430439,34.385185],[-118.430509,34.385282],[-118.430402,34.385375],[-118.430176,34.385415],[-118.4303,34.385556],[-118.430241,34.385685],[-118.430251,34.385888],[-118.43038,34.386074],[-118.430498,34.386291],[-118.430643,34.386517],[-118.430702,34.386676],[-118.430831,34.386907],[-118.430895,34.387119],[-118.43104,34.387292],[-118.431121,34.387473],[-118.431206,34.387571],[-118.43111,34.387673],[-118.431185,34.387757],[-118.43133,34.387611],[-118.431539,34.387482],[-118.431802,34.387389],[-118.432177,34.387385],[-118.432537,34.387478],[-118.43281,34.38758],[-118.433154,34.387425],[-118.433422,34.387385],[-118.433658,34.38746],[-118.433846,34.387504],[-118.434071,34.387478],[-118.434248,34.38758],[-118.434339,34.387735],[-118.43443,34.38785],[-118.434634,34.387951],[-118.434774,34.388044],[-118.434951,34.388022],[-118.435101,34.38785],[-118.435214,34.387655],[-118.435412,34.387566],[-118.435739,34.387708],[-118.435991,34.387712],[-118.436388,34.387704],[-118.436657,34.387757]]]	0	0

ID	Type	Comment	Coordinates	Likes	Dislikes
144	Route I like to use	This is the 'Beast' climb to the Viper trail head and also provides access to Los Pinetos and Camp 9	[[-118.470104,34.36],[-118.470254,34.359415],[-118.469964,34.359336],[-118.469664,34.359894],[-118.46916,34.360062],[-118.468752,34.359708],[-118.468215,34.35953],[-118.467904,34.359344],[-118.46754,34.358786],[-118.467153,34.358884],[-118.466821,34.359229],[-118.466499,34.359504],[-118.466445,34.359805],[-118.46607,34.360363],[-118.465598,34.360328],[-118.465201,34.360381],[-118.464879,34.360212],[-118.464525,34.359911],[-118.464031,34.359584],[-118.463109,34.359513],[-118.462636,34.359265],[-118.4624,34.358902],[-118.46195,34.358928],[-118.461703,34.359096],[-118.461242,34.359256],[-118.461006,34.359477],[-118.460459,34.359548],[-118.459547,34.359468],[-118.459332,34.3593],[-118.459117,34.35891],[-118.458667,34.359026],[-118.458141,34.359238],[-118.457991,34.358972],[-118.457766,34.358742],[-118.457251,34.358769],[-118.456982,34.358884],[-118.456864,34.359291],[-118.456467,34.35946],[-118.456092,34.359291],[-118.455824,34.35899],[-118.455534,34.35891],[-118.455169,34.359026],[-118.454815,34.358946],[-118.454654,34.359114],[-118.454579,34.359398],[-118.454279,34.35961],[-118.454118,34.359814],[-118.453935,34.360018]]	0	0

ID	Type	Comment	Coordinates	Likes	Dislikes
145	Route I like to use	Viper downhill popular with mountain bikers	[[-118.453823,34.360057],[-118.453372,34.360266],[-118.452911,34.36077],[-118.452723,34.36104],[-118.452541,34.361319],[-118.452187,34.361607],[-118.451897,34.361846],[-118.451795,34.362152],[-118.451822,34.362466],[-118.451806,34.362772],[-118.452047,34.362984],[-118.452203,34.363157],[-118.452326,34.363374],[-118.452369,34.363635],[-118.452283,34.363888],[-118.451983,34.364171],[-118.451811,34.3643],[-118.451693,34.364468],[-118.451725,34.364641],[-118.451752,34.364866],[-118.451784,34.365141],[-118.451774,34.365407],[-118.451886,34.365597],[-118.452079,34.365801],[-118.452262,34.365898],[-118.452503,34.365969],[-118.452632,34.366106],[-118.452911,34.366182],[-118.453174,34.366266],[-118.453217,34.366416],[-118.453281,34.366655],[-118.453372,34.366917],[-118.453721,34.367041],[-118.454037,34.367076],[-118.45437,34.367058],[-118.45474,34.367209],[-118.454799,34.367404],[-118.454847,34.367705],[-118.455062,34.367953],[-118.45526,34.368117],[-118.455555,34.368258],[-118.455861,34.368316],[-118.456178,34.368263],[-118.456435,34.36821],[-118.456966,34.368431],[-118.457487,34.368754],[-118.457578,34.369117],[-118.45783,34.369405],[-118.458179,34.369551],[-118.458597,34.369591],[-118.458881,34.369538],[-118.459117,34.369299],[-118.459321,34.36902],[-118.459638,34.368834],[-118.460099,34.368701],[-118.460609,34.368776],[-118.461134,34.369029],[-118.461531,34.369263],[-118.461912,34.369454],[-118.462309,34.369542],[-118.462899,34.36999],[-118.463007,34.370052],[-118.463243,34.370127],[-118.463581,34.370029],[-118.463919,34.370012],[-118.464235,34.369901],[-118.464541,34.369861],[-118.464782,34.369861],[-118.465072,34.369821],[-118.465362,34.369808],[-118.465533,34.369852],[-118.465726,34.369852],[-118.465866,34.369848],[-118.466043,34.369919],[-118.466145,34.369998],[-118.466209,34.370162],[-118.466381,34.370273],[-118.46644,34.370424],[-118.466617,34.370503],[-118.467084,34.370671],[-118.467336,34.370853],[-118.467652,34.370849],[-118.467974,34.370725],[-118.468248,34.370778],[-118.468312,34.370875],[-118.468392,34.370977],[-118.468537,34.371101],[-118.468607,34.371269],[-118.468677,34.371446],[-118.468671,34.371623],[-118.468795,34.371716],[-118.468843,34.371836],[-118.468918,34.37208],[-118.469288,34.372243],[-118.469691,34.372398],[-118.469986,34.372571],[-118.470345,34.372815],[-118.470554,34.372894],[-118.470726,34.372797],[-118.471048,34.372292],[-118.471364,34.372102],[-118.471659,34.372035],[-118.471971,34.371995],[-118.472679,34.371637],[-118.47292,34.371561],[-118.473317,34.371499],[-118.474095,34.371225],[-118.474712,34.371057],[-118.475103,34.37111],[-118.475275,34.370968],[-118.475506,34.370822],[-118.47587,34.370973],[-118.476305,34.371181],[-118.476455,34.371172],[-118.476793,34.370844],[-118.477077,34.370685],[-118.477566,34.370499],[-118.477941,34.370481],[-118.478338,34.370481],[-118.478778,34.370446],[-118.479111,34.370512],[-118.479341,34.37061],[-118.479663,34.370764],[-118.479878,34.370973],[-118.480205,34.371159],[-118.480527,34.371225],[-118.48065,34.371477],[-	0	0

ID	Type	Comment	Coordinates	Likes	Dislikes
			118.480865,34.371668],[-118.481122,34.371672],[-118.481455,34.371491],[-118.481712,34.371575],[-118.481986,34.371553],[-118.482361,34.371522],[-118.482871,34.371553],[-118.483236,34.371473],[-118.483499,34.371216],[-118.483627,34.370977],[-118.483944,34.37076],[-118.484352,34.370583],[-118.484781,34.370463],[-118.485011,34.370428],[-118.485172,34.370525],[-118.485467,34.370658],[-118.485923,34.370707],[-118.486149,34.370729],[-118.486417,34.370773],[-118.486894,34.370751],[-118.487769,34.370561],[-118.488117,34.370282],[-118.488429,34.370074],[-118.488734,34.370087],[-118.488986,34.370193],[-118.489169,34.370096],[-118.489442,34.369759],[-118.489748,34.369516],[-118.489829,34.369423],[-118.489898,34.369392],[-118.490102,34.369038],[-118.490231,34.368834],[-118.49029,34.368688],[-118.490312,34.368533],[-118.490521,34.368373],[-118.490714,34.368409],[-118.491213,34.368285],[-118.491363,34.368192],[-118.49154,34.368187],[-118.492001,34.36797],[-118.492135,34.367802],[-118.49235,34.367785],[-118.49265,34.367904],[-118.49309,34.367917],[-118.493514,34.367767],[-118.49375,34.367435],[-118.494077,34.36724],[-118.494313,34.367107],[-118.494608,34.366934],[-118.494785,34.366859],[-118.495021,34.366788],[-118.495284,34.366709],[-118.495435,34.366549],[-118.495622,34.366509],[-118.495724,34.366514],[-118.495901,34.366585],[-118.496143,34.366624],[-118.497028,34.366403],[-118.497849,34.365973],[-118.498315,34.365796],[-118.499034,34.365703],[-118.500021,34.365721],[-118.500171,34.365535],[-118.500504,34.364986]]		

ID	Type	Comment	Coordinates	Likes	Dislikes
146	Route I like to use	Los Pinetos biking and hiking route	[[-118.454,34.359889],[-118.453699,34.359575],[-118.453436,34.359172],[-118.453195,34.358941],[-118.453318,34.358454],[-118.453394,34.358171],[-118.452997,34.357914],[-118.452616,34.357591],[-118.452203,34.357391],[-118.451698,34.357157],[-118.451092,34.356696],[-118.450829,34.356368],[-118.450631,34.356315],[-118.450304,34.356581],[-118.449966,34.356749],[-118.449628,34.356953],[-118.449107,34.357241],[-118.448989,34.357387],[-118.44878,34.357586],[-118.448426,34.357675],[-118.448576,34.357874],[-118.448142,34.357697],[-118.448061,34.357418],[-118.447922,34.357595],[-118.448142,34.358383],[-118.448099,34.358831],[-118.447804,34.358507],[-118.447664,34.358804],[-118.447857,34.35938],[-118.448083,34.359517],[-118.448474,34.359557],[-118.44878,34.359575],[-118.448507,34.359858],[-118.448104,34.360026],[-118.447922,34.360168],[-118.447772,34.360199],[-118.447611,34.360341],[-118.447444,34.360615],[-118.447444,34.360699],[-118.447343,34.360854],[-118.447396,34.36097],[-118.44723,34.360992],[-118.447171,34.361063],[-118.44716,34.361288],[-118.447021,34.361452],[-118.446838,34.361523],[-118.446865,34.361705],[-118.447069,34.361784],[-118.447015,34.361966],[-118.447128,34.362143],[-118.447219,34.362471],[-118.447482,34.362546],[-118.447552,34.36267],[-118.447772,34.36275],[-118.447777,34.362847],[-118.447766,34.362958],[-118.447627,34.363086],[-118.447766,34.363237],[-118.447439,34.363325],[-118.447343,34.363582],[-118.447541,34.363777],[-118.447745,34.363848],[-118.447638,34.363985],[-118.447616,34.364189],[-118.447756,34.364282],[-118.4479,34.364198],[-118.448018,34.364251],[-118.448072,34.364322],[-118.448271,34.364308],[-118.448324,34.364463],[-118.448372,34.364534],[-118.448153,34.364614],[-118.447911,34.364614],[-118.447836,34.364778],[-118.447729,34.364858],[-118.447664,34.364982],[-118.447541,34.365013],[-118.44745,34.365181],[-118.446972,34.365238],[-118.446742,34.365371],[-118.446828,34.365593],[-118.447096,34.365761],[-118.44752,34.365894],[-118.447782,34.365872],[-118.447911,34.365956],[-118.447809,34.366097],[-118.447632,34.366151],[-118.447546,34.366332],[-118.447294,34.36635],[-118.447096,34.366399],[-118.447064,34.366585],[-118.447128,34.366762],[-118.447101,34.366934],[-118.446913,34.366943],[-118.446688,34.366917],[-118.446651,34.366987],[-118.446688,34.367063],[-118.446554,34.36728],[-118.446538,34.367501],[-118.446908,34.367754],[-118.446747,34.367904],[-118.446795,34.368072],[-118.446833,34.368289],[-118.446575,34.368307],[-118.446339,34.368223],[-118.446178,34.368396],[-118.446114,34.368573],[-118.445991,34.36867],[-118.445937,34.368834],[-118.445798,34.3689],[-118.445701,34.369108],[-118.44584,34.369281],[-118.446039,34.369339],[-118.446232,34.369343],[-118.446313,34.369489],[-118.446141,34.369693],[-118.446055,34.369799],[-118.446221,34.369901],[-118.446361,34.370114],[-118.446323,34.370335],[-118.446463,34.370362],[-118.446618,34.370388],[-118.446892,34.370415],[-118.447053,34.370446],[-118.447133,34.370587],[-118.447139,34.370729],[-118.447133,34.370853],[-118.446769,34.371043],[0	0

ID	Type	Comment	Coordinates	Likes	Dislikes
			118.446447,34.371221],[-118.446114,34.371283],[-118.445996,34.37146],[-118.445835,34.371716],[-118.44561,34.37192],[-118.445685,34.372062],[-118.446018,34.372062],[-118.445857,34.372372],[-118.445728,34.372664],[-118.445567,34.372921],[-118.445503,34.373186],[-118.445567,34.373514],[-118.445857,34.37362],[-118.446071,34.373452],[-118.446221,34.373727],[-118.446243,34.373904],[-118.446532,34.373939],[-118.446833,34.373975],[-118.446565,34.374099],[-118.446221,34.374311],[-118.445846,34.374364],[-118.445857,34.374594],[-118.44546,34.374683],[-118.445084,34.374798],[-118.445041,34.375179],[-118.444837,34.375356],[-118.44458,34.375507],[-118.444644,34.375772],[-118.444515,34.375958],[-118.444226,34.376002],[-118.443872,34.376126],[-118.443646,34.376312],[-118.443443,34.376463],[-118.442938,34.376472],[-118.44282,34.376746],[-118.442788,34.377047],[-118.442852,34.377331],[-118.442852,34.37757],[-118.442681,34.377809],[-118.442584,34.377968],[-118.442552,34.378154]]		

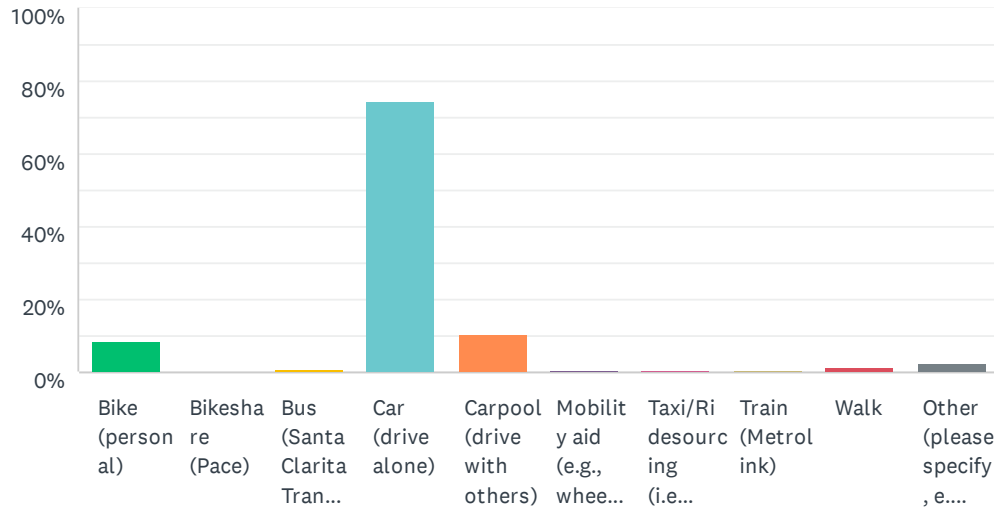
ID	Type	Comment	Coordinates	Likes	Dislikes
147	Route I like to use	East Canyon	[[-118.545967,34.350221],[-118.545774,34.349424],[-118.54542,34.34845],[-118.544894,34.347892],[-118.544497,34.347555],[-118.544401,34.347174],[-118.543435,34.346474],[-118.543628,34.345695],[-118.543285,34.344871],[-118.54277,34.344322],[-118.542234,34.344056],[-118.541483,34.343347],[-118.541204,34.342648],[-118.540936,34.34209],[-118.541011,34.341399],[-118.540549,34.340522],[-118.540388,34.34015],[-118.539938,34.340034],[-118.539766,34.339556],[-118.539895,34.339379],[-118.54012,34.339343],[-118.53983,34.338564],[-118.539981,34.338307],[-118.54027,34.338387],[-118.540345,34.338697],[-118.540871,34.338865],[-118.541493,34.338732],[-118.541633,34.338387],[-118.541858,34.338077],[-118.541579,34.337598],[-118.541268,34.337483],[-118.541011,34.336686],[-118.541172,34.336526],[-118.541418,34.336562],[-118.541708,34.336951],[-118.542105,34.337323],[-118.542588,34.337448],[-118.543285,34.337749],[-118.543757,34.338068],[-118.543918,34.338519],[-118.544208,34.33859],[-118.544186,34.338431],[-118.544133,34.33797],[-118.544047,34.337713],[-118.543811,34.337297],[-118.544197,34.337146],[-118.544616,34.337022],[-118.544508,34.336703],[-118.544326,34.336163],[-118.544058,34.334613],[-118.543779,34.334489],[-118.543457,34.334409],[-118.543264,34.334258],[-118.543489,34.334063],[-118.543607,34.334196],[-118.544058,34.334338],[-118.544819,34.334568],[-118.545592,34.334657],[-118.546107,34.334497],[-118.545989,34.334134],[-118.546107,34.333859],[-118.545763,34.333425],[-118.545592,34.333071],[-118.545549,34.332708],[-118.545592,34.332345],[-118.545914,34.331964],[-118.54556,34.33168],[-118.545431,34.331299],[-118.545377,34.330794],[-118.545409,34.330519],[-118.545077,34.330316],[-118.545002,34.329944],[-118.545334,34.329323],[-118.545581,34.328836],[-118.546171,34.328358],[-118.546879,34.327808],[-118.547609,34.327418],[-118.547695,34.327099],[-118.547834,34.326887],[-118.547695,34.326231],[-118.547523,34.32585],[-118.547416,34.325513],[-118.547308,34.325132],[-118.547298,34.324769],[-118.547046,34.324548],[-118.546788,34.324313],[-118.546413,34.324176],[-118.546225,34.324047],[-118.546005,34.32406],[-118.545721,34.324082],[-118.545501,34.324105],[-118.545415,34.324074],[-118.545538,34.32391],[-118.545656,34.323693],[-118.54557,34.323511],[-118.545608,34.3234],[-118.545243,34.323445],[-118.544825,34.323427],[-118.544122,34.323303],[-118.543414,34.323214],[-118.54313,34.323081],[-118.54277,34.322851],[-118.542325,34.322629],[-118.542293,34.322346],[-118.542389,34.322093],[-118.542298,34.321987],[-118.542003,34.321925],[-118.54167,34.321894],[-118.541424,34.321743]]	0	0
148	Walking Destination	It would be great to have an access trail connecting Towsley Canyon trails to East Canyon and Rice Canyon	[-118.555613,34.331317]	0	0

ID	Type	Comment	Coordinates	Likes	Dislikes
149	Route I like to use	Lyons canyon loop	[[[-118.567972,34.364605],[-118.56809,34.364862],[-118.568155,34.365075],[-118.568562,34.365101],[-118.569109,34.364995],[-118.569506,34.365111],[-118.569946,34.365331],[-118.5703,34.365473],[-118.570687,34.365632],[-118.571051,34.365783],[-118.571298,34.366022],[-118.571588,34.36635],[-118.571727,34.366633],[-118.572017,34.366872],[-118.572371,34.366943],[-118.572714,34.36697],[-118.573058,34.367218],[-118.573176,34.367457],[-118.573476,34.367652],[-118.573927,34.367678],[-118.574495,34.367554],[-118.574882,34.367696],[-118.575236,34.367944],[-118.575439,34.368174],[-118.575697,34.368404],[-118.576072,34.368644],[-118.57633,34.368776],[-118.576899,34.368998],[-118.577253,34.369007],[-118.577725,34.369015],[-118.578186,34.369122],[-118.578508,34.369184],[-118.578722,34.369317],[-118.578905,34.369573],[-118.579098,34.369768],[-118.579334,34.369777],[-118.579645,34.369866],[-118.579913,34.369999],[-118.580214,34.370087],[-118.580493,34.370229],[-118.580718,34.370246],[-118.580847,34.370149],[-118.581179,34.370193],[-118.581394,34.37037],[-118.581523,34.370574],[-118.58193,34.370592],[-118.582209,34.370494],[-118.582402,34.370255],[-118.582488,34.370052],[-118.582617,34.369883],[-118.582488,34.369662],[-118.582166,34.369485],[-118.582006,34.369361],[-118.581759,34.369219],[-118.581394,34.369193],[-118.581072,34.369201],[-118.580825,34.369237],[-118.580525,34.369272],[-118.580278,34.369317],[-118.579999,34.369361],[-118.579785,34.369556],[-118.579484,34.369538],[-118.579205,34.369379],[-118.578744,34.369148]]]	0	0
150	Route I like to use	Alternate Lyons Canyon	[[[-118.581126,34.369139],[-118.580793,34.369086],[-118.580482,34.369077],[-118.580182,34.369051],[-118.579956,34.369051],[-118.579527,34.369024],[-118.579441,34.368883],[-118.579366,34.36875],[-118.579109,34.368794],[-118.578765,34.368776],[-118.578433,34.368794],[-118.578047,34.368776],[-118.577725,34.368768],[-118.577446,34.368785],[-118.577027,34.368856],[-118.576802,34.368936]]]	0	0
151	Biking Destination	It looks like it is "in the works", but it would be greatly used (and also help avoid current traffic issues), if the river trail connected to Discovery Park.	[-118.485279,34.426902]	0	0

ID	Type	Comment	Coordinates	Likes	Dislikes
152	Biking Destination	Extending the bike path to Sand Canyon (and even better all the way to the 14) would be incredible! Again, I know it's planned, but I would hope this could be moved up in regards to the city's timeline.	[-118.428896,34.422119]	0	0
153	Route I like to use	exercise short route	[[-118.490295,34.423974],[-118.484373,34.423266],[-118.484459,34.420292],[-118.523169,34.414911],[-118.515615,34.418027]]	0	0
154	Route I like to use	nice ride	[[-118.490038,34.423691],[-118.484631,34.423125],[-118.484545,34.42008],[-118.539991,34.423125],[-118.537245,34.425744],[-118.530035,34.424611],[-118.5254,34.41916],[-118.52025,34.418027],[-118.512096,34.425673],[-118.506689,34.426523],[-118.5042,34.42624],[-118.503513,34.423691],[-118.502569,34.419514],[-118.495531,34.420505],[-118.49596,34.423903],[-118.489094,34.423337]]	0	0
155	Biking Destination	connect the route from the overpass to the camp plenty bridge so I can complete the circular route where it is not noisy as soledad is.	[-118.493943,34.428116]	0	0
156	Route in need of improvement	This route needs to be finished. It is such a short amount to leave unfinished, but the thorns have ruined by tires!	[[-118.503224,34.423771],[-118.502827,34.423815],[-118.501925,34.420275]]	0	0
157	Other Destination	Sierra Highway bridge is not wide enough or safe enough	[-118.458323,34.410486]	0	0

Q1 What is your primary means of transportation in Santa Clarita?

Answered: 663 Skipped: 2



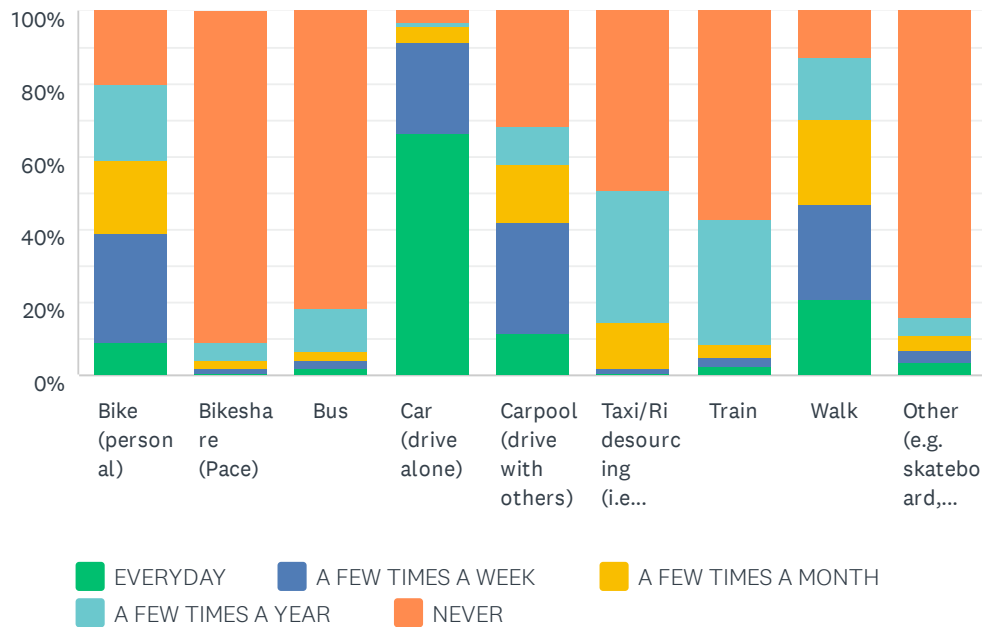
ANSWER CHOICES	RESPONSES	
Bike (personal)	8.75%	58
Bikeshare (Pace)	0.00%	0
Bus (Santa Clarita Transit)	1.21%	8
Car (drive alone)	74.66%	495
Carpool (drive with others)	10.41%	69
Mobility aid (e.g., wheelchair)	0.30%	2
Taxi/Ridesourcing (i.e., Uber, Lyft, etc.)	0.45%	3
Train (Metrolink)	0.45%	3
Walk	1.36%	9
Other (please specify, e.g. skateboard, scootershare, etc.)	2.41%	16
TOTAL		663

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

#	OTHER (PLEASE SPECIFY, E.G. SKATEBOARD, SCOOTERSHARE, ETC.)	DATE
1	Combination of bike and walk.	12/3/2019 1:59 PM
2	Electric Skateboard	10/30/2019 5:38 PM
3	Car. Drive with wife as we are retired	8/24/2019 12:08 PM
4	I cycle on the trails every week.	8/20/2019 2:02 PM
5	Bike and bus and foot	7/13/2019 2:49 PM
6	I	7/11/2019 8:24 PM
7	Motorcycle	5/28/2019 12:17 PM
8	Motorcycle	5/21/2019 10:53 AM
9	Run	5/13/2019 10:31 PM
10	mobility scooter	5/1/2019 10:58 AM
11	50/50% split car vs. bike	4/8/2019 1:24 PM
12	I live in Woodland Hills, but visited last week just to ride this path. So the bike path brought me to your city.	4/5/2019 5:46 PM
13	Motorcycle	4/5/2019 1:58 PM
14	Motorcycle	4/4/2019 12:03 PM
15	Bike to work, drive otherwise	4/4/2019 8:12 AM
16	I bike to work 2 or 3 times a week	4/3/2019 8:19 PM

Q2 In general, how often do you use the following means of transportation to get around Santa Clarita?

Answered: 662 Skipped: 3



	EVERYDAY	A FEW TIMES A WEEK	A FEW TIMES A MONTH	A FEW TIMES A YEAR	NEVER	TOTAL	WEIGHTED AVERAGE
Bike (personal)	8.97% 56	29.97% 187	20.03% 125	20.99% 131	20.03% 125	624	3.13
Bikeshare (Pace)	0.39% 2	1.56% 8	1.95% 10	5.26% 27	90.84% 466	513	4.85
Bus	1.92% 10	1.92% 10	2.88% 15	11.90% 62	81.38% 424	521	4.69
Car (drive alone)	66.72% 417	24.96% 156	4.48% 28	0.96% 6	2.88% 18	625	1.48
Carpool (drive with others)	11.55% 64	30.69% 170	15.88% 88	10.29% 57	31.59% 175	554	3.20
Taxi/Ridesourcing (i.e. Uber, Lyft, etc.)	0.55% 3	1.47% 8	12.71% 69	36.28% 197	48.99% 266	543	4.32
Train	2.57% 14	2.57% 14	3.49% 19	34.38% 187	56.99% 310	544	4.41
Walk	20.97% 121	26.17% 151	23.57% 136	16.64% 96	12.65% 73	577	2.74
Other (e.g. skateboard, scootershare, etc.)	3.27% 16	3.67% 18	4.08% 20	5.10% 25	83.88% 411	490	4.63

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

#	IF YOU RESPONDED TO "OTHER," PLEASE SPECIFY WHAT TRANSPORTATION OPTIONS YOU MEAN.	DATE
1	Electric Skateboard	10/30/2019 5:38 PM
2	Run	8/24/2019 9:15 PM
3	Running	8/24/2019 8:02 PM
4	Running	8/24/2019 6:35 PM
5	Run	8/24/2019 6:13 PM
6	Run	8/24/2019 5:23 PM
7	My son scooters to school everyday	8/24/2019 5:19 PM
8	I run on the paseos 6 days a week. They are awesome.	8/24/2019 5:03 PM
9	I run an average of 5x/week.	8/24/2019 12:45 PM
10	Run	8/24/2019 12:08 PM
11	Run	8/4/2019 1:51 PM
12	scootershare	7/11/2019 12:03 PM
13	Roller blades	6/11/2019 9:01 PM
14	Scooter	6/11/2019 8:03 PM
15	Motorcycle	5/28/2019 12:17 PM
16	Skateboard	5/27/2019 10:54 PM
17	We need scooters	5/27/2019 7:14 PM
18	Run	5/20/2019 7:19 PM
19	motorcycle	5/17/2019 8:08 PM
20	Bikeshare	5/16/2019 11:18 PM
21	Skateboard	5/16/2019 3:05 PM
22	Skateboard	5/14/2019 6:23 AM
23	I'm a runner who uses the bike paths often.	5/13/2019 10:31 PM
24	Scooter	4/28/2019 3:05 PM
25	Rollerskate	4/16/2019 3:30 AM
26	Rollerblades	4/10/2019 11:35 PM
27	Skateboard/longboard	4/9/2019 11:18 AM
28	skateboard	4/9/2019 10:13 AM
29	skateboard	4/8/2019 1:24 PM
30	Bike	4/8/2019 9:41 AM
31	car	4/5/2019 7:23 PM
32	Horse trails to the new Senior Center! Or across the street in the Park and Canyon! YES!	4/5/2019 4:48 PM
33	Ride my own scooter alone	4/5/2019 4:35 PM
34	Motorcycle	4/5/2019 1:58 PM
35	Running	4/5/2019 10:43 AM
36	running	4/4/2019 2:02 PM
37	Motorcycle	4/4/2019 12:03 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

38	Jogging	4/4/2019 8:52 AM
39	Running	4/3/2019 9:36 PM

Q3 I would bike more if...

Answered: 520 Skipped: 145

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

#	RESPONSES	DATE
1	I felt safe in this part of town	1/12/2020 3:58 PM
2	Bike lanes on roads were enclosed off from regular traffic. Wiley Canyon Road for example. Cars drive too fast and worry gonna get killed someday.	12/22/2019 10:04 PM
3	There were overhead bridges to get me from main arteries to the paths--we need one at Magic Mountain/Avignon---the traffic goes at speeds beyond belief and drivers do not watch for pedestrians, they go thru the red lights	12/12/2019 8:32 AM
4	If I felt safe leaving my bike locked up somewhere. I have an expensive eBike and even locked up, somebody could cut the lock and steal it, so I don't feel safe riding it to Target, Walmart etc.	12/9/2019 9:36 PM
5	There were connections out of town: (1) from the Newhall station to Placerita Canyon, and (2) a continuation of bike path from where it ends, to get around Magic Mountain to Route 126 to Piru.	12/3/2019 1:59 PM
6	There were safe bike paths from my community to the existing cycle paths	11/18/2019 11:22 AM
7	I owned a bike. 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).	11/18/2019 10:59 AM
8	Places at to secure my bicycle. Most of the mini malls and doctor's offices do not have handy places to lock up my bicycle.	11/13/2019 8:38 PM
9	Trails led to destinations that I wanted to visit	11/8/2019 5:19 PM
10	The bike trail extended to shadow pines	11/4/2019 5:22 PM
11	The city continued to add more bike paths	11/3/2019 8:12 AM
12	NA - use alternative	10/30/2019 5:38 PM
13	I remembered to.	10/30/2019 11:42 AM
14	There were more options to secure the bike at shops and stores.	10/27/2019 9:21 AM
15	No excuses	10/26/2019 7:57 PM
16	There was more mountain bike infrastructure	10/26/2019 12:26 PM
17	It was easier to get to destinations, and if I felt safer biking. For me to get to the closest grocery store and restaurants, it would take a long time to bike and on certain parts of the road car speeds are too high to feel comfortable biking in.	10/26/2019 12:11 PM
18	If you can please put lights on the street on Orchard Village thru MAC Bean Parkway is really dark at night y ride my bike from work and last week a car hit me lucky I'm ok my helmet helped but they tell me that y can't ride on the sidewalk that y will get a ticket but some parts don't have bike lanes y y ride from Orchard Village thru Mac Bean all the way to Target can you help me please thank you so much	10/26/2019 2:17 AM
19	If I were a child with nowhere to be, or a jobless hipster.	10/24/2019 2:39 PM
20	There was a safe way for my son to ride his bicycle from our house near Saugus High to Arroyo Seco Junior High.	10/23/2019 9:17 PM
21	There was a bike trail for me to use with my family that passed near my Saugus residence.	10/19/2019 9:46 PM
22	There were more paths. My wife bought a bike.	10/19/2019 1:54 AM
23	If I could carry more and I was in better shape	10/17/2019 9:22 PM
24	I felt safer on the roads and sidewalks	10/10/2019 1:18 PM
25	You would fix Bouquet between Central Park and Newhall Ranch. It is bumpy and scary without a bike lane.	10/8/2019 7:03 PM
26	There were more bike trails that did not cross busy streets.	9/29/2019 5:19 PM
27	If the paths were flatter	9/18/2019 5:09 PM
28	Hubiera espacios dedicados para el ciclismo en cada calle. (if there were dedicated spaces for	9/6/2019 12:10 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

	biking on every street.)	
29	i knew where to go	8/29/2019 3:09 PM
30	Connections within bike paths	8/27/2019 11:40 PM
31	I had more time.	8/26/2019 4:56 PM
32	I didn't live on the top of Stevenson Ranch and have to ride uphill 2.5 miles to get home; AND, if it were safer for me to get to the trails (McBean, Old Rd are terribly unsafe, even for drivers - they're both speedways.	8/25/2019 2:38 PM
33	I lived in Santa Clarita.	8/25/2019 7:38 AM
34	I worked in SCV.	8/24/2019 10:18 PM
35	There was a bike trail to piru , 126 bypass	8/24/2019 9:54 PM
36	There were better trail connections to my work and if I felt safe on the trails by my self.	8/24/2019 9:51 PM
37	There more connections	8/24/2019 7:51 PM
38	There were more bike paths near my home.	8/24/2019 6:35 PM
39	I had time.	8/24/2019 6:13 PM
40	The streets were safer. Too much traffic driving too fast.	8/24/2019 6:13 PM
41	I wasn't afraid of getting hit by cars	8/24/2019 5:36 PM
42	Motorists and cyclists were more considerate towards each other and there were dedicated bike lanes.	8/24/2019 5:23 PM
43	More paseos to ur Central Park and The bridges were wider or overpasses created. I don't like ever being on the street. Even when there's a bike lane.	8/24/2019 5:19 PM
44	I would run more if I had more time. I would bike to work if the paseos extended to the Commerce Center (the 126 and Commerce Center Drive.	8/24/2019 5:03 PM
45	The paseos and/or bike paths were more accessible from my area.	8/24/2019 5:01 PM
46	There were safe lanes to bike in so I don't have to ride on the sidewalk.	8/24/2019 3:00 PM
47	I enjoyed it	8/24/2019 2:16 PM
48	I'm actually dusting off my bike and bought a new helmet yesterday so I will get back on the paths. Would be nice to have a few bathrooms along the paths.	8/24/2019 2:02 PM
49	If they would extend the bike trails closer to where I live Shadow Pines Blvd and Soledad	8/24/2019 1:17 PM
50	All trails safe from autos	8/24/2019 12:58 PM
51	There were better lock-up facilities at locations	8/24/2019 12:57 PM
52	There were more safe trails that went directly to places I need to go.	8/24/2019 12:46 PM
53	Drivers would stay off of their phones so they wouldn't drift into the bike lanes. There has to be a safer option. A painted line will not stop my children and/or myself from getting hit by a distracted driver.	8/24/2019 12:45 PM
54	there was a safe way to cross Newhall Ranch Road into Central Park.	8/24/2019 12:28 PM
55	I had a bike trail closer to my home. Saugus does not offer near access so must load/ unload bikes after driving to a bike path.	8/24/2019 12:08 PM
56	Cars were more aware of bicycles	8/24/2019 12:01 PM
57	Trails were smoother.	8/23/2019 2:29 PM
58	My employer had a shower.	8/20/2019 10:29 PM
59	In Saugus on Plum Canyon road, we desperately need safe bike paths. In addition we need a bike trail that connects to the main trail system from Plum Canyon to Golden Valley and from Plum Canyon to Central Park. Currently we cannot access the biking system in Santa Clarita	8/20/2019 2:02 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

without riding on our dangerous roads often exceed speeds of 50+ mph. I would like to see a three lane path installed on the SE side of Bouquet Canyon Road (Central Park side) that extends from Plum Canyon Road to Central Park. One lane is needed for pedestrians and a two lanes are needed to accommodate bikes traveling both directions. From there, cyclists could safely connect to the trails at Central park or head towards Golden Valley trails. It would also be nice to have a safe bike trail installed from Plum Canyon to Golden Valley. Is there any plan to further extend the trail at Golden Valley or will that be the end of the line? It would be nice if that trail continued through to Canyon County in the future.

60	There were more lights of the evening. When it gets dark earlier I choose not to ride my bike in for the week because visibility is so low in some of bike path's near the washes.	8/20/2019 1:45 PM
61	The Old Road was made more bike friendly. (I understand it is county, not City.)	8/20/2019 9:09 AM
62	There were a safer alternative to the bike lane on Bouquet Canyon. (Central Park and above). Far too dangerous for families.	8/15/2019 8:32 PM
63	There were more bike paths and better bike lanes.	8/4/2019 1:51 PM
64	Bike lanes are added to major thoroughfares like Sierra Highway.	8/3/2019 10:52 PM
65	no hills, better weather not hot or cold	8/3/2019 7:15 AM
66	We need more trails	8/1/2019 6:41 AM
67	It was easier to bike to stores near me	7/31/2019 7:39 PM
68	There are more trails around my neighborhood around Bouquet Canyon Road to Central Park	7/30/2019 4:59 PM
69	It was safer!	7/30/2019 3:07 PM
70	BIKE PATH TO THE INDUSTRIAL AREAS EAST OF COPPER HILL/ RYE CANYON	7/29/2019 10:41 AM
71	There was secure & easy bike parking at the mall and other stores, restaurants, etc. Also, if gaps in the bike trails were closed so there are safe paths of travel not on the street.	7/29/2019 9:16 AM
72	there were more trails to ride	7/25/2019 1:05 PM
73	It was more convenient to be able to just bike from destination to destination.	7/24/2019 5:41 PM
74	There were more off street bike trails and bike share stations.	7/24/2019 10:48 AM
75	Safe paseos paths that can accommodate bikes. Not along side cars	7/23/2019 5:39 PM
76	There were more places to lock my bike.	7/23/2019 5:32 PM
77	I had showers at work.	7/23/2019 1:06 PM
78	I felt safer on the road. motorists are careless in this town. everyone speeds	7/23/2019 7:01 AM
79	N/A the trails are great.	7/22/2019 4:39 PM
80	The proposed bike path from discovery park to golden valley was passed	7/19/2019 8:30 PM
81	There was more shade!!! It's so hot in SCV, that we decided against trying to bicycle anywhere. If the paths and paseos were shaded, then we would probably use bicycles often. Also... there are so many pedestrian and bicycle vs. cars accidents that it's getting scary.	7/17/2019 2:21 PM
82	There were more bike paths available in my area and to my work.	7/17/2019 12:42 PM
83	bike lanes existed that separated traffic from bikes. Specifically, major roads such as McBean, Magic Mtn, Railroad/Bouquet, Valencia blvd, Lyons, Copper Hill, etc do not have any bike lanes, let alone lanes to separate bikes from traffic.	7/17/2019 10:05 AM
84	I could get where I want to go without conflict with cars and I had a secure place to store my bike when I got there	7/16/2019 5:15 AM
85	I'd bike more if I didn't have to bike in the street next to cars. Most of the time I make use of the designated bike lanes and love those. But if they connect to a street and require me to share with cars I get nervous.	7/15/2019 2:31 PM
86	my bike was up to snuff	7/14/2019 4:42 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

87	There were more trails.	7/14/2019 4:01 PM
88	I got a good lock so I could take it shopping. I wasn't scared of biking on busy boulevards	7/13/2019 10:18 PM
89	The paths didn't suck, and if there weren't so many breaks in lights and paths along the river in canyon country.	7/13/2019 2:49 PM
90	My schedule allowed it	7/13/2019 2:45 PM
91	There was a dedicated bike lane connection to Castaic.	7/13/2019 1:19 PM
92	I could be sure my bike was secure when left unattended.	7/13/2019 11:05 AM
93	The bike trail connected safely to my neighborhood.	7/12/2019 8:28 PM
94	More trails !	7/12/2019 5:23 PM
95	There were more designated bike lanes on main streets Especially, those that are not next to the bike paths.	7/12/2019 3:20 PM
96	I could use pace app but I'm 17	7/12/2019 3:05 PM
97	i bike to the current city buses to commute to universal city... it is just about time... bike/bus adds about an hour round trip to my commute... i like the bike/bus option but the issue is time...	7/12/2019 9:47 AM
98	There was a safe bike path that starts in Castaic	7/12/2019 5:44 AM
99	Safe lanes	7/11/2019 10:32 PM
100	There are more protected bike lanes.	7/11/2019 9:43 PM
101	If there were more bike lanes and/or trails.	7/11/2019 8:53 PM
102	There were trails in Saugus connecting me with the rest of the city trails.	7/11/2019 8:47 PM
103	The streets were more safe for bicycling. And if cars weren't so dangerous and didn't hate cyclist.	7/11/2019 8:24 PM
104	There were more restaurants coffee shops to bike to along the bike path	7/11/2019 7:13 PM
105	I had more time	7/11/2019 6:42 PM
106	...the City bike trail extended into Saugus - we pay City taxes too, right?	7/11/2019 6:00 PM
107	If bike path came all the way to my house	7/11/2019 3:33 PM
108	More access to the bike trails from east canyon country	7/11/2019 3:31 PM
109	there were parking stations for bikes (mall, Town Center Drive, etc.	7/11/2019 2:32 PM
110	I would bike more if I was younger.	7/11/2019 1:24 PM
111	there was protected path across freeway	7/11/2019 11:27 AM
112	Major arterials felt more safe to ride my bike on.	7/11/2019 11:05 AM
113	There were more bike racks to lock up my bike at strip malls, shops, home improvement stores, restaurants etc...	7/11/2019 10:57 AM
114	We had a little more shaded areas	7/11/2019 9:34 AM
115	Safer on street bike lanes getting to the bike path system	7/11/2019 9:26 AM
116	there were safer and more secure places to lock my bike.	7/11/2019 9:22 AM
117	there were more pedestrian bridges over big intersections	7/11/2019 8:59 AM
118	There were more safe dedicated bike lanes	7/11/2019 8:58 AM
119	There were more bike lanes on roads, and ample/safe bike storage at businesses	7/11/2019 8:57 AM
120	I enjoy biking to work and weekends, the go green app is nice but doesn't work very much	7/11/2019 8:56 AM
121	Better Paseos. There is a need at the intersection by the bowling alley on Soledad.	7/11/2019 8:54 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

122	Being retired, I bike often as a means of exercise. There is no compelling reason for me to ride my bike more.	7/11/2019 8:45 AM
123	There were dedicated bike lanes from Central Park to the nearest bike trail	7/11/2019 8:35 AM
124	It was easier to make sure it is secure when at location other than home.	7/7/2019 10:48 AM
125	I made it more of a priority.	7/3/2019 12:10 PM
126	Jump and other e-bikes were widely available. If the Paseos didn't have the gates that make bike trailers hard to use when biking my kids. And if there were physical barriers protecting bike lanes on the massive arterial roads that already have too many car lanes (and there is virtually no congestion on any Santa Clarita surface street, so there are way to many lanes for cars). Since there is also a massive surplus of tens of thousands of parking spaces all over Santa Clarita, all street parking should be eliminated in favor of protected bike lanes because you wouldn't be able to dent the parking surplus even taking away the few hundred street spaces.	7/2/2019 12:53 PM
127	There was a bike path along Haskell Avenue or Bouquet Road that was not part of the main road.	7/2/2019 12:09 PM
128	there were no hills	6/28/2019 3:54 PM
129	We had more bike lanes in canyon country	6/27/2019 10:40 AM
130	I had more time.	6/25/2019 11:40 AM
131	I never use a bike because it's too far to my destination	6/25/2019 9:27 AM
132	I lived closer to work. I live outside of Santa Clarita	6/19/2019 5:08 PM
133	The roads were smaller and speed limit was slower, bigger bike lanes, more bike paths,	6/19/2019 4:51 PM
134	I lived closer to work.	6/19/2019 4:21 PM
135	If i was comfortable with driver abiding by traffic laws.	6/19/2019 4:16 PM
136	Ride without crossings streets	6/19/2019 3:01 PM
137	All the trails were connected to each other	6/18/2019 8:54 PM
138	There were some police officers biking the bike routes more often...	6/18/2019 8:46 PM
139	there were more water fountains	6/18/2019 5:31 PM
140	I lived closer to work	6/13/2019 10:01 PM
141	There was a safe route to my destinations.	6/13/2019 4:54 PM
142	If wasn't lazy	6/12/2019 11:32 PM
143	Additional pathways connected to current network	6/12/2019 5:45 PM
144	The city had more racks in places like the mall	6/12/2019 5:17 PM
145	The trails went to/ through the Saugus area.	6/12/2019 4:50 PM
146	If there were actually trails in the newhall area by Newhall Ave. and Sierra Highway	6/12/2019 10:44 AM
147	If I was younger	6/12/2019 10:37 AM
148	There were more trails leading to more places	6/11/2019 8:03 PM
149	I had more time!!	6/11/2019 1:09 PM
150	The bike path from Discovery Park (in Canyon Country) connected to the bike path at Golden Valley Road and Newhall Ranch Road.	6/11/2019 12:25 PM
151	There are SAFETY bike pads in every street and mainly in main drives, so we can get to school grocery stores, shopping centers, gyms and offices. Also if you install bike traffick lights along with pedestrian crossing lights.	6/11/2019 2:05 AM
152	The bike paths connected better to my area of town (Saugus)	6/8/2019 7:19 AM
153	There were more and safer bike lanes. Love the paseos but getting from here to there usually	6/7/2019 1:43 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

	requires some time in the streets.	
154	there was more safe lanes for bikers	6/5/2019 7:28 PM
155	Bike paths didn't have to be on surface streets. I am not willing to risk my life just to ride my bike to work. Also, we need the paths to be well lit.	6/4/2019 4:41 PM
156	The trails were safer	6/4/2019 11:20 AM
157	I was younger	5/29/2019 9:37 PM
158	there are more bike lanes.	5/29/2019 10:31 AM
159	I worked in Santa Clarita	5/28/2019 10:54 PM
160	There were flat areas away from bushes. It would also be nice to roller blade. I wish the trails were at least 20 feet wide. The trails are too narrow. I wish it was shaded too.	5/28/2019 1:05 PM
161	I worked in Santa Clarita	5/28/2019 12:57 PM
162	I had more free time.	5/28/2019 12:17 PM
163	Safer overpasses and more bikers.	5/28/2019 10:18 AM
164	wide sidewalks and designated bike paths were more prevalent. It is too dangerous to ride on the roads, so if I can't get to somewhere right off the bike path and I would have to use a road, then I don't ride.	5/28/2019 9:58 AM
165	There was a safe path from Santa Clarita to Castaic.	5/28/2019 9:48 AM
166	If the bike paths came into Newhall community.	5/28/2019 7:17 AM
167	I worked in Santa Clarita	5/28/2019 6:44 AM
168	The paseos were free of creepy homeless people and/or druggies hiding under the overpasses and in the wash/Santa Clara riverbed	5/28/2019 6:22 AM
169	They had a clear path that can take you all the way to the factories on the by the 126, I would love to bike to work but sometimes you get people who are speeding to get to work and it causes an issue.	5/27/2019 10:54 PM
170	The paths were circular instead of just turning around and going back the way you came.	5/27/2019 9:47 PM
171	I didn't live on a mountain	5/27/2019 9:35 PM
172	The paseos were safer	5/27/2019 8:15 PM
173	I wouldn't	5/27/2019 7:14 PM
174	I wouldn't bike	5/27/2019 6:38 PM
175	there were a bigger cycling culture throughout the city. I often bike to work, but can't on days where I have to cycle to meetings at different locations than the school where I work. Since cycling as a means of commuting isn't that popular here, I feel awkward showing up with my bicycle with nowhere to lock it or to freshen up.	5/27/2019 6:33 PM
176	More bike trails	5/27/2019 6:32 PM
177	We had some safe means to travel in the plum Cyn area of Saugus. A few pedestrian bridges would be fantastic.	5/27/2019 6:20 PM
178	There were less homeless encampments and transients in the Canyon Country wash area, and along the paseos near there.	5/27/2019 6:03 PM
179	I lived closer to the city center, canyon country is about 8 miles from the mall	5/27/2019 5:59 PM
180	There were more adventurous trails, ie dirt/gravel trails	5/27/2019 5:54 PM
181	There was a bike trail near Central Park that connects to the rest of the bike trails, perhaps to the south side of Central Park to Newhall Ranch Road	5/27/2019 4:53 PM
182	There were more bike racks in front of stores,	5/27/2019 4:52 PM
183	Bike path connected to castaic	5/27/2019 4:38 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

184	I had a bike rack or didn't live on the side of a hill.	5/27/2019 4:30 PM
185	Primarily use bike only in trails for fitness every week.. I don't feel safe to ride bikes in the road esp with distracted driving . There needs to be bike parking areas in shopping malls and shopping centers to use bike.	5/27/2019 4:07 PM
186	Cars on the road weren't so erratic	5/27/2019 3:50 PM
187	There was a safe route from Santa Clarita to San Fernando valley.	5/27/2019 3:38 PM
188	There was a bike way closer to me	5/27/2019 3:30 PM
189	The bike path extended to the Eastern city limit at shadow pines.	5/27/2019 3:28 PM
190	The drivers weren't batshit crazy and rarely stop at stop signs.	5/27/2019 3:27 PM
191	there were more ways to get across busy streets, and safer at night	5/27/2019 3:19 PM
192	If there were less traffic	5/27/2019 3:16 PM
193	The canyon country park entrance bike trail continued north east towards shadow pines	5/27/2019 3:14 PM
194	There were a safe way to get to the Commerce Center area by bicycle	5/27/2019 8:04 AM
195	I had a more clear understanding of where I can go. Is there an App we can use to see the trails and where we can ride? How about a community event with booths seeking bikes and equipment and gear but also people from the city to help educate us.	5/21/2019 9:17 PM
196	There was more security on the trails	5/21/2019 12:49 PM
197	I felt safer on the road	5/21/2019 10:53 AM
198	There was a bike path directly to the industrial center near the 5 freeway and the 126. If one exists then an awareness program will help. I'm coming from Saugus and it's too scary to ride on Newhall ranch road over the 5 freeway.	5/21/2019 7:55 AM
199	There were bike lanes close to my house	5/20/2019 11:59 PM
200	I didn't work full time	5/20/2019 11:16 PM
201	I would bike more if I can easily cross Magic Mountain from the paseos by Tourney Rd.	5/20/2019 10:29 PM
202	I would bike to work more if there was a way to cross magic mountain from the paseos by Tourney Rd.	5/20/2019 10:27 PM
203	I already bike to work a few days a week and enjoy the off street trails with my children. The only thing that would make me bike "more" would be more off-street options for family bike rides.	5/20/2019 6:43 PM
204	It weren't so dangerous. The roads aren't designed with biker safety in mind and cars do not share the road well.	5/20/2019 6:18 PM
205	N/A	5/20/2019 6:16 PM
206	I owned a bike.	5/20/2019 5:54 PM
207	I felt safe on the bike paths and paseos. When we moved here 20 years ago we used them, then were approached and harassed.	5/20/2019 5:34 PM
208	the section of Old rd between rye canyon and hwy126 had a proper bike path.	5/17/2019 8:08 PM
209	There were Jump or other bikeshare services in town that allows drop off at any location.	5/16/2019 11:18 PM
210	Trails connected. Fewer bike paths sharing roads - people try to kill you on your bike.	5/16/2019 9:04 PM
211	I didn't have to commute outside of the Santa Clarita Valley in order to get a decent salary.	5/16/2019 7:47 PM
212	I had more time	5/16/2019 3:05 PM
213	weather better, roads were safer	5/16/2019 1:46 PM
214	Paths over busy streets Comment: Kids bike to school daily	5/15/2019 7:13 AM
215	We need more mountain bike trails	5/15/2019 6:49 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

216	Safer	5/14/2019 6:23 PM
217	I live off Copperhill - north Valencia and crossing Copperhill on a bike to get to paseo always feels risky. More bridges on Copperhill	5/14/2019 4:58 PM
218	We expanded the trail system that is independent of the streets.	5/14/2019 4:13 PM
219	There were bike paths in Saugus and the current Valencia paths had more shade.	5/14/2019 1:37 PM
220	I trusted the locations I lock my bike up.	5/14/2019 12:18 PM
221	If there were more rest rooms along the river trail.	5/14/2019 12:01 PM
222	Lights were more responsive to bike riders. I hate using the crosswalk, but sometimes that's the only option to get the light to change.	5/14/2019 10:18 AM
223	I had a bike.	5/14/2019 9:44 AM
224	There was a safe connector to Castaic. Lack of shoulder between Hasley and Parker going north. and then rough shoulder between Live oak and Rye canyon.	5/14/2019 9:23 AM
225	the connection between canyon country to the santa clara river trail in canyon country will be connected all the way other side closed to the golden valley rd.	5/14/2019 9:06 AM
226	There were safer bike paths and pedestrian bridges over busy streets like Lyons Ave, Orchard Village and Wiley. From the old orchard community to the bike bath there should be a pedestrian bridge:) thank you.	5/14/2019 8:16 AM
227	I worked closer to home	5/14/2019 6:23 AM
228	There were safer trails or bike lines from my home in Bouquet Canyon area of Saugus	5/14/2019 5:28 AM
229	If you got the homeless away from the bike paths	5/14/2019 12:21 AM
230	I stopped making excuses.	5/13/2019 11:32 PM
231	I didn't have to battle as many hills	5/13/2019 11:29 PM
232	it was easier to cross intersections, rather than have to go out of the way to get to an overpass crossing. With all the cars turning, it can be a long wait to be able to cross, and then it's not always safe.	5/13/2019 9:41 PM
233	More drinking fountains along the bike trails.	5/13/2019 8:54 PM
234	It were safer	5/13/2019 7:55 PM
235	I wasn't always going to get something that would be difficult to carry on bike.	5/13/2019 7:54 PM
236	I wasn't so lazy.	5/13/2019 6:58 PM
237	I didn't live on a hill. But seriously, I'd bike more if I could leave my bike somewhere secure, not just a bike rack.	5/13/2019 6:39 PM
238	there were trails to more stores	5/13/2019 6:39 PM
239	Bike lanes connected more with less road crossings. Connect East Fork Trail to both sides of Orchard Village Rd. Maybe even continue it up along river path to connect into paseo that ends at Tournament.	5/13/2019 6:30 PM
240	Bridges over busy roads such as Wiley, Lyons, and Orchard Village	5/13/2019 6:14 PM
241	I were in better shape and found it more comfortable.	5/13/2019 5:22 PM
242	I bike on the trails for exercise, not transportation	5/13/2019 4:56 PM
243	the paseos/trails took me to places that I go for everyday life. Like the grocery store, or restaurants. And those places had places to park your bike.	5/13/2019 4:54 PM
244	There were pedestrian bridges over the major streets. Lyons Ave, Wiley Canyon and Orchard Village.	5/13/2019 4:17 PM
245	We had more paseos and bridges that crossed busy streets such as Lyons ave, orchard village road, Wiley canyon, McBean, the old road.	5/13/2019 4:09 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

246	The trails were well lit and had cameras	5/13/2019 4:08 PM
247	There was a safe way to continue on the back path from Soledad and Golden oak with out crossing Soledad.	5/13/2019 4:07 PM
248	If there were safe bike trails away from traffic	5/13/2019 3:45 PM
249	there were more places to lock up. Also, maybe a subsidy program for things like safety gear, lights, etc.	5/13/2019 3:43 PM
250	I could get to the bike paths more easily or if street bike lanes had a protective fencing from cars/parked cars.	5/13/2019 3:35 PM
251	I owned a bike and more things in biking distance. I live in West Hills and it's a bit of a trek to run errands by staying on the bike trails	5/13/2019 3:04 PM
252	There were more paseos and safe crossings of busy roads (like Sierra Hwy / Soledad)- the bridge to access the bike trail off of Sierra is very narrow and scary to share with pedestrians	5/13/2019 11:55 AM
253	I felt I could get around safely and easily. i wou ld like to get from canyon country to central park completely on a bike path without worrying about the traffic.	5/13/2019 9:55 AM
254	There were more hours in the day.	5/12/2019 6:51 PM
255	I was healthy enough	5/12/2019 7:17 AM
256	Bouquet Canyon had a complete bike path south of Central Park. It gets very narrow and dangerous there when the bike path stops.	5/11/2019 9:23 PM
257	Keep up the good work on bike paths	5/11/2019 5:32 PM
258	There are bike lane from home - MetroLink Train Station	5/11/2019 1:18 PM
259	If gas became too expensive or traffic got worse or unbearable. Also, if I saw more people in the City biking, I would probably feel the pressure to do so myself.	5/10/2019 9:18 AM
260	There were more bike trails around the Seco area	5/8/2019 10:42 AM
261	It was safer	5/8/2019 10:34 AM
262	trails were connected.	5/8/2019 10:30 AM
263	There was an easier way to get from newhall to stevenson ranch	5/7/2019 10:26 AM
264	There was an easier way to get from newhall to stevenson ranch	5/7/2019 10:24 AM
265	There were more bike trails "safe" from cars	5/7/2019 9:36 AM
266	There were more places to secure my bike.	5/7/2019 6:31 AM
267	Biking is great for exercise but it's just not practical for everyday life. Who's going to ride a bike to pick up their dry cleaning, do grocery shopping, etc? The city should focus transportation resources on improving traffic flow via smart, adaptive traffic light timing for example.	5/4/2019 12:11 PM
268	There were better bike lanes on major roads to connect to the already excellent bike/walking path system in the city.	5/1/2019 5:56 PM
269	Need a trail from upper Bouquet	4/30/2019 1:50 PM
270	The trails had better access to public transit and shopping centers	4/30/2019 1:45 PM
271	There was a quicker way from Canyon C to Valencia. Now Soledad or Newhall Ranch	4/30/2019 1:39 PM
272	The bike share bikes were more available near me	4/30/2019 5:40 AM
273	I had more time, including time to clean up at final destination.	4/29/2019 3:30 PM
274	If I had time	4/28/2019 5:58 PM
275	It weren't so hot here	4/28/2019 3:05 PM
276	The road ways were marked with a bike lane and if Bouquet had a bike lane after Central Park heading into town, plus repave the section between Central Park and Seco. It's horrible and	4/27/2019 10:49 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

	dangerous.	
277	It was safer on the roads (like Bouquet Canyon) and if shopping centers had safe places to park and lock.	4/27/2019 2:59 PM
278	More security on trails	4/24/2019 9:15 PM
279	There are more trail connections and bike lanes on the street	4/24/2019 7:22 PM
280	There were separated bike lanes by my house. I used to ride almost every day but stopped when I moved to Haskell & Copper Hill. I often see cars in the bike lane on Haskell, and speed limits are too high on Copper Hill for me to feel safe on that narrow shoulder.	4/24/2019 10:50 AM
281	placerrita canyon wasn't so treacherous for bikes	4/22/2019 2:27 PM
282	Safe lanes on roads not bike paths.	4/18/2019 4:02 PM
283	I felt safer on the roadway in Santa Clarita to get to and from the bike paths.	4/18/2019 11:35 AM
284	we have more bike or Bike share lanes like in Santa Monica, I would ride to work,	4/18/2019 11:30 AM
285	It wasn't so hot!	4/18/2019 7:36 AM
286	I worked less. I currently bike for fun and exercise.	4/17/2019 10:41 PM
287	There was a bike path from Saugus that connects to the Newhall paths. I used to bike to work regularly but stopped after nearly being hit on Bouquet a few times.	4/17/2019 2:59 PM
288	I bike on paths for exercise only, not to get to someplace.	4/17/2019 9:15 AM
289	There were more trails.	4/17/2019 7:51 AM
290	There were more paths or designated bike areas off Lyons Avenue.	4/16/2019 7:44 AM
291	I had a trailer	4/15/2019 11:30 PM
292	More bike paths connected.	4/15/2019 7:52 PM
293	There were more bike lanes/paths. Many of the places I need to go to are unsafe and have no bike lanes and sometimes not even sidewalks.	4/15/2019 6:23 PM
294	There were less hills and more trails	4/15/2019 6:14 PM
295	I had a bike to ride to the store. Mine was stolen out of my garage a couple of years ago	4/15/2019 5:42 PM
296	There were trails closer to me.	4/15/2019 3:56 PM
297	the bike trails get expanded.	4/15/2019 3:33 PM
298	the bike paths/lanes were more numerous and better connected	4/15/2019 10:15 AM
299	I felt safe along on the bike paths. The homeless that live in the areas of the bike paths make me nervous to ride alone.	4/14/2019 5:17 PM
300	Avid cyclist however would use more for personal errands if bike paths provided or access to certain areas. ie, trader Joe's, sprouts and target retail	4/14/2019 11:57 AM
301	I was more comfortable changing a tire on the fly. I've taken classes, it just doesn't click. My bike's tires pop all the time, and I end up getting stuck alone on the side of the road waiting for someone to pick me up!	4/12/2019 10:31 PM
302	The street trails were better connected to each other and to business. For example, the New Hall Ranch road trail uses corner curb cuts that are inconvenient especially when you have to go and push the beg button. The ramps should continue with sensors that will turn on the walk light. And businesses like cpk turn their back on the path, but then do not have a single bike parking space in their massive courtyard area.	4/12/2019 9:48 AM
303	I had more time. I will purchase an e bike soon , then i will ride more.	4/11/2019 6:02 PM
304	I never had to cross a street. Too many people are killed getting hit by cars. There needs to be a better connector between the pedestrian bridge on Valencia leading to the mall and then the other one that's by Chic-Fil-A.	4/10/2019 11:35 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

305	There were more protected bike lanes and less crazy drivers on the roads	4/10/2019 9:20 PM
306	bike trails were inter-connected better	4/10/2019 9:31 AM
307	Had more time	4/9/2019 11:06 PM
308	major roads had separate colored/barrier bike lanes	4/9/2019 4:59 PM
309	There were more destinations within 2 miles	4/9/2019 4:22 PM
310	I am a Lancaster resident who comes down occasionally to enjoy your wonderful paths....thank you	4/9/2019 2:13 PM
311	Roads connected to bike paths, specifically Bouquet Canyon and Copper Hill Road. These roads are HIGHLY dangerous to cyclists.	4/9/2019 1:52 PM
312	bike exit sections were near to thing I wanted to visit, rather than having to exit bike path and going on street or sidewalk (I have a 3 wheel with basket)	4/9/2019 1:17 PM
313	I ride to live a healthy lifestyle	4/9/2019 12:33 PM
314	Three areas need more bike-friendly routes: Canyon Country, Newhall, and CoC/Stevenson Ranch. Living in Valencia, it's difficult for a bike to get to the terrific sidewalk on portions of The Old Road. Also, there are long portions of the bike paths that have no restroom facilities (e.g., South Fork). Is it difficult to get some porta-potties out there? Pace needs batteries! Ya gotta make it easy!	4/9/2019 12:02 PM
315	I lived closer to my destinations. I'm in Saugus, so biking to the mall can be sketchy. Southbound Bouquet between Alamagordo and Festividad has no bike lane, and traffic really builds up there.	4/9/2019 11:18 AM
316	There were more PROTECTED bike lanes. The Old Road is suicide.	4/9/2019 11:10 AM
317	The paths were to be more clearly labeled and the road consistently paved	4/9/2019 11:02 AM
318	trails connected more to others	4/9/2019 10:53 AM
319	I wasn't sharing the rode with vehicles. Off road only	4/9/2019 10:33 AM
320	More bike paths	4/9/2019 10:27 AM
321	More paseos, more bike lanes and more incentives	4/9/2019 10:13 AM
322	there were bike parking stalls available at the mall and shops at Town Center Drive, (Hyatt, Gym and shops)	4/8/2019 7:56 PM
323	Drivers weren't in such a rush and intentionally cut off or swerved at bicycles.	4/8/2019 7:27 PM
324	Better connections to businesses	4/8/2019 2:16 PM
325	There were more off-street bike path connections across town. Connecting Golden Valley to Discovery Park via the bike path that currently dead ends would help. More secure places to park and lock bikes at businesses, restaurants, retail, etc. would also help. Finally, adding under/over-pass bridges at major intersections to avoid crossing traffic since these are the most dangerous parts of any bike commute.	4/8/2019 1:24 PM
326	If vehicles would stop running red lights and killing / injuring people	4/8/2019 9:12 AM
327	There were easier access to trails along Bouquet Canyon.	4/8/2019 12:18 AM
328	There was a bike path on the Bouquet river water channel parallel to Bouquet Canyon road. From at least Benz south to intersect the bike trail behind Lowe's. Also canyon roads like San Fransquito, Escandido, Sand Canyon, The Old Road, Vasquez, all need a safe and marked bike lane.	4/7/2019 7:14 PM
329	n/a	4/7/2019 5:37 PM
330	They added more water fountains along the paths. And cleaned up the trail that dead ends near the 14.	4/7/2019 5:23 PM
331	I did not live up a pretty steep, roughly 2 mile incline up Hillcrest Parkway in Castaic; while am into fitness, that 2 mile hill that I would face heading back home is kind of a deterrent.	4/7/2019 11:55 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

332	More pace bike stations are available in the north part of the city.	4/7/2019 10:27 AM
333	It was safer	4/7/2019 10:05 AM
334	I use our local trails to mountain bike.	4/7/2019 8:27 AM
335	I had more time.	4/6/2019 11:35 PM
336	There were a bridge closer to my neighborhood on Copper Hill	4/6/2019 10:03 PM
337	I didn't have to work	4/6/2019 9:55 PM
338	My bikes were fixed.	4/6/2019 6:59 PM
339	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.	4/6/2019 6:49 PM
340	There were more safe bike lanes and dedicated bike paths to and from clients.	4/6/2019 6:32 PM
341	I bike for pleasure, and it's as pleasurable as I'd like.	4/6/2019 5:54 PM
342	Paseo's and Bike paths had better access to places like mall, shopping areas, etc. Improved racks to lock bikes.	4/6/2019 5:32 PM
343	there more bike trails.	4/6/2019 2:52 PM
344	There was a trail down Bouquet Canyon flood control channel.	4/6/2019 2:24 PM
345	Cars didn't drive so fast	4/6/2019 2:06 PM
346	It was accessible and safe	4/6/2019 12:40 PM
347	I would bike everyday if my job was closer to home.	4/6/2019 12:20 PM
348	There was a bike path to connect the Castaic Sports Complex and Aquatic Center with the bike path near Iron Horse. Cycling on the Old Road is hazardous with vehicles traveling at 55+ MPH.	4/6/2019 11:50 AM
349	There were bike lanes/paths by me.	4/6/2019 10:53 AM
350	It was safer! More bike lanes, more enforcement of the laws	4/6/2019 10:41 AM
351	The weather was perfect for riding	4/6/2019 10:32 AM
352	I had more time	4/6/2019 10:18 AM
353	I worked within easy biking distance.	4/6/2019 9:51 AM
354	There was a bike path on the highway on Copperhill west of McBean where it goes over wash.	4/6/2019 9:34 AM
355	There was a bike park or BMA park	4/6/2019 8:56 AM
356	You added a sidewalk on copper hill by the Baptist church. A cyclist was killed in the west side of the street. We need a sidewalk in the north/east side. It would connect Saugus with the Valencia paseos.	4/6/2019 8:41 AM
357	There were safer bike paths and/or sidewalks along major roads such as Newhall Avenue.	4/6/2019 8:35 AM
358	No excuse, I should bike more :)	4/6/2019 8:25 AM
359	Locking up a bike was safe and convenient	4/6/2019 8:22 AM
360	I felt safe and the trails went further.	4/6/2019 7:43 AM
361	I had more time. But I would love to have more trails in addition to what we have.	4/6/2019 7:28 AM
362	There were more signs protecting the cyclists. Example: at intersections drivers do not look both ways, they don't stop at before (rolling stop). Also when using your bike there's really no safe place to lock up bikes.	4/6/2019 7:08 AM
363	I had more time	4/6/2019 7:01 AM
364	Uninterrupted bike paths and safer places to lock up bikes with surveillance	4/6/2019 12:01 AM
365	I had the time!	4/5/2019 9:54 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

366	Some bike lanes need maintenance.	4/5/2019 9:53 PM
367	We had more bike lanes (I live in Newhall by the 14)	4/5/2019 9:40 PM
368	I felt more confident that motorists were not hostile to cyclists and that motorists were not distracted drivers	4/5/2019 9:16 PM
369	I had more free time	4/5/2019 9:08 PM
370	I live at Golden Valley and Sierra Hwy. I'd bike more if I was in better shape to get up the hills.	4/5/2019 8:46 PM
371	I felt safer when crossing streets or riding in bike lanes that are open to vehicles	4/5/2019 8:31 PM
372	I had time on my schedule	4/5/2019 7:41 PM
373	I like the idea of Pace! It is great for those of us that don't have bikes and those of us that have trouble getting to the bike path through traffic or trying to transport our bikes by vehicle.	4/5/2019 6:36 PM
374	There was a trailhead near my house (east end of NEWHALL near the 14 freeway)	4/5/2019 6:23 PM
375	I didn't have to work.	4/5/2019 6:21 PM
376	I had more time	4/5/2019 6:00 PM
377	I lived in your city. I loved the bike path. Riding 30 beautiful miles.	4/5/2019 5:46 PM
378	There was a bike lane on Bouquet Canyon from Alamogordo at Cental Park all the way to Newhall Ranch	4/5/2019 5:39 PM
379	There were designated bike lanes on all main streets so I didn't fear getting hit.	4/5/2019 5:35 PM
380	Bike lane protection	4/5/2019 5:32 PM
381	There were more places with places to lock my bike. And easier access to paseos.	4/5/2019 5:23 PM
382	There were more designated bike lanes and a more positive bike-friendly environment.	4/5/2019 5:12 PM
383	There was a bike path from Plum Canyon down Bouquet Canyon into the main part of the city. A bike path NOT a bike lane.	4/5/2019 5:00 PM
384	There were small protection "walls" for bikers along paths. And I would bike more if the City of Santa Clarita thought enough of us tax-paying residents to include us on the Bike Map. I live in the Vista del Canon complex, which is at the southeast "corner" of the Sierra Highway/Via Princessa intersection, but there's nothing to even get a biker started from that point. I would LOVE to just hop on my bike and SAFELY take off and continue around parts of Santa Clarita, enjoying bike paths, and maybe even finding an occasional rest stop with a clean rest room. But as always, THIS part of Santa Clarita is NEVER, EVER considered to be of importance, not even with sidewalks, much less paseos. It's pathetic and shameful. Look at both Via Princessa and Sierra Highway DIRECTLY OUT OF Vista del Canon... there is no bike lane available, and we are not, by law, permitted to ride our bikes on the skinny sidewalk (which goes nowhere), and to ride ON either of those streets is to risk our LIVES (but do our councilmembers give a bloody damn?). I have severe osteoporosis, so can no longer lift and load up my bike into my car to then find a safe start-up point, and know that my CAR will also be safe, left behind whilst I take off for what should be a lovely, relaxing bike ride.	4/5/2019 5:00 PM
385	They OPENED the Saugus flood channels as walk/bike paths. Create paseos walk ways next to the Saugus flood channels like in MANY areas in Los Angeles!	4/5/2019 4:48 PM
386	I would not	4/5/2019 4:35 PM
387	I could safely get from Castaic to the bike path... the Old Road is too narrow, dangerous and full of potholes and debris	4/5/2019 4:25 PM
388	There were more physically protected bike paths. Painted lines don't stop me from being killed by a car when a driver is inattentive. I love biking, but I love being above ground much more! Also, if employers were incentivised to place secured bike lockers and shower facilities at their work sites.	4/5/2019 3:47 PM
389	there were more bike paths.	4/5/2019 3:36 PM
390	i had more time...	4/5/2019 3:21 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

391	If it were a realistic alternative. It is not.	4/5/2019 3:05 PM
392	The bike path connect my house to everywhere , groceries, restAurants ...	4/5/2019 2:55 PM
393	Traffic was policed more. Too many distracted drivers and aggressive drivers. I watched a passenger of a car lean out a window and slap a cyclist which caused the 65 year old cyclist to crash. I stayed with the man until his wife picked him up. This happened on Rye Canyon where there are no protected means of travel for non vehicle users. There are no sidewalks or bicycle lanes on Rye and it causes traffic conflicts. The rider was on the right side of the lane and could have taken the whole lane if he had chosen to do so, however most drivers are unaware of this and get aggravated if they have to slow down. Especially around places of work/business.	4/5/2019 2:47 PM
394	Safer bike lanes in my neighborhood (Newhall Ave, Lyons Ave, Railroad and Sierra Highway)	4/5/2019 1:58 PM
395	The bike paths felt more safe from transients	4/5/2019 1:32 PM
396	N/A	4/5/2019 1:21 PM
397	There were more dedicated bike lanes to help me be safer on the roads.	4/5/2019 1:10 PM
398	I ride my road bike 3 times a week for exercise and use the trail system, love the new underpass at the NRR bridge.	4/5/2019 11:31 AM
399	I had a better bike.	4/5/2019 11:11 AM
400	There was a path accessible from Castaic	4/5/2019 11:00 AM
401	There was better trails/ bike lanes in Newhall and the industrial center.	4/5/2019 10:58 AM
402	There were more designated bike lanes (outside of the trails).	4/5/2019 10:47 AM
403	I had a bike.	4/5/2019 10:43 AM
404	I was younger and the traffic was a lot, lot lighter.	4/5/2019 10:17 AM
405	The trails felt safer. There are transients who live near the trails and I don't feel safe taking my kids near that area, especially after several violent acts by the people who live there and the reported drug use.	4/5/2019 9:41 AM
406	I would love to see more bike paths in the Canyon Country area. I live near Soledad / Sand Canyon and the trailhead starts at Lost Canyon. Sometimes I am dropped off at the trailhead, because I am concerned about my safety riding to the Trailhead.	4/5/2019 9:10 AM
407	Not safe to bike with the high volume of traffic, and also the distracted drivers who create more unsafe conditions	4/5/2019 9:09 AM
408	There was congruence between city and county bike lane standards. Off street trails intra-city are great.	4/5/2019 8:22 AM
409	my daughter was older and could bike with me.	4/5/2019 8:11 AM
410	I didn't run as much as I do.	4/5/2019 7:51 AM
411	The bike lane was wider (eg Decoro) I walked along Decoro to work for 18 years, and often morning commuter use that lane to drift into as they accelerate up the hill from the two schools.	4/5/2019 7:18 AM
412	The bike paths and paseos were continued further.	4/5/2019 6:28 AM
413	I am mildly disabled and unable to bike, so this does not apply to me.	4/5/2019 6:22 AM
414	It wasn't raining.	4/5/2019 3:43 AM
415	I am a recreational/avid cyclist	4/5/2019 2:25 AM
416	There was a bike route connecting Sylmar and Valencia without having to ride on the narrow shoulder.	4/4/2019 11:08 PM
417	I could ride with my family to a park with a pond where we could fish, picnic, and just relax by the water.	4/4/2019 10:56 PM
418	More class 1 lanes	4/4/2019 10:11 PM
419	there was a safe path to bike on to connect to the existing bike paths. Currently, there are no	4/4/2019 9:45 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

	bike paths close to my neighborhood in Saugus (Seco Cyn/Cooperhill area).	
420	There were more and safer trails	4/4/2019 9:26 PM
421	The Pace bikes had electric assist If there were some evening or weekend bike groups in my neighborhood	4/4/2019 9:22 PM
422	More trails were closer to my home in SAUGUS.	4/4/2019 9:15 PM
423	The trail from river village/below five knolls to discovery park in canton country is completed.	4/4/2019 9:12 PM
424	If it were safer. Riding in the street is a death wish.	4/4/2019 8:25 PM
425	Google Maps could show me the bike paths and direct me places in the city via the bike path.	4/4/2019 8:20 PM
426	The paseos had fewer meth addicts hanging out.	4/4/2019 8:17 PM
427	The trails connected so I could ride in a circle and not have to turn around.	4/4/2019 7:51 PM
428	Didn't have to cross as many streets.	4/4/2019 7:47 PM
429	There was a safe path to cross the 5 freeway.	4/4/2019 7:35 PM
430	Therw would be more bike paths in the Saugus area...	4/4/2019 7:27 PM
431	there were more 'off the street' bike paths and secure parking areas at more businesses. Additionally, adding a safe 'off the street' path to connect the Golden Triangle entrance to the Soledad Cyn. path.	4/4/2019 7:24 PM
432	Your made a bike path the connected to the paseos in old orchard from Wiley Cyn Road . A path could be put along the wash by Smiser ranch and connect to old orchard by orchard park .	4/4/2019 7:05 PM
433	The drivers would become more aware of riders. There are too many distracted drivers. My friends have been hit or lost their life because of distracted drivers.	4/4/2019 7:02 PM
434	I wasn't disabled	4/4/2019 6:52 PM
435	work was closer.	4/4/2019 6:45 PM
436	The streets in my neighborhood had bike lanes, or if there was a trail made from the nearby creek service roads. If I had more efficient routes that were safer.	4/4/2019 6:40 PM
437	I wouldn't bike more	4/4/2019 6:30 PM
438	I had a bike that wasn't broken.	4/4/2019 6:25 PM
439	The trail started up near Shadow Pines.	4/4/2019 6:22 PM
440	I frequently need my car to drive to meetings outside the Santa Clarita Valley. Otherwise, I bike commute to my SCV office fairly often.	4/4/2019 6:21 PM
441	It was easier to get around and not be worried about car traffic.	4/4/2019 6:16 PM
442	Vagrants weren't in the wash.	4/4/2019 6:11 PM
443	Never	4/4/2019 5:59 PM
444	Main roads (and drivers) were more bike friendly, more bike parking	4/4/2019 5:54 PM
445	The MTB trails were more accessible from public street parking areas.	4/4/2019 5:42 PM
446	More bike paths to navigate through the city, safe areas to lock bike while conducting business.	4/4/2019 5:26 PM
447	More protected bike lanes, better marked shared lanes	4/4/2019 5:23 PM
448	Trails connected up to my area (Haskell Canyon)	4/4/2019 5:22 PM
449	Bikes were allowed to use sidewalks. Realistically it is far safer to have a bike collide with a pedestrian than a car with a bike. Makes no sense to keep bikes or pedestrians with motor vehicles.	4/4/2019 5:20 PM
450	The bike paths were well lit, especially under bridges. I would also bike more if I didn't have to cross so many major intersections.	4/4/2019 5:13 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

451	Trails connected to each other.	4/4/2019 5:12 PM
452	I didnt have to cross intersections with traffic. I just don't think bikes and cars mix. Id rather be on a trail and street level nike lane.	4/4/2019 5:12 PM
453	The streets where safer. To many accidents occur on these streets and at to high of speeds to want to bike or walk anywhere!	4/4/2019 5:08 PM
454	There were fixing stations, water fountains and bike lockers around. Also connect the canyon country area to Newhall without having to pedal around the whole valley.	4/4/2019 5:08 PM
455	Sand Canyon Connected to the rest of the city.	4/4/2019 5:07 PM
456	I knew i wasnt likely to get hit by a car.	4/4/2019 5:02 PM
457	The sidewalks on some streets were wider for bicycles, in areas where a paseo is not possible.	4/4/2019 5:00 PM
458	Car traffic was controlled better where bikes cross.	4/4/2019 4:59 PM
459	There was a dedicated path to where I wanted to go, 100% of the way, not shared with cars or pedestrians. And if I could transport things like groceries during it.	4/4/2019 3:56 PM
460	There were more dedicated bike lanes, bike parking spots and even bike ride share bike programs.	4/4/2019 3:02 PM
461	I would walk more if the sidewalks throughout Valencia were even	4/4/2019 2:18 PM
462	the paseo was connected to central park	4/4/2019 2:06 PM
463	I ride my bicycle everyday for conditioning and pleasure.	4/4/2019 2:02 PM
464	I had a bike	4/4/2019 2:02 PM
465	I wouldn't and I don't believe many people do. It's a waste of lanes ment for cars and paid for by gas and vehicle registration tax.	4/4/2019 12:53 PM
466	I knew bike paths were accessible on flat surfaces. There was more public notice / advertisements / flyers / maps / etc. More safe and convenient bike racks.	4/4/2019 12:53 PM
467	There were more bike lanes on streets and the bike path continued from the water treatment plant on the Old Road up to Castaic.	4/4/2019 12:26 PM
468	na	4/4/2019 12:09 PM
469	There were more bike paths	4/4/2019 12:03 PM
470	There were more safe bicycle lanes on the roads, and if there were a greater push for awareness of cyclists through messages on billboards or on signs.	4/4/2019 11:31 AM
471	The paseo connected northeast of copper hill to serve the Mountain View and Pacific Crest communities.	4/4/2019 11:26 AM
472	I had a safe way to connect from Saugus (Bouquet Canyon) to the rest of the bike paths that would get me to shopping and work.	4/4/2019 10:52 AM
473	Bike Trails to Train Station On Via Princessa	4/4/2019 10:48 AM
474	I had an electric bike to make the climb up the hills.	4/4/2019 10:35 AM
475	There were more convenient and better bike racks to lock my bike to.	4/4/2019 10:28 AM
476	I would bike more if bicycles on two lane roads ie. The Old rd, didn't impede traffic.	4/4/2019 10:10 AM
477	The bike lanes were wider and more protected from traffic. Also if SC residents didn't drive so fast!	4/4/2019 10:10 AM
478	The paths were consistently everywhere.	4/4/2019 10:05 AM
479	I didn't live on a hill. If I knew I would be safe (as a woman) riding the trails alone. If there were more bike lanes and better traffic monitoring by local police,	4/4/2019 9:49 AM
480	There weren't so many hills and cars wouldn't drive 100MPH on the street.	4/4/2019 9:17 AM
481	There weren't so many homeless people on the bike path.	4/4/2019 8:50 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

482	The access to the trailhead at the corner of McBean and Copperhill is very difficult and dangerous. People making a right on red don't look for pedestrians and bicyclists on this corner.	4/4/2019 8:49 AM
483	Trails where I don't have to cross streets in front of cars at all	4/4/2019 8:32 AM
484	Secure & easy bike parking was widely available. There were better trail connections to the different places we go so that I don't have to ride on the road/take kids on the road.	4/4/2019 8:12 AM
485	it were safe and I could secure my bike when I got where I'm going.	4/4/2019 8:11 AM
486	Speed limits for cars were lowered	4/4/2019 8:10 AM
487	There weren't so many hills and I didn't live at the far end of town.	4/4/2019 8:04 AM
488	Paths connected more directly to businesses and racks were more convenient.	4/4/2019 7:57 AM
489	Bikes and cars DID NOT share same road.	4/4/2019 7:55 AM
490	There were more dedicated lanes in the City from my house to retail and office areas.	4/4/2019 7:32 AM
491	If all the streets were paved. If there were less aggressive and speeding drivers.	4/4/2019 7:27 AM
492	I had the time.	4/4/2019 7:27 AM
493	There was a bike trail from my house into the center of the city where I do many of my errands.	4/4/2019 7:26 AM
494	Safer. Too many distracted drivers.	4/4/2019 7:25 AM
495	The weather was nicer. I just bike for exercise.	4/4/2019 7:17 AM
496	The bike lanes we're safe	4/4/2019 7:14 AM
497	I had time	4/4/2019 7:12 AM
498	If there was an off street bike path down Bouquet. Street riding is to dangerous	4/4/2019 7:07 AM
499	SAFER	4/4/2019 7:04 AM
500	I was was closer to civilization	4/4/2019 6:53 AM
501	If there was a bike lane on the Old Road	4/4/2019 6:22 AM
502	There were more paths adjacent to my home. I have to travel to get to a bike path.	4/4/2019 6:10 AM
503	there was a more complete and interconnected path system.	4/4/2019 5:48 AM
504	There was a path down to the south end of Newhall Ave	4/4/2019 4:39 AM
505	It were safer to do it on Placerita and Sand Canyon. I would love to ride to the store or Starbucks. The kids would also benefit from this. There are places for horses but nothing goes the entire road from Soledad to Placerita.	4/3/2019 11:54 PM
506	There were more dedicated bike lanes on our roads.	4/3/2019 10:24 PM
507	It was safer	4/3/2019 9:39 PM
508	There were more trails in Saugus	4/3/2019 9:36 PM
509	It were safer	4/3/2019 9:12 PM
510	I didnt live at the top of a hill	4/3/2019 9:02 PM
511	More bikepaths	4/3/2019 8:36 PM
512	Path on whites canyon	4/3/2019 8:19 PM
513	Need bike lanes with the bike lane on the inside and parked cars closer to moving traffic like New York City and other cities are doing. It protects the biker and moving vehicles.	4/3/2019 8:18 PM
514	There were fewer bike thieves, more safe places to park my bike.	4/3/2019 8:14 PM
515	Shower at my work. Trails in Stevenson ranch	4/3/2019 8:14 PM
516	I felt it was safe again. Ride everywhere! Even with kids in tow/with a trailer for groceries! Was	4/3/2019 8:10 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

an absolute fanatic until I started seeing cycling shoes in the gutter and kept getting cut off by oblivious motorists!!

517	The trails were lit up when it's dark.	4/3/2019 7:48 PM
518	Nothing. I dont own a bike and as an adult I don't plan on getting one. A bike is impractical for shopping or running errands.	4/3/2019 6:15 PM
519	If my ride was uninterrupted and I didn't have to deal with major street crossings and signal controlled intersections.	4/3/2019 5:23 PM
520	There were more on-street bike facilities	4/2/2019 10:33 AM

Q4 I would take public transit more if...

Answered: 429 Skipped: 236

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

#	RESPONSES	DATE
1	I used to take it every day. No need right now	1/12/2020 3:58 PM
2	There was longer hours at night on weekends	12/22/2019 10:04 PM
3	I've never actually done it in Santa Clarita, so I don't know	12/9/2019 9:36 PM
4	Buses ran more frequently.	12/3/2019 1:59 PM
5	The Metrolink ran additional trains at peak times. Currently around once per hour is not frequent enough at peak times to and from work.	11/18/2019 11:22 AM
6	I could figure out my TAP card and the maps. I don't understand why Google maps isn't linked to the bus routes - in other countries like New Zealand you can map your bus route using Google maps, but in SCV it doesn't seem to work. It's more time-consuming to look up the bus routes on the internet.	11/18/2019 10:59 AM
7	I don't think I would.	11/13/2019 8:38 PM
8	They were cleaner	11/8/2019 5:19 PM
9	N/a	11/3/2019 8:12 AM
10	NA - use alternative	10/30/2019 5:38 PM
11	They ran on my street.	10/30/2019 11:42 AM
12	More schedules to suit my own	10/27/2019 9:21 AM
13	Routes and times were more clear.	10/26/2019 7:57 PM
14	The lines were in Saugus (Haskell, copperhill), buses came more often, went more places, easier to use	10/26/2019 12:26 PM
15	There were more regular services. I would love to take the bus to get around town but it takes a considerable amount of time more compared to driving.	10/26/2019 12:11 PM
16	If I lived in the hood.	10/24/2019 2:39 PM
17	I was not in good enough shape to ride my bicycle.	10/23/2019 9:17 PM
18	I had more time	10/17/2019 9:22 PM
19	I needed to	10/8/2019 7:03 PM
20	I had to.	9/29/2019 5:19 PM
21	.?	9/18/2019 5:09 PM
22	las rutas fueran rápidas y los autobuses llegaran a sus horarios designados.(the routes were fast and the buses arrived on schedule.)	9/6/2019 12:10 PM
23	I prefer public transit, if it were more available	8/29/2019 3:09 PM
24	I needed it	8/26/2019 4:56 PM
25	don't think anything will happen	8/25/2019 2:38 PM
26	I lived in Santa Clarita.	8/25/2019 7:38 AM
27	I'm already taking public transit. Would love it if some buses on route going to century city would originate out of via prncessa.	8/24/2019 10:18 PM
28	It went to my worksite mid wilshire	8/24/2019 9:54 PM
29	There the buses came more often.	8/24/2019 9:51 PM
30	Busses came out to Green Valley.	8/24/2019 8:43 PM
31	More routes	8/24/2019 7:51 PM
32	It was more convenient.	8/24/2019 6:35 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

33	Not interested.	8/24/2019 6:13 PM
34	It went to where I needed to go.	8/24/2019 6:13 PM
35	The buses were on time more	8/24/2019 5:36 PM
36	a direct service was offered on the routes I need to take. (Taking two separate bus rides to get to my destination is time consuming and tedious.)	8/24/2019 5:23 PM
37	I knew how	8/24/2019 5:19 PM
38	It were more convenient and I had more time.	8/24/2019 5:03 PM
39	The system was more extensive.	8/24/2019 5:01 PM
40	It was easier to get to my office on it	8/24/2019 2:16 PM
41	Probably never	8/24/2019 2:02 PM
42	The walk from my house to be bus stop was shorter	8/24/2019 12:57 PM
43	N-A	8/24/2019 12:46 PM
44	My children were grown and I didn't work far away. In the event of an emergency, I can't rely on public transit to get me to my children in a timely manner.	8/24/2019 12:45 PM
45	Not for me.	8/24/2019 12:08 PM
46	N/A	8/23/2019 2:29 PM
47	I bothered to find out the schedule	8/20/2019 10:29 PM
48	It came up Hillcrest, maybe to one of the schools.	8/20/2019 9:09 AM
49	It was faster and more convenient.	8/4/2019 1:51 PM
50	N/a	8/1/2019 6:41 AM
51	there were bus stops within walking distance and with more stop times.	7/31/2019 7:39 PM
52	I won't.	7/30/2019 3:07 PM
53	IT WAS FASTER DURING RUSH HOUR AND THE TRANSIT SYSTEM HAD ITS OWN RIGHT OF WAY TO AVOID TRAFFIC	7/29/2019 10:41 AM
54	It was faster than driving.	7/29/2019 9:16 AM
55	it were more convenient for me	7/25/2019 1:05 PM
56	There was more infrastructure centered around multi-modal transportation to make the commute more efficient.	7/24/2019 5:41 PM
57	There were more routes based on attractions, hotels, shopping	7/24/2019 10:48 AM
58	If it didn't seem like others using look like people who may cause problems.	7/23/2019 1:06 PM
59	it was more convenient. takes too long to get across town on a bus.	7/23/2019 7:01 AM
60	N/A just preference	7/22/2019 4:39 PM
61	Easier to get to pick up spots	7/19/2019 8:30 PM
62	there were no people on it. LOL!	7/17/2019 2:21 PM
63	It were faster or as fast as driving	7/16/2019 5:15 AM
64	I would only probably take it out of the city (into Los Angeles) and only if it were quicker and more frequent.	7/15/2019 2:31 PM
65	never	7/14/2019 4:42 PM
66	There were more routes (Camp Plenty, for example)	7/14/2019 4:01 PM
67	my car were unavailable to me	7/13/2019 10:18 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

68	It ran more busses. The new addition of the stop on the 5/6 to the senior center SUCKS and makes me miss my 757 bus EVERY FUCKING DAY. Fuck you all...	7/13/2019 2:49 PM
69	The routes were more direct	7/13/2019 2:45 PM
70	N/A	7/13/2019 1:19 PM
71	It ran closer to home	7/13/2019 11:05 AM
72	I would rather bike.	7/12/2019 8:28 PM
73	Nope	7/12/2019 5:23 PM
74	None	7/12/2019 3:05 PM
75	same as #4... i bike to the current city buses to commute to universal city... it is just about time... bike/bus adds about an hour round trip to my commute... i like the bike/bus option but the issue is time...	7/12/2019 9:47 AM
76	It came around more frequently	7/12/2019 5:44 AM
77	Easily accessible	7/11/2019 10:32 PM
78	It is more frequent	7/11/2019 9:43 PM
79	More convenient and more hospitable bus stops. The current stops do not have proper shelter for inclement weather. Train Service did not require the stop at Union Station to connect to other locations such as LAX.	7/11/2019 8:47 PM
80	Didn't take forever	7/11/2019 8:24 PM
81	My son uses takes the bus daily	7/11/2019 7:13 PM
82	Faster, easier & more convenient	7/11/2019 6:42 PM
83	I was having financial issues	7/11/2019 6:00 PM
84	never	7/11/2019 3:31 PM
85	it was convenient	7/11/2019 2:32 PM
86	I would take public transit more if I needed or wanted to.	7/11/2019 1:24 PM
87	it were as fast and convenient as my car	7/11/2019 11:05 AM
88	It were more convenient than my bike, walking or carpooling.	7/11/2019 10:57 AM
89	I probably wouldn't because I can walk or bike short distances to where I need to go	7/11/2019 9:34 AM
90	I do every day	7/11/2019 9:26 AM
91	It ran more frequently	7/11/2019 9:22 AM
92	metrolink had trains every 30min instead of over an hour.	7/11/2019 8:59 AM
93	It was more frequent scheduling	7/11/2019 8:58 AM
94	If the California rail system didn't suck (I'm from New England, kind of spoiled with the NYC subway/train system)	7/11/2019 8:57 AM
95	I don't need it at this time	7/11/2019 8:56 AM
96	If there were a "trolley" like system around Old Town and the Malls and other shopping areas around town.	7/11/2019 8:45 AM
97	The system were quicker	7/11/2019 8:35 AM
98	I commute to Irvine everyday, most days on metrolink, some days using commuter bus to downtown.	7/7/2019 10:48 AM
99	I was not able to drive.	7/3/2019 12:10 PM
100	Station near home. No close walking distance bus stop.	7/2/2019 7:19 PM
101	Bus routes were better designed and if buses came every five minutes and buses had	7/2/2019 12:53 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

	dedicated bus lanes.	
102	There were more buses that would directly connect to the Metrolink.	7/2/2019 12:09 PM
103	if the schedules were consistent. Sometimes two buses come in 5 minutes, sometimes its 2 hours	6/28/2019 3:54 PM
104	I needed to.	6/25/2019 11:40 AM
105	closer to anywhere you live besides an urban center	6/25/2019 9:27 AM
106	I lived closer to work.	6/19/2019 5:08 PM
107	there was more of it, better bus schedules	6/19/2019 4:51 PM
108	it was more convenient.	6/19/2019 4:21 PM
109	there were not so many transfers to get me to my destinations.	6/19/2019 4:16 PM
110	The connection between SCV transit and MTA are better	6/19/2019 3:01 PM
111	I didn't have a car	6/18/2019 8:54 PM
112	it were free	6/18/2019 5:31 PM
113	The bus stop was closer to my house	6/13/2019 10:01 PM
114	I probably wouldn't take public transit.	6/13/2019 4:54 PM
115	I didn't have a car	6/12/2019 11:32 PM
116	They had a student fare	6/12/2019 5:17 PM
117	There more more times available.	6/12/2019 4:50 PM
118	If the routes made sense. My son has football practice at Golden Valley HS. We live next door to Bowman HS. He has to take a bus all the way around the city to go a half mile. Same with our daughter she is as student at COC Valencia, she has to transfer and take two buses to travel 5 miles. She just started work at Ross on Bouquet Canyon. She will have to exit her bus at Bouquet and Valencia and walk 3/4 a mile to get to work. Why isn't there a bus route that runs from the top of Golden Valley by the Target all the way down to the Pet Co strip mall. Now that they are building the new Sheriff station you will have to make it easier for people who don't drive get to it.	6/12/2019 10:56 AM
119	I was younger	6/12/2019 10:37 AM
120	It had more places to take me	6/11/2019 8:03 PM
121	There were more busses running to more places	6/11/2019 1:15 PM
122	If there were an effective bus route up Golden Valley Road from Newhall Ranch Road.	6/11/2019 12:25 PM
123	the schedules were more convenient and be offered mor often	6/11/2019 2:05 AM
124	More shaded routes to/from stations to destinations in the city	6/6/2019 8:43 PM
125	it had more bus stops	6/5/2019 7:28 PM
126	There was an app that would show me specific locations of each bus and it's remaining route.	6/4/2019 4:41 PM
127	Ran more times through my area	6/4/2019 11:20 AM
128	...there was a bus direct to Pasadena where I work.	5/29/2019 9:37 PM
129	...there was a bus route directl to CSUN	5/28/2019 10:54 PM
130	They were reliable.	5/28/2019 1:05 PM
131	I worked in Santa Clarita	5/28/2019 12:57 PM
132	Ran more often.	5/28/2019 10:18 AM
133	I use it a lot. It's great!	5/28/2019 9:48 AM
134	If bus service regularly stopped at Calgrove and Creekside.	5/28/2019 7:17 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

135	Didn't have my car	5/28/2019 6:44 AM
136	I really don't take public transit.	5/27/2019 10:54 PM
137	I didn't have kids.	5/27/2019 9:47 PM
138	It was easier to access	5/27/2019 9:35 PM
139	I don't think I would	5/27/2019 8:15 PM
140	It wasn't creepy	5/27/2019 7:14 PM
141	Don't need it more	5/27/2019 6:38 PM
142	I like my bike, so bussing isn't necessary. But we love the train! I would love to take the metro into the city on the weekends if it would run later.	5/27/2019 6:33 PM
143	the buses ran more frequently	5/27/2019 5:59 PM
144	The schedules matched with mine	5/27/2019 5:54 PM
145	I understood it's route more	5/27/2019 4:53 PM
146	It didn't take so long.	5/27/2019 4:30 PM
147	I didn't have a car.	5/27/2019 3:50 PM
148	There were more stop times	5/27/2019 3:30 PM
149	I needed to.	5/27/2019 3:27 PM
150	it was available where i live more regularly, and did not take 5X as long as driving to the same destination	5/27/2019 3:19 PM
151	Bus runs where i work	5/27/2019 3:16 PM
152	It didn't take hours to go across the city	5/27/2019 8:04 AM
153	Never going to happen.	5/21/2019 9:17 PM
154	I probably will not	5/21/2019 12:49 PM
155	The schedule was convenient	5/21/2019 10:53 AM
156	It didn't take 10 - 20 minutes longer to get to work than driving does	5/21/2019 7:55 AM
157	I were unable to drive or walk	5/20/2019 11:59 PM
158	The routes were more direct	5/20/2019 11:16 PM
159	If I lived closer to public transit.	5/20/2019 6:43 PM
160	It could get me where I wanted to go at a reasonable pace. It shouldn't take me 5 times longer than it would by car.	5/20/2019 6:18 PM
161	N/A	5/20/2019 6:16 PM
162	They ran more frequent.	5/20/2019 5:54 PM
163	It was more reliable.	5/20/2019 5:44 PM
164	Same used to ride the bus to the mall sometimes. The scheduled runs are too far apart and oddly timed where I live. Waiting 45 minutes on each side of a scheduled trip was just too inconvenient.	5/20/2019 5:34 PM
165	Already take it everyday!	5/16/2019 11:18 PM
166	I take metrolink everyday.	5/16/2019 9:04 PM
167	There were more frequent route pick-ups at each stop.	5/16/2019 7:47 PM
168	I wouldnt.	5/16/2019 3:05 PM
169	better schedules	5/16/2019 1:46 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

170	The commuter bus 796 left closer to 8am	5/15/2019 2:56 PM
171	I work in town, so not applicable.	5/15/2019 6:49 AM
172	better route connections	5/14/2019 6:23 PM
173	I wouldn't.	5/14/2019 4:58 PM
174	I probably wouldn't, although it's a good working system.	5/14/2019 12:18 PM
175	I use the NoHo express transit to get to work. I ride to the bus and then home. It would be nice to have more options but I haven't taken the time to figure that out yet.	5/14/2019 10:18 AM
176	It was not a bus.	5/14/2019 9:44 AM
177	Never	5/14/2019 8:28 AM
178	I needed to, it was clean and convenient and felt safe.	5/14/2019 8:16 AM
179	It didn't mean adding so much extra time to each trip	5/14/2019 6:23 AM
180	There was a streetcar or light rail	5/14/2019 5:28 AM
181	If you got the homeless away from the buses and stopped Crazy Charlie from smoking marijuana on your buses	5/14/2019 12:21 AM
182	There were more routes and more buses on those routes.	5/13/2019 11:32 PM
183	I wouldn't	5/13/2019 11:29 PM
184	Bus schedules were more convenient. More covered bus stops in residential neighborhoods to protect from the elements, particularly on hot, sunny days. More convenient bus stops in residential neighborhoods	5/13/2019 10:07 PM
185	the routes were more direct and more of them connected to the transit station (especially Metrolink).	5/13/2019 9:41 PM
186	More frequent trains between Santa Clarita and LA.	5/13/2019 8:54 PM
187	It was more convenient to my destination	5/13/2019 7:55 PM
188	Would not around SCV	5/13/2019 7:54 PM
189	Never going to take public transit.	5/13/2019 6:58 PM
190	I don't think busses come close to my home	5/13/2019 6:39 PM
191	i knew more about it	5/13/2019 6:39 PM
192	More readily available	5/13/2019 6:30 PM
193	It had more flexible schedules. I work very odd hours!	5/13/2019 5:22 PM
194	Never	5/13/2019 4:56 PM
195	the bus/train left and arrived waaay more frequently (i.e. every 15 minutes) and took me closer to actual places of interest (not so far away from stuff)	5/13/2019 4:54 PM
196	N/A	5/13/2019 4:17 PM
197	N/a	5/13/2019 4:09 PM
198	I didnt have a car	5/13/2019 4:08 PM
199	Na	5/13/2019 3:45 PM
200	it didn't take way longer to get where I need to go just by driving.	5/13/2019 3:43 PM
201	I wouldn't.	5/13/2019 3:35 PM
202	I take the Metrolink every day for work and am I fine with that	5/13/2019 3:04 PM
203	It was faster than my car pool to get to West Los Angeles	5/13/2019 11:55 AM
204	it wasn't so time consuming	5/13/2019 9:55 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

205	I continued to work in LA and did not telecommute.	5/12/2019 6:51 PM
206	If it stopped where needed	5/12/2019 7:17 AM
207	Schedules were better layed out and easier to understand and FIND	5/11/2019 5:32 PM
208	There are bike lane from MetroLink Train to Work	5/11/2019 1:18 PM
209	If I was riding my bike and needed to get somewhere faster.	5/10/2019 9:18 AM
210	There was a bus route on Seco that went to College of the Canyons in Canyon Country	5/8/2019 10:42 AM
211	Time constraints	5/8/2019 10:34 AM
212	it were convenient.	5/8/2019 10:30 AM
213	there where stops and continuous service, and stops at trails that are connected within the city,	5/7/2019 9:36 AM
214	I didn't have a car or bike.	5/7/2019 6:31 AM
215	the schedules were more convenient.	5/1/2019 5:56 PM
216	More frequent	4/30/2019 1:50 PM
217	Paseos and trails led to Metrolink and buses	4/30/2019 1:45 PM
218	Lines not so spaced. 10 to 15 minutes instead.	4/30/2019 1:39 PM
219	it ran WAAAAY more frequently. Too few trains and and buses out of the valley mean if you miss one, you likely will be late for your event.	4/29/2019 3:30 PM
220	It were more convenient	4/28/2019 5:58 PM
221	It didn't take one hour for a 15 car drivr	4/28/2019 3:05 PM
222	It always took bikes	4/27/2019 10:49 PM
223	It was faster.	4/27/2019 2:59 PM
224	Honestly I wouldn't. I have been a heavy user in the past but I now work mostly from home and have irregular trips, often with heavy loads in the car.	4/24/2019 10:50 AM
225	it tied in with my commuting plans	4/22/2019 2:27 PM
226	Better schedules	4/18/2019 4:02 PM
227	not applicable	4/18/2019 11:35 AM
228	N/A	4/18/2019 11:30 AM
229	It was easier to figure out how to get around town using it.	4/18/2019 7:36 AM
230	It didn't take 2 hours to get to work instead of a half hour drive.	4/17/2019 10:41 PM
231	There were direct lines from Saugus to Newhall.	4/17/2019 2:59 PM
232	I'm retired and don't need public transit.	4/17/2019 9:15 AM
233	they had more options. SCV Dodger night should include transportation. The City should also have Hollywood Bowl buses like other cities in the LA area. I also think that a 3-330 bus to UCLA would be awesome!	4/16/2019 8:37 AM
234	N/A	4/16/2019 7:44 AM
235	There were direct routes from canyon country to valencia through soledad canyon or routes from canyon country to sylmar and north hollywood station without going around valencia and newhall.	4/15/2019 7:57 PM
236	Never	4/15/2019 7:52 PM
237	It had more frequent service and was more direct. Lots of bus routes are meandering and take far longer than they need to.	4/15/2019 6:23 PM
238	It would take less time to get to the center of town	4/15/2019 6:14 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

239	My sister hadn't been followed several times by men and catcalled.	4/15/2019 3:56 PM
240	With Uber being convenient, I don't think I would be taking public transit at all.	4/15/2019 3:33 PM
241	There was a bus stop closer to me, near Calgrove and Creekside.	4/14/2019 5:17 PM
242	Not really	4/14/2019 11:57 AM
243	I understood how to read bus route maps & charts	4/12/2019 10:31 PM
244	The busses had better headway's and actually went to and from places in the city, it just getting people out and back in.	4/12/2019 9:48 AM
245	The trolley was more convenient.	4/11/2019 6:02 PM
246	we had something like a trolley system that stops at the commercial districts in town.	4/11/2019 4:02 PM
247	I want to sightsee.	4/10/2019 11:35 PM
248	I knew more about the routes and dependability of schedules	4/10/2019 9:20 PM
249	if busses came closer to my home	4/10/2019 9:31 AM
250	More convenient	4/9/2019 11:06 PM
251	areas of operation were expanded	4/9/2019 4:59 PM
252	Not likely	4/9/2019 4:22 PM
253	I am a Lancaster resident who comes down occasionally to enjoy your wonderful paths....thank you	4/9/2019 2:13 PM
254	I use it as often as practical	4/9/2019 12:33 PM
255	...SC had an open-air trolley like San Francisco. Make it fun. Play loud music outside the trolley. Dress it up in circus colors. Stop with the boring buses!	4/9/2019 12:02 PM
256	I fit it into my schedule better. I know I could use transit to get to work and back each day, but I need to take the time to learn the bus schedule and plan out my commute.	4/9/2019 11:18 AM
257	I wouldn't.	4/9/2019 11:10 AM
258	It were more visible to me, I see the buses but dont actively pass by stops or information about busing	4/9/2019 11:02 AM
259	It didn't smell and have drunk and homeless people harassing my kids.	4/9/2019 10:33 AM
260	More convenient	4/9/2019 10:27 AM
261	The routes were more often and closer to my house.	4/9/2019 10:13 AM
262	there was better service (not enough train and bus service)	4/8/2019 7:56 PM
263	I worked locally	4/8/2019 7:27 PM
264	I would use metro (in combo with bike) more to get to/from other cities if the schedule was more frequent and ran later on weekends.	4/8/2019 1:24 PM
265	Buses came more often.	4/8/2019 12:18 AM
266	If I could bike to the pick up points.	4/7/2019 7:14 PM
267	n/a	4/7/2019 5:37 PM
268	It wasn't terrible all over LA county.	4/7/2019 5:23 PM
269	If we had subways or some type of lightrail that would run over or alongside the I-5 corridor.	4/7/2019 11:55 AM
270	It was more frequent	4/7/2019 10:05 AM
271	I take the train every weekday but would like more train options into downtown.	4/7/2019 9:26 AM
272	Not sure	4/7/2019 8:27 AM
273	Metrolink had later hours.	4/6/2019 11:35 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

274	It just would not work for my family.	4/6/2019 9:55 PM
275	I needed to.	4/6/2019 6:59 PM
276	It were more condusive to seniors.	4/6/2019 6:49 PM
277	Never. Not conducive to getting to and from clients.	4/6/2019 6:32 PM
278	I don't go anywhere (church / store) where I would take public transportation.	4/6/2019 5:54 PM
279	N/a	4/6/2019 5:32 PM
280	The time was more convenient.	4/6/2019 2:24 PM
281	without jaywalking, it's hard to cross the street to get on the bus going in the right direction. I'm not familiar with the bus schedule or where it goes	4/6/2019 2:06 PM
282	I had a local job that made it convenient.	4/6/2019 12:20 PM
283	Would not	4/6/2019 10:32 AM
284	It was easier to take	4/6/2019 10:18 AM
285	It went near enough to my workplace and enough times to be efficient.	4/6/2019 9:51 AM
286	I knew the schedule.	4/6/2019 9:34 AM
287	I don't think I would	4/6/2019 8:56 AM
288	We need more lines in LA. Also, the last train I took was cancelled and we had to fight for months to get our money back. We need better customer service for the metro link.	4/6/2019 8:41 AM
289	It was easier to get to from my house.	4/6/2019 8:35 AM
290	There was more frequency of rides	4/6/2019 8:25 AM
291	We had more dedicated bike lanes.	4/6/2019 8:00 AM
292	If I didn't commute to the valley which is prohibitive with the times and location that I must work.	4/6/2019 7:43 AM
293	There were more routes, easy on/off access. Maybe a trolley system would work best in Santa Clarita. Smaller buses, more routes.	4/6/2019 7:08 AM
294	I could get to West LA from Santa Clarita	4/6/2019 7:01 AM
295	Came more often and had more direct routes	4/6/2019 12:01 AM
296	The buses ran more frequently during non-peak hours.	4/5/2019 9:54 PM
297	Nah	4/5/2019 9:53 PM
298	The bus ran more than every 15 minutes	4/5/2019 9:40 PM
299	I am confused by the survey. I take the Metrolink to work every day, but I don't take the Metrolink to get around Santa Clarita because I don't work in Santa Clarita. When I do drive in Santa Clarita (which is not much), I am usually running errands, making multiple stops, need to carry groceries in my car. Public transportation would not be very convenient for these tasks.	4/5/2019 9:16 PM
300	It was a more comprehensive system	4/5/2019 9:08 PM
301	I had the time to wait for the bus.	4/5/2019 8:46 PM
302	I took public transportation to work in LA for 30 years. It's not convenient for getting around SCV	4/5/2019 8:31 PM
303	train primarily	4/5/2019 7:41 PM
304	If the buses ran more frequently 24/7 a day.	4/5/2019 7:23 PM
305	it was safer and went to SFV and/ or AV.	4/5/2019 6:36 PM
306	It was convenient for me to do so	4/5/2019 6:23 PM
307	I didn't have a car.	4/5/2019 6:21 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

308	I needed it	4/5/2019 6:00 PM
309	NA	4/5/2019 5:46 PM
310	Not sure	4/5/2019 5:39 PM
311	More information about it	4/5/2019 5:32 PM
312	It was closer to where I live.	4/5/2019 5:23 PM
313	It we more abundant and convenient	4/5/2019 5:12 PM
314	there were more direct routes instead of buses that force me to board one and then switch to another, just to get from "my" side of town to, say, the town center (which people still call "the mall"). But to get to anywhere on the "nice" side of Santa Clarita is prohibitive, mostly because of all the time spent ON such buses, and the times waiting FOR buses.	4/5/2019 5:00 PM
315	It was cleaner and more reliable	4/5/2019 4:58 PM
316	I plan to use in the future around town, and to the BEACH, nice Buses!	4/5/2019 4:48 PM
317	I would not - the busses are homeless camps	4/5/2019 4:35 PM
318	There's nothing that could do this. I spent all of high school, college, grad school, and the first two years of my working life being transit-dependent. Public transit riders don't aspire to nicer public transit, they aspire to having their own car.	4/5/2019 3:47 PM
319	there were more metrolink trains. There are not enough each day.	4/5/2019 3:36 PM
320	i had more time... i bike/bus to work one to two times a week... it adds almost 30 min each way which adds up...	4/5/2019 3:21 PM
321	If I lives in Manhattan.	4/5/2019 3:05 PM
322	If there was a direct train from here to pasadena	4/5/2019 2:55 PM
323	I would not use public transit.	4/5/2019 2:47 PM
324	More frequent schedule.	4/5/2019 1:58 PM
325	There was a route to my workplace. I would love to take Metrolink to Northridge area but there is no direct route and it is faster to drive	4/5/2019 1:32 PM
326	It got me to my destination faster. I could take the train to work in glendale but the route would take almost 2 hours for what I can drive in 45 minutes.	4/5/2019 1:21 PM
327	I had more information on taking a bike on the bus.	4/5/2019 1:10 PM
328	Never	4/5/2019 11:31 AM
329	I had a commute outside of the City.	4/5/2019 11:11 AM
330	there was clear information at the stops that did not require a cell phone	4/5/2019 11:00 AM
331	The bus came up to Calgrove blvd.	4/5/2019 10:58 AM
332	It were closer to my house and faster to get between places without riding through all of SC to get from A to B.	4/5/2019 10:47 AM
333	There was bus service on McBean last Orchard.	4/5/2019 10:43 AM
334	It was faster.	4/5/2019 9:41 AM
335	If there was more access--regarding time schedules- to and from Santa Clarita.	4/5/2019 9:09 AM
336	I had a need - no need.	4/5/2019 8:22 AM
337	there was events that I planned to attend at the end of the line. Set buses for planned events.	4/5/2019 8:11 AM
338	I were still working.	4/5/2019 7:51 AM
339	The few trips I drive are fairly time sensitive, and I only have a short window to complete them, so maybe a few more local routes?	4/5/2019 7:18 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

340	I prefer to bike.	4/5/2019 6:28 AM
341	If it took me where I needed to go. I drive my daughter to and from school, and I think the best way to ease traffic congestion is to bring back school buses! My daughter would definitely take the school bus if one were available, which would keep our car off the roads twice a day, every day.	4/5/2019 6:22 AM
342	No need	4/5/2019 2:25 AM
343	Gas prices were higher, more frequent stops	4/4/2019 10:11 PM
344	there was a bus stop closer to Seco Cyn/Boxwood Ln.	4/4/2019 9:45 PM
345	The schedule was more flexible and trains more reliable	4/4/2019 9:26 PM
346	If it was cheaper, More frequent stops would also be nice, Electric zero emission buses would be awesome!	4/4/2019 9:22 PM
347	I could not drive anymore	4/4/2019 9:15 PM
348	It was easier to access.	4/4/2019 9:12 PM
349	It wasn't slow	4/4/2019 8:20 PM
350	It were cheaper	4/4/2019 8:17 PM
351	Didn't have to change buses. But that would probably be unavoidable. Even the few times a year that I ride the bus, I'm not sure what route the driver will take - esp. the #5 & #6 bus.	4/4/2019 7:47 PM
352	I dont feel the train and the stations are that safe.	4/4/2019 7:27 PM
353	N/A	4/4/2019 7:24 PM
354	It was cleaner and safer.	4/4/2019 7:06 PM
355	More routes.	4/4/2019 7:02 PM
356	There were more convenient bus stops and routes	4/4/2019 6:52 PM
357	work was closer.	4/4/2019 6:45 PM
358	It connected to destinations I want to reach like Van Nuys Fly Away, or if the Metrolink trains ran longer into the night, I could reach the major studios by train and bike more often.	4/4/2019 6:40 PM
359	I won't take public transportation	4/4/2019 6:30 PM
360	the routes covered more area and went by more often, the HUB for transfers is actually really inconvenient.	4/4/2019 6:25 PM
361	I didn't have a car.	4/4/2019 6:22 PM
362	I am not likely to take public transit in the SCV. I occasionally take the train into downtown LA.	4/4/2019 6:21 PM
363	Busses than more often	4/4/2019 6:16 PM
364	Never	4/4/2019 5:59 PM
365	There was a viable rail network	4/4/2019 5:54 PM
366	The system was more expansive, more routes	4/4/2019 5:42 PM
367	Ran more frequently	4/4/2019 5:23 PM
368	Easier to understand routes and times	4/4/2019 5:22 PM
369	It was safer & cleaner.	4/4/2019 5:13 PM
370	I wouldn't, it's not worth the wait.	4/4/2019 5:12 PM
371	It were as fast and flexible as a car.	4/4/2019 5:12 PM
372	You could buy Tap cards at the major bus stop	4/4/2019 5:08 PM
373	The service routes weren't that far from home (walk a mile to get to a bus stop, then be dropped off 3 miles from destination).	4/4/2019 5:08 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

374	They had more routes. Something easy to airports would be best.	4/4/2019 5:04 PM
375	Buses didnt feel like they take a very long time to reach the places i want to go.	4/4/2019 5:02 PM
376	There was a map that gives a visual guide to the routes available and where each bus goes.	4/4/2019 5:00 PM
377	More routes and times available	4/4/2019 4:59 PM
378	I really don't see any scenario where this should exist.	4/4/2019 3:56 PM
379	it actually was more frequent in terms of bus schedules	4/4/2019 3:02 PM
380	it was more often during rush hour times ie i walk on mcbean everyday for 2 miles it takes me shorter time than the bus	4/4/2019 2:18 PM
381	Public transit is a waste of time and money	4/4/2019 2:02 PM
382	If I didn't have a car	4/4/2019 2:02 PM
383	If busses could fly.	4/4/2019 12:53 PM
384	I didn't live so close to work. Was more aware of schedules, routes, and times.	4/4/2019 12:53 PM
385	there were more sidewalks and pedestrian crossings to get to and from stops and more available lines	4/4/2019 12:24 PM
386	na	4/4/2019 12:09 PM
387	I wouldn't	4/4/2019 12:03 PM
388	It were more convenient than my bicycle.	4/4/2019 11:31 AM
389	I don't know why I don't use public transit more. My impression is that coordinating bus schedules, transfers and drop offs would take an excessive amount of time compared to driving. Also the idea of sitting in the heat and sun waiting for a bus. That may not be true.	4/4/2019 10:52 AM
390	more frequent buses	4/4/2019 10:48 AM
391	it was more of a door to door type service, such an an Uber pool type of service. The fixed route buses are not convenient and waste to much of the time waiting, then walking to a destination.	4/4/2019 10:35 AM
392	Carpooling, walking or riding my bike were not viable options.	4/4/2019 10:28 AM
393	There was a stop reasonably close and was a direct route to my destination.	4/4/2019 10:10 AM
394	Hell freezes over. I left the east coast because I hated the lack of freedom and inefficiency of public transportation,	4/4/2019 10:10 AM
395	I wouldn't.	4/4/2019 10:05 AM
396	We could ride free on certain days. Is there an easy way to get a one day bus pass? I would love to take a bus to somewhere outside of Santa Clarita like a food festival or special event.	4/4/2019 9:49 AM
397	If the schedules were more frequent and if they served my area in Saugus.	4/4/2019 9:17 AM
398	More bus stops and less wait.	4/4/2019 9:06 AM
399	If I didn't have an electric car.	4/4/2019 8:50 AM
400	It was more convenient and the schedule was easier to read	4/4/2019 8:49 AM
401	It was easier to understand how it works. I've never done it.	4/4/2019 8:32 AM
402	It was faster than driving.	4/4/2019 8:12 AM
403	If it went where I need to go, when I need to go there.	4/4/2019 8:11 AM
404	Route expansion and route timings were expanded	4/4/2019 8:10 AM
405	I wouldn't	4/4/2019 8:04 AM
406	It didn't take so much longer to do so.	4/4/2019 7:57 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

407	If it fit my needs	4/4/2019 7:55 AM
408	The schedule wasn't so limited.	4/4/2019 7:46 AM
409	If the commuter buses had more flexible schedules and were less crowded especially returning to SCV. The first bus from UCLA (Employer) isn't until 4pm. They should start at 3PM.	4/4/2019 7:27 AM
410	N/A	4/4/2019 7:27 AM
411	I don't really ever consider taking buses.	4/4/2019 7:26 AM
412	More convenient. Buses aren't going where I need to go.	4/4/2019 7:25 AM
413	I would not because I can still drive and prefer the convenience of driving myself.	4/4/2019 7:17 AM
414	It were more available to go where I need it to when I need it too; more availability	4/4/2019 7:14 AM
415	needed to	4/4/2019 7:12 AM
416	It ran more often	4/4/2019 7:07 AM
417	SCHEDULES WERE CONSISTENT	4/4/2019 7:04 AM
418	Never.	4/4/2019 6:53 AM
419	If gas prices were significantly higher.	4/4/2019 6:10 AM
420	there were more stops closer to my residence.	4/4/2019 5:48 AM
421	If the transit system ran at a convenient time and frequency. I work nights in Los Angeles, and there are very few public transit options available.	4/4/2019 2:57 AM
422	I would not use it	4/3/2019 11:54 PM
423	Schedule and stops were more convenient	4/3/2019 10:00 PM
424	Maps and costs were more readily available	4/3/2019 9:02 PM
425	Not interested	4/3/2019 8:19 PM
426	Reasonable rote	4/3/2019 8:14 PM
427	The transit system didn't arbitrarily divert my bus for a different one (usually a school bus) and leave me hanging for over an hour without an explanation, or any alternative. They also run very infrequently in the outlying areas, which makes it less than convenient. It would also help if the maps were easier to read and more easily accessible for seniors and the "infrequent-flyer"	4/3/2019 8:10 PM
428	Nothing. I'm not going to go to the grocery store and then wait to carry all my bags on a bus.	4/3/2019 6:15 PM
429	The frequency of service was less than every 30 min.	4/2/2019 10:33 AM

Q5 I would walk more if...

Answered: 400 Skipped: 265

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

#	RESPONSES	DATE
1	It were daylight later	1/12/2020 3:58 PM
2	The roads weren't so cramed with cars using Waze to take a short cut through my neighborhood at fast speeds to save 1 min on their work commute.	12/22/2019 10:04 PM
3	I prefer biking, skateboarding, or scootering	12/9/2019 9:36 PM
4	it were not so hot in the summer.	12/3/2019 1:59 PM
5	There were paseos in Saugus. Pedestrian crossings are dangerous when cars do not stop, or right turn on red light even when there is a pedestrian crossing signal.	11/18/2019 11:22 AM
6	I walk regularly, but I'd walk even more if there was a park and shops near my house - the plaza and park at Toll Brothers is near me, so that will be great. I wish there was a supermarket nearby, though - we'd almost never need to drive!	11/18/2019 10:59 AM
7	what I needed was closer.	11/13/2019 8:38 PM
8	It was not so hot out here	11/8/2019 5:19 PM
9	N/a	11/3/2019 8:12 AM
10	NA	10/30/2019 5:38 PM
11	I had better knees.	10/30/2019 11:42 AM
12	There were more trees on the routes to create shade.	10/27/2019 9:21 AM
13	No excuses	10/26/2019 7:57 PM
14	The buses were easier to get to	10/26/2019 12:26 PM
15	There were more services near my home. Living in a single family home area separates me from all services.	10/26/2019 12:11 PM
16	If a shrink ray compressed the city down to reasonable walking distance	10/24/2019 2:39 PM
17	My bicycle was broken.	10/23/2019 9:17 PM
18	My knnes did not hurt	10/17/2019 9:22 PM
19	I lived closer to stores.	10/8/2019 7:03 PM
20	It wasn't so far.	9/29/2019 5:19 PM
21	I were you ger and thing were closer to my house	9/18/2019 5:09 PM
22	no cambiaría nada. Hay muchos espacios designados para caminata en mi vecindario. (I wouldn't change anything. There are many designated spaces for walking in my neighborhood.)	9/6/2019 12:10 PM
23	more walking trails	8/29/2019 3:09 PM
24	I had more time.	8/26/2019 4:56 PM
25	lived closer/in city limits - same as reason for biking	8/25/2019 2:38 PM
26	I lived in Santa Clarita.	8/25/2019 7:38 AM
27	I worked closer to home.	8/24/2019 10:18 PM
28	It wasnt so hot in summer	8/24/2019 9:54 PM
29	There was a nice pleasant walking space.	8/24/2019 9:51 PM
30	N/a	8/24/2019 7:51 PM
31	I run several days a week and use the trails on the weekend.	8/24/2019 6:35 PM
32	I had more time.	8/24/2019 6:13 PM
33	It was cooler	8/24/2019 5:36 PM
34	there were more hours in a day. it would be nice to have the paseos connect to the west side of	8/24/2019 5:23 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

town and not have to walk next to traffic on McBean Pkwy over the 5 freeway from College of the Canyons to the West side.

35	More restaurants and shops were closer. And wine bars :)	8/24/2019 5:19 PM
36	my dog were faster (she's 16.5 yrs)	8/24/2019 5:03 PM
37	There was less traffic and drivers paid more attention to pedestrians.	8/24/2019 5:01 PM
38	I walk a lot but there are large sections of the city that have no sidewalks or have no nighttime lighting.	8/24/2019 3:00 PM
39	I do when the weather is cooler	8/24/2019 2:16 PM
40	I do walk my dogs a few times a week and run 3 days a week on the bike paths. Need bathrooms and water fountains closer to Orchard Village area.	8/24/2019 2:02 PM
41	I had time	8/24/2019 12:57 PM
42	I run an average of 5x/week.	8/24/2019 12:45 PM
43	We walk everyday	8/24/2019 12:08 PM
44	Things were closer	8/24/2019 12:01 PM
45	N/A	8/23/2019 2:29 PM
46	Towsley Canyon park was open beyond sunset.	8/20/2019 10:29 PM
47	I didn't have a vehicle with me in town.	8/20/2019 9:09 AM
48	I lived closer to places I need to go.	8/4/2019 1:51 PM
49	Places of interests were closer to my home	7/31/2019 7:39 PM
50	there were more trails near my neighborhood.	7/30/2019 4:59 PM
51	Things were closer	7/30/2019 3:07 PM
52	THERE WERE MORE LIGHTS ON THE BIKE PATHS WEST OF MC BEAN NEAR COPPERHILL	7/29/2019 10:41 AM
53	I already do! I use the paseo's to walk my dogs	7/25/2019 1:05 PM
54	My destinations were not far in distance.	7/24/2019 5:41 PM
55	If Santa Clarita wasn't located a mile from the sun during the summer.	7/24/2019 10:48 AM
56	I walk a lot but would walk more if there were showers at work.	7/23/2019 1:06 PM
57	it wasn't so hot out	7/23/2019 7:01 AM
58	not sure. Driving is usually just easier.	7/22/2019 4:39 PM
59	It wasn't so bloody hot	7/19/2019 8:30 PM
60	There was more shade	7/16/2019 5:15 AM
61	I'd walk more if things were less spread out.	7/15/2019 2:31 PM
62	my knees were not quite so old	7/14/2019 4:42 PM
63	More water fountains	7/14/2019 4:01 PM
64	I lived closer to desirable stores/work	7/13/2019 10:18 PM
65	I walk all the time	7/13/2019 2:49 PM
66	The paseos connected to my neighborhood	7/13/2019 2:45 PM
67	I already walk	7/13/2019 1:19 PM
68	I walk a lot anyway	7/13/2019 11:05 AM
69	Again if the trail connected safely to my neighborhood.	7/12/2019 8:28 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

70	None	7/12/2019 3:05 PM
71	hmmm... stuff just isn't close enough...	7/12/2019 9:47 AM
72	I had time	7/12/2019 5:44 AM
73	It is safer	7/11/2019 9:43 PM
74	NA	7/11/2019 8:47 PM
75	Everything in Santa Clarita wasn't so spread out	7/11/2019 8:24 PM
76	I had more places along the bike path to go to. I do use the bike paths for running on a weekly bases	7/11/2019 7:13 PM
77	I had time	7/11/2019 6:42 PM
78	There was a path that started out closer to my neighborhood	7/11/2019 6:00 PM
79	Side walk came all the way to my house	7/11/2019 3:33 PM
80	we had a destination, like restaurants etc from east c c	7/11/2019 3:31 PM
81	i had more time	7/11/2019 2:32 PM
82	I would walk more if I could afford better pain management.	7/11/2019 1:24 PM
83	Connector trail between Aliento dog park and Nadau trail.	7/11/2019 12:56 PM
84	I had more time!	7/11/2019 11:05 AM
85	If it didn't get so hot.	7/11/2019 10:57 AM
86	If my knees didn't hurt. So many great walking paths!	7/11/2019 9:34 AM
87	I had better knees.	7/11/2019 9:26 AM
88	I lived in a flat area.	7/11/2019 8:59 AM
89	I lived closer to where I want to go	7/11/2019 8:57 AM
90	I walk for enjoyment	7/11/2019 8:56 AM
91	More trees/shade + a trail that had better parking near my house near Shadow Pines.	7/11/2019 8:45 AM
92	Amenities such as libraries were closer (Saugus)	7/11/2019 8:35 AM
93	It didn't take so long.	7/7/2019 10:48 AM
94	I had more time :)	7/3/2019 12:10 PM
95	Main Street in Newhall were permanently closed to cars and made a pedestrian zone like 3rd street in Santa Monica.	7/2/2019 12:53 PM
96	I had more time. I walk daily.	7/2/2019 12:09 PM
97	I had more time.	6/25/2019 11:40 AM
98	it's just around the block	6/25/2019 9:27 AM
99	I lived closer to work.	6/19/2019 5:08 PM
100	more sidewalks, less thorough ways/huge fast roads and unsafe walking conditions, city wasn't so sprawling and things weren't so far apart	6/19/2019 4:51 PM
101	I lived closer to work.	6/19/2019 4:21 PM
102	I can be more disciplined	6/19/2019 3:01 PM
103	I needed more exercise	6/18/2019 8:54 PM
104	I wasn't a lazy bum	6/18/2019 5:31 PM
105	I lived closer to downtown	6/13/2019 10:01 PM
106	I could safely cross the large streets, if there were paths or bridges crossing those streets.	6/13/2019 4:54 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

107	I wasn't lazy	6/12/2019 11:32 PM
108	I already walk it's good	6/12/2019 5:17 PM
109	There were trails by Lantana Hills neighborhood (off Dockweiler) that directly led out to newhall avenue instead of having to go all the way around through Sierra Highway or Valle del Oro. There seems to be some old trails too, but they're marked as no trespassing.	6/12/2019 10:44 AM
110	I lived closer to major shopping	6/12/2019 10:37 AM
111	there were hiking/biking/ walking trails in Circle J Ranch. I miss living next to a paseo.	6/11/2019 9:01 PM
112	Shade	6/11/2019 1:09 PM
113	I had time	6/11/2019 12:25 PM
114	There were more crossing pads everywhere more big trees planted around so they can provide shade enough in high temperatures and if car drivers were more responsible and drive carefully.	6/11/2019 2:05 AM
115	More shaded routes to/from stations to destinations in the city	6/6/2019 8:43 PM
116	the side walk was bigger and the time of the lights would last longer	6/5/2019 7:28 PM
117	The bus lines were more efficient	6/4/2019 11:20 AM
118	stores were closer to Circle J	5/29/2019 9:37 PM
119	there are more stores in walking distance.	5/29/2019 10:31 AM
120	I already walk a lot on the trails and paseos	5/28/2019 10:54 PM
121	The trails were 20 foot wide.	5/28/2019 1:05 PM
122	There were more attractions to walk to in the Canyon Country side of town.	5/28/2019 12:57 PM
123	I were closer to things.	5/28/2019 10:18 AM
124	There was a safe path from Santa Clarita to Castaic.	5/28/2019 9:48 AM
125	There were more asphalt paths, instead of cement sidewalks. It is hard on my knees when I go running.	5/28/2019 8:13 AM
126	N/A	5/28/2019 7:17 AM
127	My work wasn't 20 miles away in the San Fernando valley	5/28/2019 6:44 AM
128	See above answer about the paseos.	5/28/2019 6:22 AM
129	The speed limits were lower so it doesn't sound like you're walking on a freeway.	5/27/2019 9:47 PM
130	The paseos were safer	5/27/2019 8:15 PM
131	I should walk more	5/27/2019 7:14 PM
132	Canyon country was safer	5/27/2019 6:38 PM
133	There were more shaded places to walk, especially during the heat of summer.	5/27/2019 6:33 PM
134	We had some safe means to travel in the plum Cyn area of Saugus. A few pedestrian bridges would be fantastic.	5/27/2019 6:20 PM
135	Things were closer to home	5/27/2019 5:54 PM
136	N/a	5/27/2019 4:53 PM
137	Bike path connected to castaic	5/27/2019 4:38 PM
138	There were walking trails near my house.	5/27/2019 4:30 PM
139	Cars would actually yield to pedestrians and slow down.	5/27/2019 3:50 PM
140	Some paths I'm not sure if it's for bikes only or pedestrians and bikes. It's not always clear.	5/27/2019 3:45 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

141	It wasn't so hilly	5/27/2019 3:30 PM
142	No excuses.	5/27/2019 3:27 PM
143	it were safer (especially at night) and we were closer to places we want to go	5/27/2019 3:19 PM
144	Y there were more cams on hiking trail	5/27/2019 3:16 PM
145	I have the time	5/27/2019 8:04 AM
146	I walk and run everyday	5/21/2019 9:17 PM
147	There was more security on the trails	5/21/2019 12:49 PM
148	I didn't live at the top of a big hill	5/21/2019 10:53 AM
149	The walking lanes were larger for strollers	5/21/2019 8:47 AM
150	There were things closer to my home	5/20/2019 11:59 PM
151	I didn't live on a hill	5/20/2019 11:16 PM
152	there were more connected trails to use. I love our Paseo system and would love to see it expanded.	5/20/2019 6:43 PM
153	Santa Clarita weren't so spread out. Walking is convenient for urban areas like downtown LA or NYC. But it would take far too long and be too physically challenging to walk from my neighborhood to the nearest grocery store or restaurant.	5/20/2019 6:18 PM
154	N/A	5/20/2019 6:16 PM
155	Stores were in closer vicinity.	5/20/2019 5:54 PM
156	I felt safe. More patrols maybe.	5/20/2019 5:34 PM
157	Already do	5/16/2019 11:18 PM
158	More connecting paseos	5/16/2019 9:04 PM
159	Not applicable. I walk a lot	5/16/2019 7:47 PM
160	Pedestrian bridges over streets connecting paseos. I have been nearly run down in signaled crosswalks many times at Wiley and Tournament trying to connect between paseos of Old Orchard and Valencia Hills neighborhoods.	5/15/2019 7:13 AM
161	less hills	5/14/2019 6:23 PM
162	I run over 100 miles / month on the Paseos. At least 5x a week on the Passos. I absolutely love our Paseos.	5/14/2019 4:58 PM
163	The Valencia paths had more shade. Also if there were pedestrian bridges in Saugus. Specifically near Bouquet and Seco and/or near Central Park.	5/14/2019 1:37 PM
164	I had more time to get there.	5/14/2019 12:18 PM
165	I had more time and energy. I walk the paths a lot, actually. Sometimes from one end of the valley to the other.	5/14/2019 9:44 AM
166	Side walks in the industrial center near Rye canyon	5/14/2019 9:23 AM
167	I do walk a lot but again, pedestrian overpasses on Lyons Ave and Wiley amd orchard would close the gap of having to cross major streets with my kids.	5/14/2019 8:16 AM
168	I were closer to destinations I frequent	5/14/2019 6:23 AM
169	Retail and pubs were in Saugus closer to homr	5/14/2019 5:28 AM
170	If you got the homeless out of SCV	5/14/2019 12:21 AM
171	There were less cars on the roads making me feel like an alien for walking.	5/13/2019 11:32 PM
172	I lived closer to shops.	5/13/2019 11:29 PM
173	As a runner, I would appreciate more frequent bathrooms along the trails.	5/13/2019 10:31 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

174	More drinking fountains along the bike trails.	5/13/2019 8:54 PM
175	It were safer	5/13/2019 7:55 PM
176	Closer to where I live	5/13/2019 7:54 PM
177	I wasn't so lazy.	5/13/2019 6:58 PM
178	There was more gardens and art displayed	5/13/2019 6:50 PM
179	I walk/run lots already, maybe 40 miles per week.	5/13/2019 6:39 PM
180	the sidewalks were bigger, away from the street more.	5/13/2019 6:39 PM
181	Bridges were near intersections not in the middle.	5/13/2019 6:30 PM
182	There were more trails with shade. Which I understand is difficult when we are on the edge of a desert	5/13/2019 5:22 PM
183	things like grocery stores or restaurants were closer. It's just too spread out.	5/13/2019 4:54 PM
184	There were pedestrian bridges over the major streets. Lyons Ave, Wiley Canyon and Orchard Village.	5/13/2019 4:17 PM
185	There were more paseos and bridges crossing busy streets	5/13/2019 4:09 PM
186	The trails were well lit and had cameras	5/13/2019 4:08 PM
187	There were sidewalks on my way to shopping	5/13/2019 3:45 PM
188	I didn't have a bike?	5/13/2019 3:43 PM
189	There were more pedestrian bridges over busy roadways. I frequently travel with kids and their safety is a concern when drivers roll into cross walks, run lights, etc.	5/13/2019 3:35 PM
190	The paseos has lighting or safety patrols. Homeless people hang out under the overpasses and it makes me feel unsafe going alone.	5/13/2019 3:08 PM
191	I already walk a lot.	5/13/2019 3:04 PM
192	N/A I walk a lot!	5/13/2019 11:55 AM
193	I had more time	5/13/2019 9:55 AM
194	I was healthy enough	5/12/2019 7:17 AM
195	Need to walk more	5/11/2019 5:32 PM
196	Pedestrian pass are available on both sides of the Street (Lyons)	5/11/2019 1:18 PM
197	I probably wouldn't walk. I prefer to bike.	5/10/2019 9:18 AM
198	I lived closer to stores	5/8/2019 10:42 AM
199	It was closer to my destination	5/8/2019 10:34 AM
200	my knees were new.	5/8/2019 10:30 AM
201	More trails connecting the entire city	5/7/2019 9:36 AM
202	Personal choice. Nothing preventing me from walking. I prefer biking.	5/7/2019 6:31 AM
203	I had the time.	5/1/2019 5:56 PM
204	I didn't live on a hill	4/30/2019 1:39 PM
205	I had time	4/28/2019 5:58 PM
206	It weren't so hot here	4/28/2019 3:05 PM
207	NA	4/27/2019 10:49 PM
208	My destination was close enough.	4/27/2019 2:59 PM
209	Main streets were less congested and traffic slowed.	4/24/2019 9:15 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

210	I walk a lot! I often drive somewhere to walk because again, Haskell & Copper Hill are no fun to walk on. It's like walking on the freeway. The problem with the way cities like SC are laid out is that there are no side streets that go through. Unless you live near the Paseos, the design completely discourages walking and biking.	4/24/2019 10:50 AM
211	destinations were closer, easier to access	4/22/2019 2:27 PM
212	not applicable	4/18/2019 11:35 AM
213	It wasn't so hot!	4/18/2019 7:36 AM
214	I didn't live so far from everything.	4/17/2019 10:41 PM
215	There were more walking paths in Saugus.	4/17/2019 2:59 PM
216	If I lived closer to stores and had someone to carry what I bought.	4/17/2019 9:15 AM
217	the Saugus area had more safe options to walk. We need pedestrian bridges in our area. A bridge at Paragon and Copperhill would be great or near Candy Cane lane. During the holidays this is a very dangerous area of our city where people dart across the street. We also have a coyote problem in the Saugus area which make me nervous. The coyotes are no longer scared of people.	4/16/2019 8:37 AM
218	I had more time.	4/16/2019 7:44 AM
219	Weather permitted	4/15/2019 11:30 PM
220	More shaded rest areas with water cooled sprays and drinking water	4/15/2019 7:57 PM
221	More paths connected.	4/15/2019 7:52 PM
222	More sidewalks and remove hostile crosswalks. Don't make me cross three times at Bouquet and Soledad.	4/15/2019 6:23 PM
223	I had more time	4/15/2019 5:42 PM
224	There were anything walking distance from me. Currently I live in the Placerita canyon area	4/15/2019 3:56 PM
225	I already walk/run a lot on the bike trails.	4/15/2019 3:33 PM
226	Good walking	4/14/2019 11:57 AM
227	I had a dog :)	4/12/2019 10:31 PM
228	There were places to walk to that were friendly and didn't entail crossing 6 lane highways like McBean. I tried walking from the ice rink to the brewery and there isn't even a sidewalk south of new hall ranch road.	4/12/2019 9:48 AM
229	I had more time , i do walk my dog.	4/11/2019 6:02 PM
230	i could reach my walking destination without first having to drive there.	4/11/2019 4:02 PM
231	if there was a crossing from the target shopping center to the home goods shopping center.	4/10/2019 11:35 PM
232	i were in better shape	4/10/2019 9:31 AM
233	Safer	4/9/2019 11:06 PM
234	daily commodities were within closer proximity of home	4/9/2019 4:59 PM
235	More walkable locations	4/9/2019 4:22 PM
236	I am a Lancaster resident who comes down occasionally to enjoy your wonderful paths....thank you	4/9/2019 2:13 PM
237	I walk at least 2 miles every day (dog)	4/9/2019 12:33 PM
238	The Apr issue of Nat Geo says the avg commute time in LA is only 30 minutes. SC could publish avg commute time...and then compare that time to the time via bike or walking or trolley.	4/9/2019 12:02 PM
239	my destinations were closer. Living in Saugus, a lot of the errands I run are a long walk and I just don't have the time.	4/9/2019 11:18 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

240	I walk everyday.	4/9/2019 11:10 AM
241	If it were cooler outside	4/9/2019 11:02 AM
242	I walk enough	4/9/2019 10:33 AM
243	More pedestrian bridges	4/9/2019 10:27 AM
244	It wasn't so hot, but that's not something you can control.	4/9/2019 10:13 AM
245	already walk	4/8/2019 7:56 PM
246	I worked locally	4/8/2019 7:27 PM
247	Intersections prioritizing pedestrians	4/8/2019 2:16 PM
248	Again, more over/under-passes to avoid crossing multiple lanes of traffic at busy intersections.	4/8/2019 1:24 PM
249	If vehicles would stop running red lights and killing / injuring people	4/8/2019 9:12 AM
250	My feet felt better and the climate was cooler.	4/8/2019 12:18 AM
251	I do walk but I have a foot problem that limits my ability to walk.	4/7/2019 7:14 PM
252	n/a	4/7/2019 5:37 PM
253things were closer to my home....	4/7/2019 11:55 AM
254	I hike 3 times a week. I love that about our community.	4/7/2019 8:27 AM
255	I lived closer to the grocery store or coffee shop.	4/6/2019 11:35 PM
256	I didn't spend spare time cycling	4/6/2019 9:55 PM
257	I walk all the time. But try to cross busy streets is taking your life in your hands.	4/6/2019 6:49 PM
258	I walk all over as a professional dog walker. There are many of our streets that simply are not safe for crossing streets so one may not walk far to avoid these streets and traffic.	4/6/2019 6:32 PM
259	I loved closer to shopping areas	4/6/2019 5:32 PM
260	I walk plenty.	4/6/2019 2:24 PM
261	I already walk every day. Love the walking options but still feel that people drive too fast	4/6/2019 2:06 PM
262	I walk a good amount, but if there were more hours in the day.	4/6/2019 12:20 PM
263	Convenient, good weather	4/6/2019 10:32 AM
264	It didn't get so hot in the summer.	4/6/2019 9:51 AM
265	I walk a lot now.	4/6/2019 9:34 AM
266	There were more hiking trails near parks	4/6/2019 8:56 AM
267	More paseos in Saugus please.	4/6/2019 8:41 AM
268	There were more connecting sidewalks (Newhall Avenue, especially north of the station) is incredibly dangerous.	4/6/2019 8:35 AM
269	Nothing stopping me, just a time consideration (do I have enough time to walk there and back)	4/6/2019 8:25 AM
270	I felt safe on Paseos	4/6/2019 7:43 AM
271	That's on me.	4/6/2019 7:08 AM
272	Markets were closer to home	4/6/2019 7:01 AM
273	I lived closer to places I go often	4/6/2019 12:01 AM
274	Drivers weren't so careless and aggressive when approaching crosswalks.	4/5/2019 9:54 PM
275	Nah	4/5/2019 9:53 PM
276	My neighborhood was safer	4/5/2019 9:40 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

277	I walk the dog a lot. No complaints. There is a grocery store close to my house, I sometimes walk there if I'm not getting too many thing.	4/5/2019 9:16 PM
278	The town wasn't so spread out and places are far away	4/5/2019 9:08 PM
279	I didn't live on top of a hill.	4/5/2019 8:46 PM
280	The places I needed to go were closer	4/5/2019 8:31 PM
281	nope	4/5/2019 7:41 PM
282	I knew where the safe paseos are	4/5/2019 6:36 PM
283	More paths	4/5/2019 6:34 PM
284	N/A. I walk everyday for exercise.	4/5/2019 6:23 PM
285	Stores were closer to me.	4/5/2019 6:21 PM
286	My feet did no hurt	4/5/2019 6:00 PM
287	NA	4/5/2019 5:46 PM
288	I were younger	4/5/2019 5:39 PM
289	i had more time honestly.	4/5/2019 5:23 PM
290	I already walk a lot thanks to a great Paseo system	4/5/2019 5:12 PM
291	we had paseos on THIS side of Santa Clarita, but we don't matter over here. Never have, either. Even our sidewalks aren't wide enough for friends to walk together, side-by-side. And there has to be street-crossing -- again and again -- to be able to indirectly get anywhere. And there is nothing beautiful to look at along such walks. And there are bicyclists who DO ride ON our sidewalks, because there are no bike paths -- and that creates a danger. Many's the time that I've decided to walk from Sierra Highway/Via Princesa to the Canyon Country branch of our libraries, and a bicyclist will suddenly speed up behind me, frightening me nearly to passing out. No bells, no bike horns, and always feeling as if she/he has the right of way. And again, never a DIRECT ROUTE all the way. Many side streets with vehicle drivers turning into our pedestrian crosswalks, despite the laws. Terrifying.	4/5/2019 5:00 PM
292	They OPENED the Saugus flood channels as walk/bike paths. Create paseos walk ways next to the Saugus flood channels like in MANY areas in Los Angeles!	4/5/2019 4:48 PM
293	I walk every day when possible	4/5/2019 4:35 PM
294	I lived somewhere denser, with at least the basics (grocery store, medical services, entertainment, clothing stores, etc.) within a reasonable distance.	4/5/2019 3:47 PM
295	when the weather is nice.	4/5/2019 3:36 PM
296	i wouldn't	4/5/2019 3:21 PM
297	If nutty Socialists took over and forcibly stopped me from driving.	4/5/2019 3:05 PM
298	There ar egos sidewalks	4/5/2019 2:55 PM
299	I didn't have a bike	4/5/2019 2:47 PM
300	I didn't live on the top of a steep hill	4/5/2019 1:58 PM
301	Stores were closer to my home	4/5/2019 1:32 PM
302	There were closer places to walk to.	4/5/2019 1:21 PM
303	Can't due to the local hills & an injury.	4/5/2019 1:10 PM
304	Never, I live at the TOP of Tesoro and to walk down (or more so UP) is not realistic.	4/5/2019 11:31 AM
305	I was closer to businesses.	4/5/2019 11:11 AM
306	I walk for excercise	4/5/2019 11:00 AM
307	My bike was broken	4/5/2019 10:58 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

308	I were closer to places to walk.	4/5/2019 10:47 AM
309	I lived closer to a shopping center.	4/5/2019 10:43 AM
310	I already walk three miles every day to get my coffee. I don't have time for more	4/5/2019 10:17 AM
311	More things were in walking distance of my home.	4/5/2019 9:41 AM
312	50% of the time it is too hot to walk in Santa Clarita-walking more than a mile to get to a destination	4/5/2019 9:09 AM
313	Distances were not as great - but that will never be solved with sprawling character of city	4/5/2019 8:22 AM
314	I walk the paseos everyday with my family. I walk and run the paseos daily.	4/5/2019 8:11 AM
315	Where I wanted to go was less than a mile and a half away.	4/5/2019 7:51 AM
316	There were more places to stop and rest out of the heat and more public restrooms along routes.	4/5/2019 7:18 AM
317	I feel that the sidewalks and paseos are adequate for walking.	4/5/2019 6:28 AM
318	If there were more walking paths that were flat and easy to walk on for me, as I have a hard time with walking up or down hills.	4/5/2019 6:22 AM
319	There is not many places I that are within walking distance	4/5/2019 2:25 AM
320	I had more patience I really enjoy riding my bike, specially with my kids	4/4/2019 10:56 PM
321	Street crossings were shorter	4/4/2019 10:11 PM
322	I prefer biking	4/4/2019 9:26 PM
323	There were some walking groups in the evenings or on weekends near my home	4/4/2019 9:22 PM
324	If trails were more accessible to the SAUGUS area	4/4/2019 9:15 PM
325	The area of Santa Clarita I live in was more walkable. Currently living off Golden Valley/Sierra Highway.	4/4/2019 9:12 PM
326	Traffic wasn't insane	4/4/2019 8:20 PM
327	I wasn't disabled	4/4/2019 8:17 PM
328	Destinations were closer.	4/4/2019 7:51 PM
329	If I lived closer. Purchasing a house near my office is not affordable for a single person. So I live over 12 miles away.	4/4/2019 7:47 PM
330	N/A exercise only	4/4/2019 7:24 PM
331	I walk already.	4/4/2019 7:02 PM
332	I wasn't disabled	4/4/2019 6:52 PM
333	work was closer.	4/4/2019 6:45 PM
334	I my primary destinations (grocery, post office, restaurants were less than a mile from my house. But the neighborhood is built out and will never see those resources closer than they are. It's a long walk, but reachable. Metrolink is 4.5 miles away, but doable by bike.	4/4/2019 6:40 PM
335	Things were closer to my home	4/4/2019 6:30 PM
336	I lived closer to anything. I'm a 20 min walk from anything at all.	4/4/2019 6:25 PM
337	I didn't live out near Shadow Pines.	4/4/2019 6:22 PM
338	I live off Calgrove. None of my regular destinations (grocery store, etc.) are within a reasonable walking distance. I frequently hike in Towsley Canyon and Wildwood Canyon.	4/4/2019 6:21 PM
339	I have close amenities within walking distance so I will walk instead of using other transportation.	4/4/2019 6:16 PM
340	I could.	4/4/2019 5:59 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

341	If I actually liked walking	4/4/2019 5:54 PM
342	Things where closer	4/4/2019 5:22 PM
343	Paths were well lit so I could walk in the evenings after work, especially under bridges. I would also walk more if we had more pedestrian bridges in canyon country and Saugus making it safer to cross major intersections.	4/4/2019 5:13 PM
344	Wouldnt, stuff is too far from my house.	4/4/2019 5:12 PM
345	Services were closer to my house.	4/4/2019 5:12 PM
346	The streets where safer. To many accidents occur on these streets and at to high of speeds to want to bike or walk anywhere!	4/4/2019 5:08 PM
347	I didn't live on the hills.	4/4/2019 5:08 PM
348	I lived closer to things.	4/4/2019 5:07 PM
349	I wasn't so far away from work.	4/4/2019 5:00 PM
350	There was more shade on bike path. Also, I would love it if paseos and bike paths were lit at night.	4/4/2019 4:23 PM
351	Things were closer and paths were dedicated, bypassing streets and crosswalks. Stopping traffic while everyone looks at and waits for you is not a great thing to add to a method that already takes more time and effort.	4/4/2019 3:56 PM
352	the sidewalks were not directly on mcbear. This is not healthy to walk if im inhaling fumes every day.	4/4/2019 2:18 PM
353	I didn't live on a hill	4/4/2019 2:06 PM
354	I couldn't run	4/4/2019 2:02 PM
355	I didn't live on a hill.	4/4/2019 12:53 PM
356	there were more sidewalks and pedestrian crossings	4/4/2019 12:24 PM
357	Things were closer to me	4/4/2019 12:03 PM
358	Drivers weren't as dangerous and were more aware	4/4/2019 11:31 AM
359	The paseo connected northeast of copper hill to serve the Mountain View and Pacific Crest communities.	4/4/2019 11:26 AM
360	In Saugus there really are very few services that are within walking distance. I do walk to Vincenzo, 7-11 and La Cocina but beyond that it is not feasible for running errands and shopping.	4/4/2019 10:52 AM
361	Have bike trails and lanes so sidewalk can be for walkers only	4/4/2019 10:48 AM
362	I already walk the neighborhood nearly every day for about an hour.	4/4/2019 10:35 AM
363	I had the time to accomplish errands by walking.	4/4/2019 10:28 AM
364	If my location wasn't 3 miles from the nearest store.	4/4/2019 10:10 AM
365	I walk around 2 miles 4-5 times per week. Not my issue.	4/4/2019 10:10 AM
366	If I had a dog? I am happy with the walking paths in my area.	4/4/2019 10:05 AM
367	I didn't live on a hill.	4/4/2019 9:49 AM
368	I did not live at the top of a hill.	4/4/2019 9:23 AM
369	Everything wasn't so far away.	4/4/2019 9:17 AM
370	I love the bike paths in Santa Clarita but there are too many homeless people on the paths to walk by myself, especially being a small woman.	4/4/2019 8:50 AM
371	Drivers would respect those in the crosswalk	4/4/2019 8:49 AM
372	I walk to places sometimes but hate crossing a busy street	4/4/2019 8:32 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

373	n/a	4/4/2019 8:11 AM
374	Bathroom availability along roads/paseos	4/4/2019 8:10 AM
375	I lived closer to things	4/4/2019 8:04 AM
376	There were paths along Old Orchard road.	4/4/2019 7:57 AM
377	I didn't have a handicap	4/4/2019 7:55 AM
378	Crosswalks were friendlier	4/4/2019 7:46 AM
379	Crosswalks at intersections were better marked and made pedestrians feel safe.	4/4/2019 7:32 AM
380	More streets were paved. Less homeless Traffic lights were faster for walkers calls when pushing the botton.	4/4/2019 7:27 AM
381	I walk enough.	4/4/2019 7:27 AM
382	I have a medical condition which prohibits walking for errand running.	4/4/2019 7:26 AM
383	More stores closer to my home.	4/4/2019 7:25 AM
384	I walk in my neighborhood to get to CVS. Everything else is too far away.	4/4/2019 7:17 AM
385	biking wasn't an option for me	4/4/2019 7:14 AM
386	I should walk more	4/4/2019 7:12 AM
387	It wasn't so hot	4/4/2019 7:07 AM
388	HAD MORE TIME. STUCK AT TOO MANY RED LIGHTS IN CAR. NEED BETTER RED LIGHT TRAFFIC SYNCHRONIZATION. POOR TRAFFIC FLOW	4/4/2019 7:04 AM
389	I didn't live too far away from everything!	4/4/2019 6:53 AM
390	Sidewalks were wider. Sidewalks are filled with power poles, street lights, driveway aprons, water, gas and electrical vaults and the sidewalks are only 5 feet wide. The sidewalks need to be 10 wide with no obstructions. This will allow for people with strollers and others in the opposite direction to be on the sidewalk together.	4/4/2019 6:10 AM
391	I walk almost daily - mostly for health reasons	4/4/2019 2:57 AM
392	There was dedicated walkway and bridges.	4/3/2019 11:54 PM
393	There were more trails in Saugus	4/3/2019 9:36 PM
394	My wife and I walk the trials on weekends	4/3/2019 8:19 PM
395	Flatter	4/3/2019 8:14 PM
396	Love walking ☐Hope they don't blow it here in Santa Clarita by putting homes where our trails are!! This is adds great appeal and value to this fantastic city!!!	4/3/2019 8:10 PM
397	The trails were lit up when it's dark.	4/3/2019 7:48 PM
398	There was an event or fair or something and there was a short direct route. It's usually too hot to walk very far from home.	4/3/2019 6:15 PM
399	There was a safe pedestrian path within my neighborhood, for example connecting David March Park up the hill to Plum Canyon Elementary, so I don't have to walk with crazy traffic along Plum Canyon Rd. going to school or friends houses in the newer section.	4/3/2019 5:33 PM
400	sidewalks were ,ore attractive, with fewer obstacles	4/2/2019 10:33 AM

Q6 I would use a car less if...

Answered: 415 Skipped: 250

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

#	RESPONSES	DATE
1	I biked more	1/12/2020 3:58 PM
2	There were some newer bus routes. Or express ones that stop less.	12/22/2019 10:04 PM
3	See #3	12/9/2019 9:36 PM
4	I do NOT use a car.	12/3/2019 1:59 PM
5	Walking, biking, train were convenient.	11/18/2019 11:22 AM
6	As above - distance to what we drive to (library, skate park, train station, grocery store, cvs minute clinic, bookstore, tennis court and basketball court). Also, safety... at the Plum Canyon Rd/ Golden Valley Rd intersection drivers are terrible at taking the right on red and not checking for pedestrians. Finally, the summer heat - in Plum Canyon we lack the leafy enclaves and paseos that Valencia has in spades. We feel like Santa Clarita's poor, neglected cousin. Plum Canyon Road is so hot over summer and only the Heller Circle/Golden Valley side of the road gets shade in August/September.	11/18/2019 10:59 AM
7	I don't use that much as it is.	11/13/2019 8:38 PM
8	Bike paths were easier to use to quality destinations	11/8/2019 5:19 PM
9	NA - already trying to drive less	10/30/2019 5:38 PM
10	See above.	10/30/2019 11:42 AM
11	The options above were an option	10/27/2019 9:21 AM
12	I could get a more direct carpool to Burbank	10/26/2019 7:57 PM
13	The the closest bus stop was less than a mile from my house and ran more regularly than every 30 min	10/26/2019 12:26 PM
14	There was a more reliable transit system and destinations for biking and walking were closer. It is much more convenient to drive unfortunately.	10/26/2019 12:11 PM
15	If city hall jams up all the streets by changing car lanes to bike lanes, I'll still drive.	10/24/2019 2:39 PM
16	If I felt safe riding with my son.	10/23/2019 9:17 PM
17	I didn't have young children.	10/19/2019 1:54 AM
18	it was easier to ride my bike and feel safer	10/10/2019 1:18 PM
19	The bike lanes were separated from traffic.	10/8/2019 7:03 PM
20	gas was too expensive.	9/29/2019 5:19 PM
21	trabajara más cerca de mi casa. (I worked closer to my house.)	9/6/2019 12:10 PM
22	public transit was more available	8/29/2019 3:09 PM
23	I had more time.	8/26/2019 4:56 PM
24	same as reason for biking	8/25/2019 2:38 PM
25	I lived in Santa Clarita.	8/25/2019 7:38 AM
26	I had a job that let me work remotely.	8/24/2019 10:18 PM
27	I lived closer to services and if a train connection was available to Ventura.	8/24/2019 9:51 PM
28	The train went to the westside	8/24/2019 9:15 PM
29	I had other options.	8/24/2019 8:43 PM
30	I have more bike path and conexions	8/24/2019 7:51 PM
31	I could.	8/24/2019 6:35 PM
32	I worked closer	8/24/2019 5:36 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

33	cheaper and more pedestrian-friendly alternatives were available.	8/24/2019 5:23 PM
34	Cheaper bus around town and to downtown Newhall	8/24/2019 5:19 PM
35	I could commute safely to work (126 and Commerce Center Drive).	8/24/2019 5:03 PM
36	It was easier to get around without one. For example, if the bike paths and paseos were more extensive.	8/24/2019 5:01 PM
37	There were more pedestrian bridges across major intersections. I have nearly been hit several times while legally crossing on a walk light.	8/24/2019 3:00 PM
38	I already dont use it as much as many	8/24/2019 2:16 PM
39	Don't know the answer to this one.	8/24/2019 2:02 PM
40	Closer amenities	8/24/2019 12:58 PM
41	Destinations were closer	8/24/2019 12:57 PM
42	My children's extracurricular activities were closer to my house.	8/24/2019 12:45 PM
43	I had more time	8/24/2019 12:35 PM
44	there was more/safer bicycle parking at retail facilities	8/24/2019 12:28 PM
45	We had closer access to a paseo or mixed use trail. Saugus wasn't in that plan.	8/24/2019 12:08 PM
46	I could bike more.	8/23/2019 2:29 PM
47	My employer had a shower.	8/20/2019 10:29 PM
48	#4	8/20/2019 9:09 AM
49	There were better bike lanes and more bike paths.	8/4/2019 1:51 PM
50	i did not have to work	8/3/2019 7:15 AM
51	Gas prices increased and traffic increased	7/31/2019 7:39 PM
52	more trails near my neighborhood.	7/30/2019 4:59 PM
53	Biking was safer	7/30/2019 3:07 PM
54	THERE WERE MORE AREAS THAT WERE SECURE TO PARK BIKES.	7/29/2019 10:41 AM
55	We could get places more quickly by bike.	7/29/2019 9:16 AM
56	shopping were closer to me	7/25/2019 1:05 PM
57	There was a efficient and direct route for other means of transportation to work from my home.	7/24/2019 5:41 PM
58	My neighborhood streets were safer for cycling, more bike share within walking distance to my house.	7/24/2019 10:48 AM
59	I could ride my bike	7/23/2019 5:39 PM
60	I can maintain my independence in going where I want to go and when I want go.	7/23/2019 1:06 PM
61	there was high speed rail.	7/22/2019 4:39 PM
62	There was public transport that did small loops around neighborhoods and other routes that connected to larger parts of the city .	7/19/2019 8:30 PM
63	I could use a bike	7/17/2019 2:21 PM
64	There were more bike paths available in my area.	7/17/2019 12:42 PM
65	Safe bike lanes existed on most roads. The bike paths are great, but ultimately most drop riders off on major roads with no dedicated bike space/lanes. This makes commuting via bike paths very dangerous because riders are forced onto major roads to reach their final destinations where multiple serious injury or fatal accidents have occurred in the last year (Lyons, Railroad, Placerita, etc.)	7/17/2019 10:05 AM
66	Biking was safer	7/16/2019 5:15 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

67	It were easier to get around by other means.	7/15/2019 2:31 PM
68	I always combine all my errands to as few trips as possible	7/14/2019 4:42 PM
69	There were places to park my bicycle at the supermarket/shopping center.	7/14/2019 4:01 PM
70	I were retired	7/13/2019 10:18 PM
71	I don't own a car	7/13/2019 2:49 PM
72	The paseos connected to my neighborhood	7/13/2019 2:45 PM
73	I use the car at a minimum.	7/13/2019 1:19 PM
74	There were more facilities within walking distance	7/13/2019 11:05 AM
75	A safe connection to my neighborhood was available.	7/12/2019 8:28 PM
76	Nope	7/12/2019 5:23 PM
77	I could buy a moped that goes up to 30 but I need an m1 or an m2 license. However I could modify my book with a 50 cc engine and then forget the car and use the bike to go up to 20 or so(gasoline) motorized bicycle kit	7/12/2019 3:05 PM
78	i used the bike/bus commute more than once or twice a week... it is on me as i do not see how the buses can go any faster	7/12/2019 9:47 AM
79	I could work from home	7/12/2019 5:44 AM
80	There are more protected bike lanes	7/11/2019 9:43 PM
81	If I could ride & secure my bike safely in Santa Clarita	7/11/2019 8:53 PM
82	If I didn't have to commute to LAX and Orange County.	7/11/2019 8:47 PM
83	Walking was more convenient	7/11/2019 8:24 PM
84	I had the stores I needed to go to closer	7/11/2019 7:13 PM
85	If I worked less	7/11/2019 6:42 PM
86	There were some bike paths in Saugus	7/11/2019 6:00 PM
87	there was an interesting place to walk to	7/11/2019 3:31 PM
88	train service was efficient and 1st/last mile options ere available	7/11/2019 2:32 PM
89	I would use a car less if the climate was even better.	7/11/2019 1:24 PM
90	Regular service to LAX (FLYAWAY)	7/11/2019 12:56 PM
91	Parking were more of a problem.	7/11/2019 11:05 AM
92	There was better law enforcement against distracted drivers who don't look for bicycles when turning or going in/out of a parking lot.	7/11/2019 10:57 AM
93	I could use pedal assist bike on path.	7/11/2019 9:34 AM
94	The bus schedules were more frequent and could connect to other transit services like the Metro	7/11/2019 9:22 AM
95	I had options that worked for me.	7/11/2019 8:59 AM
96	See above more bike lanes	7/11/2019 8:58 AM
97	Santa Monica and Malibu were closer	7/11/2019 8:57 AM
98	I like driving, but I bike to work	7/11/2019 8:56 AM
99	Riding my bike was safer considering the 50/45+ mph speed limits and narrow shoulders in many areas.	7/11/2019 8:35 AM
100	I wasn't so busy.	7/7/2019 10:48 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

101	My place of work were closer.	7/3/2019 12:10 PM
102	The bus were more frequent and there were protected bike lanes everywhere.	7/2/2019 12:53 PM
103	The bike paths were safer and away from cars.	7/2/2019 12:09 PM
104	If I don't buy that much at local stores	6/28/2019 3:54 PM
105	I barely use my car.	6/25/2019 11:40 AM
106	I use it whenever I need it	6/25/2019 9:27 AM
107	Lived closer to work.	6/19/2019 5:08 PM
108	there were better alternatives	6/19/2019 4:51 PM
109	I lived closer to work.	6/19/2019 4:21 PM
110	If riding a bike was a more feasible option.	6/19/2019 4:16 PM
111	Bike and walk can get me there smoothly	6/19/2019 3:01 PM
112	The bike lanes were connected	6/18/2019 8:54 PM
113	I live or bike walking distance to my job	6/13/2019 10:01 PM
114	I could walk or ride to the stores I frequent.	6/13/2019 4:54 PM
115	I wasn't lazy	6/12/2019 11:32 PM
116	I only use a car for means more that I can bike	6/12/2019 5:17 PM
117	I could easily walk to Old Town Newhall from my neighborhood, Lantana Hills	6/12/2019 10:44 AM
118	there were shopping opportunities closer to my home.	6/11/2019 9:01 PM
119	The options above could take me to more places	6/11/2019 8:03 PM
120	If there were an effective bus route up Golden Valley Road from Newhall Ranch Road.	6/11/2019 12:25 PM
121	I can get my self around easily and overly safely to work, schools, supermarkets, public transportation can be more reliable and schedules are more often offered, so if I miss a bus I know that in 5 to 8 minutes I can get another one.	6/11/2019 2:05 AM
122	I could bike.	6/7/2019 1:43 PM
123	it was more safer	6/5/2019 7:28 PM
124	bike paths were safer than its current state I.e. no lighting, bike paths not shared with vehicles or create a safety barrier or sidewalk.	6/4/2019 4:41 PM
125	Santa Clarita had better mass transit	6/4/2019 11:20 AM
126	I was retired	5/29/2019 9:37 PM
127	there are more bike lanes.	5/29/2019 10:31 AM
128	If I coul take an express bus to CSUN	5/28/2019 10:54 PM
129	If I didnt work all the way in Mid-City Wilshire :(5/28/2019 12:57 PM
130	I worked closer to home.	5/28/2019 12:17 PM
131	See bike answer.	5/28/2019 10:18 AM
132	I can't see myself using the car less. It's a luxury to me not a necessity.	5/28/2019 9:48 AM
133	See 3 and 4 above	5/28/2019 7:17 AM
134	I worked closer	5/28/2019 6:44 AM
135	I didn't have to travel across town on a specific schedule for my kids.	5/28/2019 6:22 AM
136	My job was closer.	5/27/2019 9:47 PM
137	I knew more carpool and public transportation	5/27/2019 9:35 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

138	The paseos were safer	5/27/2019 8:15 PM
139	There were scooters	5/27/2019 7:14 PM
140	my baby didn't need car seat	5/27/2019 6:38 PM
141	There were even more cycling trails, especially if they were well-lit.	5/27/2019 6:33 PM
142	More trails	5/27/2019 6:32 PM
143	We had some safe means to travel in the plum Cyn area of Saugus. A few pedestrian bridges would be fantastic. We had a nice establishment or shopping close by to visit. I know something is in the works but we are very neglected in this part of town.	5/27/2019 6:20 PM
144	If we heve dedicated bike parking as major mall and shopping centers	5/27/2019 6:13 PM
145	If i Worked closer	5/27/2019 5:54 PM
146	N/a	5/27/2019 4:53 PM
147	N/A	5/27/2019 3:50 PM
148	I could bike more	5/27/2019 3:30 PM
149	Nope.	5/27/2019 3:27 PM
150	I could get to where I need to go in a timely manner	5/27/2019 3:19 PM
151	Scv was safer like in the 90s	5/27/2019 3:16 PM
152	Alternate transportation was efficient and safe	5/27/2019 8:04 AM
153	Life worked that way	5/21/2019 9:17 PM
154	There was more security on the trails	5/21/2019 12:49 PM
155	The weather was better	5/21/2019 10:53 AM
156	I had no where to go	5/20/2019 11:59 PM
157	I didn't live in a car dominated city	5/20/2019 11:16 PM
158	Not much would change me current car use habits.	5/20/2019 6:43 PM
159	I lived in an area with nearby and easily accessible protected bike trails or walking paths that would take me to nearby shopping and dining and were less than a mile away.	5/20/2019 6:18 PM
160	N/A	5/20/2019 6:16 PM
161	I didn't have a far distance to commute	5/20/2019 5:54 PM
162	If I could get around easier by walking.	5/20/2019 5:44 PM
163	It was convenient and safe.	5/20/2019 5:34 PM
164	I had a better way of biking to the Santa Clarita Metrolink Station.	5/16/2019 11:18 PM
165	More paths	5/16/2019 9:04 PM
166	Public transportation to the places I wanted to go didn't take so long	5/16/2019 7:47 PM
167	I had fewer kids!	5/15/2019 7:13 AM
168	better weather	5/14/2019 6:23 PM
169	More nearby shopping	5/14/2019 4:58 PM
170	Same as above. More pedestrian bridges. The major streets are too dangerous (Bouquet, Newhall Ranch Road, Copperhill)	5/14/2019 1:37 PM
171	I could safely lock up my expensive bike and have it under surveillance in case of theft.	5/14/2019 12:18 PM
172	There were better options to avoid driving. With the spread of the city, it's frequently necessary to drive.	5/14/2019 10:18 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

173	There were more modern public transportation options available.	5/14/2019 9:44 AM
174	More bike paths, especially to castaic	5/14/2019 9:23 AM
175	There were safe ways to get my kids to the bike paths and more bike paths along roads towards newhall and towards the south fork trail	5/14/2019 8:16 AM
176	It weren't such a timesaver	5/14/2019 6:23 AM
177	I lived closer to retail and pubs	5/14/2019 5:28 AM
178	If you keep building fricken tracts we can't support with our roads or water, I'll be forced to only drive when absolutely necessary.	5/14/2019 12:21 AM
179	Autonomous vehicles were here.	5/13/2019 11:32 PM
180	I was in closer proximity to shops/ restaurants etc.	5/13/2019 11:29 PM
181	The paseos were safer	5/13/2019 7:55 PM
182	Not likely to use my car less.	5/13/2019 6:58 PM
183	I didn't have to work.	5/13/2019 6:50 PM
184	Things were closer to home.	5/13/2019 6:39 PM
185	i got discounts to local places	5/13/2019 6:39 PM
186	More bridges went over busy roads	5/13/2019 6:14 PM
187	There were a fast, easy, flexible way of getting to work	5/13/2019 5:22 PM
188	Amenities were closer. Gas gets too expensive. Traffic gets to be too much.	5/13/2019 4:54 PM
189	There were pedestrian bridges over the major streets. Lyons Ave, Wiley Canyon and Orchard Village.	5/13/2019 4:17 PM
190	See above	5/13/2019 4:09 PM
191	Electric scooters (i.e. Birds) were easily accessible	5/13/2019 4:08 PM
192	groceries and necessities were delivered for free.	5/13/2019 3:43 PM
193	More pedestrian bridges.	5/13/2019 3:35 PM
194	if there were bike share or scooters available to rent in West Creek/West hills	5/13/2019 3:04 PM
195	I had fast transportation options from Santa Clarita to West Los Angeles	5/13/2019 11:55 AM
196	I felt safe riding a bike around town. Traffic moves too fast and people here are idiots at driving.	5/13/2019 9:55 AM
197	there were car share opportunities.	5/12/2019 6:51 PM
198	I didn't have a car	5/12/2019 7:17 AM
199	I took a class on using public transportation	5/11/2019 5:32 PM
200	I can go van pool, I can ride my bike where there are bike path(from Lyons to Metro-Link to Work)	5/11/2019 1:18 PM
201	If I didn't live in Canyon Country and have to travel to Valencia/Newhall a lot.	5/10/2019 9:18 AM
202	Things were closer to me.	5/8/2019 7:40 PM
203	The above situations were made more of a reality	5/8/2019 10:42 AM
204	?	5/8/2019 10:34 AM
205	options were more convenient.	5/8/2019 10:30 AM
206	the bike path had lights at night. More businesses had bike parking	5/7/2019 10:26 AM
207	More parking lots had bike racks	5/7/2019 10:24 AM
208	If there are more trails connected city wide.	5/7/2019 9:36 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

209	There were more areas to secure bike.	5/7/2019 6:31 AM
210	I could commute safely to work on my bike.	5/1/2019 5:56 PM
211	More bus routes	4/30/2019 1:50 PM
212	If the above were true (paseos and trails led to Metrolink and buses)	4/30/2019 1:45 PM
213	I had the right packs to carry stuff on my bicycle	4/30/2019 5:40 AM
214	I had more time	4/29/2019 3:30 PM
215	It wasn't so hot here	4/28/2019 3:05 PM
216	There were more bike lanes that were well marked and/ or separated from traffic. Cars going 50 and bikes at 20mph don't get along well. People need to be more aware of the bike rules	4/27/2019 10:49 PM
217	I could.	4/27/2019 2:59 PM
218	Cars drove slower. Drivers speed down newhall ranch road near McBean.	4/24/2019 9:15 PM
219	I have already cut my car use as much as I can. Without a neighborhood redesign where there are not cul de sacs everywhere, and things aren't so spread out, I'm not sure what could help. If I lived in Newhall I could walk/bike more.	4/24/2019 10:50 AM
220	I had better bike access from my neighborhood to bike paths/bike lanes/sidewalks	4/22/2019 2:27 PM
221	Dedicated bike lanes on roads not more bike paths. There are too many people walking with families and dogs etc	4/18/2019 4:02 PM
222	I felt safer riding my bike on the roadway	4/18/2019 11:35 AM
223	I had the bike share lanes to ride to work,	4/18/2019 11:30 AM
224	Ride-sharing was more reliable and affordable	4/18/2019 7:36 AM
225	see #3	4/17/2019 10:41 PM
226	There was a bike/pedestrian path in Saugus that wasn't a sidewalks or a bike path on the road.	4/17/2019 2:59 PM
227	If I wanted to spend all day in transit.	4/17/2019 9:15 AM
228	the city had more transit options.	4/16/2019 8:37 AM
229	If I felt more protected from distracted drivers.	4/16/2019 7:44 AM
230	There were bus routes that won't quadruple my travel time	4/15/2019 7:57 PM
231	Cycling felt safe and transit was reliable.	4/15/2019 6:23 PM
232	There were school buses for the school age children!	4/15/2019 6:14 PM
233	There were a children's park within walking/jogging distance	4/15/2019 3:56 PM
234	I wouldn't use my car less.	4/15/2019 3:33 PM
235	the bike paths/lanes were more numerous and better connected	4/15/2019 10:15 AM
236	I felt safer riding my bike. The cars go too fast and it feels dangerous to ride in town.	4/14/2019 5:17 PM
237	Had more time	4/14/2019 11:57 AM
238	I lived closer to work.	4/12/2019 10:31 PM
239	The other options were easier.	4/12/2019 9:48 AM
240	I had more time to walk and had to go places convenient to my home.	4/11/2019 6:02 PM
241	we had pedicabs (bicycle rickshaws) along soledad, valencia blvd, the old road, lyons, railroad ave. and back to soledad.	4/11/2019 4:02 PM
242	see #5 above	4/10/2019 11:35 PM
243	More people bikes on the roads not just trails	4/10/2019 9:20 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

244	time permitted	4/9/2019 4:59 PM
245	I am a Lancaster resident who comes down occasionally to enjoy your wonderful paths....thank you	4/9/2019 2:13 PM
246	Roads safely connected to shopping and bike paths (Bouquet Cyn and Copper Hill)	4/9/2019 1:52 PM
247	I do not own a car. Not necessary in Santa Clarita.	4/9/2019 12:33 PM
248	...public transportation was more convenient. It's ironic. SC wants fewer cars while a new gas station is being built on Copperhill.	4/9/2019 12:02 PM
249	I planned my day around the bus schedules.	4/9/2019 11:18 AM
250	Public transportation were efficient in travel times	4/9/2019 11:02 AM
251	If I didn't have to work	4/9/2019 10:33 AM
252	I would bike more if it wasn't so dangerous on the roads. Cars go way too fast and drive way too close.	4/9/2019 10:27 AM
253	Shared rides were less expensive.	4/9/2019 10:13 AM
254	better public transportation service around town	4/8/2019 7:56 PM
255	I worked locally	4/8/2019 7:27 PM
256	The speeds on the streets were more contained.	4/8/2019 2:16 PM
257	my car didn't run :)	4/8/2019 1:24 PM
258	I worked closer to home	4/8/2019 9:12 AM
259	The services I use were in walking distance.	4/8/2019 12:18 AM
260	If there more dedicated bike lanes. Car drivers here do not want to share the lane, and constantly show aggression behavior towards cyclists. I bike on average about 120 miles a week. I work at Burbank airport and take the Metrolink every Friday, but it is expensive at \$12.50 a day, and it is difficult to ride my bike from top of Saugus down to the Metrolink station.	4/7/2019 7:14 PM
261	n/a	4/7/2019 5:37 PM
262	Public transport were a viable option. But it is not living here.	4/7/2019 5:23 PM
263	There were other practical, alternate means of transportation at my disposal.	4/7/2019 11:55 AM
264	I could.	4/7/2019 8:27 AM
265	I think Santa Clarita should have done the motorized scooters instead of the bikes. I'd be more likely to use those personally.	4/7/2019 7:24 AM
266	I could quit my job.	4/6/2019 11:35 PM
267	Not using a car is unrealistic.	4/6/2019 9:55 PM
268	I had a functional bike	4/6/2019 6:59 PM
269	There were things like the Bay Area such as trolleys.	4/6/2019 6:49 PM
270	Unfortunately I don't really have an option to not use a car. I simply try and control how often I need to drive to various areas through the day.	4/6/2019 6:32 PM
271	N/a	4/6/2019 5:32 PM
272	there was a train system.	4/6/2019 2:52 PM
273	The price of gas keeps going up.	4/6/2019 2:24 PM
274	I work from home, and we live close to my husband's office, so we primarily use the car to get groceries and sometimes to go to the mall. The car is necessary to get outside of SCV. We sometimes drive to North Hollywood and take the train into the city. It's hard to justify taking public transportation when groceries can be more than we can carry easily. We haven't tried taking a bus to the mall, so I don't have the knowledge to back it up but based on my	4/6/2019 2:06 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

experiences in other cities I just have a feeling it would be a big time investment. It takes less than ten minutes to get there with a car.

275	Could get where I want to go with no stress	4/6/2019 12:40 PM
276	I didn't work in Century City. Yes there is a bus, but my schedule need some flexibility.	4/6/2019 12:20 PM
277	the busses ran more often. When transferring routs at the main transfer center, it can be a very long wait.	4/6/2019 11:50 AM
278	Safer bike lanes	4/6/2019 10:41 AM
279	I had nowhere to go	4/6/2019 10:32 AM
280	#3 was an option to me. (being able to easily bike to work)	4/6/2019 9:51 AM
281	There was more shopping and activities in Canyon Country	4/6/2019 8:56 AM
282	There were buses to take my kids to school.	4/6/2019 8:35 AM
283	I had more time	4/6/2019 8:25 AM
284	I didn't have to carry heavy bags or goods	4/6/2019 7:43 AM
285	If there'd be more places to safely lock your bikes, better signs, education around safety.	4/6/2019 7:08 AM
286	I worked less	4/6/2019 7:01 AM
287	I could safely bike places	4/6/2019 12:01 AM
288	I cant, I get paid to drive.	4/5/2019 9:53 PM
289	I didn't have to pick my son up from school across town	4/5/2019 9:40 PM
290	I really don't use my car much, honestly. I put more miles on my bikes (recreationally) than I put on my car each year.	4/5/2019 9:16 PM
291	I could take public transportation or bike more	4/5/2019 9:08 PM
292	I could afford to live closer to the center of town.	4/5/2019 8:46 PM
293	Someday!	4/5/2019 8:31 PM
294	I drive EV a little in SCV. I am off to Santa Monica once a week.	4/5/2019 7:41 PM
295	I could work in SCV!	4/5/2019 6:36 PM
296	There were more bike trails near my house in and around NEWHALL.	4/5/2019 6:23 PM
297	Public transportation was more convenient	4/5/2019 6:21 PM
298	If I retired and quit commuting to Chatsworth 5day a week 😊	4/5/2019 6:00 PM
299	There were more bike paths.	4/5/2019 5:46 PM
300	I could use my bike more	4/5/2019 5:39 PM
301	public transportation were more convenient.	4/5/2019 5:12 PM
302	better bike pathes and more retail stores and restaurants in residential areas	4/5/2019 5:00 PM
303	it were nice, and SAFE, to walk or ride my bicycle on THIS side of Santa Clarita. But we folks do not matter. There's nothing pretty here. There's nothing to make things SAFE for us. There's an abundance of trash everywhere, always. There are no bike paths. There are no walking sidewalks, for the sheer satisfaction of WALKING. Crossing MAIN intersections is always dangerous, since there are oftimes six lanes across, and drivers who are intending to turn right don't stop, and definitely don't anticipate that there may be one or more pedestrians who have the green light or WALK sign. It is so scary, always, always. I no longer even walk to Costco! And then there are the motorcyclists, who speed-race up and down Sierra Highway, day and night. [That was an after-thought.] Drivers also stop on red lights INSIDE pedestrian crosswalks, which means pedestrians have to decide to walk BEHIND such vehicles or out IN TRAFFIC. All in all, THIS part of Santa Clarita sucks. There is nothing pleasurable about	4/5/2019 5:00 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

walking or biking anywhere around HERE. It is deplorable, depressing, embarrassing, and dangerous.

304	It was easier to carry groceries while walking or bicycling	4/5/2019 4:58 PM
305	They OPENED the Saugus flood channels as walk/bike/horse paths. Create paseos walk ways next to the Saugus flood channels like in MANY areas in Los Angeles! Simple!	4/5/2019 4:48 PM
306	I do use a car as infrequently as possible	4/5/2019 4:35 PM
307	The services I mentioned above were closer together, but biggest of all is having a shorter commute to work. I changed jobs a few years ago, and my commute dropped from 45 miles each way to four miles. I'd happily bike that, but it is all on roads with unprotected bike lanes, and there's no shower or bike parking at my workplace (it's just outside of Santa Clarita's boundaries, so we need to lean on LA County about that part).	4/5/2019 3:47 PM
308	I could ride my bike more.	4/5/2019 3:36 PM
309	my bike/bus commute took less time	4/5/2019 3:21 PM
310	If there was a subway system that I could take to work.	4/5/2019 3:05 PM
311	If I can. Bike more	4/5/2019 2:55 PM
312	There was better access to work/businesses via safe designated bike lanes and sidewalks in the industrial areas, like rye canyon.	4/5/2019 2:47 PM
313	There I felt there were safe bike lanes on my route to work (Newhall Ave to railroad ave)	4/5/2019 1:58 PM
314	The Metrolink was available to my workplace area in Northridge but no direct, time efficient route exists	4/5/2019 1:32 PM
315	There were more dedicated bike lanes to safely ride my bike instead.	4/5/2019 1:10 PM
316	Never	4/5/2019 11:31 AM
317	Traffic got worst or if parking was paid-only.	4/5/2019 11:11 AM
318	3 and 4 were addressed	4/5/2019 11:00 AM
319	There was a better way to navigate Newhall.	4/5/2019 10:58 AM
320	I worked in the area.	4/5/2019 10:43 AM
321	I had a bike that was more suitable for my needs (medical issues plus transporting small children).	4/5/2019 9:41 AM
322	I had an e-bike	4/5/2019 8:22 AM
323	I am not sure.	4/5/2019 8:11 AM
324	I had nowhere to go.	4/5/2019 7:51 AM
325	Everything wasn't so spread out.	4/5/2019 7:18 AM
326	N/a.	4/5/2019 6:28 AM
327	If there were school buses! I have no doubt that this is a major cause of traffic in town!	4/5/2019 6:22 AM
328	I die	4/5/2019 2:25 AM
329	If i lived closer to work (L.A.)	4/4/2019 10:56 PM
330	Other mode was more convenient	4/4/2019 10:11 PM
331	I could get around on my bike safely.	4/4/2019 9:45 PM
332	I could use bike more	4/4/2019 9:26 PM
333	Public transportation was less expensive	4/4/2019 9:22 PM
334	More local trails	4/4/2019 9:15 PM
335	See above.	4/4/2019 9:12 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

336	If I worked closer.	4/4/2019 8:25 PM
337	Destinations weren't far away	4/4/2019 8:20 PM
338	There were more interconnected trails	4/4/2019 8:17 PM
339	Mass transit would get me close to my job.	4/4/2019 7:51 PM
340	The price of gas would have to be really high.	4/4/2019 7:47 PM
341	There would be more bike paths.	4/4/2019 7:27 PM
342	there was a safe path to access the 126 south (west) of Commerce Center Drive, from the existing bike paths	4/4/2019 7:24 PM
343	I rarely drive because of the traffic.	4/4/2019 7:02 PM
344	I don't drive	4/4/2019 6:52 PM
345	work was closer.	4/4/2019 6:45 PM
346	I had more direct routes to grocery shopping. The biggest challenge for me to shop by bike is weight making me slower to reach my home, which is uphill. I feel extremely vulnerable riding to my nearest grocery stores and it would be worse loaded and making me slower.	4/4/2019 6:40 PM
347	I wouldn't because I don't want to take public transportation	4/4/2019 6:30 PM
348	My work was near a route and the transfers didn't make the trip 4-5 times longer than driving. It would currently take almost two hours to bus to my work,,,which is why I drive there in 16-24 minutes instead.	4/4/2019 6:25 PM
349	I didn't have one.	4/4/2019 6:22 PM
350	I need my car for frequent meetings outside the Santa Clarita Valley.	4/4/2019 6:21 PM
351	I had fewer stops to make while running errands.	4/4/2019 6:16 PM
352	Never	4/4/2019 5:59 PM
353	If I didn't need it - plus I train a lot (cycling), so commuting to places sometimes doesn't fit into my riding schedule	4/4/2019 5:54 PM
354	I could use more public access, safer dedicated bike lanes.	4/4/2019 5:42 PM
355	Better/safer accommodation for bicycle parking	4/4/2019 5:23 PM
356	None	4/4/2019 5:22 PM
357	I lived closer to stores and restaurants.	4/4/2019 5:20 PM
358	It was safer to walk and drive.	4/4/2019 5:13 PM
359	Bike routes were all connected.	4/4/2019 5:12 PM
360	Not sure I would.	4/4/2019 5:12 PM
361	The bike lanes were exclusive not like in golden triangle were the os supposed to be a bike path but cars almost run u over	4/4/2019 5:08 PM
362	There were school buses for the high school. Also, if there were soccer fields in canyon country.	4/4/2019 5:07 PM
363	Trains had better routes around LA.	4/4/2019 5:04 PM
364	Bike trails and public transportation was more flexible with where I want to go.	4/4/2019 5:00 PM
365	Any other method were better. Meaning easier, cheaper, faster, etc. overall.	4/4/2019 3:56 PM
366	there were more services, stores, retail in the suburban enclaves of SCV	4/4/2019 3:02 PM
367	There was direct public transportation to the mall or places to eat in town.	4/4/2019 2:18 PM
368	I could bike safely from my house	4/4/2019 2:02 PM
369	I would use my scooter more if the route required traffic to under 40mph or I could ride in the	4/4/2019 12:53 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

	bike lane.	
370	it was more convenient to use public or non-car transportation	4/4/2019 12:24 PM
371	I wouldn't. I take the car when. I need to transport multiple people or something big enough to require it	4/4/2019 12:03 PM
372	Drivers weren't as dangerous and were more aware	4/4/2019 11:31 AM
373	The paseo connected northeast of copper hill to serve the Mountain View and Pacific Crest communities.	4/4/2019 11:26 AM
374	If it was easy to find a timely and efficient way to combine bike and bus to get to places throughout Santa Clarita.	4/4/2019 10:52 AM
375	we had more bike lanes	4/4/2019 10:48 AM
376	there was an alternative the had the same level of convenience as a personal car, such as a low cost autonomous vehicle.	4/4/2019 10:35 AM
377	It weren't so convenient.	4/4/2019 10:28 AM
378	It was reasonable to commute and perform errands.	4/4/2019 10:10 AM
379	I didn't need to buy groceries, etc. But I do.	4/4/2019 10:10 AM
380	I worked from home.	4/4/2019 10:05 AM
381	I could buy everything I needed from just one store.	4/4/2019 9:49 AM
382	I could have a car when needed at work	4/4/2019 9:23 AM
383	There were more buses with more frequent schedules that came to my neighborhood.	4/4/2019 9:17 AM
384	Better public transportation network	4/4/2019 9:06 AM
385	If I worked closer to home.	4/4/2019 8:50 AM
386	there were places to lock a bicycle when I get to places like the mall	4/4/2019 8:49 AM
387	More bridge paseos	4/4/2019 8:32 AM
388	It was feasible to do errands, get across town, etc. on bike. Often, the distance to a friend's house or elsewhere is too far to quickly bike.	4/4/2019 8:12 AM
389	public transportation were useful	4/4/2019 8:11 AM
390	Tolls	4/4/2019 8:10 AM
391	There were a direct, easy path in and out of neighborhood to our local business area. I LOVE our paseos for walking for fun and exercise, but if I want to run errands I have to either walk an extra half mile to get to Lyons, or cut through a secluded back area, which doesn't feel safe.	4/4/2019 7:57 AM
392	I use it only when necessary	4/4/2019 7:55 AM
393	See #5 and #6	4/4/2019 7:46 AM
394	See #3,4, and 6	4/4/2019 7:27 AM
395	Sand Canyon had a bike trail instead of a horse trail. I live in the area and see a horse on the trail a couple of times a year. Cyclists are on the road every day.	4/4/2019 7:27 AM
396	There was a bike path I could use instead. I live up Bouquet Canyon (just past Plum) and I don't feel safe competing with the cars on that street.	4/4/2019 7:26 AM
397	I'd prefer to walk or use public transportation but it has to be convenient.	4/4/2019 7:25 AM
398	I did not have to go as far for my errands. I walk whenever I can.	4/4/2019 7:17 AM
399	I already do not use a car personally, and only use ridesharing as the public transportation options from my house to COC at the times I need are lacking	4/4/2019 7:14 AM
400	I didn't work	4/4/2019 7:12 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

401	Things were closer to my home	4/4/2019 7:07 AM
402	I lived closer to more a places	4/4/2019 6:53 AM
403	If the sidewalks were 10 feet wide and the paths closer to my home.	4/4/2019 6:10 AM
404	the other means of transportation was more complete	4/4/2019 5:48 AM
405	If there was safe walkways and bikeways.	4/3/2019 11:54 PM
406	I could use a bike more	4/3/2019 9:39 PM
407	I new more about public transport in SCV	4/3/2019 9:02 PM
408	Bike path on whites	4/3/2019 8:19 PM
409	Bike lanes were protected.	4/3/2019 8:18 PM
410	There were fewer bike thieves, more places to secure my bike.	4/3/2019 8:14 PM
411	I could take transit	4/3/2019 8:14 PM
412	Our streets were safe to ride on! But quite frankly, even crossing in the crosswalk on foot can be a scary prospect any more!	4/3/2019 8:10 PM
413	The trails were lit up when it's dark.	4/3/2019 7:48 PM
414	Never! I need a car to get to appointments, walmart, lowes, etc.	4/3/2019 6:15 PM
415	transit and bike facilities were expanded beyond what is currently available	4/2/2019 10:33 AM

Q7 What do you think the biggest transportation issue is in Santa Clarita?

Answered: 511 Skipped: 154

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

#	RESPONSES	DATE
1	Lots of traffiv	1/12/2020 3:59 PM
2	Too many cars all driving fast. Intersection of bouquet and Soledad so conjested. No wonder no ones wants to put anything there to go to. It's impossible to get out of those shopping centers as there's no traffic lights for them as everyone speeds fast as possible there. Best buy and lowes thankfully have them.	12/22/2019 10:12 PM
3	signal timing. there is a huge amount of congestion because of how the main arteries off of magic mountain were designed.	12/12/2019 8:33 AM
4	Traffic	12/9/2019 9:37 PM
5	Too much wait time for pedestrians at intersections, for example at Lyons. Cars are king and the pedestrian is pauper.	12/3/2019 2:02 PM
6	Speed limits too high on major roads. Pedestrian crossings dangerous.	11/18/2019 11:24 AM
7	Too many cars and a culture that is designed around bad driving rather than keeping pedestrians safe	11/18/2019 11:01 AM
8	Traffic, so many lights, and too many people. Stop building more homes. We have enough people and will be like the San Fernando Valley soon.	11/8/2019 5:20 PM
9	I think the city has done a good job and can't change the growing population of Santa Clarita. I feel people won't ride a bike because they don't know where to start. If the city had a few hirable trainers or instructors on safe and efficient riding habits, more people would do it	11/3/2019 8:16 AM
10	Too few major streets/too many minor streets dumping into too few major arteries. The grid system in SFV works much better to distribute traffic across many arteries.	10/30/2019 11:46 AM
11	Knowledge of routes and schedules and costs	10/27/2019 9:23 AM
12	Routes and times	10/26/2019 7:58 PM
13	The Bus lines are pretty useless for residents. The wait for a bus Is long, if you miss the bus it adds an hour to travel time. Lack of train connections into Los Angeles.	10/26/2019 12:30 PM
14	The incentive to drive is too great. This has created congestion issues which many complain about. While the city is gaining more attention for bikers, it is only as a sport. So far, the attraction for biking as an everyday mode of travel is low.	10/26/2019 12:14 PM
15	The bus make too many stops and they ride like every hours my bike is faster also please check the traffic lights they change really fast the one on Mac bean and magic mountain intersection people driving don't respect the pedestrian when turning	10/26/2019 2:20 AM
16	None. Please don't make some.	10/24/2019 2:41 PM
17	The areas in which it is impossible to bicycle safely, such as Bouquet Canyon Road, heading south between Alamogordo and the start of the bike path, or McBean between Magic Mountain Parkway and Henry Mayo hospital.	10/23/2019 9:29 PM
18	Need more EV Chargers.	10/19/2019 1:57 AM
19	too much traffic	10/17/2019 9:23 PM
20	too many cars and UNSAFE DRIVERS	10/10/2019 1:23 PM
21	High speeds on the roads. 50 mph is too fast. People exceed the speed limit and there aren't many cops around.	10/8/2019 7:04 PM
22	Traffic and air pollution.	9/29/2019 5:23 PM
23	Crowded roads,	9/18/2019 5:11 PM
24	No es tan accesible como en otras ciudades, por ejemplo Seattle, Paris, etc. (It's not as accessible as in other cities like Seattle, Paris, etc.)	9/6/2019 12:11 PM
25	lack of availability	8/29/2019 3:10 PM
26	Traffic lights are too long. Sometimes, all sides are idle.	8/27/2019 11:42 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

27	too many cars, horrible stoplight programing which allows for too much time one way, and not nearly enough on the other directions. Poorly planned intersections that often become clogged and a drain on time when trying to get somewhere.	8/26/2019 4:58 PM
28	Unsafe streets for biking - can't get to the trails/paseos safely.	8/25/2019 2:39 PM
29	Not having originating point closer to passenger's home.	8/24/2019 10:19 PM
30	Traffic	8/24/2019 9:55 PM
31	Too many people moving into the valley and not enough roads to handle the capacity.	8/24/2019 9:52 PM
32	The five, and getting in and out of Santa Clarita	8/24/2019 9:16 PM
33	Distance	8/24/2019 8:44 PM
34	The city continuing to approve construction, especially in areas not meant for homes to be built, ie the wash...	8/24/2019 8:04 PM
35	Lack of ways out of the valley	8/24/2019 7:11 PM
36	More road options.	8/24/2019 6:36 PM
37	People who walk need to learn to: Stop, look left, right, left and listen then cross. I wish this was something that was still taught. Just because walkers have the right away doesn't mean they don't have a responsibility to SLLC.	8/24/2019 6:15 PM
38	Too many people living here with too many cars.	8/24/2019 6:14 PM
39	Too many cars	8/24/2019 5:37 PM
40	Too much traffic and insufficient roadways in the valley. Too much development and too many new homes have added far too much traffic onto existing roads that were not designed to take accommodate so many cars. Insufficient public transport options. No school buses. Not enough pedestrian friendly sidewalks - look at Orchard Village Road heading to the hospital... where are pedestrians supposed to walk?	8/24/2019 5:32 PM
41	Traffic. Signals not in sync. No turn lanes and merging lanes on Copperhill	8/24/2019 5:20 PM
42	Too many homes, people and cars. Not enough roads and routes to provide alternatives around traffic.	8/24/2019 5:13 PM
43	Cars driving too fast on main roads (Copper Hill, McBean, Newhall Ranch Rd)	8/24/2019 5:04 PM
44	Increasing traffic in the valley. Also drivers are less and less aware of those who aren't in cars, like walkers, cyclists, runners, etc.	8/24/2019 5:03 PM
45	Advanced traffic light timing systems are not being utilized to keep traffic flowing. I have been stuck at a light, alone, waiting for the lights to cycle through their entire cycle before getting a green.	8/24/2019 3:02 PM
46	I don't have transportation issues with the city	8/24/2019 2:18 PM
47	getting north/south through the pass	8/24/2019 2:06 PM
48	Too many cars on the road and horrible drivers! Get half of the ones who don't have a license off the roads.	8/24/2019 2:04 PM
49	Ambiguity over bike/auto rules.	8/24/2019 12:59 PM
50	People playing on their cell phones while they drive, distracted driving.	8/24/2019 12:47 PM
51	Too many new homes being built which causes an increase SCV's overall population and a MARKED increase in traffic!	8/24/2019 12:47 PM
52	Not enough public transportation	8/24/2019 12:29 PM
53	Not enough roads	8/24/2019 12:12 PM
54	Overcrowded roads	8/24/2019 12:09 PM
55	Drivers, always in a hurry and not paying attention. More sheriff's traffic enforcement.	8/24/2019 12:02 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

56	Have permanent bike racks outside stores	8/23/2019 2:30 PM
57	Not enough bike lanes on major streets	8/20/2019 10:31 PM
58	The parking and traffic around Plum Canyon elementary is beyond horrible. Please build a road that opens up Alfred Way to Bouquet Canyon Road. The school is on a double cul-de-sac and it's impossible to get in and out and it's down right dangerous when you get stuck in there. It makes accessing the school and neighborhood impossible.	8/20/2019 2:56 PM
59	Vehicle congestion. Too many cars on the road due to the constant construction of housing.	8/20/2019 1:47 PM
60	Only Central routes are bike friendly. Cannot even get to Central Park in a bike friendly manner.	8/20/2019 9:11 AM
61	Too crowded and too few "safe" alternatives to connect to community and surrounding areas from Bouquet Canyon/Saugus area.	8/15/2019 8:41 PM
62	More people would ride their bike if they didn't have to leave them outside when at a retail facility. If there was someplace to park inside or a bike valet maybe people would ride to more place and not be afraid that's their bikes would be stolen.	8/5/2019 8:09 PM
63	Not enough bike paths and dedicated bike lanes.	8/4/2019 1:53 PM
64	We only have one major street going east to west.	8/3/2019 10:55 PM
65	RED LIGHT TRAFFIC SYNCHRONIZATION IT IS HORRIBLE	8/3/2019 7:16 AM
66	Too many cars on the road	8/1/2019 6:42 AM
67	Not enough light rail	7/31/2019 7:40 PM
68	Traffic on Soledad and bikers getting hit by cars.	7/30/2019 5:00 PM
69	Drivers, they are dangerous, don't follow traffic laws and there is constant "road rage". Maybe budget for more traffic enforcement and work with the Sheriff's department to target areas.	7/30/2019 3:10 PM
70	TRAFFIC FROM LIGHTS NOT BEING TIMED CORRECTLY ESPECIALLY AT SAN FRANCISQUITO @ COPPERHILL AND BOUQUET @ NEWHALL RANCH ROAD AND THE BESTBUY PARKING LOT TURN	7/29/2019 10:45 AM
71	Creating safe bike connections throughout the City.	7/29/2019 9:17 AM
72	people who can't drive safely// glut of motorists on road	7/25/2019 1:07 PM
73	Congestion.	7/24/2019 5:42 PM
74	Traffic.	7/24/2019 10:50 AM
75	Safety.. linking one path to another	7/23/2019 5:41 PM
76	Speeding	7/23/2019 5:33 PM
77	Traffic congestion from too many vehicles.	7/23/2019 1:08 PM
78	not enough ways around bust streets. one accident and you are waiting a long time to get through the accident area. there are few alternate routes. if the 5 or 14 fwy shut down for whatever reason we are locked in	7/23/2019 7:04 AM
79	Congestion during rush hour along McBean. Not sure if there is really a solution though.	7/22/2019 4:40 PM
80	To many cars on road	7/19/2019 8:32 PM
81	Not enough bike paths	7/17/2019 12:43 PM
82	Roads designed to allow cars to travel at excessive speeds. Take McBean for example - 3 lanes in each direction, no bike lane or even a road shoulder, and cars travel in excess of 50 mph.	7/17/2019 10:07 AM
83	Aggressive drivers, cars driving too fast, too many people driving kids to school, sense of entitlement by drivers that the roads are for them in cars rather than for everyone- cyclists and peds too. Some of this sense of entitlement is a consequence of city planning being too car centric	7/16/2019 5:18 AM
84	Certain roads/intersections are way too crowded during rush hour. Such as Soledad and	7/15/2019 2:34 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

Bouquet/Newhall Ranch Road. There aren't enough alternative routes through the city. People are forced to use a couple main streets.

85	limited routs to get across town	7/14/2019 4:43 PM
86	Traffic lights not synchronized. Speeding cars People talking on mobile phones while driving People stopping in crosswalks and impeding bicycles	7/14/2019 4:03 PM
87	Heavy back-ups on major streets, especially Soledad in Canyon Country during rush hour!	7/13/2019 10:20 PM
88	Shitty bus service	7/13/2019 2:49 PM
89	No designated safe routes for bicycles leaving the city. Traffic lights are timed horribly for rush hour traffic. Too many lights clog the flow of traffic, inefficiency	7/13/2019 2:48 PM
90	As Santa Clarita already offers many transportation options, the biggest transportation issue is the increase in traffic congestion.	7/13/2019 1:22 PM
91	Excessive building and thereby traffic	7/13/2019 11:07 AM
92	Too many cars. Not enough trail connections into neighborhoods.	7/12/2019 8:31 PM
93	Too many kids are being driven to school which causes a lot of traffic congestion.	7/12/2019 3:23 PM
94	None	7/12/2019 3:07 PM
95	volume of cars on the city streets seemingly always stopped at traffic lights... to me the freeway traffic isn't the issue... the time it takes to drive across town or within is getting ridiculous	7/12/2019 9:49 AM
96	Sometimes the bike paths are not safe	7/12/2019 5:45 AM
97	Road safety	7/11/2019 9:45 PM
98	TRAFFIC at all hours Lack of direct train service. Unless you work in downtown LA, using metrolink is impractical	7/11/2019 8:53 PM
99	Too many cars and people. The streets are like four lane highways. Look at Mcbean and Newhall ranch road all giant highways. There are no safe streets or road diets.	7/11/2019 8:25 PM
100	A lot of cars. Very long signal changes. Only two roads to get from canyon country to Valencia	7/11/2019 7:15 PM
101	Unsafe driving	7/11/2019 6:43 PM
102	That parents drive their children to school. Congest rusg hour and oumpos fumes into our air. How about a novel approach of having giant vehicles that would transport kids to school from designated locations throughout town... we'd want the vehicles to be safe, so we should paint them safety yellow. We could call them something like, oh... how bout "School Buses."	7/11/2019 6:04 PM
103	if you keep building houses without the proper infrastructure, guess what? gridlock! lack of planning, timing of signals, bus stops that block traffic when the bus arrives, bike lanes that just stop as the bike lane headed east on soledad cyn towards sand cyn	7/11/2019 3:38 PM
104	not enough ways to get around	7/11/2019 3:35 PM
105	there are no transportation issues in SCV	7/11/2019 2:33 PM
106	Many Santa Claritians feel scared when they see "homeless people" in public areas.	7/11/2019 1:27 PM
107	Connect via Princessa to Newhall	7/11/2019 12:56 PM
108	congestion	7/11/2019 12:04 PM
109	getting across valley Valencia to Canyon Country	7/11/2019 11:30 AM
110	Too many signals that cause long wait and commute times.	7/11/2019 11:06 AM
111	Too many cars on the road.	7/11/2019 10:58 AM
112	In my opinion SCV is better than most others	7/11/2019 9:36 AM
113	Too many cars and new housing going in. The streets are outdated to handle the new volume of people moving out here.	7/11/2019 9:29 AM
114	Too many cars and people are always trying to beat red lights	7/11/2019 9:22 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

115	northbound backup each night on Bouquet Cny at Valencia intersection.	7/11/2019 9:02 AM
116	Traffic congestion. Signals not efficient	7/11/2019 8:59 AM
117	Overcrowding/city growing too large	7/11/2019 8:59 AM
118	Cars not seeing pedestrians or cyclists	7/11/2019 8:57 AM
119	cars driving extremely fast and/or aggressively	7/11/2019 8:55 AM
120	Distracted drivers....those doing something on their phones while driving. The Sheriff issues a number of citations, for this, but drivers just don't get it.	7/11/2019 8:48 AM
121	too many people	7/11/2019 8:46 AM
122	Distance. It's too far to get from the end of Canyon Country to the West side of Valencia efficiently.	7/11/2019 8:46 AM
123	explosive home building and population growth with limited road choices.	7/11/2019 8:36 AM
124	Really poor traffic control in terms of vehicle flow. The proliferation of left turn arrows has made it so much worse too. Lowering speed limits would make more sense if safety is the only reason. It's a subject I could go on and on about.	7/7/2019 10:56 AM
125	I believe the City could be more pro-active by laying in track for light rail (like the LA metro Gold Line, for instance) across the city on the major streets (McBean, Lyons, Soledad, etc.). This is a hugely popular mode of transportation (Portland, San Francisco) that is both efficient and adds attractive real-estate value.	7/3/2019 12:44 PM
126	Too many lanes for cars, not enough bike lanes and bus lanes. Wasting road space on useless and unneeded street parking when all commercial areas have massive parking lots with massive surplus unused parking in them. Speed limits on major roads are much too high.	7/2/2019 12:56 PM
127	It takes too many buses to get from one part of the city to the other.	7/2/2019 12:10 PM
128	Very poor red light traffic synchronization. Traffic does not flow if you have to stop at every light.	6/28/2019 3:55 PM
129	I think Santa Clarita has fantastic bike lanes. I would love if I could safely commute to work on a bike path or separate trail.	6/25/2019 11:41 AM
130	Interference of roadways by placing bike lanes in their way. Eliminating a vehicle lane and replacing it with a bike path. Now your creating a hazardous and congestion situation for both, the driver and bicycle rider.	6/25/2019 9:39 AM
131	N/A	6/19/2019 5:09 PM
132	virtually no public transport	6/19/2019 4:52 PM
133	Lots of traffic.	6/19/2019 4:22 PM
134	The streets are extremely congested and roadways are narrow.	6/19/2019 4:18 PM
135	City is doing a great job, no big issues seen	6/19/2019 3:03 PM
136	I think it is great. The Metrolink train system needs many more trains running more frequently	6/18/2019 8:55 PM
137	Traffic during rush hours	6/13/2019 10:03 PM
138	it is very dangerous for pedetrians to cross many of the large streets.	6/13/2019 4:55 PM
139	Timing of traffic lights	6/12/2019 5:47 PM
140	Lack of bike racks	6/12/2019 5:18 PM
141	Only a few major street to get around town.	6/12/2019 4:51 PM
142	The bus routes don't make sense.	6/12/2019 10:58 AM
143	everything is so spread out, so you're forced to have a car to get all your necessities. For example, Costco is all the way in Canyon Country, while the mall is all the way in Valencia.	6/12/2019 10:46 AM
144	Too many people too many cars	6/12/2019 10:38 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

145	New here, but seems a lot of development being planned and worry about congestion.	6/11/2019 1:12 PM
146	more stop buses offered along the city so you don't have to waist time walking long distance and also have to wait too long for the next bus. Also it would be a great idea to have a tram or metro	6/11/2019 2:08 AM
147	Traffic and non-synchronized traffic flow problems. 20 cars released to climb Whites Canyon from Soledad shouldn't have to stop at every single signal to the top. Computerized traffic systems are here now.	6/7/2019 1:46 PM
148	not enough sidewalk space	6/5/2019 7:29 PM
149	Lack of Mass transit	6/4/2019 11:21 AM
150	Santa Clarita has excellent roads and parking lots. The challenge is access to the south via the 14 or 5. Our city does an amazing job within the city - just look at West LA - traffic there is insane.	5/29/2019 9:39 PM
151	never-ending freeway constructions.	5/29/2019 10:32 AM
152	Traffic on major streets in/out of Santa Clarita	5/28/2019 10:55 PM
153	The trails are too narrow. There should also be a bike park that's flat so I could teach my kids to ride.	5/28/2019 1:08 PM
154	The 14 is a cluster-fuck and we're building so many more communities in the area without changing any of the infastructure.	5/28/2019 12:58 PM
155	Traffic to and from the Valley	5/28/2019 12:18 PM
156	Last mile issues. Could be more bike friendly.	5/28/2019 10:19 AM
157	Building too many new developments and introducing more traffic.	5/28/2019 10:00 AM
158	Constant construction on the 5 Freeway sometimes diverts too much traffic onto our streets.	5/28/2019 9:51 AM
159	Building too many houses. We should have a 10 year moratorium on new houses, after what is already started development is complete. Traffic is out of control, and we are making it worse and worse every day.	5/28/2019 8:15 AM
160	Too many people. We need more highway options into and out of SCV. It's BAD and it's only going to get worse as the newest housing developments begin.	5/28/2019 7:22 AM
161	Excessive speed on the streets is a huge problem. Everyone flies down the major thoroughfares going 5-10 mph faster than the posted signs. And if they happened to be behind someone obeying the laws, they tailgate or road rage. It's ridiculous! I've lived here for almost forty years and have see or heard of pointless accidents by drivers with no regard for the law. And to make matters worse, it seems like a lot of the victims are our youth. I know many of the kids in the memorial grove at Central Park. It's pitiful.	5/28/2019 6:30 AM
162	Traffic	5/27/2019 10:04 PM
163	Not enough ways to get out of Santa Clarita, Saugus area. Need to add more lanes to the 14 and 5 freeways.	5/27/2019 9:49 PM
164	Regular route times	5/27/2019 9:37 PM
165	Too many cars	5/27/2019 7:16 PM
166	Traffic	5/27/2019 6:38 PM
167	Congestion throughout the city, especially in the mornings.	5/27/2019 6:35 PM
168	For us in Plum Cyn we need more options other than walking along a street that is 3 lanes in both directions which cars recklessly drive 60+ mph. The amount of fatalities on one intersection alone is up to 4 or 5 in the years that I have lived here. Just pulling out my my neighborhood on Heller Circle is dangerous as people blow through that light all the time when they are supposed to stop. Unfortunately many bad accidents have also occurred there, just no fatalities.	5/27/2019 6:26 PM
169	Traffic, unsynchronized traffic signals	5/27/2019 6:16 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

170	traffic	5/27/2019 6:00 PM
171	Too many people commute	5/27/2019 5:58 PM
172	Cars need a new route to the valley	5/27/2019 5:36 PM
173	Hills	5/27/2019 4:54 PM
174	Too many people	5/27/2019 4:39 PM
175	Traffic lights suck!	5/27/2019 4:07 PM
176	The traffic lights. They should not be timed lights because they always turn red when no cars are going that way. Use sensors in the ground.	5/27/2019 3:52 PM
177	Most people commuting to other cities to work. So many cars are clogging the roads coming from the freeway during rush hour	5/27/2019 3:49 PM
178	Lack of bike way connections	5/27/2019 3:33 PM
179	No bike path for eastern portion of city.	5/27/2019 3:29 PM
180	Drivers not stopping. Cyclists being assholes.	5/27/2019 3:28 PM
181	too much growth for the roads to handle	5/27/2019 3:20 PM
182	Over population	5/27/2019 3:18 PM
183	Increased population and narrowing of 14 freeway at sand canyon. It goes from 5 lanes down to 1 carpool and 2 regular lanes when it gets to the sand canyon exit causing traffic to bottleneck and once the freeway passes Soledad canyon exit it opens up to 5 lanes again	5/27/2019 3:17 PM
184	It's getting so crowded	5/21/2019 9:18 PM
185	Too many single pass cars	5/21/2019 12:50 PM
186	Too many people commuting. I think people would walk or ride more if they actually lived and worked in this city.	5/21/2019 10:55 AM
187	Speeding and distracted driving	5/21/2019 8:00 AM
188	Too many cars, not enough major roadways	5/21/2019 12:01 AM
189	Uneducated drivers feeling entitled to their bad habits and routines.	5/20/2019 11:18 PM
190	The roads are congested and it takes a long time to navigate from one side of the valley to another.	5/20/2019 6:46 PM
191	Too many cars, too much traffic, not enough feasible alternative options, poorly planned cities that do not place homes near enough to shopping and dining.	5/20/2019 6:20 PM
192	Car traffic and speeding	5/20/2019 5:59 PM
193	Too many cars.	5/20/2019 5:45 PM
194	Lots of people in a small area. Safety of public transportation is the biggest issue.	5/20/2019 5:39 PM
195	TOO MANY CARS	5/20/2019 11:22 AM
196	Heavy traffic during going to and returning from daily work times	5/19/2019 11:00 AM
197	bad / distracted drivers. the bouquet junction at rush hour. the endless construction on the freeways, the impending housing developments behind magic mtn.	5/17/2019 8:15 PM
198	Poor timing in traffic signals.	5/16/2019 11:20 PM
199	Timing of lights	5/16/2019 9:04 PM
200	There are too many people trying to leave this valley to go elsewhere to work.	5/16/2019 7:49 PM
201	Too many red lights. It takes too long to go short distances. Too much time waiting at red lights.	5/16/2019 1:48 PM
202	Long lights that are poorly timed. Over-building. It would be nice to have an outer loop circling SCV (similar to Phoenix).	5/15/2019 3:00 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

203	Lack of sidewalks and pedestrian bridges for routes from neighborhoods to schools	5/15/2019 7:16 AM
204	Needs more open space trails to encourage outdoor activities. Possibly even a mountain bike destination like Bentonville Arkansas.	5/15/2019 6:51 AM
205	Traffic lights are not synchronized	5/14/2019 6:25 PM
206	Not sure. The freeway traffic on 5 is really bad with never ending construction.	5/14/2019 5:00 PM
207	Not enough options to take traffic off of high volume roadways.	5/14/2019 4:15 PM
208	No school buses or minimal access to public transit designated for schools.	5/14/2019 1:43 PM
209	Population	5/14/2019 12:19 PM
210	Overall spread of the city. It's hard to get places without driving. I like to ride my bike, but distance prevents that frequently.	5/14/2019 10:26 AM
211	Freeways. Over development.	5/14/2019 9:45 AM
212	Too many stop lights on streets.	5/14/2019 9:24 AM
213	Too many people with cars on the road!	5/14/2019 8:30 AM
214	Lack of Safety and direct paths for walkability. We have some great walking/bike trails but for many communities getting to the trails requires crossing major busy intersections. Also things are a bit spread out compared to more walkable cities so perhaps more public share scooters or bikes would help close the gap...	5/14/2019 8:21 AM
215	Lights on some main arteries not timed properly	5/14/2019 6:27 AM
216	Too many stop lights	5/14/2019 5:29 AM
217	Moron city council who acts helpless when allowing more tracts to be built thus overcrowding our roads with new residents.	5/14/2019 12:22 AM
218	Too many individuals in their cars.	5/13/2019 11:33 PM
219	A lack of bathrooms on the bike paths	5/13/2019 10:33 PM
220	Numerous inefficient traffic signals creating congestion	5/13/2019 10:11 PM
221	Bus routes are disjointed - it would be easier and more useful if they just traversed the major north-south and east-west corridors.	5/13/2019 9:42 PM
222	Traffic routes.	5/13/2019 7:56 PM
223	The community is so spread out and covers a lot of square miles.	5/13/2019 7:00 PM
224	i don't think people feel comfortable taking the bus. competing against uber, if you have to pay to go somewhere i rather spend a little for for a personal uber than a bus that's not to your exact schedule and with other people	5/13/2019 6:43 PM
225	The multiuse trails cross too many busy street, cars are in a rush and cut off pedestrians and cyclists. Also there are very few secure lock ups for bikes.	5/13/2019 6:42 PM
226	Traffic lights not timed. If a bike path does not parallel a road dangerous to ride on. McBean	5/13/2019 6:31 PM
227	Too many people so roads are congested	5/13/2019 6:15 PM
228	Congestion	5/13/2019 4:57 PM
229	Amenities are too far away from one another for public transportation to be effective. It's just too spread out from where you live and where amenities can be found.	5/13/2019 4:55 PM
230	Santa Clarita could use more pedestrian bridges over the major streets, which would connect neighborhoods with commerce. Lyons Ave could use at least two, Wiley Canyon at least one and Orchard Village could use a second one between Old Orchard I and the neighborhoods by Placerita Jr High for students to safely traverse.	5/13/2019 4:21 PM
231	Too many necessities in the same areas leading to a lot of congestion and traffic. Adding a Costco near the mall will make life so much worse. We need to invest in more ways to get around the city without using vehicles.	5/13/2019 4:11 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

232	The lights take too long and people run red lights because they do not want to wait.	5/13/2019 4:08 PM
233	Poorly paved streets and freeway and congestion	5/13/2019 3:49 PM
234	I recently moved up to the area from much more congested Valley Village / North Hollywood, so I actually think transportation in Santa Clarita is a breath of fresh air by comparison. But plan for the future, the city is only going to get more and more crowded.	5/13/2019 3:46 PM
235	Not enough pedestrian bridges. Buses need more pull out lanes.	5/13/2019 3:36 PM
236	Traffic at major intersections	5/13/2019 3:05 PM
237	Reckless driving on streets located in high volume residential areas (for example Sandy Lane / Jakes Way) could seriously benefit from speed bumps- with all of the parking on the sides of the streets, and pedestrian traffic from children- it's very dangerous with the speed of the cars	5/13/2019 11:59 AM
238	Speed of 1-lane roads in high-volume residential areas.	5/13/2019 11:33 AM
239	traffic moves too fast. there is a lot of traffic. few options to get across town.	5/13/2019 9:57 AM
240	To many residents and not enough space	5/12/2019 8:27 PM
241	Bike paths are fantastic! Getting to bike lanes is a dangerous activity.	5/12/2019 6:52 PM
242	Turn lanes are too short and crowd various spots on Soledad and Valencia	5/12/2019 7:19 AM
243	Too much traffic.	5/11/2019 5:33 PM
244	All roads lead to Rome - that is Henry Mayo, Facey Medical, Church, Malls - drop points will be the heart of the community. Study Japan commute by rail - all train leads to Tokyo. The kind of route in Santa Clarita will not encourage people to ride more often during events in Central Park, 4th of July on Parks and Malls. Buses are too remote to homeowners. And if there is one bus stop it's route does not include the place of most interest.	5/11/2019 1:30 PM
245	Maybe, one more arterial road from East to West SCV. I take Soledad Canyon Rd to work everyday and it can still get congested at times even with the new road at Newhall Ranch/Golden Valley. Something that would allow for residents to cross from CC to Newhall/Valencia faster, such as the Via Princessa road expansion!	5/10/2019 9:22 AM
246	too many cars, traffic	5/8/2019 7:41 PM
247	Too much traffic, so much growth	5/8/2019 10:36 AM
248	Transportation in SCV is fantastic compared to LA but, everything can be improved. A pedestrian bridge over Bouquet Cny and Valencia blvd would be appreciated.	5/8/2019 10:32 AM
249	Too many cars on the road	5/7/2019 10:28 AM
250	Traffic, too many cars.	5/7/2019 9:38 AM
251	Too many single occupant drivers.	5/7/2019 6:35 AM
252	Traffic congestion!	5/4/2019 12:12 PM
253	Development and new housing. City streets are pretty good now but when new housing developments in Canyon Country, Plum Canyon, and Newhall Ranch start building the increase in traffic will make the city horrible to get around in...	5/1/2019 5:59 PM
254	1. Too many cars. 2. Poor freeway design (I5 & SR14)	5/1/2019 10:59 AM
255	Traffic, need more bike and bus	4/30/2019 1:50 PM
256	Not enough safe biking areas along City streets	4/30/2019 1:46 PM
257	Traffic is going up	4/30/2019 1:39 PM
258	I don't think it's too bad, compared to LA. However if I commuted daily I would want more frequent trains and buses.	4/29/2019 3:32 PM
259	Congested freeways, I-5 construction and wrecks on the 14 force traffic off the freeway and jam the streets	4/28/2019 6:00 PM
260	More buses and metro	4/28/2019 3:05 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

261	Too much congestion, lack of safe bicycle parking at restaurants, shopping etc.	4/28/2019 7:36 AM
262	Too much traffic especially at the Newhall Ranch/ Bouquet intersection. Also the speeds are too fast.	4/27/2019 10:50 PM
263	Speeding	4/24/2019 9:16 PM
264	Everything is so spread out it seems very expensive to run an efficient public transportation system. Also, the city has been designed with streets acting as highways, so they are great for cars, but horrible for everyone else.	4/24/2019 10:52 AM
265	Automotive congestion at major commute times and when there is a major accident on the freeways surrounding SCV that requires rerouting thru town.	4/24/2019 8:53 AM
266	bikes and cars being able to share the road	4/22/2019 2:29 PM
267	Rapid transit to outside the valley	4/18/2019 4:03 PM
268	parked cars on Lyons avenue from my exposure and jay walking across Lyons Avenue by Walnut street, again only what I really get exposed too daily,	4/18/2019 11:31 AM
269	Congestion - too many cars on the roads going too fast. Not enough ways to get from one side of town to the other in a quick manner. Left and right turn lanes on major roads are backed up and you have to sit through several lights to get through.	4/18/2019 7:38 AM
270	It is so much better than it was in the past. Just keep up the good work.	4/17/2019 10:43 PM
271	Lack of bike paths in Saugus.	4/17/2019 3:00 PM
272	Large almost empty busses.	4/17/2019 9:18 AM
273	Too few roads and alternate routes.	4/17/2019 7:52 AM
274	Traffic on the 5/14 freeways has really become an issue.	4/16/2019 8:39 AM
275	I think that the bike paths are wonderful but we could use more of them and heavily used areas could have alternate routes.	4/16/2019 7:55 AM
276	Overcrowded and too many new developments	4/16/2019 3:31 AM
277	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.	4/15/2019 9:52 PM
278	Too many cars. :)	4/15/2019 9:44 PM
279	To many people! Only one main freeway in and out. Stop building!!!	4/15/2019 7:53 PM
280	The only option for most people is to drive. If cycling and transit was an option, it would be better for everyone.	4/15/2019 6:25 PM
281	School buses	4/15/2019 6:15 PM
282	Cars drive too fast on major streets. I would not feel safe riding a bike.	4/15/2019 5:43 PM
283	The bus takes way too long to actually be useful for every day travel. It used to take my sister at least an hour to get accross town. The bike trails are wonderful but only accessible to the never parts of the city for the most part	4/15/2019 3:58 PM
284	Traffic is getting worse because there are too many cars.	4/15/2019 3:35 PM
285	bicycling/bus use is inconvenient; encourages car use	4/15/2019 10:16 AM
286	The timing on the signals are not synced very well. I see green lights where no cars go through the intersection and a line or cars at the red lights in many cycles.	4/14/2019 5:20 PM
287	Congestion around the mall.	4/14/2019 11:58 AM
288	Hazardously designed roads. They're massive and people drive at unsafe speeds.	4/12/2019 9:49 AM
289	Too many people, too many cars .	4/11/2019 6:05 PM
290	No pedestrian bridge from target to home goods. Going under the bridge is fine in the day time,	4/10/2019 11:36 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

	but people get attacked at night.	
291	Not sure; I just moved here on March	4/10/2019 9:21 PM
292	the eight-lane intersections in SCV sould have been designed as bridge overpasses instead of the crazy wide crosswalks that they are.	4/10/2019 9:35 AM
293	Cross town traffic	4/9/2019 11:07 PM
294	Too many cars traveling far too fast on Copperhill. Aggressive drivers add to the problem. Insufficient road rule compliance and enforcement	4/9/2019 4:24 PM
295	Auto traffic	4/9/2019 2:14 PM
296	Driving to every destination.	4/9/2019 1:53 PM
297	only having one or two major cross valley streets to cut down on heavy traffic eg: soledad/ Golden valley to sierra in the am /pm drive times	4/9/2019 1:20 PM
298	Inept scheduling professionals, not enough connections to the "outskirts" of town.	4/9/2019 12:35 PM
299	Consider that folks going to the gym drive their cars to the gym. For some reason, biking is considered transportation, not exercise.	4/9/2019 12:03 PM
300	The growing population and commuters who use cars.	4/9/2019 11:22 AM
301	too much development without adding more roads	4/9/2019 11:19 AM
302	Distracted drivers.	4/9/2019 11:11 AM
303	The relationship between bikers and car drivers	4/9/2019 11:03 AM
304	Too many cars with very aggressive speeding drivers. We think twice about taking a trail that requires riding near a 55mph street.	4/9/2019 10:55 AM
305	I didn't know there was a big problem? Compared to the valley and the west side, we are very fortunate!	4/9/2019 10:35 AM
306	Santa Clarita is spread out, hilly, and drivers drive way too fast.	4/9/2019 10:30 AM
307	Mindset. Getting people to understand that growth equals more traffic and if you drive your car you will add to the traffic. So get out of your car, because growth will occur.	4/9/2019 10:15 AM
308	public transit	4/8/2019 8:08 PM
309	Too many people, too many houses with more in development and not enough open roads.	4/8/2019 7:28 PM
310	First mile / Last Mile	4/8/2019 2:16 PM
311	Non-motorized transportation is inherently dangerous in Santa Clarita due to numerous multi-lane traffic intersections that require crossing to navigate the bike path network. We have a wonderful network, but eliminating high risk intersection crossings with over/under-pass opportunities would help mitigate these risks and alleviate people's concerns with riding/walking.	4/8/2019 1:27 PM
312	People driving to fast	4/8/2019 9:42 AM
313	Over crowded city	4/8/2019 9:13 AM
314	Traffic	4/8/2019 12:20 AM
315	Intersections like Newhall Ranch, and Bouquet Cyn. To many homes and roads dedicated only to cars. Look at Copperhill and Seco, absolutely terrible for cyclists.	4/7/2019 7:22 PM
316	Traffic congestion. It is turning out to be like downtown L.A. Stop the building of houses.	4/7/2019 5:40 PM
317	Lack of a good system. More frequent buses, and add a rail system that works well.	4/7/2019 5:24 PM
318	Definitely the lack of accessibility to the neighborhoods when there is a problem on I-5 especially during holiday periods. The Hillcrest Parkway housing division only has one way in and out (at least public roads) and there REALLY needs to be more. What happens in an emergency (like a fire) and all of the residents have to evacuate all at once...remember what happened to Paradise, CA. Last Thanksgiving holiday period was completely intolerable.	4/7/2019 12:00 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

319	Rude soccer moms who think their schedule is the only thing that matters.	4/7/2019 10:28 AM
320	Too many cars	4/7/2019 10:07 AM
321	Traffic	4/7/2019 9:26 AM
322	Traffic	4/7/2019 9:13 AM
323	Congestion	4/7/2019 8:28 AM
324	I know the freeway is outside city control but the traffic on it for work commutes is our biggest headache	4/7/2019 7:26 AM
325	Does santa clarita endorse Vision Zero? If not then that's the biggest issue.	4/6/2019 11:38 PM
326	too many cars	4/6/2019 10:38 PM
327	Building too many homes for the size of the town. We are cutting down every hill and mountain to bring more people in. This is unsustainable on many levels. With the added people comes added traffic. I heard the mayor say people would give up their cars if they had better options. This is ridiculous. And this doesn't even begin to address the water issues.	4/6/2019 9:59 PM
328	Cell phone use by drivers	4/6/2019 9:58 PM
329	Too many people and not enough roads.	4/6/2019 7:00 PM
330	Speed and distracted driving.	4/6/2019 6:49 PM
331	Drivers are too much in a hurry, don't slow down, and no regard for others on or next to the roads.	4/6/2019 6:36 PM
332	The speed humps on Pamplico near Foster Elementary school are terribly designed and have ruined the street. If these are used throughout the city I'd vote for anyone EXCEPT the currently elected officials.	4/6/2019 6:24 PM
333	Lack of lanes on major arterial.	4/6/2019 5:33 PM
334	Increasing car traffic.	4/6/2019 2:55 PM
335	Schools allowing students to travel outside their immediate area.	4/6/2019 2:26 PM
336	There are too many people, more people moving here, everyone needs a car to get around, and there's not enough housing density and infrastructure to support the volume. It doesn't help that speed limits keep rising.	4/6/2019 2:11 PM
337	Traffic congestion.	4/6/2019 12:21 PM
338	The roadways are at capacity and more housing is continuing to be built. More bike paths that connect to outlying areas would help. It may require the County to be a partner and help connect the paths/trails. Maybe builders would also need to contribute.	4/6/2019 11:55 AM
339	Drivers using phones and speeding	4/6/2019 10:34 AM
340	Cars drive really fast. Crosswalks don't feel safe at times.	4/6/2019 10:19 AM
341	Compared to further south, we've got it good here, but with the population growing, we need to stay ahead of the curve and anticipate where the high traffic areas will be in the future.	4/6/2019 9:54 AM
342	Traffic as the population grows.	4/6/2019 9:37 AM
343	Congestion in Valencia	4/6/2019 8:57 AM
344	Overcrowded. Stop over developing. Our streets cannot handle more homes and more traffic lights.	4/6/2019 8:43 AM
345	School pick up and drop off throughout the valley.	4/6/2019 8:36 AM
346	Traffic starting to get heavy at certain times of day. Railroad and Newhall Ave in particular morning rush hour. Limited EV charging infrastructure	4/6/2019 8:28 AM
347	No metro. We need metro to come out here.	4/6/2019 8:02 AM
348	I don't think that most people who live in the valley commute within the valley. The cars are	4/6/2019 7:45 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

	needed for shopping and carrying kids or groceries, etc.	
349	Too many cars	4/6/2019 7:09 AM
350	New developments (Newhall Ranch and Tejon Ranch) will cripple Interstate 5.	4/6/2019 7:03 AM
351	Too many people. Traffic is becoming ridiculous.	4/6/2019 12:02 AM
352	Traffic congestion.	4/5/2019 9:59 PM
353	ACCIDENTS FROM SPEEDING!! Traffic Jam, especially the Bouquet and Valencia intersection in the afternoons, also Bouquet Cyn, Newhall Rd heading to the 14 gets bad in the AMs.	4/5/2019 9:56 PM
354	Roads need to connect (Via Princessa off Wiley, for instance)	4/5/2019 9:41 PM
355	Angry, impatient motorists. Adding more homes but not more jobs, meaning you're just putting more frustrated impatient commuters on the road. Foolish uses of cars like every parent dropping their kid off at school.	4/5/2019 9:18 PM
356	Limited public options.	4/5/2019 9:10 PM
357	The speed demons and the never ending construction on I-5.	4/5/2019 8:49 PM
358	Traffic	4/5/2019 8:32 PM
359	Huge intersections and stop lights, how about roundabouts?	4/5/2019 7:43 PM
360	Not enough major roads for all the cars.	4/5/2019 7:25 PM
361	Traffic accidents that clog up the major freeways and only having one or two major smaller roads available to get out.	4/5/2019 6:40 PM
362	Too much vehicle traffic	4/5/2019 6:24 PM
363	Too much traffic from overdevelopment.	4/5/2019 6:23 PM
364	Too many people in love with their cars	4/5/2019 6:02 PM
365	Traffic	4/5/2019 5:55 PM
366	Bikes have to share traffic lanes in 45-50 mph areas	4/5/2019 5:40 PM
367	Too many cars on the road because there's too much development. We are way too overpopulated. Stop building!	4/5/2019 5:36 PM
368	Building / influx of people is FAR outpacing the infrastructure currently in place.	4/5/2019 5:35 PM
369	Traffic during morning and afternoons	4/5/2019 5:34 PM
370	Lack of bike and walking access for students going to school.	4/5/2019 5:24 PM
371	Public transit out of the valley isn't good enough	4/5/2019 5:14 PM
372	Not enough PUBLIC transportation to convince selfish people to make USE of it instead of driving singly everywhere WITHIN Santa Clarita.	4/5/2019 5:04 PM
373	Main streets are gridlocked during peak traffic times	4/5/2019 5:03 PM
374	Too much traffic	4/5/2019 4:59 PM
375	Commuters traffic, city peak commuter times.	4/5/2019 4:52 PM
376	Too many people, too much building, not enough space for all the new building	4/5/2019 4:36 PM
377	Traffic congestion. The city is mostly a car-oriented, master-planned suburb, so that is a natural side-effect of the market's demand for safe, single-family housing. LA County LAFCO is a huge part of our problem since they like to build areas out before allowing incorporation or annexation, and they've done a pretty terrible job of looking at the long-term impacts on transportation and density. Compare them to the the Orange County or Riverside County LAFCOs, where they allow incorporation much earlier, giving those cities a chance to shape the city to better address the community needs. The SC Council has done a great job of building a greenbelt around the City, but we're still stuck with the framework created by decisions of LAFCO and the Board of Supervisors decades ago.	4/5/2019 4:03 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

378	Not enough trains.	4/5/2019 3:37 PM
379	traffic lights and left hand turns... both impede the traffic flow...	4/5/2019 3:22 PM
380	Potholes.	4/5/2019 3:07 PM
381	Motorists hate cyclists	4/5/2019 2:57 PM
382	Bad drivers	4/5/2019 2:48 PM
383	Sync your signals and reevaluate the order of lights at intersections. Ie magic mtn pkwy and 5 nb offramp. Constantly blocked in am due to poorly synced signal lights. Ie creakside and mcbean. Change lights order to not block traffic immediately inside parking lot and jamming up intersection throughput.	4/5/2019 2:00 PM
384	Too many people, too many cars	4/5/2019 1:59 PM
385	The traffic on the 14 fwy. Inefficient public transportation into and out of the Santa Clarita valley.	4/5/2019 1:33 PM
386	TRAFFIC and the current I5 repacking project	4/5/2019 1:22 PM
387	Lack of safe bike lanes in most areas.	4/5/2019 1:12 PM
388	The size of neighborhoods that don't have transit with-in	4/5/2019 11:33 AM
389	This isn't news, but the main arteries of the city are pretty clogged up in the busy times of the day ESP at the four corners. There aren't enough connections to get from one side of the city to the other.	4/5/2019 11:14 AM
390	Congestion and state of the roads.	4/5/2019 11:01 AM
391	Car lanes that are not properly (or legally) sized. Many lanes that are sub 8 foot width. right turn lane on Railroad/ Lyons. Lyons ave @ orchard village, The Old road next to Magic Mountain, etc...	4/5/2019 11:00 AM
392	Lack of knowledge of how to take it.	4/5/2019 10:50 AM
393	Distracted drivers	4/5/2019 10:45 AM
394	Too many cars.	4/5/2019 10:19 AM
395	It takes too long. It can also be very expensive, unreliable, or difficult to manage with tight schedules or small children in tow. Also, many area lack proper sidewalks, lighting, and/or shade. Also, bicycles get stolen frequently so I don't trust it would be there when I return.	4/5/2019 9:45 AM
396	Traffic and timing of the lights.	4/5/2019 9:11 AM
397	Traffic and Speeding	4/5/2019 9:10 AM
398	Influx/efflux of commuter traffic.	4/5/2019 8:23 AM
399	Traffic but I do not experience it all that much myself.	4/5/2019 8:12 AM
400	Timing of street lights and too many cars all going places at the same time.	4/5/2019 7:52 AM
401	Traffic congestion and speed issues, people going much faster than the already posted.	4/5/2019 7:21 AM
402	For a large part of the city, the bike paths and paseos are amazing and provide an excellent place for cycling. There are, however a few areas that are not covered by the paths such as in Newhall after the bike path ends.	4/5/2019 6:29 AM
403	Lack of school buses!	4/5/2019 6:23 AM
404	Congestion	4/5/2019 3:45 AM
405	Too many vehicles- cars given priority	4/4/2019 10:13 PM
406	Need more jobs here and a better plan to connect walking/biking paths all over the city.	4/4/2019 9:47 PM
407	Electric vehicle charging! I hope the City will add or incentivize lots of fast charging stations (Level 3) and plenty of J-1772 (Level 2) charging, especially at schools, shopping areas, parks, apartments, offices...	4/4/2019 9:31 PM
408	Distracted, un-caring drivers are a danger	4/4/2019 9:27 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

409	Lack of trails in Saugus	4/4/2019 9:16 PM
410	Traffic along Valencia from the 5 to Bouquet.	4/4/2019 9:13 PM
411	Allowing our children safe ways to cross busy streets.	4/4/2019 8:33 PM
412	Too many people, too many cars..	4/4/2019 8:27 PM
413	Overcrowded, too many people for the size of the streets, constant traffic	4/4/2019 8:20 PM
414	Too many red lights	4/4/2019 8:18 PM
415	Not enough options to get through. When you opened Newhall Ranch Road at Golden Valley, it made a huge difference on Soledad. Now you need to get Via Prinsessa opened to Golden Valley and then on to Bouquet.	4/4/2019 7:54 PM
416	Too many stoplights on major roads change when one person wants to enter or exit a gated community. Many times, 20 to 30 cars will have to stop and idle to let one car out. It would be better to let the one car wait a bit longer until the traffic is clear to change the light.	4/4/2019 7:48 PM
417	Better train times.	4/4/2019 7:36 PM
418	There are some bottleneck intersections and areas (eg Newhall Ave/ Bouquet / Valencia Ave)	4/4/2019 7:30 PM
419	the amount and timing of signal lights on Golden Valley Rd. and Newhall Ranch Rd. 50 to 55 MPH, 3 lanes each direction, and having to stop at every light.	4/4/2019 7:28 PM
420	Safety for pedestrians and bikers	4/4/2019 7:07 PM
421	Connection of bike paths to certain areas of the city	4/4/2019 7:06 PM
422	Too many distracted and speeding drivers trying to make a red light.	4/4/2019 7:03 PM
423	Safety: distracted drivers and those who willfully disregard the law	4/4/2019 6:53 PM
424	Only 1 way in and out of SCV. Need another freeway built to connect 14 and 210.	4/4/2019 6:46 PM
425	Poor transportation connectivity. The bike trails only reach so far. As efficient as they are, they don't reach into the oldest parts of town. That, and aggressive driving culture and illegal speeding.	4/4/2019 6:42 PM
426	Too many people and not enough roads and freeways	4/4/2019 6:32 PM
427	gentrification, and wasted money on side projects instead of improving the bus system. TOO many no-u-turns exist (there are sooo many places that become annoying to drive to or leave because of all the no-u-turns.	4/4/2019 6:27 PM
428	There are too many cars on the roads.	4/4/2019 6:22 PM
429	Congestion.	4/4/2019 6:22 PM
430	Rail service more often.	4/4/2019 6:17 PM
431	Parents dropping off and picking up children at schools.	4/4/2019 6:14 PM
432	Number of Vehicles being introduced by home building. Example: traffic on Bouquet Csnyon is horrible yet the city is adding 450 more homes on this road. Also have full auto lanes reserved for bibles once past Central Park.	4/4/2019 6:03 PM
433	Overcrowding/too much growth of the town, which will become significantly worse once the ongoing construction projects are completed.	4/4/2019 5:56 PM
434	Too many homes vs. street access.	4/4/2019 5:43 PM
435	To many houses being built bringing in too many people into an infanstructure that was built before the city anticipated this many homes being built. Build more roads from one end of this city to the other.	4/4/2019 5:29 PM
436	High speed limits throughout the city. Burbank has much lower speed limits and a much lower incident of motor vehicle to pedestrian/bicycle crashes.	4/4/2019 5:26 PM
437	The lights are timed very poorly. Very often I have to stop at every light on a main road. Time the small streets together so the main roads flow better.	4/4/2019 5:22 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

438	Rush hour traffic along key routes such as McBean and Bouquet canyon and Copper Hill roads. Also there is a ton of congestion around schools with parents dropping off high schoolers instead of having the walk or ride. Decoro is a mess in the mornings.	4/4/2019 5:15 PM
439	Pedestrian safety, traffic issues	4/4/2019 5:13 PM
440	No school buses. Everyone has to take their kids to school and it really clogs up the roads.	4/4/2019 5:09 PM
441	Building boom, without new inter valley highways	4/4/2019 5:09 PM
442	A LOT of cars. Building more houses in Santa Clarita will cause more traffic problems to frequently used streets that don't have enough lanes.	4/4/2019 5:08 PM
443	Lack of train routes	4/4/2019 5:05 PM
444	High volume of cars during commute hours.	4/4/2019 5:03 PM
445	Soledad canyon from Reuther to Sierra Hwy.	4/4/2019 5:00 PM
446	Traffic. Mostly due to horribly inefficient traffic lights, but also could benefit from fixed potholes/uneven roads, more paths (Via Princessa connecting to Wiley Cyn), wider freeways, and all construction being done 50x faster.	4/4/2019 4:02 PM
447	too many houses and not enough roads to handle it e.g. Bouquet Canyon	4/4/2019 3:18 PM
448	traffic	4/4/2019 3:06 PM
449	Lack of frequent bus routes. It takes 1 hour from Plum Canyon to get to the mall by bus, and it takes 10 minutes driving. How do you fix that?	4/4/2019 3:03 PM
450	Trucks with modified exhausts. This is very unhealthy, loud, and destructive. This should be ticketed every time. Regularly I see chimney like snorkles coming from cars. Its call coal rolling.	4/4/2019 2:20 PM
451	signals that are not syncretized	4/4/2019 2:08 PM
452	Too many cars and too many lights. Public not made aware of alternatives.	4/4/2019 12:56 PM
453	Not enough dedicated bike paths on the roads, especially in high traffic areas.	4/4/2019 12:27 PM
454	not enough options	4/4/2019 12:26 PM
455	not enough car lanes	4/4/2019 12:10 PM
456	Left turn lights are too short at some locations (e.g. bouquet and Newhall Ranch) during rush hour the straight light cycles are even a bit short for demand.	4/4/2019 12:06 PM
457	Traffic is the overall biggest transportation issue in Santa Clarita	4/4/2019 11:32 AM
458	The growth of the city is outpacing the expansion of road networks.	4/4/2019 11:28 AM
459	Sharing the roads with bikes and pedestrians. Lack of sidewalks or bike lanes in many areas. So many cars trying to get to freeways and main shopping areas.	4/4/2019 10:52 AM
460	need bridges over busy streets like Via Princessa to the train station and across Sierra Hwy	4/4/2019 10:51 AM
461	The continued growth of the city, while the throughput of the streets remain relatively unchanged. I would like to continue to see open space preservation to reduce the building of new residential developments.	4/4/2019 10:37 AM
462	Too much emphasis on improving traffic flow rather than reducing cars & trucks on the road.	4/4/2019 10:36 AM
463	Over population.	4/4/2019 10:11 AM
464	Aggressive, impatient, careless drivers.	4/4/2019 10:11 AM
465	I don't know.	4/4/2019 10:08 AM
466	Reckless driving hands down. Close second is congestion (stop building houses, we are maxed out!). Third, the traffic light synchronization is terrible. We need a CCTV system like in Seoul—that may discourage crime and incidents where drivers hit and run. I would feel safer as a pedestrian and bicyclist.	4/4/2019 9:54 AM
467	We are still basically a bedroom community, with most people driving out of Santa Clarita to	4/4/2019 9:25 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

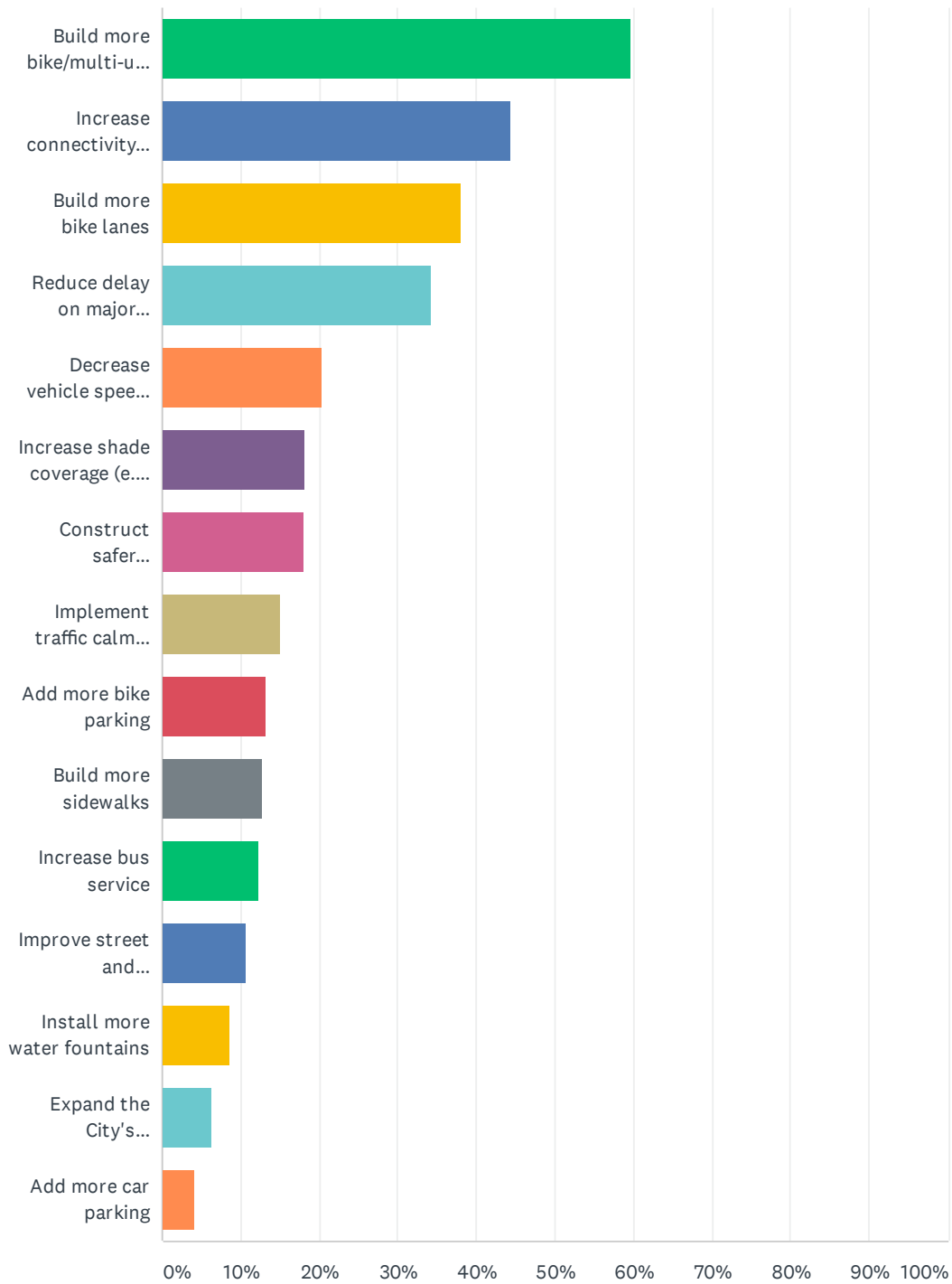
	work.	
468	Too much-expanding housing causing way more cars than the streets are designed to handle. There increasing traffic that is causing way too many delays.	4/4/2019 9:18 AM
469	Very poorly timed traffic signals which are slow to respond to current traffic conditions.	4/4/2019 9:09 AM
470	Congestion during rush hours.	4/4/2019 8:53 AM
471	Roads are getting more crowded. Lights need to be sequenced. There is entirely too much time wasted waiting at red lights with no one at the crossing street	4/4/2019 8:51 AM
472	Lighting when dusk/ dark	4/4/2019 8:35 AM
473	TOO MUCH DEVELOPMENT and NOT ENOUGH ROADS. Useless public transportation. Idiotic development plans that assume residents will never leave their neighborhoods and will not commute outside the Santa Clarita Valley.	4/4/2019 8:14 AM
474	Roadway safety, particularly pedestrian/bicycle safety	4/4/2019 8:13 AM
475	Absurd increase in development	4/4/2019 8:11 AM
476	too many homes	4/4/2019 8:05 AM
477	Increasing number of cars on same roads and reckless drivers.	4/4/2019 8:03 AM
478	Roads and paths not keeping up with growth.	4/4/2019 7:57 AM
479	Limited buses	4/4/2019 7:47 AM
480	Sidewalks and walkways were not properly designed to make easy access to buildings, retail centers, etc. Many times there is not a clear path or direct path from sidewalks and intersections to businesses. It makes walking between locations challenging.	4/4/2019 7:34 AM
481	People using Waze and other apps to cut through neighborhoods (like Sand Canyon) to avoid traffic on the freeways during rush hour. They tend to drive too fast which makes it unsafe for the residents who are walking, cycling or driving.	4/4/2019 7:33 AM
482	Vehicular traffic due to overbuilding.	4/4/2019 7:31 AM
483	Traffic is Santa Clarita's #1 problem. The long lights at many intersections just increase the stress of driving in a crowded city.	4/4/2019 7:30 AM
484	Distracted drivers. I plan my walking route to lessen potential "interactions" and I often have to catch the driver's eyes to be sure they see me and will stop.	4/4/2019 7:27 AM
485	Rudeness. People are in a hurry and are not polite. TOO MANY CARS. It has gotten so crowded.	4/4/2019 7:20 AM
486	Too many cars going too fast	4/4/2019 7:15 AM
487	Limited ways to get into and out of the valley, volume of vehicles in the valley	4/4/2019 7:15 AM
488	Streets are too crowded	4/4/2019 7:08 AM
489	POOR TRAFFIC MANAGEMENT. CAN NOT GO ON MAJOR CROSS TOWN ROADS WITHOUT A RED LIGHT AT ALMOST EVERY INTERSECTION	4/4/2019 7:06 AM
490	Too much car traffic	4/4/2019 6:55 AM
491	People running red lights	4/4/2019 6:23 AM
492	Too few roads and the few roads are like freeways. This concentrates traffic causing a concentration and congestion. We need more roads that are smaller...more connection or ties. This will never happen...too late. Someone listened to a Traffic Engineer long ago and made this decision. Look at Traffic Engineers. None of them have been on a bike or walked in their lives. They have no clue about pedestrians	4/4/2019 6:20 AM
493	Amount of traffic, distracted drivers	4/4/2019 5:50 AM
494	Congestion at Saugus junction	4/4/2019 4:40 AM
495	availability, and convenience	4/4/2019 2:59 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

496	Traffic and potholes. The one that gets me every day is Placerita Canyon. There are falling rocks, wet areas, potholes, mud, bike riders, and speeders. Can the mountains have fencing and rails to avoid falling rock? The bike riders take the entire road.	4/4/2019 12:00 AM
497	Traffic signals are not aligned, you have to speed to avoid red lights.	4/3/2019 10:27 PM
498	need more roads	4/3/2019 9:40 PM
499	Too many single occupancy cars	4/3/2019 9:40 PM
500	Crowded roads	4/3/2019 9:38 PM
501	Speeding	4/3/2019 9:03 PM
502	Traffic on 5 freeway	4/3/2019 8:38 PM
503	People in cars do not look for pedestrian or bikes	4/3/2019 8:22 PM
504	Light rail would be great!	4/3/2019 8:19 PM
505	Theft and crime.	4/3/2019 8:15 PM
506	Speed and safety	4/3/2019 8:15 PM
507	People, cell phones, distractions	4/3/2019 8:14 PM
508	Growing traffic	4/3/2019 8:10 PM
509	The city's constant building new homes and business parks creating mass traffic. New roads will Not alleviate the congestion problem if the city does not stop building!	4/3/2019 6:19 PM
510	Disrupted traffic flow through poor traffic signal synchronization. There are many areas in town with sequential signals that are poorly synchronized and highly disruptive...and very frustrating.	4/3/2019 5:29 PM
511	finding ways to reduce congestion at peak times - maximize use of existing roadways	4/2/2019 10:34 AM

Q8 If the City could do THREE things to improve mobility in Santa Clarita, what would you want the City to do?

Answered: 627 Skipped: 38



Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

ANSWER CHOICES	RESPONSES	
Build more bike/multi-use trails	59.65%	374
Increase connectivity between activity/commercial centers and surrounding neighborhoods	44.34%	278
Build more bike lanes	38.12%	239
Reduce delay on major highways	34.29%	215
Decrease vehicle speeds on certain roads	20.26%	127
Increase shade coverage (e.g., street trees, transit shelters)	18.18%	114
Construct safer intersections	18.02%	113
Implement traffic calming measures on streets (e.g., speed humps, traffic circles, curb extensions, etc.)	15.15%	95
Add more bike parking	13.08%	82
Build more sidewalks	12.76%	80
Increase bus service	12.44%	78
Improve street and pedestrian-scale lighting	10.69%	67
Install more water fountains	8.61%	54
Expand the City's bikeshare program	6.38%	40
Add more car parking	4.15%	26
Total Respondents: 627		

Q9 Provide your email address to receive updates about the Plan.

Answered: 372 Skipped: 293

Q10 Are there any additional ideas, comments, or concerns you would like to share regarding mobility in Santa Clarita?

Answered: 367 Skipped: 298

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

#	RESPONSES	DATE
1	Please bring bike path to Alamogordo area and install pedestrian bridge to the park	1/12/2020 4:00 PM
2	Transients living under bridges in bike trails is getting to be a problem with their things being spread all over the trail and in the way. They should be moved to more unused parts of the wash that aren't so in the way.	12/22/2019 10:19 PM
3	timing of crosswalks is inconsistent, if there are X seconds allotted per lane of traffic, let's make it consistent around the city. And there should be no right turn on red when the pedestrian light has been ignited on the crosswalk.	12/12/2019 8:35 AM
4	Need bike lane from (1) Newhall Station to Placerita Canyon, and (2) to extend bike path to get around Magic Mountain to Rte 126, for excursions to Piru and beyond.	12/3/2019 2:04 PM
5	Reduce speed limits where children walking to and from school. Construct Paseo or safer crossing areas for children e.g. across Plum Canyon Rd.	11/18/2019 11:26 AM
6	There needs to be a culture change within the City of Santa Clarita that focuses on pedestrians and cyclists and safe driving. If you actually read the FAQs on the website they're so focused on drivers don't read signs so there's no point doing this and that, and the focus in CA is on through traffic etc. If the city is accepting of bad driving, speeding, etc then it sends a message to the community about how little you care about pedestrian safety. Also, can we get more frequent trains to LA? The train is fantastic!	11/18/2019 11:06 AM
7	Thank you for all the safe bicycle paths to get from one end of Santa Clarita to the other. The addition of bicycle lanes near doctor's offices and shopping would be helpful. The need to multiple places to secure personal bicycles while at shopping centers and health facilities would be very helpful.	11/13/2019 8:42 PM
8	Please keep up the good work. I would love for you to continue to bike path going up golden valley behind the newly built houses	11/3/2019 8:17 AM
9	Need better attention to malfunctioning traffic lights -- many times the malfunctioning goes on for days & days -- turn lights coming on when there's no turning traffic, etc.	10/30/2019 11:48 AM
10	Routine communication on schedules, routes, and costs.	10/27/2019 9:24 AM
11	Stop building new homes in SCV. Traffic is saturated and ridiculous.	10/26/2019 8:00 PM
12	SCV is a really large city. It can take up to 30 mins to get across it add in everyone that drives themselves and traffic can increase that time. More frequent and comprehensive bus lines can help people that work locally will help reduce traffic	10/26/2019 12:32 PM
13	I appreciate the city making an effort to include citizen feedback in the creation of the Master Plan. I understand that Santa Clarita is a car oriented city. However, there has been in a shift in demand for alternative modes of travel due to congestion issues and climate related issues. While infrastructure is very important to try to get people to walk, bike, and use public transit more, there also needs to be programs that educate/encourages people to use these travel methods. It is hard to get people to change their behaviors, therefore driving has to become less convenient than alternative modes of travel to get people out of their cars.	10/26/2019 12:18 PM
14	Please put lights on the street from Mac bean parkway thru orchard village closed to Lyons ave is really dark at night	10/26/2019 2:21 AM
15	We don't need more bike stuff. Leave things alone. You think you are doing good, but this anti-car stuff is stupid.	10/24/2019 2:42 PM
16	Y would like to ride my bike on the sidewalk is more safety	10/24/2019 6:48 AM
17	Santa Clarita's bicycle plan has been developed for recreational cyclists, not commuters and other people who would like to use their bicycles as a means of practical transportation. At this point, top priority should be given to projects that help people get from outlying neighborhoods to Santa Clarita's business and retail centers.	10/23/2019 9:31 PM
18	More EV Chargers.	10/19/2019 1:57 AM
19	Build more off street bike trails.	9/29/2019 5:26 PM
20	Saugus does not have a bike path other than bike lanes	8/27/2019 11:42 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

21	No.	8/24/2019 10:19 PM
22	Speed limits need to be CLEARLY posted on trails. The cyclists ride too fast and are a danger to young kids and families on the trails, especially near parks. They should also not be able to ride in a huge pack and take up the lanes.	8/24/2019 9:54 PM
23	Keep expanding the bike/running trails.	8/24/2019 6:37 PM
24	Create a Campaign to have walkers/bikers/runners to Stop/Look/Listen/Cross. Just because you have the right away doesn't mean you should cross. If you are dead does it matter if you were right?	8/24/2019 6:16 PM
25	I run on the trails every weekend and love them. It would be great to have more water fountains and make them wider to accommodate the runners along with the bikes. A lot of the time runners can't see the bikes and we have to run along the side of the path to allow the bikes to go past us. Wider trails would be great.	8/24/2019 6:16 PM
26	Copperhill is becoming the next 405.	8/24/2019 5:21 PM
27	No	8/24/2019 5:13 PM
28	Overall, the City is doing a good job. The paseos are a huge benefit, and much appreciated. Thank you.	8/24/2019 5:06 PM
29	I LOVE the bike paths and paseos in town and make regular use of them! I love the new numbering system on paths for informing law enforcement of your location on the paths. Keep up the great work!	8/24/2019 5:05 PM
30	I'm set more cars running red lights at busy intersections, maybe stationing deputies at these intersections would help.	8/24/2019 3:24 PM
31	I run the sidewalks and trails of this city on a daily basis and have noticed that drivers do not look both ways when a driveway or road turns onto a divided street. Medians make drivers blind to the right when they can only turn right. Countless times I have nearly been hit or had to get the driver's attention to cross a driveway or an intersecting street.	8/24/2019 3:04 PM
32	Yes, stop building so many houses! An increased population creates less mobility due to horrific traffic on surface streets and highways. We moved here 11 years ago because Santa Clarita was a lovely small town community. Now, it's turned into the San Fernando Valley!!! The air quality is horrible, the traffic is horrendous and, the crime rates are skyrocketing! Increased population equates to decreased mobility.	8/24/2019 12:51 PM
33	The think that makes Santa Clarita so amazing is its public use trails.	8/24/2019 12:48 PM
34	More water fountains along trails!	8/24/2019 12:29 PM
35	No	8/24/2019 12:10 PM
36	Blke path in the Bouquet wash was "proposed" years ago and part of that plan. With increased traffic along this route over the years, a dedicated bike path in the wash will allow for a third lane for traffic and keep families on bikes from competing with 50mph cars, thus increasing the use of alternative transportation.	8/15/2019 8:50 PM
37	There has been a good effort to make Santa Clarita biker/walker friendly, but there are still many spots that don't have good biking or walking access. We should continue the paseos all the way to Rio Dulce and extend them towards LA to Whitney Canyon Park (and beyond) . So you can access popular hiking spots via trail and don't have to drive. Connecting trail systems for hiking/running so people can go long distances without needing a car. Also, a trail from Canyon Countries directly to Newhall (over the hill). Add more bike paths and trails in town, so biking is just as convenient as driving.	8/4/2019 2:02 PM
38	Improve the condition of Sierra highway especially the section north of Soledad. Sidewalks are either broken or nonexistent. This street has never been repaved for years!	8/3/2019 11:02 PM
39	TRAFFIC IS THE NUMBER ONE ISSUE WHY IS THE CITY NOT DEALING WITH IT?	8/3/2019 7:17 AM
40	Add more bike share locations	7/31/2019 7:41 PM
41	I really enjoy all of the paths and options we have in the City. Where feasible, establishing separate mountain bike and hiking trails. Both are great uses but when trails are busy can cause some close calls. Creating dirt/DG paths and opening up fire roads where	7/29/2019 9:18 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

appropriate/cost effective could be a great option to add more bike and ped connectivity without the cost of paving out new trails. This would also allow for more gravel biking options in the City. Having Sheriff patrols on paseos/trails would be valuable (they may already do this - I've seen them once or twice) to ensure these are safe ways to travel. Establish e-bike regulations for trails: perhaps permitting them on paved trails, with a set speed limit for safety.

42	Great job!	7/24/2019 5:42 PM
43	Concerned about over development/population	7/23/2019 5:51 PM
44	Encourage employers to have off work hours so those going to and from work will be spread over a larger time frame.	7/23/2019 1:09 PM
45	Electric trolleys/ vans that go into neighborhoods with drop offs at super markets , schools , pharmacies etc	7/19/2019 8:35 PM
46	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.	7/17/2019 10:10 AM
47	Bike valet for certain areas in certain times of day might really help. For example Old Town Newhall on Thurs, Fri, Sat, Sun from say 6pm until 9pm. At the Farmers Markets on Sat and Sun. At the mall perhaps.	7/16/2019 5:22 AM
48	I'm using the Green Santa Clarita App as a tester; we like it! I mentioned it earlier, but people need to be prevented from stopping in crosswalks and impeding bicycles. This happens every time I use bike paths along Soledad Cyn.	7/14/2019 4:05 PM
49	Build more cross-valley connectors, like Via Princessa going through. Residential growth outside city limits impacts our streets but i don't know what the City can do.	7/13/2019 10:23 PM
50	Nope—stop wasting your money on the middle of fucking parkways and start putting the money toward shit that makes the city better for PEOPLE	7/13/2019 2:50 PM
51	Sharrows and slower speed limits on major thoroughfares would increase the safety for bicyclists	7/13/2019 2:49 PM
52	Not at this time	7/13/2019 1:23 PM
53	Speed advisory on multi use trails for the safety of pedestrians and runners. Some cyclists are very aggressive and rude.	7/13/2019 11:09 AM
54	Sheriff sweeping bike paths for homeless camps, & drug selling.	7/12/2019 8:34 PM
55	More bike trails please... extend the ones we have for safe ridding no streets	7/12/2019 5:24 PM
56	Mopeds mopeds mopeds should be cheaper and allowed	7/12/2019 3:08 PM
57	i bike 5k a year most of it in the SCV... love the protected bike paths... please add more... most of my riding is for exercise/pleasure a opposed to transportation... it is great not encountering streets, intersections, and traffic...	7/12/2019 9:50 AM
58	As a biker I get frustrated that walkers and runners are in my path instead of off to the side.	7/12/2019 5:47 AM
59	None	7/11/2019 9:45 PM
60	Would be great to have the business along the bike path have patios that opened up to the bike path. Especially along sierra hwy and bouquet cyn. Instead you look at the back of buildings & trash cans when you go by. Bodhi coffee shop should have a patio at the back.	7/11/2019 7:18 PM
61	No	7/11/2019 6:43 PM
62	Just some bike path connections to north of Copperhill and and bring school buses back (they must be more cost effective on so many levels, right?)	7/11/2019 6:06 PM
63	Make sidewalks wider, maybe even cement over parkways that would save on watering and make walking for convenient.	7/11/2019 2:13 PM
64	Dockless mobility has been improperly implemented in every major city nationwide.	7/11/2019 1:30 PM
65	maybe provide electric car charging stations?	7/11/2019 11:31 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

66	I think the City does a pretty great job already and it's wonderful that they are still trying to improve.	7/11/2019 11:07 AM
67	City should revisit the "triangle of visibility" at all shopping centers with respect to placement of signs versus. Often times shopping center signs are situated such that they block the drivers view of pedestrians and bicyclists.	7/11/2019 11:00 AM
68	Awareness of high speeding and phone usage while driving. More proactive sheriffs on this.	7/11/2019 9:33 AM
69	CONNECT BOUQUET CREEK TRAIL ACROSS NEWHALL RANCH ROAD AND CONNECT TO BOUQUET CANYON RD BIKE LANE NORTHBOUND	7/11/2019 9:08 AM
70	Perhaps a highly visible and persistent campaign to promote the use of riding bikes and outlining routes aimed at the general population to use for short/simple trips rather than taking a car....aiding in health benefits, reducing traffic, and ease of getting places. Maybe also send out brochures on how short trips to the grocery store, restaurants, retailer, etc. can ease the traffic burden as well as how to outfit a bike for running errands, how to negotiate traffic, etc.	7/11/2019 9:05 AM
71	The homeless are really starting to encroach on the bike trails, I stopped riding my bike in van Nuys because it was unsafe	7/11/2019 8:58 AM
72	Those rental bikes stationed throughout the city was a not so well thought through ideal. They obstruct walkways and I have seen several just discarded on the side of paseos. I think it sort of "cheapens" the City some what. Maybe have the bikes in a store with a deposit for return, like every else I have rented a bike from.	7/11/2019 8:54 AM
73	Better pedestrian street crossing near Old Town Newhall/DMV areas, with the blinking lights and marked crosswalks. Replace the speed humps on Abelia with asphalt. The plastic ones we have now are ripping up our cars!!!!	7/11/2019 8:49 AM
74	Protected bike lane on Bouquet Canyon from Alamogordo to connected bike trails.	7/11/2019 8:38 AM
75	SC has done pretty well in developing trails for biking for pleasure. Unfortunately people have a fear of riding on streets where there is a bike lane or lane sharing because though relatively rare, bikers are hit and sometimes killed by distracted or drunk motorists. It will take a considerable effort to change that mindset enough for people to bike more to work or other activities. Biking to restaurants seems like a great idea because you don't have to worry about carrying purchases on a bike, but the lack of secure ways to leave your bike at public locations is too great. People put out a lot of money for their bikes, and crimes of opportunity mean your \$2k or more bike could be gone in 10 seconds, or your easily removed biking accessories, which could be hundreds of dollars might be swiped. Maybe some fully enclosed secure bike storage would be helpful. The Santa Ana train station has a good one.	7/7/2019 11:10 AM
76	Please do consider light rail (electric) as mentioned previously. Many major metropolitan cities have had networks in place for decades, and it is clean, efficient, and gets more cars off of the road. Santa Clarita already has the capacity with its wide boulevards and even one route, connecting Canyon Country to Valencia via Soledad for example, would make a huge difference.	7/3/2019 12:48 PM
77	There is too much parking everywhere, we need to reduce the amount of wasted space on parking, particularly street parking and put in physical barrier protected bike lanes everywhere.	7/2/2019 12:57 PM
78	Why is traffic stopped on major roads by random red lights. The red lights need to be synchronized to better allow traffic flow. Important concept to think about. If a car takes 60 minutes to drive because of red lights, and the same car takes 30 minutes to drive with red lights synchronized, that car will only be on the road half the time.	6/28/2019 4:00 PM
79	If the trail that ends at the power facility connected to feedmill rd. more people would commute to scorpion, magic mountain, and the new housing development by bike. It would make my day a lot safer, than riding the old road. I think it would add a lot of value to the community, and make the trail easily accessible to the new families moving in on magic mountain parkway.	6/25/2019 11:43 AM
80	Stop making left lanes into left turn lanes. It causes drivers to change lanes suddenly at the last moment causing confusion on the road. And stop wasting our money and repave The Old Road north of Lake Hughes Rd in Castaic. The road is broken up and disgusting. We have had the Double C Ranch community here since 2000 and our counsel seems to have forgotten us. Also, we need a speed bump on The Old Road at Black Oak LN in Castaic. Cars speed down	6/25/2019 10:24 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

this road all the time. Sincerely, Mike Paolone 32605 The Old Road Castaic, California 91384 United States of America!

81	N/A	6/19/2019 5:09 PM
82	1. Please add trail connection between Valencia Blvd and Bouquet Canyon Rd. North. As for now, I have to cross 5 entrances/exits around Arco station to get to In-N-Out! 2. The trail pavement between Copper Hills and Industrial Center has so many crack lines! Did the city use the right contractor?	6/19/2019 3:09 PM
83	I love this town	6/18/2019 8:56 PM
84	I think we need more speed bumps. We have cars speeding down our small street every morning.	6/13/2019 4:56 PM
85	No	6/12/2019 5:18 PM
86	We just moved into a new community with countless kids, it's located next to Bowman HS. Increase bus availability to Golden Valley HS and COC with direct routes. Also make a late bus to go home after school for the kids who participate in after school program.	6/12/2019 11:02 AM
87	I am curious as to why the neighborhoods near Valle del Oro (by McGrath elementRy) and Dockweiler Dr. (Lantana Hills) have so many closed off roads/trails that are marked as private property. They would be so convenient if they were for public use, and I would actually be able to access Old Town Newhall very easily by walking/biking if they were open.	6/12/2019 10:48 AM
88	Bring scooter that you can rent to Santa Clarita	6/11/2019 8:06 PM
89	Recommend some bike service stations along the trails. From Colorado where they have Dero Fixit stations which are neat.	6/11/2019 1:13 PM
90	I lived in The Netherlands and the fact that you can get anywhere by bike, and public transportation and all of the infrastructure they have make you not want to get in a car due to traffic and more time wasted. If we get better in having safe bike pads, pedestrian crosswalks, bike parkings people will prefer to use these instead of getting the car, also most importantly, EDUCATION about safe driving and highlight the priority, pedestrian and bike users have over cars, very important. Safety is my concern, I don't feel safe crossing (walking or biking) in drives like McBean Parkway, Valencia Blvd, Magic Mountain Parkway, etc since they are vey busy arteries we all use to get to supermarkets schools, offices etc. and where cars drive faster that other streets. Also our area is a very warm area, we need more trees in blvd and important arteries to get natural shade and more green in the city.	6/11/2019 2:20 AM
91	bike paths are getting better but many still don't go anywhere. they just end. it would be nice if they connected better.	6/8/2019 7:23 AM
92	Synchronized traffic-flow software with street sensors and computerized traffic lights that all work together in real time to keep traffic moving!!! From this we'll see less pollution from needlessly idling cars and better gas mileage for us all along with a cleaner environment! Win, win, win.	6/7/2019 1:52 PM
93	i'd love more train service so that I could come back and visit more often!	6/6/2019 8:45 PM
94	make better houseing	6/5/2019 7:30 PM
95	I'm all for more wheelchair accessible options.	6/4/2019 6:51 PM
96	When designing new bike paths, consider putting them parallel to main surface street but not sharing the road with cars that is extremely dangerous.	6/4/2019 4:46 PM
97	Build more mass transit	6/4/2019 11:22 AM
98	Bike path under the Via Princessa bridge has ~ 31 crass, some up to 12 inches wide making fr a rough ride. Despite patches, these are a challenge to ride over. It would be great if they could be repaired - the bike paths are great and so safe to ride on.	5/29/2019 9:40 PM
99	Build more rest room facilities along paseo (ex. the one by bridgeport park, Westcreek Park) and open early at 5am.	5/29/2019 10:34 AM
100	Bike park - top of my list.	5/28/2019 1:08 PM
101	Stoplight timing should be checked on Golden Valley Road. If driving the speed limit, I am	5/28/2019 12:21 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

stopped at every red light from Newhall Ranch Road to the 14 each morning. I see that speeding cars can just squeeze through a stale yellow if they take off rapidly and exceed the speed limit. This encourages speeding rather than rewarding safe driving.

102	I'm all about paseos and overpasses because concern is safety.	5/28/2019 10:20 AM
103	The bike paths that we do have are awesome. If we can build more, expand and connect, it will be even better.	5/28/2019 10:01 AM
104	One of the biggest issues is the lack of sidewalk/bike walk on Magic Mountain west of Avignon drive all the way to Magic Mountain, the old road South of Magic Mountain (the bridge is really scary between Magic Mountain and Rye Canyon Road) all the way up to Castaic.	5/28/2019 9:56 AM
105	Thanks for keeping our city so clean and good looking. The city services are wonderful!	5/28/2019 8:15 AM
106	Would be nice to have a safety call zone or something.. walking in the evening can be dangerous and having a blue box with a phone at certain points would help	5/28/2019 6:47 AM
107	Please improve the safety for our kids to and from the skatepark and soon-to-be bmx track/bike park. It terrifies me watching kids crossing the centre point and golden valley intersection.	5/28/2019 6:32 AM
108	Does the bike path go through the lost boy bridge and through the valencia water reclamation, because this would be great for riders who need to get to Hasley Cyn. We don't have to be on city street for too long.	5/27/2019 11:18 PM
109	Yes. Unless you have a car in scv there are not many neighborhoods on this side of town that have been considered for walking or biking. Please have your team look at this side of the city and implement more ways for us to have safe passage to schools and shops on foot or bicycle which would increase our spending and also amplify healthy life style choices Thank you	5/27/2019 8:27 PM
110	Scooter shares and micro commuting are the future. Better than bikes cause bikes are too hard	5/27/2019 7:16 PM
111	Please make it safer under the bridges on the paseos. There is always a suspect looking person under the bridge on the paseo that goes under VALENCIA blvd near the In n out. There needs to be more security and lighting there. I don't feel safe waking or running there with my baby.	5/27/2019 6:40 PM
112	I ride my bike to work and often ride under busy roads, using the bike trail. The most nerve-wracking part of my ride is having to go through those under-passes in the complete darkness. Sometimes there is debris in the road, or people sleeping, and I could hit someone or something due to the darkness under those roads. Installing lights would make my commute safer and prevent accidents.	5/27/2019 6:37 PM
113	Making a big effort toward expanding the local biking community would help with mobility/traffic. More bike lanes show the city is embracing bike commuting. Creating more interesting bike paths (dirt/gravel) would draw in different people. Adding mountain bike trails at local open spaces would get more people into the sport, making them more willing to ride their bikes around town.	5/27/2019 6:08 PM
114	I would love to see the trails repaired that were damaged in the Sand Fire. I miss the waterfall trail terribly!	5/27/2019 6:06 PM
115	Have more small stores and farmers markets throughout the city near residential neighborhoods. There is no way you can go shopping for food without a car in this town. Having small enclaves here and there that could be visited On a daily basis (like Europe) would cut down the weekly shopping trips. And would help people not need transportation just to feed themselves. More food trucks in neighborhoods. And of course having more well-paying jobs available would lower the need for thousands of people to commute every day.	5/27/2019 3:55 PM
116	No	5/27/2019 3:52 PM
117	No	5/27/2019 3:33 PM
118	It is very disheartening to see all the City's promotions on biking on the trails when my family, WITHIN CITY LIMITS has to ride 3 miles on unsafe Soledad Canyon to get to nearest bike path.	5/27/2019 3:30 PM
119	biking on the paseos/trails is great, on the street it's scary and dangerous.	5/27/2019 3:21 PM
120	More law enforcement	5/27/2019 3:18 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

121	None	5/27/2019 8:07 AM
122	The roads around old road between valencia Blvd and Lyons are getting so rough. The traffic is getting so bad and summer is going to make things worse. We need more police presence to help with all of the people passing through and driving like maniacs. I don't have any good suggestions for how to improve the traffic. Sorry guys.	5/21/2019 9:21 PM
123	Overall I think the city has great options and opportunities for intra city mobility. If there is a safe way to get to the Valencia commerce center from Newhall ranch road via biking or walking I'd like to know. If there isn't can you look into making it happen?	5/21/2019 8:04 AM
124	I would like to see sharrows implemented in major corridors that do not have safe bicycle infrastructure. Best examples are. Bouquet canyon, Seco canyon and Newhall ave/railroad ave	5/20/2019 11:20 PM
125	I just want to say thank you! I use the paseos for bike exercise a few times a week. It's incredible!	5/20/2019 10:31 PM
126	Please continue to expand the City's open space & green belt around the City. I love that I can hike and bike here and hope that we continue to find that balance with our ever expanding City.	5/20/2019 6:48 PM
127	The pricing of the pace bike share program is good for people who want to use the bike for VERY short trips. But in Santa Clarita, because it would take longer than 15 minutes to bike anywhere from my house and the surrounding area, that's not really a convenient pricing model. Pace needs to offer subscription options to residents who want to use the bike for several hours (1-3) at a time. Having to pay by the 15 minute increment is outrageous. I might as well buy a bike, because the amount I would pay to travel around Santa Clarita with pace, I would quickly rack up a \$100 bill in around 2 months. Not worth it.	5/20/2019 6:25 PM
128	I think the amount of milage in SCV on the paceos is fantastic. I would like to see the actual milage on each pathway.	5/20/2019 5:47 PM
129	I think our city is becoming as dangerous as LA or Palmdale. I won't let my family risk being hurt using public transportation at this time.	5/20/2019 5:42 PM
130	PAPER SURVEY: Hit the Trails 5/11/19	5/20/2019 11:23 AM
131	Concerned with the planned Costco addition to the Valencia Town Center. The traffic now is a nightmare and with that addition it will even be worse. I would love to have Costco here but perhaps another location would be better.	5/19/2019 11:02 AM
132	as much as I complain, we have awesome bike paths. best ones I've ever had access too.	5/17/2019 8:16 PM
133	Love what you're doing!	5/16/2019 11:20 PM
134	Other than our freeways are always under construction, but don't think that's a city issue.	5/15/2019 6:52 AM
135	Please remove small bike lanes on major roads. They are very unsafe. PEOPLE DIE! PLEASE REMOVE THESE BIKE LANES	5/14/2019 6:26 PM
136	More paseos.	5/14/2019 5:00 PM
137	Smart traffic lights that allow cars to flow more efficiently.	5/14/2019 4:16 PM
138	The moronic timing of construction on the freeways cause a horrendous experience trying to get home. Although this may not be a Santa Clarita specific issue, it affects its residents greatly.	5/14/2019 12:20 PM
139	Additional spaces should be provided on buses for bikes. I've been lucky with my bike/bus commuting to NoHo, but if only one more cyclist is on the bus, we wouldn't have space for all the bikes. Most of the express busses max out at two. Not enough if you want more people to use their bikes.	5/14/2019 10:29 AM
140	Bike lane bike lane bike lane connecting the santa clara river trail in canyon country to valencia, near golden valley rd and newhall ranch rd.. i dont like to use the bike lane along soledad blvd..	5/14/2019 10:05 AM
141	Connect existing trails to more overpasses/bridges.	5/14/2019 9:46 AM
142	Connect Castaic Safely. There is no safe way for pedestrians or cyclists to commute to Santa Clarita for work.	5/14/2019 9:26 AM
143	With all the miles of bike paths, how about putting some restrooms in for us runners? They are far and few between in some parks. Put them on the bike paths please!	5/14/2019 8:32 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

144	Thank you for making sustainability a priority as we continue to expand and grow	5/14/2019 8:24 AM
145	I think the city does a good job of trying to offer alternatives to cars. It is hard since our valley is so spread out, but as our density grows it is important to accommodate more bike and pedestrian flow, along with Uber service, so that folks can feel free and safe to leave their cars at home.	5/14/2019 6:30 AM
146	You are turning SCV into a dump. And, every single one of us who has lived here for decades full knows this no matter how much you try to bullshit us about how safe this city is.	5/14/2019 12:23 AM
147	The City is doing a great job! The people need to complain less, drive less and think more.	5/13/2019 11:34 PM
148	Having more restroom facilities along bike paths would be most helpful.	5/13/2019 10:12 PM
149	I love the trails. I run 5-10 miles a day on them, sometimes twice a day. I bike a lot as well. I probably use them more than anyone in the Santa Clarita Valley, no joke. The paseos and bike trails set us apart from other cities. More drinking fountains along the trails would be great.	5/13/2019 8:57 PM
150	Please open up Via Princessa through to Wiley Canyon	5/13/2019 7:57 PM
151	Many of the bike/pedestrian trails run alongside washes/rivers/creeks and more and more the homeless are living in the washes. That's not a good mix in a family-oriented community. Keep the homeless out of the washes in our community!	5/13/2019 7:03 PM
152	Paseo LED lighting is very harsh white. Suggest a warmer hue which is more inviting and less blinding to the eyes.	5/13/2019 6:53 PM
153	More dog parks off the trail	5/13/2019 6:52 PM
154	How about an "On your left" campaign for cyclists. Some ride very fast and pass with no word of warning. They can be rather rude when confronted.	5/13/2019 6:46 PM
155	i think getting the rented electric scooter would be very popular. i'd be paying to use it. i used the pace bikes once but than i bought my own since bikes are somewhat cheap. if you had rented electric scooter i couldn't afford that but would rent	5/13/2019 6:46 PM
156	Does the "Give Me Green" app thing work? Can not even find the app on android or apple	5/13/2019 6:32 PM
157	There needs to be a blind spot mirror on the tail under the Decor bridge. It is a sharp turn with no walking lane, bikers going 30mph can easily collide with runners	5/13/2019 4:58 PM
158	Stop thinking as biking/walking as "Recreation." Start thinking as biking/walking as the main way to conduct everyday life. Take out the sharp speed bumps on the paseos	5/13/2019 4:55 PM
159	There are a lot of parts of fair oaks that are a mile or more from the nearest bus stop	5/13/2019 4:54 PM
160	I would greatly love to see more pedestrian bridges over the major streets in Santa Clarita. Lyons Ave, Wiley Canyon and Orchard Village.	5/13/2019 4:22 PM
161	Build more roads before you build more homes!	5/13/2019 4:09 PM
162	I don't think people are aware there are rattlesnakes that live around some of our trails. Maybe there are warning signs I'm not aware of, but maybe add some at the entrance of trails.	5/13/2019 3:49 PM
163	I would like to see access to the bike trails from Lyons to Orchard village - either open the washway up to pedestrians in the area or add a pedestrian bridge at the end of old orchard one to connect to the existing wash trail. A pedestrian bridge over Lyons avenue at old orchard park would also be appreciate and might help the shops struggling in that center.	5/13/2019 3:38 PM
164	My family primarily uses the paseos for running and we really wish there was more lighting or even officers on bikes who just patrol now and again. Often times we come across homeless people in the wash/under over passes and often times teenagers smoking pot etc. it makes us feel unsure about bringing our kids etc. maybe even some of those safety alarms like college parking garages have.	5/13/2019 3:11 PM
165	Pedestrian safety is a problem, I will have close calls with cars a least once a week. I was almost hit by a car coming out of the city hall parking lot last week.	5/13/2019 3:11 PM
166	I would like to see more bike share--especially more locations in different parts of the city, as well as a move to electric bikes like JUMP.	5/13/2019 3:06 PM
167	I would love to see more sidewalks along Soledad Canyon Road near Golden Triangle Road-	5/13/2019 12:02 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

on a bike or as a pedestrian, you have to cross twice by the bowling alley to remain on the paseos. Additionally, it would be nice to add sidewalks down Sierra Hwy heading down towards Newhall- I always see people walking in the grass to remain safe on that high speed lane- it would provide more connectivity to the Open Spaces off of Placerita, and more connectivity to Newhall

168	Complete the bike trails. Provide safer routes to get to the bike lanes. Many of the major roads in SCV have NO bike lanes: Copper Hill, Seco Canyon, McBean, etc.	5/12/2019 6:54 PM
169	No	5/12/2019 7:19 AM
170	Thanks for trying!	5/11/2019 5:33 PM
171	As in any industry, location is key. Bus hub must be near commercial center not far. People like to walk. Thus the more access, closer proximity, target destiny and one important feature VISIBILITY of BUS presence in their home area, and in their target destination.	5/11/2019 1:51 PM
172	No.	5/10/2019 9:22 AM
173	Connect the trail behind houses from Central park south to behind Vons, then a pedestrian bridge to the trail behind the new Starbucks at Bouquet Cny/Newhall Ranch intersection.	5/8/2019 10:36 AM
174	Great job on dedicated bike lanes and multipurpose paths. It was a major reason I started biking. I have since reduced my driving by 25% and hope to cut it down another 25% over the next few months. One suggestion: A trolley system that interconnects SC communities and activity/shopping centers.	5/7/2019 6:50 AM
175	Many thousands of City residents travel to jobs via car every day; biking/walking/riding the bus aren't viable alternatives -- they all take much longer or are completely impractical. The transportation needs of these many residents should be a high priority...anything that can be done to improve traffic flow, add additional traffic lanes, etc.	5/4/2019 12:20 PM
176	PAPER SURVEY	4/30/2019 1:51 PM
177	Please try to build more pedestrian bridges or underpasses to provide safer access to shopping centers. PAPER SURVEY.	4/30/2019 1:46 PM
178	Golden Triangle bike lane no signal. PAPER SURVEY.	4/30/2019 1:40 PM
179	More bicycle racks in shopping centers, etc.	4/30/2019 5:42 AM
180	Need better bike access into Saugus. Restroom facilities at Iron Horse, Newhall Ave, and Lost Canyon and other end points not near parks would be helpful for parents and kids.	4/29/2019 3:34 PM
181	More Driver awareness education/penalties for bicycles and pedestrians.	4/28/2019 7:37 AM
182	We really enjoy riding the trails already in place. There are a few dangerous sections that hinder us..mainly Bouquet.	4/27/2019 10:51 PM
183	I'd love to walk to places, however the speeding and traffic on main roads make it unsafe for pedestrians and cyclists.	4/24/2019 9:18 PM
184	Is there not a way to provide lighting along the riverbed trails via the use of solar-powered lighting? My ability to ride my bicycle home before/after work is severely impacted by the shorter days that occur at the end of Daylight Savings Time. I believe many more individuals, and even families after work, would utilize the trails network after work in the evening if they were better lit.	4/24/2019 8:56 AM
185	along most major roads in santa clarita there are no bike lanes OR signage alerting people to be aware of bicycle traffic and allowing space for bikes to also travel on roads, nor is there sufficient support from law enforcement to help cyclists feel safe. more bicycle police would help with this, so would signage	4/22/2019 2:32 PM
186	With expansion of Copperhill, extend bike path and add trails.	4/18/2019 11:45 AM
187	please see my comment on the map, and I will always will be willing to help, the City has done a fantastic job on this, keep it going, thank you,	4/18/2019 11:32 AM
188	The new signs on the trails that have numbers so emergency services can pinpoint your location in an emergency are great! At trail heads around town there are bigger signs explaining	4/18/2019 7:42 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

what these smaller # signs are all about. These header signs should also be in Spanish, especially in Canyon Country/Newhall.

189	Bouquet Cyn between Alamogordo and Newhall Ranch is still super dangerous. Its a shame there there is no safe way to Central Park other than with a car. This should be a priority.	4/17/2019 10:53 PM
190	I'm retired and time my local driving to low traffic hours. So I don't have much of a problem. I use the bike paths only for exercise.	4/17/2019 9:22 AM
191	Ave Princess west of the bridge. Add a bike lane due to excessive speed of the traffic and that	4/16/2019 2:48 PM
192	It's overcrowded and too many new developments, access to the only freeway in and out is bad	4/16/2019 3:32 AM
193	Stop building more houses and apartments!!! It already feels like "San Fernando light" It won't be worth the commute if it gets much worse.	4/15/2019 7:55 PM
194	If you want people to take the bus, the bus has to be convenient. Right now, public transit is not and that is why more people don't use it. If you want people to cycle, make it safe. Bike share won't help if you have to ride up Soledad Canyon road next to cars going 50+ mph.	4/15/2019 6:26 PM
195	More walking overpasses	4/15/2019 6:16 PM
196	I love the bike trail system. When I worked at Emblem I used to take it to work every day. It's wonderful. But we still have lots of bikers who use Placerita or are on the roads (despite available bike Lanes/etc). I don't know what the solution to that is. I feel like as the city grows it's just going to be a bigger issue. There needs to be better education on how bikers and cars legally interact. There also needs to be a crackdown on speeding! I also feel like while I enjoyed the bike trails, the police weren't able to keep a good enough eye on things. I saw many a criminal activity on my walks/bike trips. We have the same problem out here in Placerita canyon. It's beautiful, but hard for the police to enforce law this far out. I'm construction calling on people riding motorcycles through the open space or parking on my private property to hike. Needs to be better signage and enforcement if you're going to keep expanding it.	4/15/2019 4:04 PM
197	I love that we already have bike trails that extend throughout the city, more would be better.	4/15/2019 3:36 PM
198	Please sync traffic lights so we are not sitting at red lights causing pollution.	4/14/2019 5:21 PM
199	Bike trails contribute greatly to quality of life here. Perhaps consider some of the more popular cycling route and allocate funds to repair roads and/or increase shoulder. Plus Rita Canyon perhaps consider some of the more popular cycling routes and allocate funds to repair roads and/or increase shoulder. Placerita Canyon, The Old Road toward Castaic, Bouquet Canyon. Sierra Highway. Thank you!	4/14/2019 12:01 PM
200	i very much want to see a multi use trail from the corner of golden triangle and isabella to golden valley high school. my children would have walked to school had this had been and option. i believe there is currently a dirt utility road where i have proposed this trail. some students do walk through what i think is private property to get from golden valley to via princessa on school days (its pretty rugged through there).the intersection of rainbow glen and soledad is in dire need of attention. i do not understand why, with all the traffic going in all directions, the train tracks,(so many have lost their lives on this section of track) and the width of soledad that there is not a pedestrian bridge here. a lot of very small children (its sometimes difficult to see them when they walk in front of a car) cross from golden triangle to rainbow market then over the tracks and across soledad in rush hour to get to rio vista elementary. there is a crossing guard but some kids are late in the morning or they they are in the after school club and have to walk home alone. a few years ago some children had placed rocks on the train tracks. also, the children from the rio vista neighborhood and the mobile home park cross soledad to go to rainbow market. sit in their parking lot at 7:30 on a school day. the bridge should extend over the train tracks as well as soledad. And lastly, people have been using this dirt service road as a trail for a long time. i don't buy your motto of "one valley,one city or whatever it is, canyon country always gets short shrift.	4/12/2019 9:18 PM
201	No more parking! There is plenty of it!	4/12/2019 9:50 AM
202	Slowing down speeds on all roads. More or added check points, ie DUI . More police presence would be great. I am a fan of the trolley system.	4/11/2019 6:10 PM
203	There also needs to be a sidewalk on the east side of Rockwell Cyn from Summit Pl. to University Center Dr. Currently you have to walk all the way to McBean to cross safely to go to CoC from the Summit neighborhood.	4/10/2019 11:39 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

204	No	4/10/2019 9:22 PM
205	How can we schedule Copper Hill bike lanes to be swept on a regular basis? The debris sends us close to the car lane. Thank you for taking our concerns into consideration!	4/10/2019 11:09 AM
206	build a 2-lane north-south bridge over the valencia/bouquet cny intersection and you will see traffic jam decrease by 80% Or connect magic mountain pkwy to soledad cny rd.	4/10/2019 9:45 AM
207	Excellent bike trails and open spaces are the primary reason we moved here. We use them almost every day.	4/9/2019 11:09 PM
208	I look forward to seeing this plan implemented	4/9/2019 5:00 PM
209	Please seriously limit in city speed limit on non highway roads to 45 mph	4/9/2019 4:25 PM
210	[LOOK UP !]signage on the bike paths and sidewalk crossings, I have had too many "close calls" with theUNAWARE....(earbud walkers with their nose in their phone)	4/9/2019 12:38 PM
211	Get rid of parking on Town Center Dr. Install more trees and tiny businesses like in Santa Monica. Work it with Pace/Zagster to provide coupons (to riders) for discounts for local businesses that are exercise-related. No discounts for the local bakery!	4/9/2019 12:11 PM
212	I think Saugus is a little separated from Valencia as far as bike trails go. An idea I had would be to build a bike trail running along the wash (labeled as "Bouquet Creek" in Google Maps). The wash runs from the top of Alaminos and eventually connects with the trails behind Best Buy. This would be the perfect alternate route to town. It would provide a safe route away from the busy main streets to Rosedell, Saugus High, Central Park, and eventually meet up with all of the trails in Valencia.	4/9/2019 11:33 AM
213	Traffic circles would make traffic in this area way more efficient and less dangerous, as well as allowing for more concrete bike paths that drivers will not enter	4/9/2019 11:04 AM
214	I really think we are quite fortunate regarding mobility in Santa Clarita. My biggest issue is the number of traffic lights. Sometimes it appears I'm stopping at every block. What should take 10 minutes, is now 30 minutes.	4/9/2019 10:37 AM
215	The bike paths are great. A bike / pedestrian bridge at near the aquatic center (intersection of Golden Valley and Center Pointe) would be nice. Also a bridge at Soledad near the bowling lanes.	4/9/2019 10:33 AM
216	The City is doing a great job, just keep getting the word out that traffic isn't a simple solution but a complex problem which requires all of the residents to participate in solving.	4/9/2019 10:16 AM
217	More bike events to build up interest / educate.	4/8/2019 2:17 PM
218	Santa Clarita's 'bike-ability' is one of the reasons I chose to live here and continue to live and work in this community. There is always more that can be done to improve the non-motorized mobility in Santa Clarita and making intersections safer seems like it should be priority #1. Continuing to connect new communities to schools, businesses, parks, etc. would be the next highest priority, which the city has done a good job with recently, but there are some older areas that can be difficult to access and could use updating. I know this can be more difficult given the already established norm, however I think residents in these areas would appreciate the connections just as much, if not more than those in newer developments.	4/8/2019 1:32 PM
219	A better bike lane or path on Copperhill	4/8/2019 9:43 AM
220	Reduce traffic along Bouquet Canyon. Put a bike trail along Bouquet Canyon (putting it along the wash would work).	4/8/2019 12:22 AM
221	To many to share, but I would be happy to engage by emails or come to planning meetings.	4/7/2019 7:24 PM
222	Stop the building of houses to reduce over crowdedness in SCV and to ease traffic congestion.	4/7/2019 5:41 PM
223	I cannot for the life of me understand why the new construction plan that is supposed to start right after the existing construction plan is scheduled to wrap up this summer. We have already endured two years of hell with the current project, now we have to endure at least another 2 years (or more) thereafter; could'nt the city planners have the forethought to approve the funds such that ALL of the construction could have been done all at once instead of spreading it out over two phases making the extreme inconvenience to the commuters TWICE as long??	4/7/2019 12:05 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

224	The pace bikes are great.	4/7/2019 10:29 AM
225	Love the paseos!	4/7/2019 10:09 AM
226	Take a better look at how our traffic lights are timed.	4/7/2019 8:30 AM
227	Thank you for trying!	4/7/2019 7:26 AM
228	Actually we really have it pretty good out here. Decent bus service, several convenient metrolink stops, nicely maintained roads, and absolutely incredible bike trails. Thank you!	4/6/2019 11:40 PM
229	I really appreciate the paseo's and all of the trails. This town has done an AMAZING job in this respect.	4/6/2019 10:00 PM
230	I've been nearly hit and forced off sidewalks by electric scooters. Nearly each time it's children in these scooters. Ugh. They speed on the sidewalks. A walker like me in an area without Paseos must be super vigilant.	4/6/2019 6:52 PM
231	I'd like to see more traffic patrols out for the cars trying to race a pedestrian stepping off of a curb, blowing through signals and major moving violations. Somehow we must insist drivers practice safe and courteous driving. As someone who drives around and walks around all the time I have seen law enforcement not bother to stop blame infractions.	4/6/2019 6:42 PM
232	When deciding whether to install speed humps like the ones on Pamplico in Saugus near Foster elementary school, consider the impact of the residents that have to drive over them. There are other ways to get people to slow down, such as enforcing the speed limits or installing stop signs. At 10 MPH, the humps on Pamplico are bone jarring. We have two Mercedes-Benz automobiles and the problem is not the car – it's the poorly designed speed humps. Have city officials, such as the mayor, drive on Pamplico one time and then ask if they'd live in that neighborhood. The houses are beautiful, but the road is horrific AND it's impacting home values. The speed humps on Avenue Crescenta (off Tournament by Wiley Canyon) are much nicer and do an excellent job of slowing people down.	4/6/2019 6:24 PM
233	Under no circumstances remove any traffic lanes to facilitate additional bike lanes. "Traffic Calming" has been failure in City of LA	4/6/2019 5:34 PM
234	Monorail!	4/6/2019 2:28 PM
235	More fun public transport to the mall or shopping trade joes. Like a trolley.	4/6/2019 12:42 PM
236	A few bike trails have large ruts, and one had a large bump from nearby tree. Wish those could be fixed.	4/6/2019 12:23 PM
237	There is a large housing project underway near Highway 126. The builder should help fund dedicated bike/pedestrian paths to promote alternatives to driving. This should apply even if the project is in the unincorporated area because the residents will still be driving in the city.	4/6/2019 11:58 AM
238	Speeds are just too fast! Let's do more to enforce the no texting while driving laws	4/6/2019 10:43 AM
239	For me, increasing incentives to get more post-production and visual effects studios up here would ease my commute. :-D	4/6/2019 9:55 AM
240	We would love a bike park in Santa Clarita with a bmx track and trails or a pump track for beginners to get our children interested in bicycling.	4/6/2019 8:58 AM
241	Please add more sidewalks and paseos.	4/6/2019 8:44 AM
242	Consider school busing - yes, I know it's costly but it would decrease congestion and provide a safer environment around schools. We're a wealthy community - find a way to fund it.	4/6/2019 8:38 AM
243	I would like to understand transit for seniors better. My mother is in assisted living and I do not know if there are any options for her.	4/6/2019 7:46 AM
244	I love what you guys have done/are doing so far. Keep it up!	4/6/2019 7:31 AM
245	None	4/6/2019 7:10 AM
246	Monitor where traffic jams are the worst and work on improvements to optimize flow	4/6/2019 7:04 AM
247	Thank you for being proactive regarding transportation, ev charging, and bike share/paths.	4/6/2019 12:03 AM
248	No	4/5/2019 9:56 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

249	There are many people in my neighborhood who ride their bikes not for recreation yet we have no bike paths or bike lanes	4/5/2019 9:42 PM
250	Bike valet is a smart idea. Decrease bike thefts.	4/5/2019 9:19 PM
251	Light rail should be considered.	4/5/2019 9:10 PM
252	Provide more security on the bike paths	4/5/2019 8:33 PM
253	connect the bike paths, especially on Soledad.	4/5/2019 7:44 PM
254	Stop building new homes.	4/5/2019 7:26 PM
255	Since I have been living in SCV for 22 years, the time it takes to commute to the nw end of the SFV has more than doubled. Throw in a few accidents on the freeway or god forbid a few fires and transportation virtually shuts down with few one land and two lane roads leaving this valley. There have been several times where I just wanted to turn around and go home and cry. Cudos again to Frank Ferry for putting through the Cross Valley Connector (Golden Valley). Without this, when the freeway shuts down, we would be unable to get anywhere.	4/5/2019 6:46 PM
256	Love the bike trails. Just add more especially in NEWHALL. Need a bike trail from the east side of Newhall to Valencia	4/5/2019 6:27 PM
257	Stop building more homes in Santa Clarita. The traffic has gotten increasingly worse in the past 10 years because of it.	4/5/2019 6:25 PM
258	My husband asked if I wanted to meet him and spe d the night in SC. Solely because of the bike path we spent the night and went out to a restaurant we wanted to check out.	4/5/2019 6:15 PM
259	Not at this time	4/5/2019 6:05 PM
260	We do NOT need more bike paths in scv. Let's be real they just get in the way of cars driving. Waste of money. Installing new water fountains? WTH	4/5/2019 5:56 PM
261	I would like to see bike lanes next to roads more visible, say painted in green, like in other cities	4/5/2019 5:41 PM
262	Reduce speeding on Copperstone. And change traffic patterns on Decoro near the high school. It's insanely dangerous.	4/5/2019 5:26 PM
263	I do think I contributed a reasonable about of concerns and comments within my prior answers. Now it's up to YOU!	4/5/2019 5:05 PM
264	Bike paths	4/5/2019 5:04 PM
265	Activate the Saugus Paseos using the Water channels for walk/bike/horse trails they are like short cuts in the neighborhoods. Many, Many cities in Los Angeles use them. Stop the NIMBY Block on the Saugus Paseos!	4/5/2019 4:56 PM
266	Alternatives to roads is always nice, we do have that butnthey are not always safe particularly in the evenings. Drug addicts and homeless live on them, shoot yo there, and use them as escape routes. Better & more frequent patrols would be great.	4/5/2019 4:38 PM
267	I love the bike paths !!	4/5/2019 4:25 PM
268	I've learned to love roundabouts, especially at lower intensity intersections. I don't think I want to see Piccadilly Circus Jr. be built at Valencia & McBean, but there are many four-way stops in the city that could be replaced with roundabouts.	4/5/2019 4:07 PM
269	This is regarding the bike paths- I use the bike paths/ trails almost everyday to run. I am always either with my double stroller or dog and have to use bike lanes instead of the pedestrian lanes so I don't run into other pedestrians in the tiny one lane pedestrian allocated space. I have come into contact with many frustrated bikers because of this. My recommendation would be to have a lane in each direction for pedestrians/ runners just like the bike lanes. This would give pedestrians going in either direction enough space to do their activity without worrying about bikers running them down.	4/5/2019 4:04 PM
270	love the protected bike paths... we need more...	4/5/2019 3:23 PM
271	The current options for getting around are fine.	4/5/2019 3:07 PM
272	As a cyclist and mountain biker I would love if the city stopped expanding housing. It's	4/5/2019 2:51 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

destroying local landscapes, trail systems, and clogging our streets with traffic. Due to the higher volume of traffic, non motored transit is becoming increasingly dangerous.

273	No	4/5/2019 1:59 PM
274	Please do something to help alleviate highway traffic. It is miserable and scary! I desperately need a Metrolink route to Northridge. I want to use public transportation but I cannot when the time it would take is at least double that of my drive.	4/5/2019 1:34 PM
275	No	4/5/2019 11:34 AM
276	Bike lane/ path needed to Towsley Canyon. Many bikers drive there instead of ride down Wiley Canyon rd. It is extremely dangerous on Wiley between Lyons and Calgrove for cyclists and pedestrians. There is no pedestrian or cyclist link over to one of the busiest open space preserves. That is a BIG problem.	4/5/2019 11:04 AM
277	Lets see results from this survey!	4/5/2019 11:01 AM
278	One reason I'd never let my teenage children walk anywhere are dangerous drivers. I run a lot and have myself had several close calls. I try to stay on paseos for that reason.	4/5/2019 10:47 AM
279	The paseos are great. I walk one or two of them most days. I just wish some of our main roads like Wiley and Tournament were more pedestrian friendly. Also don't ever build buildings right up to the street, they are really unfriendly.	4/5/2019 10:21 AM
280	I really do not like the circle streets on major roadways. There is one in my neighborhood, which is fine. But the one in Castaic, near Hasley Canyon I go out of my way to avoid. I avoid this in my car and would never even attempt on a bike or walking. I feel these are very unsafe.	4/5/2019 9:14 AM
281	YES! The biggest issue for cyclist is that facility coverage literally drops off at the city line. For this demographic it doesnt matter what you do in the city, more it matters what you do with your coordination with the County. I get it this is not in your scope but biking intra-city is fine, its biking out of the city that you see the most collisions. But i have seen these plans come through the city many times and each time the consultant does not heed this notice. Inter agency coordiantion with LA County is key. go ride on Placerita Canyon and tell me that the LTS is less than 4. Go ride Soledad where the bike lane is 6 inches wide. Improve connectivity within the city yes with the Class I's okay. But think about how you can improve R/W on the hundreds of miles of two-lane highways. Make a difference this way even if you go beyond your scope - might save some lives. Please contact me for more info if you want; TLIEN@KOACORP.COM	4/5/2019 8:27 AM
282	I have noticed that condos do not have enough parking and the spill over of cars on main roads can be an issue. I also believe the speed limit on major roads seems a bit high.	4/5/2019 8:14 AM
283	One of the biggest traffic problems seems to be around schools at drop off/pick up. How about some type of program to encourage families to carpool or allow their children to walk to school?	4/5/2019 7:54 AM
284	The city should promote a rails to trails effort to extend the city bike paths out along the old rail right of way out toward Fillmore and the ocean.	4/5/2019 7:39 AM
285	We need to stop eliminating and narrowing auto traffic lanes to accommodate bike lanes. This is unsafe for both bikers and motorists.	4/5/2019 7:31 AM
286	The installation of a paseo bridge over Decoro at Arroyo Seco would ease a lot of traffic during pickup and drop off	4/5/2019 7:23 AM
287	First, bringing back school buses would make a huge difference. Just visit any public school about 10 minutes before the bell rings and you will see an insane amount of cars lined up idling, causing pollution and congestion. Second, I would love to see more flat paved walking areas that are not on main roads. The best example is Bridgeport, I walk there all of the time and would certainly love to see more walking areas like that all over town, and also closer to shopping areas. Many of the paseos have inclines with bridges to cross the major streets, which make it impossible for most people with disabilities to use by themselves.	4/5/2019 6:27 AM
288	Build more pedestrian/cycling bridges over major intersections. e.g. over Soledad at Golden Oak Rd.	4/5/2019 3:49 AM
289	Bike path connecting Valencia and Sylmar	4/4/2019 11:10 PM
290	Building a park with a little lake with bike/walking paths leading to it.	4/4/2019 10:59 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

291	I would like to be part of the committee working on this as an interested constituent.	4/4/2019 9:48 PM
292	I hope Santa Clarita will become a leader in zero emissions affordable transportation. I hope the City will expand scooter and bike programs including electric scooters and bikes. I hope the City will add electric buses and make electric vehicle charging stations plentiful in our community.	4/4/2019 9:36 PM
293	I am concerned with drug related criminal people hanging around bike paths.	4/4/2019 9:29 PM
294	The paseos and bike lanes in this city are amazing.	4/4/2019 8:33 PM
295	Enforce laws concerning distracted driving. Deterrent level fines for cell phone use while driving.	4/4/2019 8:30 PM
296	The amount of new homes being built in Santa Clarita is extremely concerning and I'm not sure how our infrastructure will hold up.	4/4/2019 8:21 PM
297	Don't discriminate against electric bikes. They are vital for disabled people.	4/4/2019 8:20 PM
298	Speeding and people running the red light is a major issue...followed by drunk drivers and crazy people racing on roadways and doing donuts in intersections.	4/4/2019 7:33 PM
299	find a plan to connect the existing bike lanes / trails so there can be safe, seamless, bike travel throughout the valley. Create rules and additional lanes that keep walkers using headphones to the side of the bike paths to avoid collisions.	4/4/2019 7:33 PM
300	Yes, the bike train that turns into the Paseos in canyon country is SUPER dangerous. Bikers make sharp left turns from the bike lane on Soledad into the start of the paseos and cut in front of two car lanes. There needs to be signs or lights here to let drivers know to watch for bikers.	4/4/2019 7:09 PM
301	Please figure a way to make people slow down and pay attention.	4/4/2019 7:04 PM
302	Drivers don't see people in crosswalks. Crosswalks should ideally be marked with flashing lights along the pavement markings, so it's obvious the driver should not cross those lines. Also when Walk flashes, have a recording remind pedestrian to look up from their phone. These 2 things would make it much safer for pedestrians to cross major intersections.	4/4/2019 7:00 PM
303	Pedestrians are horrible at looking both ways before crossing PLUS making eye contact with drivers prior to entering a crosswalk. I wish there was a way to educate pedestrians. They literally walk into a crosswalk without acknowledging anyone, and that is very dangerous.	4/4/2019 6:47 PM
304	We need to look at the older General Plan for the city and find places where big changes have happened that might be able to be applied to a new bike plan. Also, we need to work hard on walkability in some places where the city annexed county developments. There are big, ugly gaps in the walking system that might make biking easier or more desirable if those places were worked on too.	4/4/2019 6:45 PM
305	Build more roads not more houses	4/4/2019 6:32 PM
306	Stop obsessing over rich asshole's property value bullshit and do something about rent costs. this city has a ton of people who want services but the grand majority of those who work those jobs can't afford to live nearby, which causes a lot of the traffic from cheaper places. If they could live closer they'd drive less during rush hour which would probably help everyone's blood pressure!	4/4/2019 6:31 PM
307	Bright lights under the bridges that cover the bike path would be nice. Under bridges there are transients, stray kids looking for trouble and what not. It's dark under them thar bridges. Just sayin'.	4/4/2019 6:24 PM
308	Reduce vehicle accidents by enforcing vehicle codes. Examples: brake/tail lights out, drivers on phones, dark tinted driver windows (they can't see well and cut off others), over loaded pickup trucks, head lights out or out of adjustment, and bald tires.	4/4/2019 6:24 PM
309	A visible public campaign of cycling culture, as a means to cut down on traffic in town, might not be a bad idea - particularly for short/local trips. Getting more people exposed to cycling as a viable method of transportation, and educating them about it, may have a positive impact.	4/4/2019 6:00 PM
310	The biggest item is getting better timing of lights throughout. The small streets should be timed to the next large intersection to allow the main roads to flow better. As of now stopping at almost every light is not uncommon.	4/4/2019 5:23 PM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

311	Allow U-turns at a few more intersections.	4/4/2019 5:16 PM
312	I believe that Santa Clarita has a lot of room for improvement in terms of mobility. Because of the way this community is built, I think the City should consider many new ideas to improve traffic and our commute in any way possible.	4/4/2019 5:11 PM
313	The city needs more sports fields in Canyon Country. We all have to drive across town every day for practice. That is a huge addition of cars on the road.	4/4/2019 5:10 PM
314	The central area of santa clarita which includes the mall area,the riveroaks shopping center, valencia crossroads shopping center,and the promenade shopping center while all very close to eachother feel very difficult to reach from one another due to the major roads that seperate them. While there are pedestrian bridges and cross walka to access these different area, it always feels much easier and safer to drive and repark in the area im am going to, rather than walk there.	4/4/2019 5:07 PM
315	There is a small cross walk at valley Center drive where cars do not stop or yield to pedestrians or bikes. Have been close to getting hit both walking and on a bike there many times	4/4/2019 5:02 PM
316	Discontinue all buses. Remove all speed bumps. Fix the traffic lights. Turning left from McBean to Orchard Village (in front of Henry Mayo) needs to green twice as often and twice as long, same with turning left from Magic Mtn to Valencia (in front of cop station). Add three extra roads to get from Valencia to Canyon Country or double the width of Valencia/Boquet/Soledad intersection, same with Newhall Ranch/McBean intersection. Do all construction 50x faster. I would say to discontinue the Pace bike sharing, but if you're gonna keep it then add alcohol sanitizing wipes for the seats and remove the need for a phone number to register.	4/4/2019 4:14 PM
317	Since I moved to my home in Saugus 34 yrs ago, I see improvement in all cities but Saugus! For example Copper Hill which needs lights/stops between Seco & Haskell. Also see all these improved lights for pedestrians but again not in Saugus!	4/4/2019 3:09 PM
318	The coal rolling from the diesel trucks is a problem. This cannot be overlooked from law enforcement anymore. This has nothing to do with climate change it has to do with air pollution.	4/4/2019 2:22 PM
319	Please connect Central Park to the paseos	4/4/2019 2:09 PM
320	Close off or reduce a route across SCV for a day and invite the community to ride. Hand out bike route maps to get more awareness.	4/4/2019 1:02 PM
321	Fix islands sprinklers that end up watering the road and not the grass.	4/4/2019 12:57 PM
322	The city is doing well, but there are certainly areas in which to improve.	4/4/2019 12:27 PM
323	Why do bicyclist who make up less than 4% of the people on the road think they deserve a full lane of traffic making traffic worse. Ride on the Paseo's	4/4/2019 12:13 PM
324	Please build more bicycle lanes and promote the safety of cyclists through powerful public messaging!	4/4/2019 11:33 AM
325	Expanding the paseos to connect more areas to minimize bike and pedestrian traffic on main roads should be a priority.	4/4/2019 11:30 AM
326	For those that depend on public transit, many of the stops are quite a distance from where people need to go, there are no sidewalks from bus stop to where people need to go and often long stretches with inadequate lighting to help people feel and be safe.	4/4/2019 10:55 AM
327	I would like for the city to consider some type of program that would incentivize the reduction of the number of vehicles per household as the community gets more TNC service, especially when autonomous TNC vehicles begin to provide lower cost service. The autonomous TNC's will be coming, and the transition to less vehicles with convenient, low cost, autonomous transportation directly to an from the destinations will be needed along with incentives to eliminate some number of personal vehicles.	4/4/2019 10:41 AM
328	Would like to see the City pass an ordinance that every commercial/retail center have a bike rack for every "x" square feet of car parking. I'm always amazed at how many place (e.g.- Home Depot) have no bike rack, or inconvenient bike racks (e.g.- Sprouts).	4/4/2019 10:40 AM
329	Bike safety is based on bicyclist behavior.	4/4/2019 10:13 AM
330	The "free bikes" are a joke. They are heavy, clumsy, and almost impossible to pedal. No one	4/4/2019 10:13 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

who's not an Iron Man contestant can use these bikes effectively. Why not bring in electric scooters such as are now used in LA, West Hollywood, etc.? They have their own problems, but anyone can use them.

331	I like the idea of creating more community activities around the walking/biking paths like the San Francisquito Creek Trail.	4/4/2019 10:10 AM
332	I do not feel safe walking or biking trails by myself. Does the city have security that patrols these paths? A camera system would help me feel safer using these trails. Also, a special trail day (like River Rally) where families can pick up trash and visit booths for environmental goodies would bring more awareness.	4/4/2019 9:59 AM
333	I would love to see smaller buses for the times when ridership does not require the capacity of a regular size bus.	4/4/2019 9:26 AM
334	The 797 should have an earlier return time. A 230, 330 bus pickup from Westwood would go a long way. Many of us go in early and have to wait a long time for the first 4PM bus to arrive.	4/4/2019 9:19 AM
335	Traffic signals really need to be improved. I believe the poorly timed signals create many of the congestion issues in the city and add to the frustration of drivers which cause speeding (trying to beat the next light) and traffic accidents.	4/4/2019 9:12 AM
336	The intersection at McBean and Copperhill needs to be redesigned. The two left turn lanes at the end of McBean need to be set back. People stop in the crosswalk on the two left lanes and this forces those trying to make a right turn to encroach on the crosswalk and it makes using that crosswalk very dangerous	4/4/2019 8:53 AM
337	Lighting, pedestrian overpasses...	4/4/2019 8:36 AM
338	STOP BUILDING until you fix the current traffic congestion! Public Transportation simply doesn't work for the vast majority of Santa Clarita residents. Commute distances are too great, transit times too long and there are no VIABLE "last mile" solutions. The health of every resident suffers from congestion caused pollution. Entire economy suffers from wasted time sitting in traffic. Take action and LEAD by putting current residents first. Then grow the city with rational development that accounts for energy, water, and REAL traffic needs.	4/4/2019 8:21 AM
339	Bikers need to be encouraged to slow down on paseos. Bathrooms need to be increased/open to encourage early morning usage(can we partner with local businesses to increase availability?)	4/4/2019 8:12 AM
340	stop building. Too many vacant businesses, too many homes for the roads we have. The river and the mountains have us stuck--stop expanding!	4/4/2019 8:06 AM
341	No.	4/4/2019 8:05 AM
342	Be consistent with bike paths/lanes. It's there and then suddenly it's not.	4/4/2019 7:59 AM
343	Better bus stops	4/4/2019 7:48 AM
344	Connect Discovery Park with Newhall Ranch sooner than later. Soledad can be dangerous for cyclists even with the new warning lights at some intersections. Ruether is extremely bad when traffic comes to a stop when cars and trucks are trying to make a left hand turn from west bound Soledad to south bound Ruether. Also I'd like the horse trail on Sand Canyon completed and converted to a paved bike trail. For the safety of riders and drivers.	4/4/2019 7:39 AM
345	I'd like to see better pedestrian crosswalks to increase pedestrian safety. Also, a bike lane should be added along Del Monte/Arroyo connecting from McBean on both sides of the ring road. In addition, a bike lane should be added on Summit Place to connect the bike lanes on Rockwell to Del Monte/Arroyo through the Summit to McBean. Many students live in the condos/apts. along McBean and in Valencia Valley. Increasing bike lane access through the summit would help them access COC and CalArts more safely and would help slow down traffic along Del Monte/Arroyo through the summit. It would also help better connect the Summit Park and Oak preserve with access to cycling and walking.	4/4/2019 7:38 AM
346	Please look into have a FlyAway (scheduled bus service to LAX) built out here. As it is, we drive to the Van Nuys FlyAway when we need to travel, but its parking structure is often full.	4/4/2019 7:30 AM
347	The bike trail system is amazing! keep expanding the network. Traffic will always be a problem, good luck	4/4/2019 7:19 AM

Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

348	The bike lanes in this city are like suicide lanes. As a biker I notice how regularly cars cross into the bike lanes without looking and I refuse to use them for my own safety, instead opting for the sidewalk. Even then, drivers often do not respect the stop signs, on multiple occasions people would have hit me had I not stopped to let them go where they were supposed to stop. I love biking, and I'd love to do it for longer distances than just grocery getting and going to work, but I feel unsafe doing so considering the general lack of respect drivers have for cyclist's safety. I appreciate you guys taking a look at this stuff and trying to improve the situation, as I think reducing car usage and promoting public transportation, cycling, and walking would be excellent ways of improving the quality of life in the city.	4/4/2019 7:18 AM
349	Safer bike paths encourage kids to ride to school	4/4/2019 7:09 AM
350	PLEASE.PLEASE. PLEASE. FIX RED LIGHT TRAFFIC SYNCHRONIZATION. PEOPLE HAVE BEEN ASKING FOR THE LAST 20 YEARS AND THE CITY HAS FAILED TO ACHIEVE THIS GOAL.	4/4/2019 7:07 AM
351	Please don't add unnecessary bike lanes which ultimately slow traffic down even further.	4/4/2019 6:56 AM
352	Santa Clarita has the best Bike Path system I have ever seen. You should be praised. I have no complaints and only compliments. Keep pushing to construct more paths. Get your engineers to walk or bike the entire bike paths on the weekends. You will be amazed at how many people use them. I brag to everyone about our bike path system and now people from other cities are coming here to recreate on the paths. They travel 30 miles to get here and run on our paths for about 3 hours a day. Great Job Santa Clarita!!	4/4/2019 6:25 AM
353	Add a connection across (over/under) Newhall Ranch Road between Central Park Trail and River Village Trail system without having to cross this dangerous street.	4/4/2019 5:52 AM
354	Mobility in the city has been greatly impacted over time by the population growth in the city. More housing has been built without much apparent attention paid to either roads / traffic flow, and not much focus on employment opportunities that can support families who are moving into the area.	4/4/2019 3:02 AM
355	On 2/14/19-My husband, a motorcycle officer for another city, slid down Placerita in mud by Naseri Ranch. There were rollovers every day for a week due to the rain and mud. He was lucky that day but I would like to see improvements on this road. It is used by so many residents and people cutting through to avoid freeway. My son is now driving this road and it really worries me. Thanks for allowing feedback.	4/4/2019 12:06 AM
356	Please fix the bike lanes and trails "to nowhere". A year or two ago the bike lane on Copper Hill westbound from Seco to McBean was eliminated in favor of a third traffic lane for cars. Very dangerous for a route that was the best option for bikes coming off of Bouquet Canyon Rd.	4/3/2019 10:33 PM
357	People ride bikes in Santa Clarita purely for sports exercise. It has nothing to do with bicycling to work. See the colorful uniforms they wear? It's a sport. Can I set up a tennis court at the intersection of McBean & Newhall Ranch Rd? After all it's a sport. You don't mind do you?	4/3/2019 9:49 PM
358	I am concerned about safety under the bridges on the trails in the city. I don't feel safe going under the bridges when there is a person staying there. I frequently reroute my path to avoid going under bridges. When I can't go an alternate way, I sprint under the bridge.	4/3/2019 9:42 PM
359	We need more sheriffs on motorcycles and patrols	4/3/2019 9:04 PM
360	In orange County, the cross the street buttons are easier for cyclist, and I can't find your app for the traffic lights	4/3/2019 8:24 PM
361	Yes. The Paseos are a great idea, but all the female cyclist I know don't want to ride them alone anymore especially near the wash due to safety concerns with the increasing homeless population dwelling there and the inherent dangers associated with the isolated areas on the rest of the trails that are not exposed to public view.	4/3/2019 8:19 PM
362	Provide law enforcement to make the city safe.	4/3/2019 8:15 PM
363	This particular survey might not be the vehicle-no pun intended- but would like to see some focus on equestrian trails in the SCV. Thank you.	4/3/2019 8:14 PM
364	STOP building PLEASE! You are ruining the reason people move to the city, destroying our mountains and ridgelines, extinguishing the small town community character, devaluing the	4/3/2019 6:29 PM

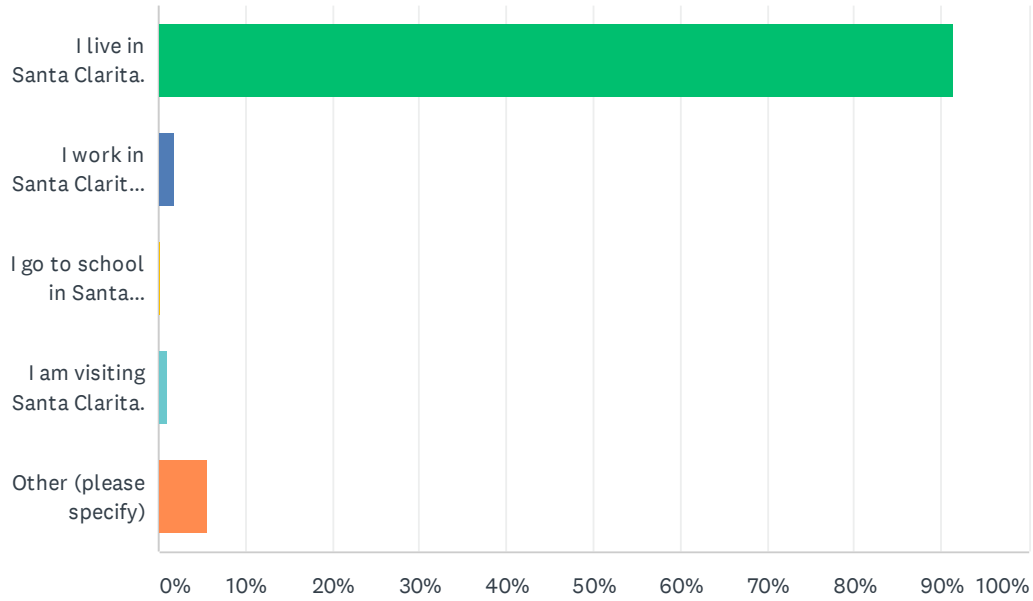
Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

resident's quality of life, and putting economic goals of the city before the environment and the wants and well being of citizens.

365	Finish the "bike path to nowhere" that parallels Soledad Canyon Road off of Golden Valley Road. That bike path would eliminate having to use Soledad Canyon and all of the intersections associated with that route. I would encourage Santa Clarita to look at providing access from the city neighborhoods to each open space preserves through either natural surface trails or paved class 1 paths. Ideally, that would also serve to connect Open Space preserves to each other. Pedestrian and bike bridges over major streets are hugely beneficial as well. The new bridge over Sierra highway is a game changer for that path network.	4/3/2019 5:41 PM
366	We could use some speed humps or additional stop sign on Rodgers. Dangerous speeders and blind curve. Lots kids and dog walkers in our neighborhood. I worry someone will get hit!	4/3/2019 5:38 PM
367	Keep up the good work	4/2/2019 10:35 AM

Q11 What is your relationship to Santa Clarita?

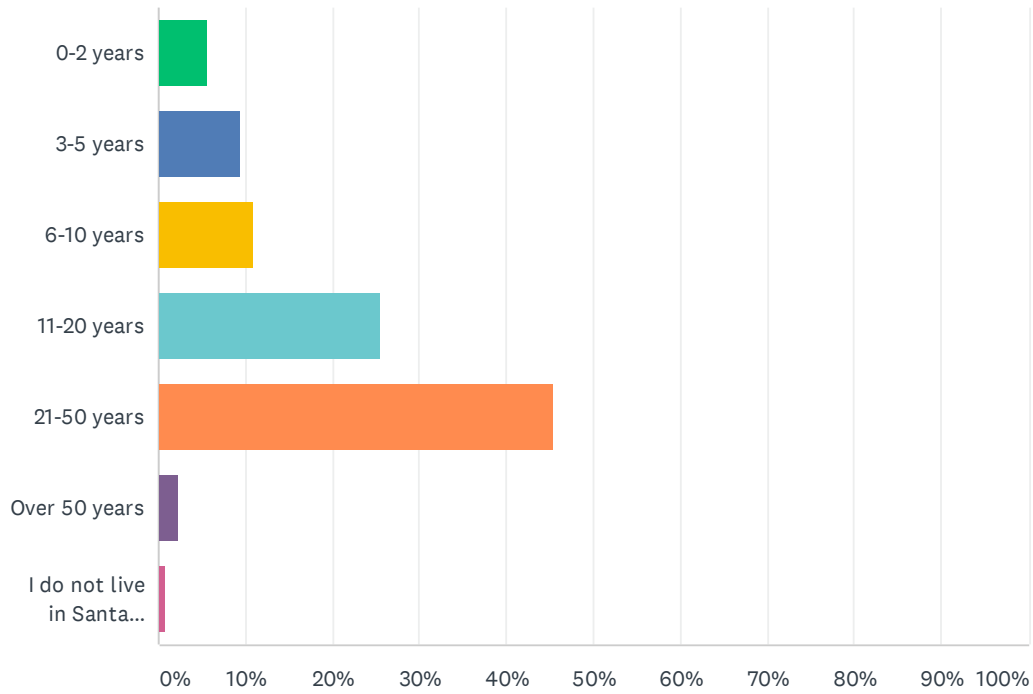
Answered: 600 Skipped: 65



ANSWER CHOICES	RESPONSES	
I live in Santa Clarita.	91.33%	548
I work in Santa Clarita, but don't live here.	1.83%	11
I go to school in Santa Clarita.	0.17%	1
I am visiting Santa Clarita.	1.00%	6
Other (please specify)	5.67%	34
TOTAL		600

Q12 How long have you lived in Santa Clarita?

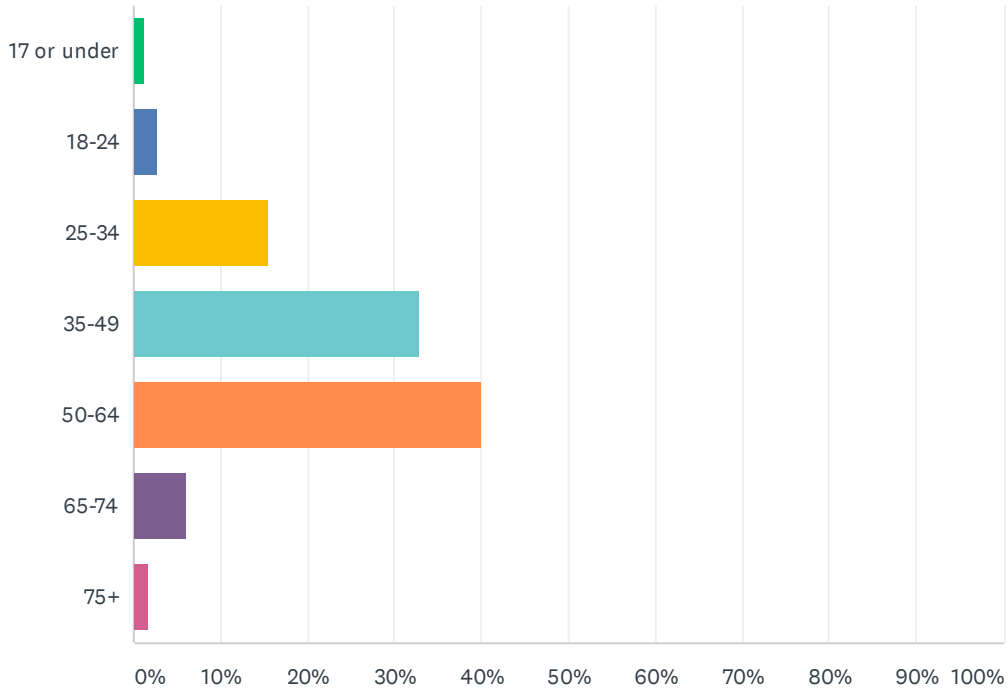
Answered: 592 Skipped: 73



ANSWER CHOICES	RESPONSES
0-2 years	5.57% 33
3-5 years	9.46% 56
6-10 years	10.81% 64
11-20 years	25.51% 151
21-50 years	45.44% 269
Over 50 years	2.36% 14
I do not live in Santa Clarita.	0.84% 5
TOTAL	592

Q13 What is your age group?

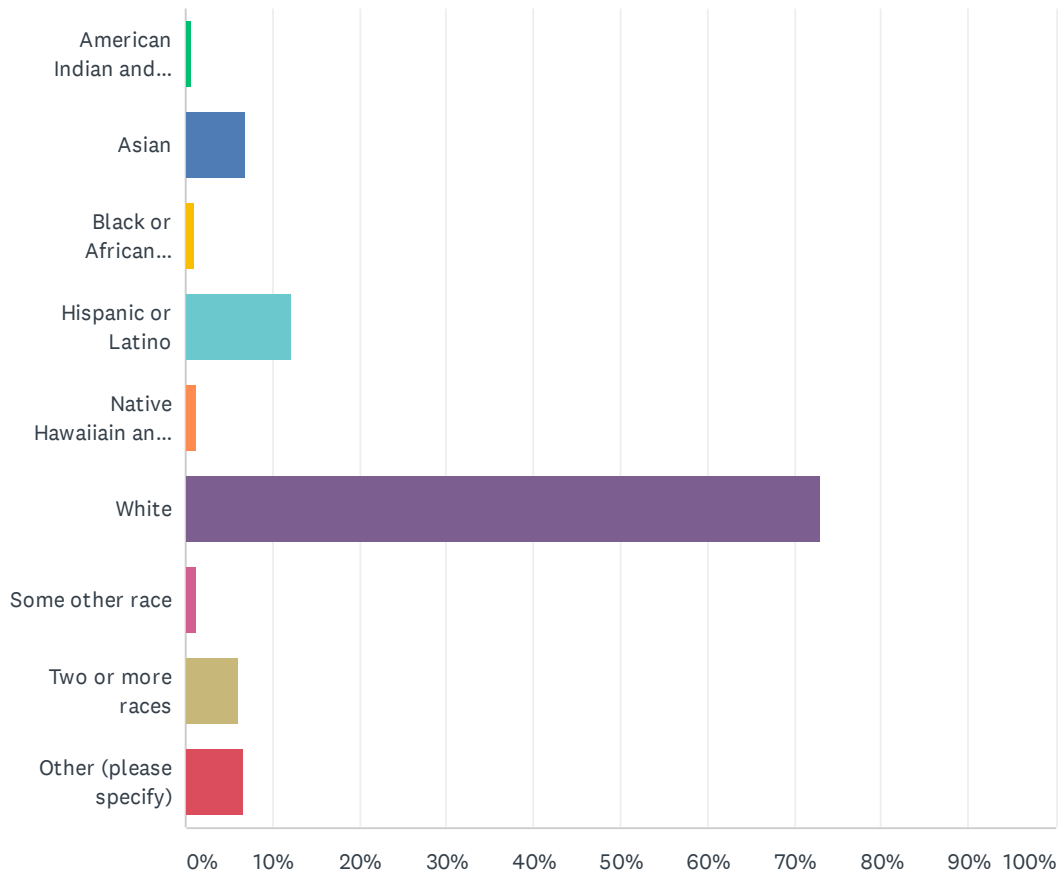
Answered: 585 Skipped: 80



ANSWER CHOICES	RESPONSES
17 or under	1.20% 7
18-24	2.74% 16
25-34	15.38% 90
35-49	32.82% 192
50-64	40.00% 234
65-74	6.15% 36
75+	1.71% 10
TOTAL	585

Q14 Most people think of themselves as belonging to a particular ethnic or racial group. How do you identify yourself? Choose all that apply.

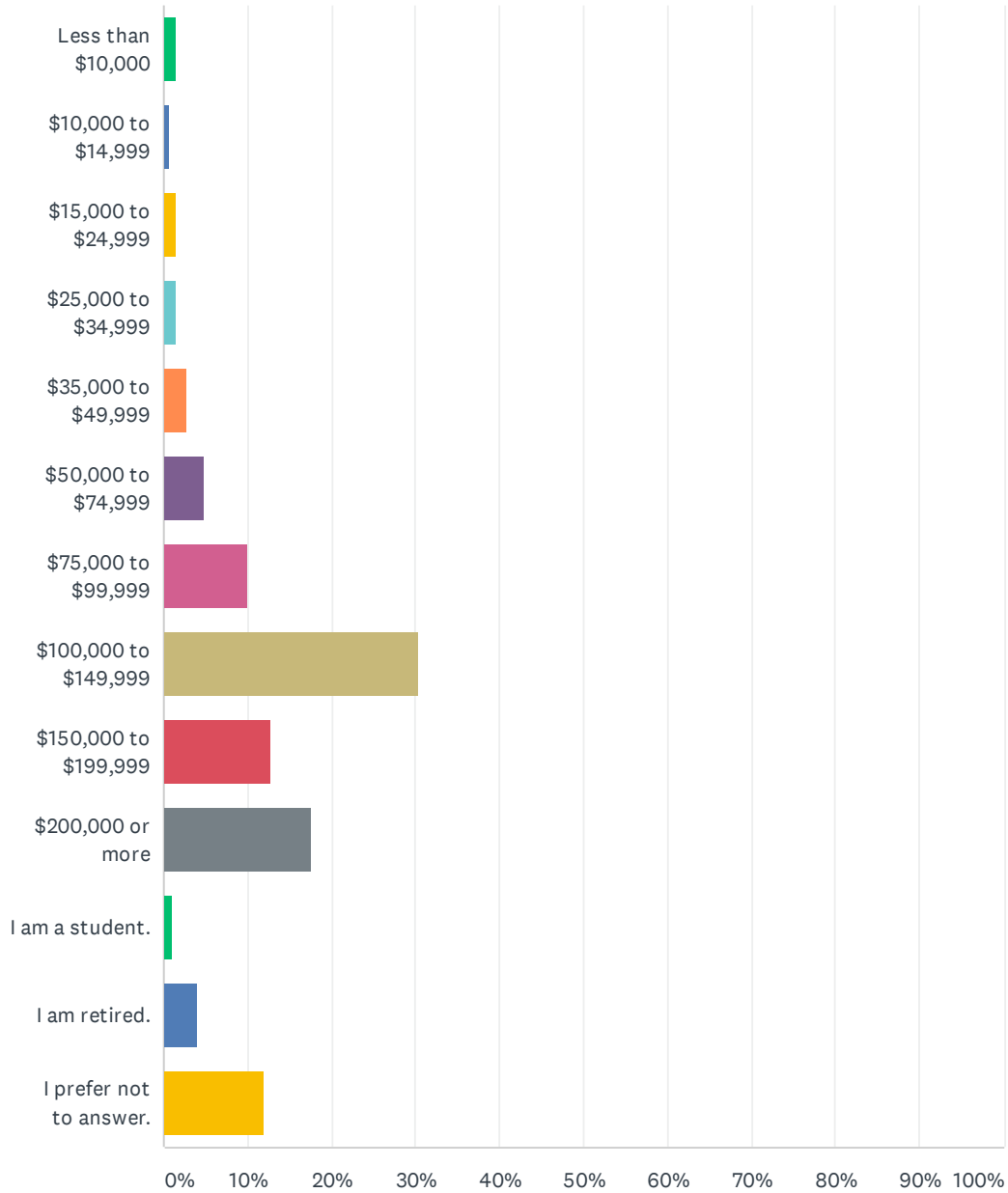
Answered: 535 Skipped: 130



ANSWER CHOICES	RESPONSES	
American Indian and Alaska Native	0.56%	3
Asian	6.92%	37
Black or African American	1.12%	6
Hispanic or Latino	12.15%	65
Native Hawaiian and Other Pacific Islander	1.31%	7
White	73.08%	391
Some other race	1.31%	7
Two or more races	6.17%	33
Other (please specify)	6.73%	36
Total Respondents: 535		

Q15 What was your total household income in the last 12 months?

Answered: 513 Skipped: 152

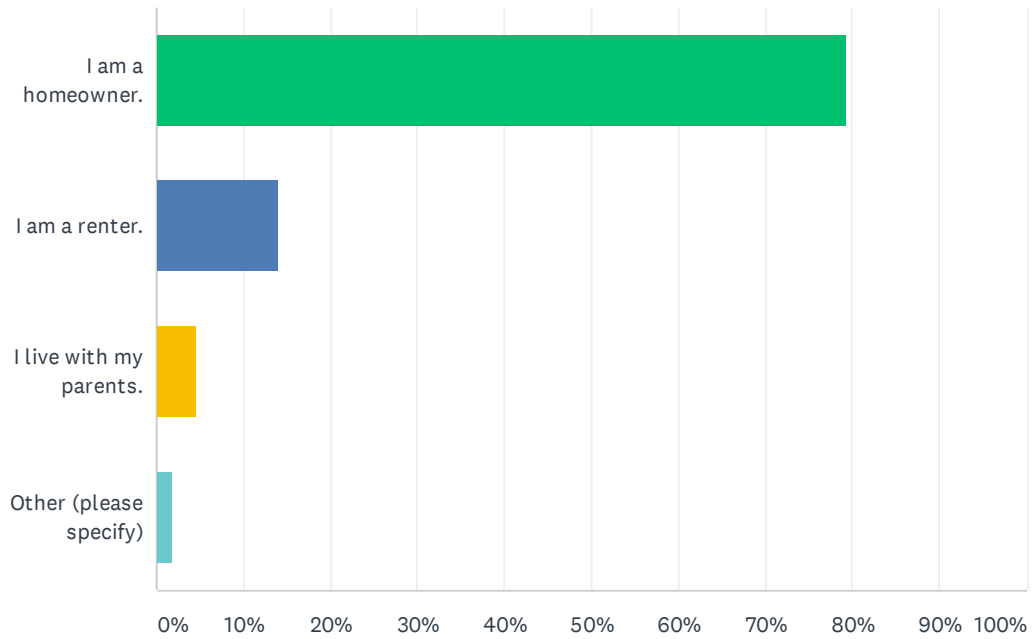


Santa Clarita Pedestrian and Bicycle Master Plan Survey 2019

ANSWER CHOICES	RESPONSES	
Less than \$10,000	1.36%	7
\$10,000 to \$14,999	0.58%	3
\$15,000 to \$24,999	1.36%	7
\$25,000 to \$34,999	1.36%	7
\$35,000 to \$49,999	2.73%	14
\$50,000 to \$74,999	4.87%	25
\$75,000 to \$99,999	10.14%	52
\$100,000 to \$149,999	30.41%	156
\$150,000 to \$199,999	12.87%	66
\$200,000 or more	17.54%	90
I am a student.	0.97%	5
I am retired.	3.90%	20
I prefer not to answer.	11.89%	61
TOTAL		513

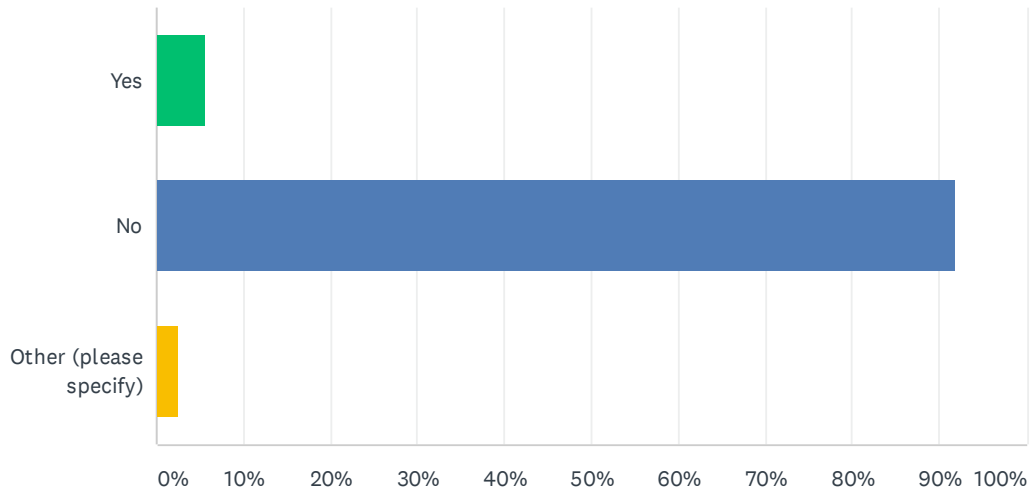
Q16 Are you a renter or a homeowner?

Answered: 581 Skipped: 84



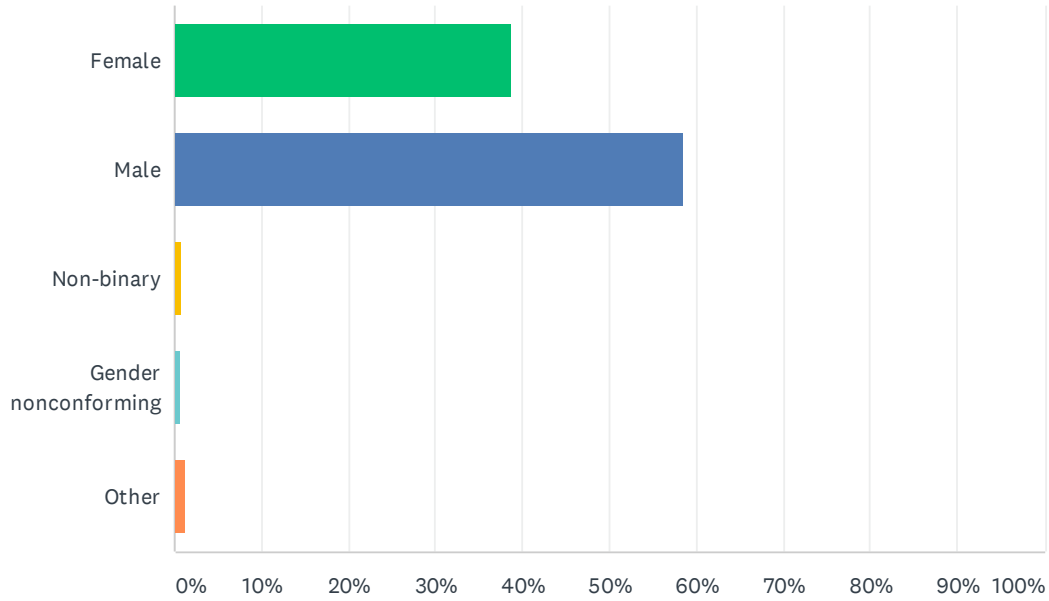
Q17 Do you consider yourself a person with disabilities?

Answered: 583 Skipped: 82



Q18 With which gender identity do you most identify?

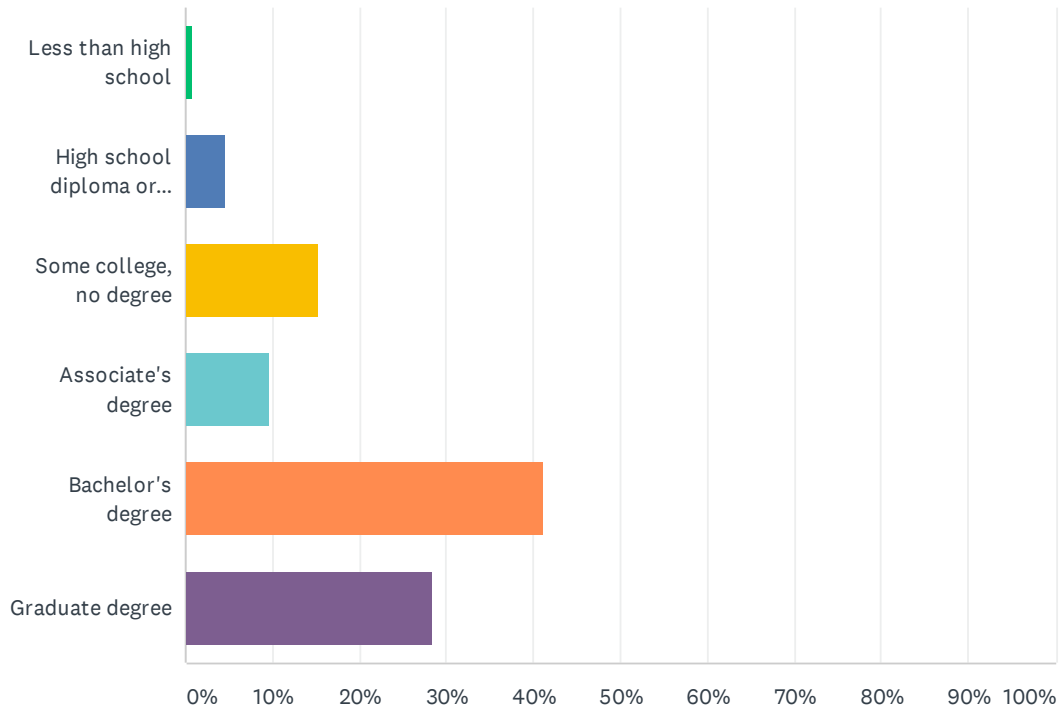
Answered: 540 Skipped: 125



ANSWER CHOICES	RESPONSES	
Female	38.70%	209
Male	58.52%	316
Non-binary	0.93%	5
Gender nonconforming	0.56%	3
Other	1.30%	7
TOTAL		540

Q19 What is the highest level of education that you have completed?

Answered: 553 Skipped: 112



ANSWER CHOICES	RESPONSES	
Less than high school	0.90%	5
High school diploma or equivalent (e.g., GED)	4.52%	25
Some college, no degree	15.37%	85
Associate's degree	9.58%	53
Bachelor's degree	41.23%	228
Graduate degree	28.39%	157
TOTAL		553



617 W 7th Street, Suite 505
 Los Angeles, CA 90017
 (213) 489-7443
 altalosangeles@altaplanning.com

MEMORANDUM

To: Tom Reilly, Project Manager, City of Santa Clarita
 From: Sam Corbett, Principal In Charge, Alta Planning + Design
 Date: June 19, 2019
 Re: **Santa Clarita Pedestrian and Bicycle Master Plan – Bike Audits Summary**

Bike Audits

On Thursday, 13 June 2019, the project team facilitated bike audits in Saugus and Newhall to assess existing conditions, identify potential trail routing options, and evaluate improvements in first- and last-mile connections. The following memorandum summarizes our findings.

Attendees

Name	Affiliation	Saugus	Newhall
Tom Reilly	City of Santa Clarita	√	√
Joel Bareng	City of Santa Clarita	√	√
Sam Corbett	Alta Planning + Design	√	√
Courtney Banker	Alta Planning + Design	√	√
Alex Parlier	City of Santa Clarita	√	√
Roy Kemp	Resident	√	
Bill Fickett	SCV Bike Coalition	√	√
Wendy Hahn	Resident	√	
Pete Gauhler	Resident		√
Yolanda Calderon	Santa Clarita Community Center		√

Saugus

1. Bouquet Creek Trail

- a. Improve opening to trail
 - i. Install wayfinding signage
 - 1. Advance notice of upcoming trail
 - 2. Trail entrance
 - ii. Pave small patch of grass between gate and sidewalk to allow for increased exit/entry area
 - iii. Reduce cross-slope on driveway to ensure ADA accessibility
- b. Improve access to trail from shopping plaza

- i. Currently a dirt path from the curb through a small gate
 - ii. Work with shopping plaza to create a well-marked, visible, and ADA-accessible entrance
 - 1. Market restaurants/shops as “bike-friendly”
- c. Improve crossing at Bouquet Canyon Road
 - i. Connect trail to proposed trail on south side of flood canal east of Bouquet Canyon Road with an underpass
 - ii. Could use other channels as examples of successful conversion of maintenance roads near residences to help gain support for proposed facility on flood canal
- d. Improve southern access point to trail (along Newhall Ranch Road)
 - i. Poorly marked; install wayfinding signage
 - ii. Consider creating an underpass connecting north and south trail segments

2. Festividad Drive Crossing

- a. Accommodating potential trail on flood canal
 - i. Consult with properties and HOA abutting trail to ensure concerns (particularly related to privacy) are addressed
 - ii. Raised speed table at crossing
 - iii. Signage indicating trail crossing
- b. Concerns about potential trail on Dry Canyon
 - i. Lots of traffic on Festividad as this is one of the only cut-throughs to Bouquet Canyon Road for motorists; cars speed around turn at t-intersection; city buses use this route; installing a speed table or a mid-block crossing at the trail could be problematic
 - ii. Check grades and width

3. Garzota Drive Crossing

- a. Adjacent area could be used as a “School Day Tripper” stop to prevent buses serving Arroyo Seco Junior HS students from having to enter highly congested area around school
 - i. Alex anticipates two buses could pick up at Garzota Drive on the south (eastbound) side of Garzota
- b. Accommodating potential trail on Dry Canyon flood canal
 - i. Less traffic on Garzota than Festividad; consider similar crossing treatment to Festividad
 - ii. Measured 12-foot width and 7% grade near Garzota; would need engineering improvements and design considerations to make accessible
 - iii. Vegetation, debris, and uplifted pavement from tree roots impeding parts of trail; rodents were spotted on part of the trail; city maintenance crew would be in charge of keeping trail clean

4. Arroyo Seco Junior High School

- a. Prioritize this segment of the proposed flood canal trail (from stop 3 to 4); consider opening segment as a “pilot” if community is not in full support of the trail and if new school tripper stop can be incorporated to disperse traffic
- b. Flood control peters out before Decoro Drive; consider placemaking improvements (water catchment, benches, fix-it stations, shade canopy, rain shelter) on pavement north of entrance gate; direct pedestrian traffic to cross and use sidewalk on west side of Vista Delgado Drive
- c. Edison maintenance road pointed out as a potential paseo on south and west side of school

- i. There is a 20' easement for Edison and flood control access; there may be room on the school property; City will follow up with flood control representative on site
- d. Consult improvements in SRTS plan
 - i. Consider moving mid-block crossing to southern edge of driveway to school entrance so that it connects to the school sidewalk
- e. Lots of cars park in the neighborhood; traffic calming would help
- f. Trail might be able to continue north up to shopping center at Copper Hill Drive and Seco Canyon Road

5. Seco Canyon Frontage Road

- a. Intersection of Decoro Drive and Seco Canyon Road has been converted into a partial scramble crossing
- b. Potential bike boulevard on frontage road, but curb ramp needed where frontage road ends (just south of Tupelo Ridge Road), and some connection needed from there up to Copper Hill Drive
 - i. Appears to be enough room for a bike lane from this point north to Copper Hill
 - ii. Lane already exists from Paragon Street north to Copper Hill
- c. Treatment would be similar to that used on Walnut in Newhall; consider removing parking on one side of the street
- d. No sidewalks up Decoro to the east; residents walk in the street
 - i. Wendy, a resident of this neighborhood, says community does not want sidewalks here; part of the neighborhood character
 - ii. City verified that the entire tract is without sidewalks, perhaps predating county requirement; pose question in the draft plan, at least for the lower portion of Decoro as it approaches Seco

6. Alamogordo Road and Garza Drive

- a. Garzota Drive may be too steep for a neighborhood bikeway; check grading
 - i. Recommended on Strava as the best route; grade comes up as 5.3% on Strava, which is inaccurate
 - ii. Strava also shows Pamplico as being used to cross from middle part of Seco to Bouquet Canyon via Centurion Way
- b. Potential bike/ped gateway to better connect Central Park and Bouquet Canyon Road

7. General Comments

- a. Central Park
 - i. Check grading and other improvements needed to open abandoned maintenance road to bikes/peds
 - ii. Improve wayfinding near unpaved multi-use trails at south end of access roads
 - iii. Provide a paved connection between Paraguay Drive access area and Central Park trail
- b. Copper Hill
 - i. Westbound at Seco Canyon Road is dangerous/difficult; conflict with right-turning vehicles
 - 1. Determine recommended improvement to decrease conflict
 - ii. Bike lanes continue to the east on Copper Hill, but still only proposed to the west

Newhall

1. Jan Heidt Metrolink Station

- a. Refer to recommendations in Metro's first/last mile study and the City's ATP application

2. Walnut Bike Route

- a. New signal for bike boulevard at Lyons Avenue to be synced with existing signal at Main and Lyons
 - i. Potentially a scramble opportunity?
- b. Review ATP grant and confirm locations of desired crossings

3. Possible Trail Extension & Underpass

- a. School zone is busy during drop-off
 - i. Also true along Newhall Avenue, Dalbey Street, and 16th Street
- b. Bike detection is confusing to users; there are loops in the pavement, but people don't know where to be detected
- c. Potential to add Class I bike path along river channel to the east of Orchard Village Road
 - i. Review bridge study that was recently conducted
- d. Orchard Village Road
 - i. Potential Class IV bikeway and painted sidewalks in both directions of travel
 - 1. Alta to recommend a paving, striping treatment
 - ii. Community wants trees to remain; highly valued

4. Planned Class I Trail on Railroad Avenue

- a. Planned Class I with a 5' parkway buffer and a 12' path from 13th Street to Oak Bridge
 - i. Partial funding in place
 - ii. Could go as far north as Magic Mountain Parkway
- b. Second track planned for Metrolink service
- c. **Metro Water District Access Road:**
 - i. Potential Class I facility connecting Via Princessa to 12th Street, especially since Via Princessa will continue through to the east, creating new demand for this access
 - ii. Check grading and other needed improvements

5. Newhall Creek Bridge

- a. Lots of traffic at 16th Street and Newhall Avenue during school bell times
 - i. Consider a bike box to encourage left turning bikes onto 16th, coming from the north of this intersection?
- b. Newhall could also be considered for a bike route in addition to Walnut
 - i. More traffic, but fewer parked cars; however, there is angled parking near the Boys and Girls Club

6. General Comments

- a. Currently little bike parking exists in Old Town; a few hitching post style racks at some corners, but there could be more closer to popular eateries
 - i. Install bike parking, particularly along Main Street
 - ii. Consider converting strategic parking spaces into bike corrals; bike corral is a frequent request from cyclists, but Old Town Newhall Association wants to ensure no parking is removed

- b. Can be challenging to cycle/use mobility devices on the paseos due to chicanes and speed bumps on some ramps
 - i. Consider widening chicanes in paseos that currently pose problems for access
- c. Class II bike lanes on Market Street from Race Street to Main Street could be installed without removing a traffic lane

Appendix C: Active Transportation Plan Compliance Checklist

SUBJECT	REQUIREMENT	SECTION(S)
Mode Share	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	Chapters 2 & 3
Description of Land Use/Destinations	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Chapter 3
Pedestrian Facilities	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Chapters 3 & 5
Bicycle Facilities	A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Chapters 3 & 5
Bicycle Parking	A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. Also include a map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Chapters 3 & 5
Wayfinding	A description of proposed signage providing wayfinding along the bicycle transportation network to designated destinations	Chapter 5
Non-Infrastructure	A description of existing and proposed bicycle and pedestrian education, encouragement, enforcement,	Chapters 3 & 6

SUBJECT	REQUIREMENT	SECTION(S)
	and evaluation programs conducted in the area included within the plan. Include efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians	
Collision Analysis	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Chapters 2 & 3
Equity Analysis	Identify census tracts that are considered to be disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents.	Chapter 3
Community Engagement	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	Chapter 4
Coordination	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan	Chapter 1 & Appendix A
Prioritization	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	Chapter 7
Funding	A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential grant funding for bicycle and pedestrian uses	Chapter 7
Implementation	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	Chapter 7

SUBJECT	REQUIREMENT	SECTION(S)
Maintenance	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting	Chapter 2
Resolution	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix D