

California

Recreational Trails Plan

Phase 1
June 2002



“The face and character of our country are determined by what we do with America and its resources.”

Thomas Jefferson



California Recreational Trails Plan

(Phase I)



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“We cannot
command nature
except by obeying
her.”

*Francis Bacon,
1561-1626*

Introduction



California State Parks manages more than 3,000 miles of trails. Untold additional thousands of miles of trails are found on federal lands and in regional, county and city parks. These range from meandering and narrow footpaths that may provide beach access or entry into a primeval redwood forest to a variety of other types of trails that can easily accommodate bicyclists, runners, equestrians, hikers, in-line skaters, and wheelchair users.

The Department's trail management program in its earliest form began with California Conservation Corp or park crews blazing trails to allow the public to access park natural and cultural features. That original informal trails program has evolved into a more formal and well-planned system that addresses resource protection, interpretation, education, ADA access issues, and the changing face of trail user needs.

For more than 75 years following the establishment of Big Basin as the first state park, narrow and meandering footpaths were seen as meeting the vast majority of trail design needs. Today's trail managers and planners must address the needs of a multitude of users, including mountain bike riders, equestrians, runners, inline skaters, and those who require accommodations for their physical limitations. Yet, these ever-increasing demands for trail access appropriate to specific needs must remain compatible with other park and trail users' needs, while assuring continued protection of each park's resources.

This California Trails Plan (Phase One) identifies 12 trail-related goals and lists general action guidelines designed to reach those goals. These 12 goals and their action guidelines will direct the future actions of the Departments Statewide Trails Office regarding trail programs both within the State Park System and in its wider, statewide and national roles. This is to be considered Phase One of a more comprehensive statewide trails plan that is to follow.

"Whatever starts in California has an inclination to spread."
Jimmy Carter

Trails and the State Parks Mission

A hierarchy of mandates directs the management of the Trails Program. The most basic mandate is the Department's Mission, which is to:

Provide for the health, inspiration, and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation.

The Department's mission directs that staff must create opportunities for high-quality recreation, and trails in their many forms are a major component of the efforts to meet the spirit of that mandate.

State park general plans, management plans and legal mandates, such as the California Environmental Quality Act (CEQA) and the Americans with Disabilities Act (ADA), provide additional guidance for the planning, development and maintenance of trails.



Statewide Trails Office Mission



The thousands of miles of trails to be found in California offer its citizens a bounty of treasures. Trails provide countless opportunities to impart a sense of well being, while simultaneously increasing our awareness of our surrounding natural and cultural treasures. By offering a mixture of recreational opportunities in settings that generally remove us from the hustle and bustle of modern living, trails and greenways improve the quality of

life in both urban and rural areas.

No single entity oversees or coordinates trail-related efforts throughout California. Perhaps the agency most appropriate and able to attempt such a challenge is the Department's Statewide Trails Office. Its involvement, from technical and policy expertise to funding, extends far beyond trails that lie only within the boundaries of State Parks. The office has an overall vision and related mission for California's trails, which is to:

Promote the establishment and maintenance of a system of trails and greenways that serves California's diverse population while respecting and protecting the integrity of its equally diverse natural and cultural resources. The system should be accessible to all Californians for improving their physical and mental well-being by presenting opportunities for recreation, transportation, and education, each of which provides enhanced environmental and societal benefits.

From this basic vision, the Statewide Trails Office responds to both the reality of an ever-expanding public interest and demand for trails and greenways and to a legislative mandate to periodically update the California Recreational Trails Plan.

"No matter how wet and cold you are, you're always warm and dry on the inside."

Woodsman's adage

The California Recreational Trails Plan

Associated with the combined mission and vision is the requirement that California State Parks produce a Recreational Trails Plan that provides guidance for establishing and maintaining California's trail systems. This includes integrating state parks' trails-related program efforts as much as possible with local government agencies and private organizations' trail systems, their planning, funding, development, operation, and maintenance.

The original California Recreational Trails Plan was completed in 1978, as directed by statute. Although this plan served the state for more than 22 years, tremendous changes in population, demographics, the economy, and in the recreational interests of Californians require that it be updated to more accurately reflect today's societal needs.

Phase One of the *California Recreational Trails Plan* update provides the initial sketch pad for the subsequent development of a more comprehensive Phase Two plan. It serves as a general guide for trail advocates and local trail management agencies and organizations in planning future trails and developing trails-related programs.

The Phase Two plan will utilize the best of this plan as a guide, and will incorporate hard data and generally accepted planning strategies and practices, including additional public input and comment.

“We are not building this country of ours for a day. It is to last through the ages.”

Teddy Roosevelt



A Basic Trails Philosophy



Central to the California Recreational Trails Plan is the recognition that our world is one of finite resources and, since demand increases steadily for these resources, insightful management is of utmost concern. The state's trail system must be designed to utilize resources in ways that benefit all users and their appropriate uses. This entails providing adequate accommodation and accessibility, rather than focusing on individual user groups. The increased sharing of resources sometimes creates friction between the diverse user groups vying for more trail space. This Trail Plan acknowledges that a certain amount of friction is inevitable, and therefore focuses on planning and communication to minimize the differences and optimize the benefits derived from these precious resources.

“No message will be delivered from these steps that is more important than our belief that park and recreation services are vital to the enhancement of the quality of life.”
Rusty Areias, Speech for California Park and Recreation Society Rally, Capitol Steps, March 14, 2001.

California's citizens generally take a great interest in environmental issues, including support for clean air, clean water, parks, resource preservation, acquisition, and recreation opportunities. This has been demonstrated in recent surveys on environmental issues and in the passage of both Proposition 12, *the Safe Neighborhood Parks, Clean Water, Clean Air and Coastal Protection Bond Act of 2000* and the *California Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2002*.

There also is a direct correlation between health of the California economy and the ability of state and local governments to raise additional revenues. A strong and healthy economy translates to increased tax revenues providing government agencies more opportunities for enhancing trails within their jurisdictions. In the late 1990s California's economy was booming and many local jurisdictions proclaimed a “surplus” for the first time in many years; however, parks and trails didn't always see increased funding as local governments used their additional revenues for long-neglected police and fire protection, roadway repairs and schools.

The passage of Propositions 13 and 218, which limit local governments' abilities to raise revenue through tax on property assessments and other special taxes, has also impacted the amounts of funding available for trails. Local governments in the poorest areas of the state are particularly hard hit because property taxes on assessed values are usually quite low. Taxpayers in those areas, as well as those in many of the more affluent areas of the state, historically have been opposed to general tax increases and are equally reluctant to pass any special taxes that could be used to support parks, greenways and trails. Additionally, land that was developed in earlier years without the benefit of long-term trail planning, now has little opportunity to incorporate desired open space in built-out city blocks or suburban neighborhoods.

“The public must be encouraged and trained to use the parks properly as the first step in their conservation.”
Eldridge T. Spencer

Plans for optimal use of trail resources must be in concert with the objective of natural and cultural resource protection. Any decisions on resource use affect not only California residents and visitors, but our natural and cultural habitat as well. If we make responsible decisions concerning preservation of our resources, we will succeed in our custodial duties to the environment while at the same time providing enjoyment for current and future generations. Through well designed, constructed, and maintained trails, we will accomplish optimal public access while accommodating resource conservation.

Providing the public with increased access to trails and greenways is not enough; we must also strive to promote the abundant benefits derived from them. While recreation and transportation are the most obvious trail benefits, others include energy conservation, environmental and habitat protection, and improved physical and mental health. Informing the community of these significant benefits expands public awareness of the advantages that trails and greenways offer to the individual and to society as a whole. Gaining public support thereby encourages policy-makers to support trails and greenways and to increase funding to better manage all of California’s diverse resources.

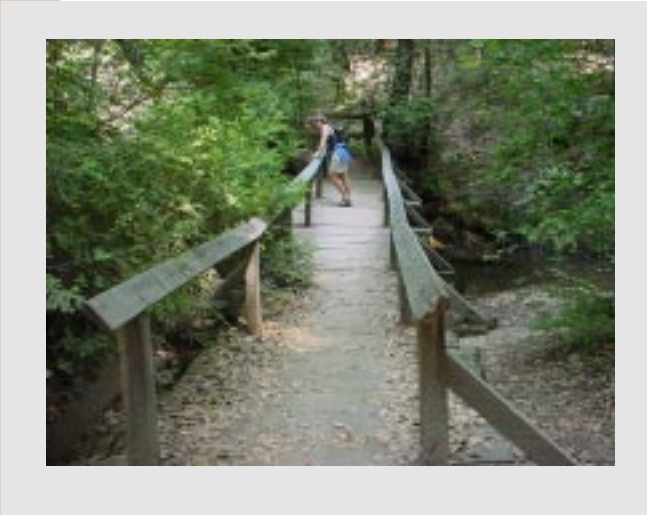
Improving relationships and interaction between government entities and the private sector will be necessary for the effective development of a well-planned and managed trail and greenway system. Open communication between all levels of government and interested parties enhances the finding of common objectives by making individuals and organized groups part of the solution. Linking communities and trail advocates in trail planning

minimizes land use conflicts and allows for optimal resource use. Joint planning emphasizes the development of interconnected trails in natural settings, and a united effort creates a stronger voice for advancing trail proposals.

The 2001 California Recreational Trails Plan is intended to set direction for today and for the future. It should serve as a guide for creating a trail system for California’s ever-growing and diverse population—a trail system that meets the needs of the state’s disparate recreational users and our growing overall transportation needs, while protecting our state’s vital natural and cultural resources.



History of Trails



Trails have been employed since the dawn of humankind, although America's recognition of a formal recreational trail system did not begin until the early 1900s. The acknowledgment of the need for a formal trail system was evidenced by the creation of the Appalachian Trail in 1921, the nation's first long distance trail. While this trail was to be maintained by volunteers, support for a nationally recognized trail system was mounting. As the nation expanded, public lands and natural resources began to diminish, thereby increasing the urgency for a formal trail system. The 1930s and 1940s brought

the formation of the Wilderness Society, which influenced creation of the first federal funding proposals for a national system of wilderness trails. Although these funding proposals were never approved, the Wilderness Society had established a solid foundation for future trail funding.

The 1960 study by the Outdoor Recreation Resources Review Commission (ORRRC) increased motivation for trail enhancement and congressional involvement. In their report to Congress, the ORRRC reported a swelling of public enthusiasm for recreational trail activity. The public's zeal drove congressional interest, resulting in a flurry of legislation aimed at protecting the environment and improving the national park and trail system. Some of the more significant legislation includes the Wilderness Act of 1964, the Land and Water Conservation Fund Act of 1965, the Historic Preservation Act of 1966, and the National Environmental Policy Act of 1966. Foremost among trail-specific legislation were the Wild and Scenic Rivers Act and the National Trails System Act of 1968—both designed to sustain uninterrupted resource corridors for use by future generations.

Along with the rest of the nation, California's park and trail system also grew. In 1945 the California Riding and Hiking Trails Act was passed. This landmark legislation envisioned a statewide system of riding and hiking trails, from which evolved a plan for a 3000-mile loop trail extending from the Mexican border to the Oregon border (see Appendix A). Although the trail was never completed, the plan laid the groundwork for many future long distance trails. The Pacific Crest Trail was subsequently established by the National Trails System Act of 1968. More than 30 years later, in 2001, the state legislature recognized and named another long distance trail, the 1,200-mile California Coastal Trail. The recognition was accompanied by a requirement that the California Coastal Conservancy, with assistance from the California Department of Parks and Recreation, complete a comprehensive Coastal Trails plan.

“Wilderness and recreation are two sides of the same coin.” *Editorial in The New York Times, March 8, 1964*

“We are going to acquire our places of recreation where they will do the greatest good for the greatest number of people.”

Lyndon Baines Johnson

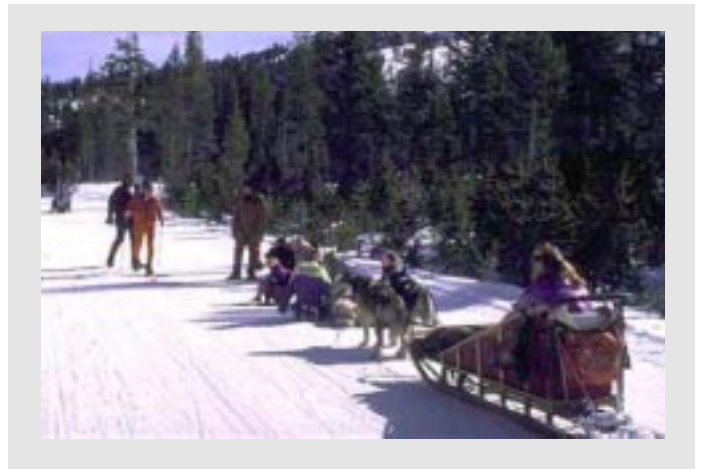
The growing sentiment for outdoor recreational activity in both California and the nation as a whole inspired the state legislature to approve the California Recreational Trail Act of 1974. This act repealed the original 1945 California Riding and Hiking Trails Act, and required DPR to prepare California’s first comprehensive plan for trails. The resulting 1978 California Recreational Trails Plan espoused the creation of trail corridors and provided a general guide for the future growth of California’s trail system.

Increased Participation in all Trail Activities

Based on the results of the public opinion surveys conducted for the California Department of Parks and Recreation in 1987, 1992, and 1997, the percentage of residents participating in all trail activities has increased during the last 15 years. Participation in all recreational activities increased during this period, although the amount of increase varied significantly with each survey and with each activity. The greatest increases were for bicycling (on paved surfaces), which almost doubled between 1987 and 1992, and hiking which increased about 50 percent during the same period. While surveys can be an indication of overall trends, there may be considerable differences in local trail use and users.

Since the 1978 *California Recreational Trails Plan* was released, an unforeseen increase in the types of recreational trail use has occurred. The popularity of mountain bikes and inline skates is a trend that has had a profound impact on trails in California. During the 1990s inline skating was one of the fastest growing trail-related activities in California, although their overall numbers are small when compared with hiking or mountain biking. In recent years there has been a significant increase in the number of mountain bikes on trails; however, this trend has declined from its previous high of 15.3 million on-road mountain bikers and 8.6 million off-road mountain bikers in 1998 to 14.3 million on-road mountain bikers and 7.1 million off-road users during 2000.¹ This downward trend has not diminished mountain bike enthusiasts’ significant interest in California’s trails, nor their well-organized pursuit of those interests.

Continued population growth in California will likely fuel demands for increased miles and types of trails available. Critical to meeting this need is the ability to enhance cooperation and sharing of existing trails by the diverse user groups.



¹ The National Sporting Goods Association: *Ten Year History of Selected Sports Participation* www.nsga.org.

Societal Benefits of Trails



The benefits associated with greenways and trails are many, both direct and indirect. The most often cited benefit is the promotion of exercise with its associated health enhancements, both physical and mental. Perhaps equally valuable are the economic benefits derived from the protected open space that adds value to local housing and provides an attractive incentive for businesses to relocate into or remain in communities that emphasize the importance of greenways and trails.

Health Benefits of Trails

A recent Surgeon General's report concluded that more than 60 percent of American adults do not achieve the recommended amount of physical activity and 25 percent of adults are not physically active at all.¹ Walking, hiking, running, riding horses or bicycles, skiing, skating, and propelling a wheelchair are aerobic exercises that benefit physical health when done regularly. Regular exercise has been proven to reduce heart disease, hypertension (high blood pressure), and cholesterol, and is believed to slow the aging process, reduce symptoms of osteoporosis, prevent and control diabetes, strengthen the immune system, improve arthritis, and relieve pain.

Regular exercise improves mental health by reducing stress and symptoms of depression. Trail use can improve mental health by providing a sense of open space (something missing in many urban environments) and opportunities for fun.

Recreation Benefits of Trails

Everyone needs to have fun, and according to the California Department of Parks and Recreation survey "Public Opinions and Attitudes on Outdoor Recreation in California - 1997," the most popular trail-related activities were walking, hiking, jogging, running, mountain biking and horseback riding. Many trails have multiple recreation benefits such as providing access to fishing, vista points for photography, picnic areas for socializing, and camping areas. They also provide access to areas for enjoying solitude, observing wildlife and experiencing the natural environment.

"One's happiness depends less on what he knows than on what he feels." *Liberty Hyde Bailey*

¹Surgeon General's Report on Physical Activity and Health, July 1996

Transportation and Clean Air Benefits of Trails

When used as transportation corridors, trails provide access to work, parks, school, entertainment, and other activities. California is famous for many things, including traffic congestion and some of the smoggiest regions on earth. But now, in part due to state and federal environmental legislation, transportation agencies have increased their efforts to promote and provide alternatives to the automobile. For example, the California Transportation Plan emphasizes bicycling as a transportation alternative. In addition, the Federal Highway Administration's current policy statement on *Integrating Bicycling and Walking into Transportation Infrastructure*¹ emphasizes the importance of incorporating bicycling and walking facilities into all transportation projects unless exceptional circumstances exist. Bicycling is viewed as a legitimate mode of transportation, not a transportation alternative.

The agency's *Accommodating Bicycle and Pedestrian Travel: A Recommended Approach* is a policy statement that the USDOT hopes public agencies, professional associations, advocacy groups, and others adopt as a way of committing themselves to integrating bicycling and walking into the transportation mainstream.

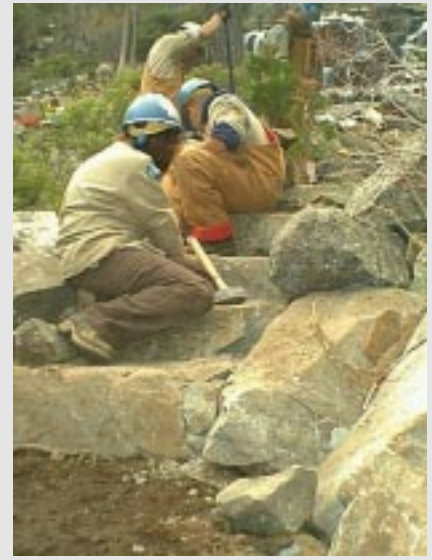
Everyday, Californians who bicycle instead of drive prevent about 7 tons of smog-forming gasses and particles from polluting the air.² Greenways help clean the air; trees and plants filter many pollutants and carcinogens.

Social Benefits of Trails

Trails provide an opportunity for social interaction among other trail users in pleasant settings that foster team and relationship building. Urban trails often provide an opportunity for neighbors to socialize, building a stronger sense of community. Trails also benefit family activities. Hiking, biking and walking with strollers are examples of typically low-cost activities that most age and ability levels can enjoy, especially when trails are designed with accessibility in mind.

Economic Benefits of Trails

Trails and greenways provide economic benefits to communities, real estate owners, and the health care system. Local trail users, vacationers and conference attendees provide direct economic benefits and increased sales tax revenues³ to communities when they purchase



“If a child is to keep alive his inborn sense of wonder...he needs the companionship of at least one adult who can share it, rediscovering with him the joy, excitement and mystery of the world we live in.”
Rachel Carson

¹ WWW.fhwa.dot.gov/environment/bikeped/Design/htm

² *Improving California Air Quality through Increased Bicycling*, March 27, 1998, California Air Resources Board

³ *The Economic Benefits of Rail-Trails*, www.railtrails.org/econfct.html



equipment, meals, lodging, and transportation from local retailers. Trailside businesses are direct beneficiaries of trail user spending, which often is critical to the economic health of rural communities.

Communities that offer trails for recreation and transportation also have a better chance of attracting conferences and new businesses, each of which attracts employees who value trails and greenways.

Several studies show that trails also increase property values. Many buyers prefer real estate near recreation facilities, and new developments often provide and advertise convenient trail access. In the 1997 “Public Opinions and Attitudes...” survey, 65 percent of those responding agreed with the statement “outdoor recreation areas and facilities

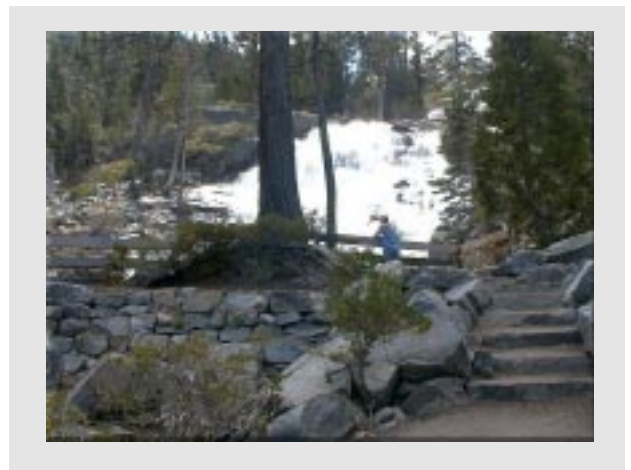
increase the value of nearby residential and commercial property.” Less than seven percent disagreed.

The property value issue traditionally has been a point of debate and disagreement, especially concerning crime and other potentially negative impacts. While these can be valid concerns, more often they are not. Therefore, providing accessible and accurate information about property values, crime mitigation, and other trail and greenway concerns is an important way to help landowners and their communities more fully understand the many benefits of trails.

And finally, the health care system can further benefit economically from increased use of trails and greenways. People who use trails to exercise or to enjoy cleaner air are generally healthier—thereby reducing both the personal out-of-pocket expenses and claims.

Educational Benefits of Trails

Trail users can learn about the natural, historical and cultural resources of California, many examples of which can be found along trails or accessed by trails. Trails are ideal destinations for school field trips and support outdoor classrooms for universities and colleges. Interpretive displays can assist trail users in developing appreciation for our state’s many fragile resources through observation, photography, interpretive signs, publications



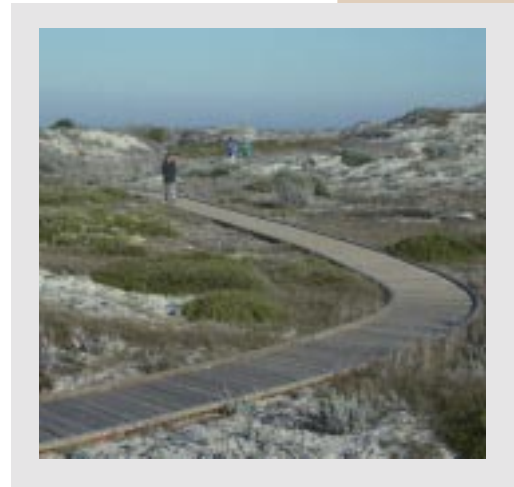
“Everybody needs beauty as well as bread, places to play in and pray in, where Nature may heal and cheer and give strength to body and soul.”

John Muir

and presentations. Enjoyable and interesting trail experiences can spur personal commitments to support parks financially, politically, as a volunteer or as an employee.

Energy Conservation Benefits of Trails

Fossil fuel consumption continues to be a long-term concern as demand increases and resources become depleted. While many uses of personal leisure time, from watching television to water skiing, require electricity or fossil fuels, using trails to bicycle, walk, or horseback ride is an effective way to conserve energy. Trails in many urban areas have become popular work commute routes for bicyclists.



Environmental and Resource Protection Benefits of Trails

Trails can be used as a tool for resource protection. When properly designed and signed, trails mitigate damage by controlling public access when they route visitors through or around sensitive resource areas. Vernal pools, unique riparian habitats, archeological sites, and threatened or endangered species habitats are examples of resources that can benefit from well designed and managed trails.

Greenways create habitat and travel corridors for wildlife. Proposed open space projects that include trails are more likely to be supported by the general public. Accessible trails encourage the public to visit natural areas, thereby raising their awareness and appreciation of these special limited resources.



"Walk away quietly in any direction and taste the freedom of the mountaineer... Climb the mountains and get their good tidings. Nature's peace will flow into you as sunshine flows into trees. The winds will blow their own freshness into you, and the storms their energy, while cares will drop off like autumn leaves."
John Muir

California's Changing Demographics

Historically, opportunities for economic gain have been the primary driving force behind the changes in California's demographics. The 18th century Spanish, the 19th century gold miners, and the 20th century workers needed for the war industries, aerospace, and

later, the microelectronics industries, have brought change to the racial, cultural, and economic fortunes of those calling California their home. Each influx of new immigrants has created both opportunities for and impacts on the resident populations and on the immigrants.



The continuing growth of California's population is probably the most important trend impacting trails. When the 1978 *California Recreational Trail Plan* was published, the state's population was 23 million. For the year 2000, California's population was estimated at 34 million, a 48 percent increase.

While California, as an entity, may have matured over the past two centuries, its population remains young-at-heart even though the median age is slowly increasing. According to Department of Finance estimates, the largest portion of population increase from 2000-2010 will be in the over-45 age group. An aging population will require trails to be more accessible to accommodate a range of mobility limitations.

Growing populations drive land development and concurrently increase demands for recreational open space, including trail corridors and greenways. Yet land development for the homes, businesses and highways that are required to support growing economies occurs at the expense of open space.

Another demographic change affecting trails is California's evolving ethnic make-up. The Department of Finance estimates that from 2000-2010 the Caucasian portion of California's population will decrease from 49 percent to 45 percent, while all other ethnic groups will increase from 51 percent to 55 percent. Increasing numbers of school-age immigrant children with needs for an ever-widening array of recreational pursuits will likely create pressure for additional trails and for more trail multi-use diversity. These changes require insight into what will make trails appealing and relevant to more of the population.

“Man is not himself only...He is all that he sees; all that flows to him from a thousand sources...He is the land, the lift of its mountain lines, the reach of its valleys.”

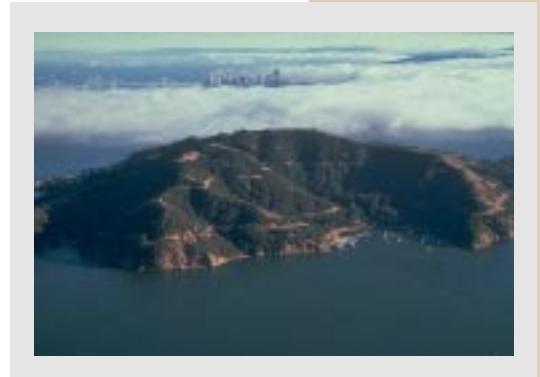
Mary Austin

Program Goals

The Statewide Trails Plan (Phase One) must remain relatively general in scope, identifying only today's ideal goals for specific aspects of the statewide trails plan. The dynamics of our society and its constantly evolving recreational needs, coupled with annual funding unpredictability and changing political priorities, preclude including specific and nonflexible actions that are designed as the only avenues for reaching each of the general goals listed.

This plan's goals and the associated action guidelines provide the directional flexibility that will allow for meeting unforeseen changes that could impact trail programs. Yet within the action guidelines, solid direction is given that will ensure partial or complete accomplishment of the goals for creating and maintaining a well designed, well used, and well maintained statewide system of trails and greenways.

While the ideal situation is for the goals and action guidelines to be implemented immediately, funding and staffing availability will control the timeliness of their realization. Many of these action guidelines are dependent, at least in some part, on needed funding, staffing and actions by other agencies. Continued cooperation and communication among the agencies, with trails advocates and with special interest organizations will be greatly beneficial in helping the trail community reach intended goals. A follow-up Statewide Trails Plan (Phase Two) will provide more detailed planning actions, based on these 13 Goals and their Action Guidelines.



“There is more to America than raw industrial might... There is the part of America which was here long before we arrived, and will be here, if we preserve it, long after we depart. The forests and the flowers, the open prairies, the slope of the hills, the tall mountains—the granite, the limestone, the caliche, the unmarked trails, the winding little stream—well, this is the America that no amount of science or skill can ever recreate or actually ever duplicate.”
Lyndon Baines Johnson



GOAL FOR FUNDING



A successful statewide trails and greenways program requires continual, broad-based and expanding sources of funding that are regularly available in order to establish and maintain a balanced program for planning, acquisition, development, maintenance, and management of trails. Additional funding is always needed to pay for deferred maintenance, for the relocation and rehabilitation of old trails and to address increasing trail use.

Goal:
Develop adequate and stable funding for planning, acquisition, development and management of trails.

Action Guidelines:

“All our dreams can come true if we have the courage to pursue them.”
Walt Disney



Promote continued state funding and identify new funding sources for acquisition and development of trails or to formalize traditional trail routes.



Encourage public agencies to incorporate trails and trails planning into their normal organizational infrastructure, including the development of annual operation and maintenance budgets to adequately care for trails.



Leverage available funds through the use of matching grants. Increase the trail labor pool through public/private cooperation, including funding, donated materials, and volunteer labor.



Provide grant programs or other funding to encourage development of local trail system plans. This could be accomplished, in part, by including criteria and scoring enhancements for grant applicants who relate their trail project to needs identified in an existing and approved local or regional trails plan.



Develop appropriate legislative support for trails funding, including encouraging, on the state level, the inclusion of trail categories in future bond acts and aggressively pursuing the re-authorization of TEA on the federal level.

GOAL FOR TRAILS INVENTORY

The overall goal is to establish a true “system” of trails throughout California. Reaching the goal will require an awareness of what resources and connective links are currently available and what links may be planned. It is critical that all trails planners have available accurate, comprehensive, regularly updated, and easily accessible databases of completed trails and planned trail projects. Such information can guide future trail-related land acquisitions and funding priorities and focus trails’ advocacy efforts in a more efficient and effective manner.

Goal:

Prepare regional and statewide inventories of existing, planned, and potential trails.

Action Guidelines



Design and complete a survey of all State Park trails and establish an easily accessible master trail database, along with procedures and protocols for maintaining accurate data. Encourage cities, counties, regional parks and federal land managers to survey all trails within their jurisdictions. Make data available on the internet.



Encourage local communities, government and organizations to contribute trail data, including both current trail information and planned trails, to readily accessible trail databases.



Encourage increased data gathering regarding trail use, including numbers of trail users, types of trail use (equestrian, hiking, mountain bike, etc.), miles traveled, most popular trails, visitor surveys and other information that may be useful or required for adequate planning, development, operation and maintenance activities.

“Man is not himself only...He is all that he sees; all that flows to him from a thousand sources...He is the land, the lift of its mountain lines, the reach of its valleys.”

Mary Austin



GOAL for REGIONAL AND STATEWIDE LAND-USE PLANNING



Closely allied with the trails inventory goal, professional planning is crucial for establishing and maintaining trails that are properly located and sited, that meet public needs, and that can be well maintained at minimum cost. As communities expand their residential and business developments, especially as they approach or border on park boundaries, there exists a growing need to meet increasing public demand for multi-use trails that connect with nearby state, federal, and local government parks and greenways. All trails should be considered as potential integral linkages within each community's overall commuter transit system.

Identifying and establishing protection for potential trail corridors that still exist in developed urban and suburban areas, such as right of ways for rail, canals, aqueducts, levees and other potential open space corridors, is critical to ensuring future trail development.

Actively involving interested individuals and special interest groups in the initial land use and trail planning stages is invaluable to the trail development and corridor protection process. Effectively incorporating trails and greenways into the early planning stages of proposed development projects is one of the most effective means of defining communities--connecting residents with their places of work, shopping, cultural attractions and recreational outlets. It is the perfect, and often the only opportunity to create a *sense of place* for the community.

Ultimately, shared resources will maximize the usefulness of trails and will decrease construction and maintenance costs. Strengthening bonds between federal, state, and local agencies ensures community participation in the planning process and continuing support in the development and maintenance of trails.

Goal

Promote and encourage the incorporation of trails and greenways development and linkages into all local and statewide land use planning processes

Action Guidelines



Recommend amending the California Subdivision Map Act to require a trail element in all future local government plans. Until such a legal requirement exists, continue encouraging local agencies to incorporate the current option to include a recreation element in their general plans.

“California is growing in population more rapidly than any other state...Unless a comprehensive plan for the preservation of recreational and scenic areas is set in motion, our children and our children's children will want for the opportunities for out of door life that make for sound bodies, clear brains and good citizenship.”
Duncan McDuffie,
January 1925.



In cooperation with other trail management agencies and organizations, develop standardized policies, guidelines and educational support programs for trail system planning, including products and processes to stimulate trail system planning by:

- Using trail inventories as a key planning tool
- Coordinating to the extent possible local and regional planning efforts
- Identifying trails that should be connected
- Promoting regional trail planning forums, and
- Educating trail planners on common goals.



Educate local planners and decision makers about the value of including trails in their initial land use planning efforts. This should include efforts to insure that trail dedications for accessing public facilities and open space are part of all development projects.



Encourage local government agencies to develop trail system plans by making it a requirement for submitting a grant application or give preference to those grant applicants with a local or regionally adopted trail system plan.



Provide open space corridors with adequate space to accommodate trails and allow areas for wildlife habitat and sensitive ecosystems.



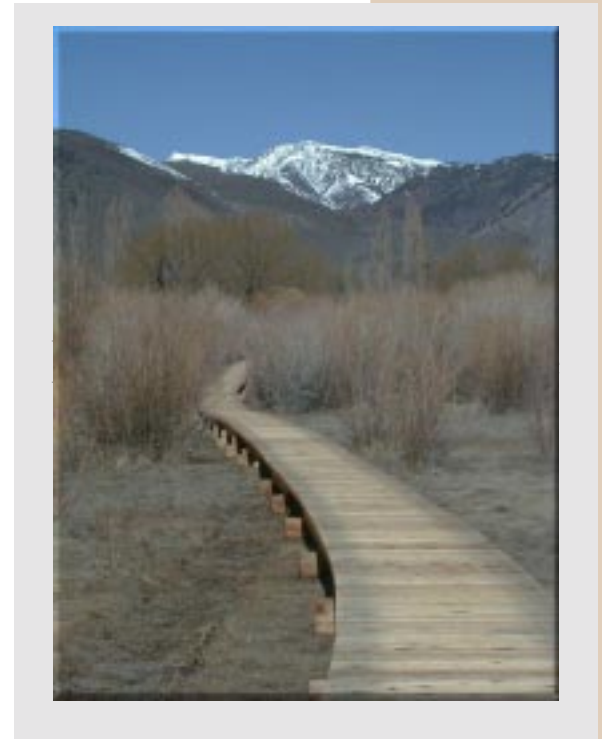
Establish and link web sites to assist state, local, and federal trail system planners. This may include the California Trails Connection website, which is proposed to include information on California trails. Support and encourage development of a national website, which can provide standardized information.



Develop and maintain trail maps on a GIS (Geographic Information System). Create GIS maps of public trails in California. The GIS maps would also serve as an overlay for planners in developing and updating land use plans in California.



Link GIS data to the California Legacy Project (CCRISP), so that identified key attributes can be analyzed for proposed trail corridor and public land acquisitions.



“There is no better service we can render to the masses of the people than to set about and preserve for them wide spaces of fine scenery for their delight.”
James Bryce, British Ambassador to the United States from 1907 to 1913.

GOAL FOR TRAIL ADVOCACY & COLLABORATION







A strong and dynamic trails advocacy program is essential for maintaining and expanding trail systems in California. As with any program or project that requires public and government support, collaboration of advocacy groups, including pedestrian, bicycle and equestrian, is critical in order to effect political and societal changes that are reflective of the identified trail program goals. Open and frequent communication can often help organizations that are initially in opposition find common ground and success in meeting their individual and shared goals.

Goal:

Develop and encourage expanded cooperation and collaboration among trail advocates, wildlife advocates, and cultural resource advocates to maximize resource protection, education, and trail use opportunities.

Action Guidelines

-  Convene and support statewide and regional trails' conferences and workshops that share current information, promote diversity, plan future actions, and recognize significant achievements. The California Trails and Greenways Conference, hosted by the California Dept. of Parks & Recreation since 1983, will continue to be the most prominent trails conference held in California.
-  Develop multi-jurisdictional plans for habitat linkages. Since most wildlife corridors cover multi-jurisdictional areas, it is essential that planning discussions and activities include the land managers for the corridor region, as well as stakeholders and affected regulators.
-  Encourage trail-supplying agencies to place an emphasis on providing more day-use trail opportunities close to urban areas. Divert use away from overused trails by promoting the use of trails that are typically underutilized, especially during peak days and times.
-  Continue to provide trail design and construction training programs that include multi-agency participation in order to foster planning cooperation and widely accepted trail design standards.

“At times the conservation battle has been agonizing, but when my daughter and I ride our horses through one of Muir’s ‘irrepressibly exuberant’ groves, which I helped to protect, my heart is full.”

Carla Cloer

GOAL for TRAIL RESEARCH

Identifying current trail uses and future trends, including population demographics, economic swings and changing trail use dynamics, will be critical in meeting the needs of California's growing numbers of trail users. Baseline resource information, while available in various forms and in various locations, is not readily identified or accessible to trail researchers. Empirical evidence identifying the many benefits associated with trails use is necessary to sustain support during economic downturns and to overcome opponents to expanding trail opportunities.

Goal:

Promote research that documents trail usage, environmental impacts and trail-based recreational trends and identifies future issues and needs.

Action Guidelines



Support or establish a program for accessing trail related research needs and for designing and initiating research projects. These should include conducting and publishing research on:

- How trails can better meet the special needs of youth and seniors in California
- Ecological benefits of good trail design, construction, and management
- Social and cultural barriers and how they affect trail use



Encourage and support scientific studies that address trail impacts on the environment. This will include developing baseline data and threshold guidelines for assessing the impact of trails on wildlife. Conduct necessary surveys to determine what baseline data is available to measure the impact of trails on wildlife. If necessary, conduct scientific studies, surveys, and inventories to allow for the development of adequate baseline data to address the impacts of trails on wildlife, and to assess the adequacy of various mitigation measures. Develop studies of how managed areas can reduce impact versus impacts from unmanaged trespass situations. Using the data collected, develop carrying capacity/threshold guidelines and management policies for trails in sensitive areas.



Develop an effective marketing program aimed at organizations and groups that could best use the research findings in order to increase trail accessibility and use.

“Come forth into
the light of things.
Let Nature be your
teacher.”
William Wordsworth



GOAL FOR STATEWIDE TRAIL STEWARDSHIP



Trail stewardship differs greatly throughout California and even among trails maintained by specific landowners such as State Parks. Funding, operational priorities, original trail design, and knowledge and skills of trails maintenance personnel can affect the levels of stewardship available for trails. Ensuring that the highest levels of trail stewardship are maintained requires commitment from trail managers and the ability to incorporate state-of-the-art trail design, construction, and maintenance techniques.






Good design, construction, and maintenance improve trails by:

- △Accommodating higher numbers and multiple types of users
- △Minimizing environmental impacts, especially erosion
- △Increasing a trail's appeal to users, which increases use
- △Reducing the chance of trail failure
- △Reducing maintenance needs
- △Making trails more fun and safer to use, and
- △Providing a greater variety of experiences.

Goal:

Promote adequate design, construction, relocation, and maintenance of trails in order to optimize public access and resource conservation.

Action Guidelines

-  Provide training and educational information about state-of-the-art trail design and construction techniques to the trail builders by supporting trail maintenance and management courses and workshops and enabling trail managers and volunteers to attend education opportunities.
-  Extend and improve delivery of initial and ongoing trail training opportunities to trail stewards, such as volunteers.
-  Support efforts to assure that all levels of government provide adequate budgets for maintaining their trails.
-  Conduct and distribute periodic reviews of new trail-related products or trends. Encourage trail managers to work with manufacturers to help resolve identified problems in new trail related products.
-  Review and evaluate existing trail related educational programming designed to enhance trail usage and the public's understanding of each trail's related natural and cultural resources. Provide coordination for the collection and dissemination of trail related literature.

“Let us preserve our silent sanctuaries for in them we perpetuate the eternal perspectives.”

Greek philosopher

GOAL FOR ENCOURAGING PUBLIC USE OF TRAILS

An ongoing public information program is essential for assuring a successful trail program. All trail programs must include information about trail location, condition and access points; however, they should also include interpretation of the resources and education about the impacts of nonconforming trail use (from erosion caused by off-trail use to safety issues caused by incompatible trail users).

Goal:

Encourage public use of and support for trails programs throughout California

Action Guidelines



Work toward developing a common database aimed at identifying trail accessibility and accommodation and, once developed, provide the information to the public. This would aid users in their understanding of the purpose and condition of any particular trail and aid them in deciding which trail best suits their needs.



Promote volunteer participation in trail stewardship programs and support all stakeholder organizations that promote good trail stewardship, such as, adopt-a-trail programs, California Trail Days and National Trails Day.



Support the public information and education efforts of land management agencies and other interested parties by:

- Expanding agency and non-profits' trail-related website content and links
- Expanding distribution of publications, especially regional and trail-specific maps and guidebooks, to libraries, visitor centers, park entrances, trailheads, travel agencies, etc.
- Partnering with other agencies and trail user groups to produce informational materials.
- Use broadcast, cable and print media to promote trail information and public use of trails.



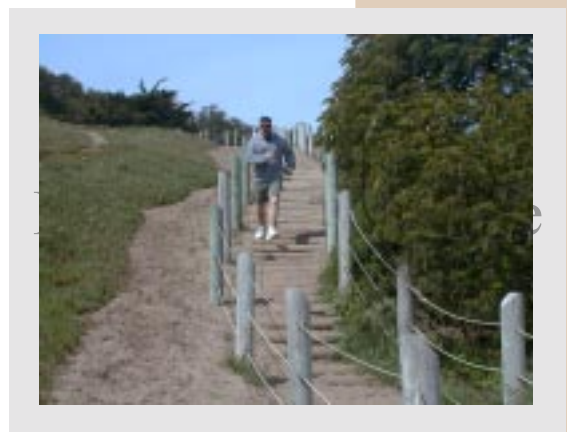
Encourage support the development and use of trails that are “close to home,” and promote the use of underutilized trails.



Educate trail users, students, and trail advocates on the potential impact that trails and trail users have on wildlife and on the environment, based on scientific studies.

“Recreation is no longer simply having fun. Rather it involves the ‘kind of America we have, and want to have, and the kind of people we are and are likely to become.”

Laurance S. Rockefeller



GOAL FOR TRAIL ACCESSIBILITY



Access to California's trails and trail systems is a right that has been reaffirmed with the Americans with Disabilities Act. While making all trails 100 percent accessible to everyone is not possible, there are ways to ensure the highest levels of accessibility to the largest numbers of people. Trail designs that incorporate as much as possible the spirit of accessibility, combined with readily accessible information regarding each trail's barriers can significantly enhance visitor use of trails.

There have been only limited efforts by both government and the private sector to provide detailed trail information. Trailhead

informational signs have traditionally offered visitors limited information about a trail's accessibility. Distances between major points of interests or to other trail linkages have been the primary information available. Information about barriers, such as trail width, grade, obstacles, cross slope, and surface conditions has not been available.

There exists no centralized trails information source within California. The standardized use of trail accessibility descriptive language has been hampered further by an absence of any universally accepted trail construction standardization practices or policy guidelines.

Goal:
Provide trail users with easily accessible trails and accurate information on trail locations and conditions.

Action Guidelines



Design and implement or support assessment surveys and research projects that will help determine trail user information needs. Develop a methodology and implement a program to collect data on the number of trail users, the type of use, reasons for choosing the trail, and the benefits users received. The results should be publicized and used to promote individual trails and general trail benefits, and to determine public information needs.



“Let children
walk with
Nature.”
John Muir



Provide barrier-free or fully accessible trails that offer a variety of features and experiences. They should include trails which access unique natural, historical and cultural features, or other unique experiences, and should be accessible via a barrier-free or fully accessible trail whenever possible. Also, every effort should be made to provide accessible, continuous loop trails and/or trails that connect with other features that are accessible to people with disabilities.



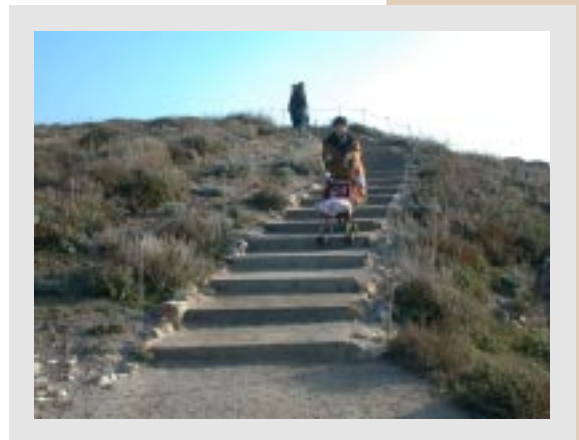
Assist communities and trail managers with trail assessment and design. Trail assessment, using such recognized programs as the Universal Trails Assessment Program (UTAP), would include assistance in determining a trail's specific usage possibilities, including evaluation of its entry and use obstacles and in analyzing all possible alternatives.



Establish a technical assistance program for accessibility guidelines, including educational materials and training programs, to help trail managers design, construct and maintain the most accessible trails possible.



Establish and implement a universally recognized trail accessibility designation program that will identify the intended use, the difficulty and the suitability of each trail.



“All adventures, especially into new territory, are scary.”
Sally Ride,
Astronaut

GOAL FOR MULTI-USE TRAIL COOPERATION



California's increasing population has created, and continues to create, a demand for differing types of trail uses. What originally were designed as narrow, single track equestrian and hiking trails, often fail to meet the present-day multi-use needs of mountain bikers, road bike users, in-line skaters, runners and new user groups that may develop in the future. In some instances, the retention of current single-track trails can best meet the needs of trail users, or they may be the only way of allowing public access while ensuring adequate protection of natural or cultural resources.

While there has been some integrating or combining of different recreational user needs on individual trails, the efforts have not been universally successful. In many areas relatively parallel trails designed for different users, such as a paved bike trail and an equestrian trail nearby, have been constructed. While this approach effectively separates two or more relatively incompatible trail uses, it also is more expensive, both in initial construction costs and in ongoing maintenance costs. This parallel single-use multi-trail system may also increase impacts on natural resources.

"Inaction may be the highest form of action."
Jerry Brown

Goal:

Provide the maximum opportunities for the public use of trails by encouraging the appropriate expansion of multi-use trails.

Action Guidelines



Establish a public process, coupled with scientific data and documentation, for determining use groups appropriate for trails within State Parks.



Assist park managers in identifying and resolving conflicts between trail users.



Prepare instructional materials aimed at informing the public on proper etiquette for multi-use trails. This should include, where appropriate, signs at trailheads or critical trail junctions that inform or remind users of proper trail etiquette.



Involve user groups to help land managers make informed decisions regarding trail designation and design. Such issues as overall user safety, levels of public use, resource impacts, and needed and available monitoring, patrol and enforcement should be considered when determining trail designations.




GOAL FOR PRIVATE PROPERTY OWNERS

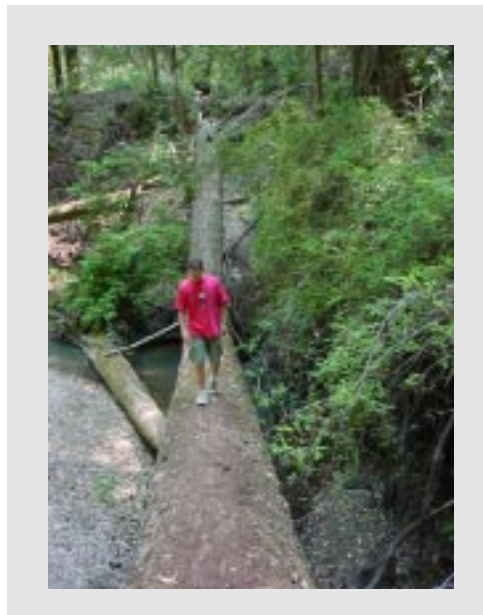
The support and cooperation of private property owners is crucial to the continued use and development of trail systems, especially long distance trails that cross multiple jurisdictions. There exists no central depository of accurate information about the true benefits and impacts of trail use on private property. One of the difficulties lies in comparing private property-related trail experiences in one neighborhood or community with those in others.

Goal:

Work to identify and resolve conflicts between property owners and trail users and advocates.

Action Guidelines

-  Encourage and support open and continuing dialogue among private property owners, community organizations, professional land use organizations such as farm and cattlemen associations, adjacent public property government entities, and trail expansion advocates regarding trail systems and needed links.
-  Identify potential tax-related incentives and seek funding for other inducements for private property owners to allow and support public trails.
-  Establish, maintain, and disseminate trail use related statistical data, including community and economic benefits, trail-related crime information, and other appropriate and useful data.



“The outdoors lies deep in American traditions. It has had immeasurable impact on the Nation’s character and on those who made its history...Today’s challenge is to assure all Americans permanent access to their outdoor heritage.” *Outdoor Recreation for America, The 1962 Report of the Outdoor Recreation Resources Review Commission*

GOAL FOR TRAILS PROGRAM LEADERSHIP



The Department's Statewide Trails Office has historically served as the clearinghouse for trails related state and federal grants programs, primarily for state park unit and state park unit-related nonprofit grant applicants. The Office has acted as a consultant to outside agencies and nonprofits on trails-related issues and has served as the primary state-level trails proponent within California government.

Under Public Resources Code, Sections 5073.5 – 5074, the Governor has established the California Recreational Trails Committee and appoints its seven members. The Committee's responsibilities include coordinating trail planning and development among cities, counties, and districts; advising the Director of State Parks on the preparation and maintenance of the California Recreational Trails Plan; and studying and advising the Director on the problems and opportunities involved in recreational trails use on private property. The Director of State Parks has designated the Statewide Trails Manager as the Committee's Executive Secretary.

Goal:

The Department's Statewide Trails Office will continue its guidance and leadership roles in promoting the advancement of trails and trails programs throughout California.

Action Guidelines



The Statewide Trails Office will:

- Work with the California Recreational Trails Committee to guide the implementation of the California Recreational Trails Plan.
- As funding is available, implement and update regularly the status of the action guidelines (elements) of the California Recreational Trails Plan.
- Extend its efforts beyond the boundaries of state parks, working closely with other agencies and organizations to enhance trail quality and expand opportunities for linkages.
- Provide grant proposal writing training opportunities and provide clearinghouse-related services for trail-related grant programs.
- Sponsor and oversee the annual California Trails and Greenways Conference.
- Provide public information regarding trails throughout California with emphasis on trails and linkages that occur within California State Parks.



Support trails-related research and assist in disseminating research studies and information to public land use agencies throughout California.

“The interminable forests should become graceful parks, for use and delight.”

Ralph Waldo Emerson, 1844

GOAL FOR THE CALIFORNIA RIDING AND HIKING TRAIL

In 1945 the State Legislature passed into law the California Riding and Hiking Trails Act, which called for a “system of riders’ and hikers’ trails.” The California Department of Parks and Recreation (DPR) was to identify and establish the trail system. The initial aspects of this trails system were to be based on a report issued by the California Riding and Hiking Trails Committee. This report, in part, identified a State Loop Trail that was to be routed as much as possible through National Forests, on existing trails and on shoulders of secondary roads. This recreation and utility trail (for “stockman, fire patrols, reconnaissance parties and rescue crews”) was to extend from Mexico to Oregon and pass through scenic and historical areas. The legislation initially appropriated \$20,000 for this effort, which was to depend heavily on the counties and local trail groups to determine appropriate and obtainable routes.

Both interest and the ability (based on funds being made available by the legislature) to continue work on what was evolving into a single loop trail fluctuated annually. In the early 1950s, extensive sections of the trail were identified as poorly sited and others as being “doubtful that horse has ever set foot.” In 1953, the Trails Committee recommended to the Legislature that the state relinquish ownership of several parcels. In subsequent years, several trail segments (land parcels) that were identified as having no reasonable possibility of being connected to the system and that local agencies would not assume responsibility for, were returned to their owners.

DPR worked on developing the California Riding and Hiking Trail through the 1960s. After several decades of working on the trail and pursuing easements, DPR management concluded that the program, which had become focused on a single 3,000-mile loop trail, required more resources than could be committed, and the Department discontinued formal efforts to complete the trail.

The California Riding and Hiking Trails Act was repealed in 1974 with the enactment of the California Recreational Trails Act. The replacement law set standards and priorities for trail routes and identified numerous trail routes or corridors, such as the Pacific Crest Trail and a trail linking San Francisco Bay with Lake Tahoe. It did not list nor mention the existence of the California Riding and Hiking Trail.

Reasons beyond the difficulties experienced in pursuing a 3000-mile loop trail caused DPR to abandon the idea. It was believed that there was greater demand for, and a greater likelihood of success to be found in pursuing, shorter loop trail segments that could serve both trails and, where possible, transportation needs

“If you love it
enough, anything
will talk with you.”
*George Washington
Carver*



nearer to population centers, or in pursuing trail segments that connected lands already in public ownership.

Since DPR halted work on the CRHT, a few of the easements secured previously have been quit claimed by the Department in response to requests by the landowners. This action was taken only when it was determined that these were segments that could never be connected to the originally conceived trail system and local agencies refused to accept the parcels. A number of the original CRHT easements have been built on or encroached



upon by private and even public interests. And still more are clouded as to the legal status of the easements. The Department estimates that it would require a team of lawyers or land agents from two to four years to untangle the status of the previously secured easements. In a few cases, the Department has worked cooperatively with local cities or counties who have shown interest in taking up the cause for local trail segments. The Department's current policy is to hold title to the easements, unless legally ordered through court action to divest public ownership.

While the factors and logic that caused the Department to abandon the concept are still in evidence, the California Riding and Hiking Trail carries great symbolic meaning to some trails enthusiasts and remains a visionary ideal to these supporters. They continue to press the Department to keep the dream alive and moving forward.

Goal:

Evaluate the status of previously secured easements for the California Riding and Hiking Trail and evaluate the feasibility for continuance of the trail's expansion.

Action Guidelines



Secure Graduate Students, interns or volunteers to organize the records of the previously secured easements and to identify the current active portions of the California Riding and Hiking Trail (CRHT) and their ownership.



As funding becomes available, research the ownership status and the uses and conditions of the previously secured easements that are not currently identified as active portions of the trail.



Secure funding to hire a consultant to analyze the potential for completing the California Riding and Hiking Trail and to prepare a report to be presented to the

"One's
Happiness
depends less on
what he knows
than on what he
feels."

Libert Hyde Bailey

California Trails Committee for its recommendation for the future of the CRHT. If it is determined that the CRHT has significant potential for success:

- Seek funding through the State's General Fund, federal trails and transportation grant sources, and future Park Bond Acts to acquire land in fee title or to secure easements, consistent with other trails priorities;
- Identify new trails that may be in place or that are planned that could provide alternative linkages for the CRHT;
- Notify counties and cities in the vicinity of segments of the trail of the State's willingness to work cooperatively with them on the trail;
- Use the California Recreational Trails Committee to recognize official additions to the CRHT, should it be deemed appropriate for continuance of the project.



“Nothing is so contagious as enthusiasm...it is the genius of sincerity, and truth accomplishes no victories without it.”

Bulwer-Lytton

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Appendix A

CALIFORNIA CODES
PUBLIC RESOURCES CODE
SECTION 5070-5077.8

5070. This article shall be known and may be cited as the **California Recreational Trails Act**.

5070.3. Unless the context otherwise requires, the following definitions shall govern construction of this article:

(a) "Affirmative access area" means an area of already existing disability access improvements along a heritage corridor.

(b) "Committee" means the California Recreational Trails Committee.

(c) "Heritage corridor" means a regional, state, or nationwide alignment of historical, natural, or conservation education significance, with roads, state and other parks, greenways, or parallel recreational trails, intended to have guidebooks, signs, and other features to enable self-guiding tourism, and environmental conservation education along most of its length and of all or some of the facilities open to the public along its length, with an emphasis on facilities whose physical and interpretive accessibility meet "whole-access" goals.

(d) "Heritage corridors access map" means a 1:500,000 publicly distributed map combining listings and locations of parks, trails, museums, and roadside historical and natural access points, including disability and interpretive access data, along designated heritage corridors.

(e) "Plan" means the California Recreational Trails System Plan.

(f) "System" means the California Recreational Trails System.

(g) "Whole-access" means a general level of trail and human accessibility that includes not only disabled persons but all others making up the "easy-access" majority of the public. This level of accessibility may also benefit from amplified concepts of natural terrain accessibility and cooperation with volunteer and nonprofit accessibility groups.

5070.5. The Legislature hereby declares that it is the policy of the state to:

(a) Increase accessibility and enhance the use, enjoyment, and understanding of California's scenic, natural, historic, and cultural resources.

(b) Encourage hiking, horseback riding, and bicycling as important contributions to the health and welfare of the state's population.

(c) Provide for the use of recreational trails by physically disabled persons, the elderly, and others in need of graduated trails with special safety features, particularly in conjunction with heritage corridors.

(d) Increase opportunities for recreational boating on designated waterways.

(e) Increase opportunities for use of recreational vehicles in designated areas and trail corridors pursuant to Chapter 1.25 (commencing with Section 5090.01).

(f) Provide for the development and maintenance of a statewide system of recreational and interpretive trails, including heritage corridors.

(g) Increase the recreational and educational use of public roads by developing guides, maps, and other interpretive materials concerning significant historical, agricultural, scenic, and other resource areas.

(h) Encourage the development by cities, counties, districts, and private groups of recreational and interpretive trails, including heritage corridors.

5070.7. The director shall cause to be prepared, and continuously maintained, a comprehensive plan for the development and operation of a statewide system of recreation trails. The plan, which shall be titled the California Recreational Trails System Plan, shall:

(a) Assess the present and future demand for trail-oriented recreation uses.

(b) Recommend an integrated and interconnecting system of trail routes designed to provide a wide range of recreational opportunities and to assure access and linkage to scenic, natural, historic, and recreational areas of statewide significance.

5071. The plan shall contain, but shall not be limited to, the following elements:

(a) Pedestrian trails.

(b) Bikeways.

(c) Equestrian trails.

(d) Boating trails.

(e) Trails and areas suitable for use by physically disabled persons, the elderly, and others in need of graduated trails, especially along designated heritage corridors.

- (f) Cross-country skiing trails.
- (g) Heritage corridors.

5071.3. For each of the elements specified in Section 5071, the plan shall:

(a) Set forth the role of state government in providing increased opportunities associated with that particular recreational use.

(b) Describe specific policies, standards, and criteria to be followed by the department and other participating public agencies in acquiring, developing, operating, and maintaining land and water trails and areas as part of the system.

(c) Specify standards and criteria to be followed by the department and other participating public agencies in providing facilities such as overnight camps, hostels, rest areas, access points, corrals, launching ramps, staging areas, and parking areas to complement trail routes and areas.

(d) Identify, on a statewide basis, the general location and extent of trail routes, areas, and complementary facilities to be included within the system.

(e) Describe new and revised state policies, programs, and other actions of the executive and legislative branches required to assure orderly development of the system.

(f) Recommend to federal, regional, and local agencies and to the private sector actions which will assist and complement state efforts to implement the system.

5071.5. In the preparation of the plan, the director shall actively seek participation of other units of state government and of appropriate federal, regional, and local agencies.

5071.7. (a) (1) In planning the system, the director shall consult with and seek the assistance of the Department of Transportation. The Department of Transportation shall plan and design those trail routes that are in need of construction contiguous to state highways and serve both a transportation and a recreational need.

The Department of Transportation shall install or supervise the installation of signs along heritage corridors consistent with the plan element developed pursuant to this section and Section 5073.1; provided, however, that it shall neither install nor supervise the installation of those signs until it determines that it has available to it adequate volunteers or funds, or a combination thereof, to install or supervise the installation of the signs, or until the Legislature appropriates sufficient funds for the installation or supervision of installation, whichever occurs first.

(b) The element of the plan relating to boating trails and other segments of the system which are oriented to waterways shall be prepared and maintained by the Department of Boating and Waterways pursuant to Article 2.6 (commencing with Section 68) of Chapter 2 of Division 1 of the Harbors and Navigation Code. Those segments shall be integrated with the California Protected Waterways Plan developed pursuant to Chapter 1273 of the Statutes of 1968, and shall be planned so as to be consistent with the preservation of rivers of the California Wild and Scenic Rivers System, as provided in Chapter 1.4 (commencing with Section 5093.50) of this division.

(c) On or after January 1, 1983, any element of the plan relating to trails and areas for the use of off/highway motor vehicles shall be prepared and maintained by the Division of Off/Highway Motor Vehicle Recreation pursuant to Chapter 1.25 (commencing with Section 5090.01).

(d) In planning the system, the director shall consult with and seek the assistance of the Department of Rehabilitation, representatives of its California Access Network volunteers, and nonprofit disability access groups to assure that adequate provision is made for publicizing the potential use of recreational trails, including heritage corridors by physically disabled persons.

5072. Upon preparation of a proposed plan, the director shall hold at least four public hearings in different geographical regions of the state to solicit views of the public and interested private groups and governmental agencies on the goals, policies, and proposals of the plan.

5072.3. After review and consideration of information secured at the plan hearings and no later than January 1, 1977, the director shall transmit the proposed plan to the Legislature through the Speaker of the Assembly and the Senate Rules Committee. The Legislature may hold hearings, solicit testimony, and take other appropriate action to review and evaluate the proposed plan. Following such review and evaluation, the Legislature may act by resolution to comment upon the proposed plan as an indication of legislative intent, state findings and conclusions, or request changes, deletions, or modifications to the proposed plan.

5072.5. The director shall consider any advice offered by the Legislature, and, after considering such advice and making such modifications in the proposed plan as the director deems appropriate, shall complete and formally transmit the plan to appropriate federal and state agencies, and to concerned cities, counties, and districts throughout the state.

5072.7. Following completion of the plan as provided in Section 5072.5, all state agencies and departments whose operations are affected by, or related to, the goals, policies, and proposals of the plan shall utilize the plan as a guide in their operations.

5072.8. (a) The Recreational Trails Fund is hereby created. Moneys in the Recreational Trails Fund shall be available, upon appropriation by the Legislature, to the department for competitive grants to cities, counties, districts, state agencies, and nonprofit organizations with management responsibilities over public lands to acquire and develop recreational trails.

(b) The Controller shall promptly transfer all money received by the state from the federal government as allocations from the National Recreational Trails Trust Fund pursuant to the Steve Symms National Recreational Trails Fund Act of 1991 (P.L. 102-240) and deposited in the Federal Trust Fund, to the Recreational Trails Fund. The money in the Recreational Trails Fund shall be available to the department for expenditure, upon appropriation by the Legislature, for grants pursuant to subdivision (a), in accordance with the Steve Symms National Recreational Trails Fund Act of 1991. Seventy percent of the money received by the state from the federal government and transferred to the Recreational Trails Fund pursuant to this subdivision shall be available only for nonmotorized recreational trails with at least one-half of that amount available only for grants to cities, counties, districts, and nonprofit organizations for the acquisition and development of new nonmotorized recreational trails and the reconstruction or relocation of existing nonmotorized recreational trails.

(c) The department shall prepare and adopt criteria and procedures for evaluating applications for grants, which, at a minimum, shall include certification that the project is consistent with the applicant's general plan or the equivalent planning document, complies with the California Environmental Quality Act (Division 13 (commencing with Section 21000)) and other environmental protection laws and regulations, and is not required as a mitigation measure as a condition for a permit or other entitlement. The department shall forward to the Director of Finance for inclusion in the Governor's Budget of each fiscal year all projects that are recommended for funding and those projects shall be contained in the Budget Bill for that fiscal year.

(d) No grant shall be made from the Recreational Trails Fund to an applicant unless the applicant agrees to both of the following conditions:

(1) To maintain and operate the property acquired, developed, rehabilitated, or restored with the funds in perpetuity. With the approval of the department, the applicant or its successors in interest in the property may transfer the responsibility to maintain and operate the property in accordance with this section. In the case of lands not held in fee by the applicant (limited tenure projects), perpetuity shall be in accordance with the tenure or for the length of time sufficient to provide public benefits commensurate with the type and duration of interest in land held by the applicant.

(2) To use the property only for the purposes of the grant and to make no other use, sale, or other disposition or conversion of the property except as authorized by a specific act of the Legislature and the property shall be replaced with property of equivalent value and usefulness as determined by the department. The property acquired or developed may be transferred to another public agency if the successor agency assumes the obligations imposed under this chapter.

(e) All applicants for a grant pursuant to this section shall submit an application to the department for approval. Each application shall include in writing the conditions specified in paragraphs (1) and (2) of subdivision (d).

5073. The plan shall be continuously reviewed, revised, and updated by the director. Every two years following completion of the plan pursuant to Section 5072.5, the director shall submit a report to the Legislature describing progress in carrying out the plan and recommending additional routes or other modifications in the system as he determines are necessary or desirable.

5073.5. The Governor shall establish a California Recreational Trails Committee to advise the director in the development and coordination of the system. The committee shall consist of seven members appointed by the Governor. Two members shall be selected from the northern, two members from the southern, and two members from the central portions of the state, and one member shall be selected at large. Members shall be selected from lists submitted by private organizations which have a demonstrated interest in the establishment of recreation trails. The chairman of the committee shall be elected by the members from their membership.

5073.7. The terms of the members of the committee shall be four years, except that such members first appointed to the committee shall classify themselves by lot so that the term of three members shall expire January 15, 1976, the term of two members shall expire January 15, 1977, and the term of two members shall expire January 15, 1978. Members of the committee shall serve without compensation, but shall be reimbursed for actual and necessary expenses, including traveling expenses, incurred in the performance of their duties.

5074. The committee shall have the following powers and duties:

(a) Coordinate trail planning and development among cities, counties, and districts. In carrying out this responsibility, the committee shall review records of easements and other interests in lands which are available for recreational trail usage, including public lands, utility easements, other rights-of-way, gifts, or surplus public lands which may be adaptable for such use, and shall advise the director in the development of standards for trail construction so that uniform construction standards may be available to cities, counties, and districts.

(b) Advise the director in the preparation and maintenance of the plan.

(c) Study the problems and opportunities presented by the use of private property for recreational trail use and advise the director on measures to mitigate undesirable aspects of such usage.

5074.1. The director shall be responsible for planning and for the orderly development and operation of the system. The director shall encourage other public agencies to acquire, develop, and manage segments of the system which are outside of the exterior boundaries of state park system units, and other areas under state jurisdiction. The director may enter into contractual agreements under which responsibility for state trail development and operation may be carried out by other public agencies.

5074.3. (a) The right of eminent domain may not be exercised to acquire property, any interest in property, or use of any property for the trails contemplated pursuant to this article.

(b) Notwithstanding the provisions of subdivision (a) of this section, the director may, pursuant to Section 5006, replace property or interests in property through the exercise of eminent domain whenever a trail, or a portion thereof, has been acquired through the exercise of eminent domain by another public entity; provided, that the property to be acquired is in the immediate vicinity of the property being replaced, and the director may, pursuant to Section 5006, acquire property or interests in property through the exercise of eminent domain for trails established pursuant to this article in hardship cases as determined by the department. Acquisitions pursuant to this section shall be funded by moneys appropriated as provided in Section 5075.

5074.5. The location of a route or complementary facility of the system across lands under the jurisdiction of a federal agency shall be by contractual agreement between the director and the appropriate federal agency. The director may enter into such agreements, and, subject to the provisions of Section 5075, may expend funds in order to participate with federal agencies in the development and operation of state trail routes across federal lands. The director may exercise similar authority with respect to segments of the system which cross other public lands.

5074.7. If lands included in the system are outside the boundaries of areas administered by public agencies, the director may enter into agreements with private landowners in order to develop and manage such lands as part of the system. The director may accept fee title, easements, or an appropriate lesser interest in private lands for purposes of the development and maintenance of trails designated as part of the system.

5075. Following review of the plan by the Legislature as provided in Section 5072.3, the director shall prepare a list of recommended priority system projects for the system. Projects recommended for funding during each fiscal year shall be submitted to the Governor for consideration for inclusion in the Budget Bill. When acquisition of private lands for state trail purposes is proposed, the director shall provide information supporting the necessity for such acquisition, including verification that there is no feasible alternative to the proposed acquisition, and that the proposed acquisition would be an essential part of the system, to the Governor and to any standing committee of the Legislature that requests such information. No funds, whether derived from gift, donation, grant-in-aid, or other source, shall be utilized by the director for state acquisition of private property in connection with the system unless appropriated by the Budget Bill.

5075.3. In specifying criteria and standards for the design and construction of trail routes and complementary facilities as provided in subdivisions (b) and (c) of Section 5071.3, the director shall include the following:

(a) The following routes shall be given priority in the allocation of funds:

(1) Routes which are in proximity or accessible to major urban areas of the state.

(2) Routes which are located on lands in public ownership.

(3) Routes which provide linkage or access to natural, scenic, historic, or recreational areas of clear statewide significance.

(4) Routes which are, or may be, the subject of agreements providing for participation of other public agencies, cooperating volunteer trail associations, or any combination of those entities, in state trail acquisition, development, or maintenance.

(b) Where feasible, trail uses may be combined on routes within the system; however, where trail use by motor vehicles is incompatible with other trail uses, separate areas and facilities should be provided.

(c) Trails should be located and managed so as to restrict trail users to established routes and to aid in effective law enforcement.

(d) Trails should be located so as to avoid severance of private property and to minimize impact on adjacent landowners and operations. The location of any trail authorized by this article shall, if the property owner so requests, be placed as nearly as physically practicable to the boundary lines of the property traversed by the trail, as such boundary lines existed as of January 1, 1975.

(e) Insofar as possible, trails should be designed and maintained to harmonize with, and complement, established forest, agricultural, and resource management plans. No trail, or property acquisition therefore, shall interfere with a landowner's water rights or his right to access to the place of exercise of such water rights.

(f) Trails should be planned as a system and each trail segment should be part of the overall system plan.

(g) Trails should be appropriately signed to provide identification, direction, and information.

(h) Rest areas, shelters, sanitary facilities, or other conveniences should be designed and located to meet the needs of trail users, including physically handicapped persons, and to prevent intrusion into surrounding areas.

(i) The department shall erect fences along any trail when requested to do so by the owner of adjacent land, or with the consent of the owner of such land when the department determines it will be in the best interests of the users of the trail and adjoining property owners, and shall place gates in such fences when necessary to afford proper access and at each point of intersection with existing roads, trails, or at used points of access to or across such trail. The department shall maintain such fences and gates in good condition.

(j) A landowner's right to conduct agricultural, timber harvesting, or mining activities on private lands adjacent to, or in the vicinity of, a trail shall not be restricted because of the presence of the trail.

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

5075.5. The director shall prepare a guidebook or guidebooks, including trail maps, describing the system. The guidebook, or guidebooks, shall include information regarding the responsibility of trail users and shall specify rules and regulations for trail use, including measures designed to prevent trespass and damage to public and private property. The director may prepare a combined heritage corridors and accessible trails guidebook. However, the director shall prepare no guidebook or guidebooks of heritage corridors until such time as he determines that the department has available to it adequate volunteers, funds, or a combination thereof, to prepare such guidebook or guidebooks, or until such time as the Legislature appropriates funds sufficient to prepare the guidebook or guidebooks, whichever occurs first.

5075.7. Each study of potential trail routes for inclusion in the system shall include an evaluation of the impact of the proposed trail route on adjacent landowners. In conducting studies of potential trail routes for inclusion in the system, the director shall give priority to the following:

(a) A trail route linking state parks, federal recreation areas, and other areas of statewide or national significance located in coastal areas.

(b) A trail route through the Sacramento-San Joaquin Delta linking scenic and recreation areas of the San Francisco Bay area with state and federal recreation areas in the Lake Tahoe Basin.

(c) East-west trail routes for nonmotorized use linking the state coastal trail route with the existing Pacific Crest Trail.

(d) Trail routes designed principally for boaters along the following waterways:

(1) Eel River in Humboldt, Mendocino, and Trinity Counties.

(2) Smith River in Del Norte County.

(3) Russian River in Sonoma and Mendocino Counties.

(4) Big River in Mendocino County.

(5) Albion River in Mendocino County.

(6) Navarro River in Mendocino County.

(7) Feather River from Thermalito Afterbay to mouth.

(8) Sacramento River from Keswick Dam to mouth.

(9) American River from Folsom Dam to mouth.

(10) South Fork of American River from Coloma to Folsom Lake.

(11) Tuolumne River from O'Shaughnessy Dam to New Don Pedro Reservoir.

(12) Stanislaus River from the Stanislaus Power House to Melones Reservoir.

(13) Colorado River from Needles to the international boundary.

(e) A hiking, bicycling, and horseback riding trail route along the San Joaquin River from Friant Dam to State Highway Route 99.

5075.8. (a) The department may convene a planning task force in order to facilitate the development of a comprehensive plan for the San Joaquin River Parkway. The task force shall include, but not be limited to, a representative of the following entities:

- (1) State Lands Commission.
 - (2) Department of Parks and Recreation.
 - (3) Department of Fish and Game.
 - (4) State Reclamation Board.
 - (5) County of Fresno.
 - (6) County of Madera.
 - (7) City of Fresno.
 - (8) Fresno County and City Chamber of Commerce.
 - (9) Fresno Sand and Gravel Producers.
 - (10) San Joaquin River Property Owners Association.
 - (11) Upper San Joaquin River Association.
 - (12) San Joaquin River Parkway and Conservation Trust.
 - (13) San Joaquin River Committee.
 - (14) Department of Boating and Waterways.
- (b) The plan shall be submitted to the Legislature not later than June 1, 1991.

5076. In developing the open-space element of a general plan as specified in of Section (e) 65302 of the Government Code, every city and county shall consider demands for trail-oriented recreational use and shall consider such demands in developing specific open-space programs. Further, every city, county, and district shall consider the feasibility of integrating its trail routes with appropriate segments of the state system.

5077.2. In addition to utilizing criteria and standards for the design, interpretation, and implementation of heritage corridor routes and complementary facilities, as provided in subdivisions (b) and (c) of Section 5071.3 and paragraphs (1), (2), (3), and (4) of subdivision (a) of Section 5075.3, the director shall include in the plan required by Section 5070.7 the following routes which shall be given priority for designation as heritage corridors:

- (a) Routes which connect urban areas with the cross-section of landscape provided in parks and recreation and outdoor resource areas in California.
- (b) Routes incorporating existing and planned facilities for ready accessibility for physically disabled persons utilizing coordinated accessibility to several areas and experiences such as trails, water, visitor centers, campsites, parking, and rest rooms.
- (c) Existing and planned scenic highways.
- (d) Looping routes radiating out of centers of population to allow optimum use.
- (e) Routes nominated by local governmental jurisdictions and local volunteer groups.
- (f) Routes providing access to the maximum number of recreational trails and other recreational facilities.
- (g) Routes intended to direct the public away from areas where trespass or damage to public or private property or natural resources is likely.

5077.5. (a) Because of California's unique potential to encourage initial stages of a nationwide heritage network, the following northern California portions of an eventual nationwide heritage network are hereby designated as heritage corridors:

- (1) The California Pioneer and Gold Rush Heritage Corridor as the western end of the Transcontinental Historic Heritage Corridor, from San Francisco Bay via the North Lincoln Highway, Highway 40, and present Interstate 80 to Sacramento, Truckee, and the Nevada border.
 - (2) The Tahoe Pacific/Farms & Forests State Heritage Corridor, as the alternate western end of the Transcontinental Scenic Heritage Corridor, to extend from Fort Bragg to the Pacific Crest along Highway 20, Interstate 80, and south along Highway 89 to South Lake Tahoe and the Nevada border.
 - (3) The North Central California Coast Heritage Corridor from the San Mateo County Line to Patrick's Point State Park in Humboldt County.
- (b) In order to assist establishment and public involvement with the heritage corridors established in subdivision (a), the director and affected state agencies shall work with nonprofit disability access groups in producing a heritage corridors access map, as defined in Section 5070.3, to be called the North Central California Heritage Corridor Trails and Disability Access Map.

5077.6. Because of its clear function as the interpretive highway of the Gold Rush, and because of outstanding efforts of public agencies and the private sector to increase accessibility to physically disabled persons along parts of its route, State Highway Route 49 is hereby designated as a heritage corridor, including all sections which link the Counties of Sierra, Nevada, Placer, El Dorado, Amador, Calaveras, Tuolumne, Mariposa, and Madera, known collectively as California's Gold Country, and shall be recognized by the Department of Transportation and officially known as the Golden Chain Highway.

5077.7. Because of the unique beauty and natural resources of the northern California coast, the desire of many Californians to visit the area, the heavy dependence of the area on the recreation and tourism economy, the recent improvements in access for disabled persons by state and local agencies and nonprofit groups in the area, and the recent increase in available information on access for disabled persons in the area, State Highway Route 1 from the Golden Gate Bridge to Route 101 near Leggett and State Highway Route 101 from that point to the Oregon state line is hereby designated as the Coast Highway Heritage Corridor.

8.8. In order to promote disability access along the heritage corridors, the director shall recognize the South Yuba Independence Trail South Yuba Project as one of California's primary wheelchair wilderness and backpacking trails.

Appendix B

California Trail Corridors

Purpose of the state trail corridor map

The state trail corridor map shows existing or planned long-distance trail routes. These trail routes connect (or will connect when completed) with other trails to provide non-motorized mobility and recreation benefits for the people and communities of California. The map is meant to be an aid for land-use planners. Placement on the map, however, confers no legal status to a trail or trail corridor.

State trail corridor identification criteria

The California Recreational Trails Plan recognizes and supports trail corridors that promote people's desire to walk, ride a bicycle, use a wheelchair, or ride a horse through scenic areas of the state. Taking cues from the California Recreational Trails Act and the 1978 California Recreational Trails Plan, the following criteria have been used to choose state trail corridors to be included in the Plan (A state trail corridor must satisfy the first 3 criteria; but fitting the other criteria is highly desirable.)

1. *A state trail corridor is a long-distance route (>50 mi.) identified for non-motorized travel. It may, however, share roads with motor vehicles on an interim basis where there is no reasonable alternative.*
2. *A state trail corridor links people to public and private lands that have outstanding scenic, historic, natural, educational, or recreational values.*
3. *A state trail corridor connects with other trail corridors or shorter local trails, and it stimulates the development of connecting trails by its location.*
4. *A state trail corridor connects with population centers and is attracting, or will attract, substantial trail use.*
5. *A state trail corridor route is selected to incorporate existing trails and supporting facilities such as campgrounds, access points with parking, staging areas, and hostel sites.*
6. *A state trail corridor accommodates with minimal conflict as many types of non-motorized travel as feasible while staying true to its stated purpose. Its trails are built to the highest level of access environmentally and fiscally possible without compromising its purpose.*
7. *A state trail corridor's trails are located to avoid or minimize damaging sensitive resources (endangered species, cultural sites, fragile meadows, geologic features, etc.), and they are maintained.*
8. *A state trail corridor is overseen as a whole by a coordinating group made up of representatives of public agencies, support groups, or other stakeholders.*
9. *A state trail corridor is officially recognized or adopted by one or more elected governing bodies, and it has demonstrated public support.*
10. *A state trail corridor is consistent with the plans of the jurisdictions it crosses.*

Changes to the 1978 map

The California Trail Corridor map is an update of the map published in the previous trails plan, Hiking and Equestrian Trails in California (DPR, May 1978). It differs from the old map in that there are new corridors, renamed corridors, and eliminated corridors. Corridors have been eliminated if we cannot find

existing organized interest or activity supporting them. Some trail corridors have changed names and sponsors. We have eliminated the North Coast Range, Russian River, Trinity Mountains, San Francisco-Tahoe (now the American Discovery and Pony Express), Mother Lode, Yosemite (now Merced River in part), Fresno-Mammoth (now the San Joaquin River), East Bay (now part of the Bay Ridge), Santa Cruz Mountains (now part of the Bay Ridge), Transverse Ranges, South Coast Range (now parts are Rim of the Valley and Whittier-Ortega Highway), Cross Los Angeles (now LARIO), Santa Monica Mountains (now parts are Backbone and Rim of the Valley), Whitewater (now part of De Anza National Historic), San Diego-Anza Borrego Desert and Colorado River corridors.

Two corridors described in the text of the 1978 plan but not shown on the map have been eliminated: Salinas River (now part of the De Anza National Historic), and Chuckwalla.

We have added the following trail corridors: Redwood Coast to Crest, Bay Area Ridge, San Francisco Bay, California National Historic, American Discovery-Western States Pioneer Express, Pony Express National Historic, Tahoe Rim, Bikeway 2000 (around Lake Tahoe), Mokelumne Coast to Crest, Tuolumne Complex, Merced River, San Joaquin River, De Anza National Historic, Cuesta-Sespe, Condor, Backbone, Rim of the Valley, LARIO (Los Angeles River), San Gabriel River, Whittier-Ortega, Coast to Crest/San Dieguito, and Trans County.

American Discovery Trail

The American Discovery Trail enters California on the Tahoe Rim Trail on the eastern slopes of the Sierra Nevada Mountains at about 9,000 feet. The 380 miles of trail in California follows mostly roads and other trail systems such as the Tahoe Rim Trail, Western States Trail, Pacific Crest National Scenic Trail, the Western States Pioneer Express Trail, and the American River Bikeway. The trail winds up at Limantour Beach on the Pacific Ocean.

Backbone Trail

The Backbone Trail, which is 62 miles long and approximately 94 % complete, traverses the Santa Monica Mountains National Recreational Area from Will Rogers State Park at the eastern end to Point Magu State Park at the west. The trail unifies access to over 70,000 acres of parkland in the Santa Monica Mountains National Recreation area and will have connecting trails to the Coastal Slope Trail, the Juan Bautista Trail, and the proposed Simi-to-the-Sea Trail. Jurisdictions responsible for the Trail are National Park Services, State Department of Parks and Recreation, and the Santa Monica Mountains Conservancy.

Mokelumne Coast to Crest Trail

The Mokelumne Coast to Crest Trail is a scenic corridor extending from the Pacific Ocean near San Francisco Bay to the Pacific Crest Trail in the Sierra Nevada Range. The Trail is approximately 300 miles long with 53 miles completed. The trail is proposed to begin in the west at Martinez Regional Shoreline and will traverse the urban greenbelt along San Francisco Bay, the rural landscape along the San Joaquin River Delta, the Mother Lode Country, the forested slopes along the Mokelumne River Canyon and ending in the east at Ebbetts Pass in the high Sierra. Responsible Jurisdictions include East Bay Regional Park District (EBRPD), East Bay Municipal Utility District (EBMUD), California State Parks (CSP), U.S. Forest Service (USFS), San Joaquin County, Pacific Gas & Electric, Georgia-Pacific Corporation, & Bureau of Land Management (BLM). The planning area for the trail embraces a wide cross-section of Northern California from San Francisco Bay to the Sierra Nevada just south of Lake Tahoe. The cities of Martinez, Concord, Pittsburg, Antioch, & Stockton fall within the planning area. Alpine, Amador, Calaveras, Contra Costa, San Joaquin, & Eldorado counties stand to directly benefit from the trail.

Pacific Crest Trail

The Pacific Crest Trail is a National Scenic Trail that stretches from Mexico to Canada. The trail, which is 1,692 mile long in California, is 100% complete. Dozens of trails and trail corridors connect to the Pacific Crest Trail. Some of the major trails connecting to the Pacific Crest Trail are the California Riding and Hiking Trail, John Muir Trail, Juan Bautista de Anza National Historic Trail, Pony Express National Historic Trail, California National

Historic Trail, and the Western States Trail. Responsible jurisdictions for the trail in California are the National Forest Service, Bureau of Land Management, Devils Postpile National Monument, National Park Service, California State Parks and Recreation Department, Lake Morena County Park, and Vasquez Rocks County Park.

Rim of the Valley Trail

Rim of the Valley Trail encompasses the entire upper Los Angeles River watershed area within the Angeles National Forest and portions of the Upper Santa Clarita River watershed. The Trail is 150 miles long and approximately 60% complete. Trails connecting into the Rim of the Valley trail are the Backbone Trail, Pacific Crest Trail, De Anza Trail, and the Los Angeles River Parkway. Responsible jurisdictions are Los Angeles County, Ventura County, City of Los Angeles, US Forest Service, National Park Service, California Department of Parks and Recreation.

San Dieguito River Park Coast to Crest Trail

This Coast to Crest Trail is proposed to extend for 55 miles from the coast at Del Mar to Volcan Mountain north of Julian. Proposed as a multi-use trail that will accommodate bikers and equestrians, the trail will generally follow the course of the San Dieguito River and San Ysabel Creek. The trail makes connections with the Transcounty trail and Anza Borego State Park. The San Dieguito River Park Joint Powers Authority is responsible for trail implementation, maintenance, and monitoring and the cities of Del Mar, San Diego, and Poway, and the county of San Diego have land use authority. Juristictions with land use authority are The trail is proposed to be 55 miles long and is approximately 31% complete.

San Francisco Bay Trail

The San Francisco Bay Trail is a continuous 400 mile regional shoreline hiking and biking trail encircling San Francisco and San Pablo Bays. The trail is 400 miles long and approximately 54% complete. Several local trails connect into the San Francisco Bay Trail with the most prominent being the Bay Area Ridge Trail.

San Joaquin River Trail

The San Joaquin River Trail, also known as the French Trail, runs from Millerton Lake to Devil's Postpile. The trail, which is 77 miles long and approximately 70% complete, makes a connection to the Pacific Crest Trail. Responsible jurisdictions are the US Forest Service, US Bureau of Land Management, and California State Parks and Recreation.

Juan Batista de Anza Historic Trail

The Juan Batista de Anza Historic Trail is a proposed multi-use trail system from Mexico to San Francisco, which commemorates the route of explorer Juan Batista de Anza. Of the 900 mile route approximately 80 miles is actually trail while the rest is mostly paved or dirt roads with signs marking the way. Responsibility for maintenance of the trail are the National Park service, Bureau of Land Management, California Department of Parks and Recreation, California Army National Guard, San Juan Batista Chamber of Commerce, East Bay Regional District, Golden Gate National Recreation Area, Los Angeles River Center and Gardens, and City of Atascader

Lake Tahoe Bikeway 2000

When completed Bikeway 2000 will be a lakeside class I, II, and III trail around Lake Tahoe. The trail will be approximately 47 miles long. In the spring of 2002, 32 miles of the trail were complete or approximately 70% of the total. New trail is planned adjacent to highway 50 and 89 in South Lake Tahoe. Studies are being conducted for trail alignment around Emerald Bay. Responsible jurisdictions include Tahoe Regional Planning Agency, North Tahoe Tahoe Park Public Utility District, El Dorado County, and the U.S. Forest Service.

Bay Area Ridge Trail

The Bay Area Ridge Trail is a 400 – mile multiple use trail connecting parks and preserved open spaces along the ridgelines surrounding California's San Francisco Bay. More than half the trail is complete, open to the public, and in use.

Redwood Coast to Crest

The Redwood Coast to Crest Trail connects the Redwood Coastal Trail to the Pacific Crest Trail (Crescent City to the Red Butte Wilderness). The trail corridor is about 120 miles long and 70 percent complete. There is a section missing across state park and national park land and several missing sections across forest service land. Hiking this route now requires using some roads and indirect routing. Responsible jurisdictions for the trail are California State Parks, National Parks, and the U.S. Forest Service.

Tahoe Rim Trail

The Tahoe Rim Trail follows a loop along the ridge tops around the Lake Tahoe Basin. The trail, which is approximately 150 miles long, is virtually complete. Responsible jurisdictions for the trail are the U.S. Forest Service, Lake Tahoe Basin Management Unit, Tahoe National Forest, and El Dorado National Forest.

Pony Express National Historic Trail

The Pony Express Trails runs along the Highway 50 corridor from Sacramento to the Nevada border where it continues on to Missouri. The trail follows the route of the historic Pony Express in 1860-61. In California the trail is about 140 miles long, including the Luther Pass-Woodfords branch. There are about 25 miles of marked trail in the El Dorado National Forest.

Tuolumne Complex

The Tuolumne complex is a series of trails stretching from the Central Valley to the crest of the Sierra in Tuolumne and Stanislaus counties. The central trail corridor follows Highway 108 from Oakdale to Pinecrest, continuing along the Emigrant Trail to its intersection with the Pacific Crest Trail. The other four branches of the trail are the Stanislaus River Northfork Trail (Sonora to Bear Valley), the Sierra Railroad Trail (Oakdale to Sonora), The Sugarpine Railroad Trail (Sonora area to Pinecrest), the West-side Railroad Trail (Sonora area to Yosemite PCT), and the Hetch Hetchy Railroad Trail (Sonora area to Hetch Hetchy Reservoir). The central corridor is 100 miles long and about 35% completed. The main responsible jurisdictions for the Tuolumne complex are the US Forest Service, Bureau of Land Management, and California State Parks.

Pacific Coast

Mexico to Oregon within the sights and sounds of the Pacific Ocean. The Pacific Coast Trail, also known as the California Coastal Trail, is approximately 1150 miles long and about 80% complete. The Coastal Trail Project is a State-mandated project to map the California Coastal Trail—where it is and where it isn't—and to make a plan for its completion. The Project is a joint undertaking of the California Coastal Commission, Department of Parks and Recreation, State Coastal Conservancy, and Coastwalk with the Coastal Conservancy taking the lead role.

Merced River

The Merced River Trail is located along the Merced River and is approximately 70 miles long and 80% complete. The trail starts from Highway 49 (Bagby Reservoir) to John Muir Trail to Pacific Crest Trail in Yosemite National Park. Responsible jurisdictions for this trail are the National Forest Service and National Parks.

Questa to Sespe

From Cerro Alto campground west of Atascadero in San Luis Obispo County to Sespe Condor Sanctuary near Filmore in Ventura County. 250 miles long. Almost entirely on Los Padres National Forest roads (mostly) and trails, it is about 95% complete.

Condor

Lake Piru to Mazana Schoolhouse on Los Padres National Forest trails in Ventura and Santa Barbara counties. Closely parallels the Questa-Sespe corridor, but it tends follow streams, whereas the Cuesta-Sespe stays mostly on ridge tops. 130 miles. 80% on existing USFS trails, although several sections of these trails are not usable at this time.

Santa Clara River

Along Santa Clara River from the mouth at McGrath State Beach to the headwaters near Acton. 65 miles. About 20% completed.

Lario (Los Angeles-Rio Hondo Rivers)

From Long Beach, following along the Los Angeles and Rio Hondo rivers to the Pacific Crest Trail in the San Gabriel Mountains. 73 miles. About 97% completed.

San Gabriel River

Along the San Gabriel River from Seal Beach to the Pacific Crest Trail in the Angeles National Forest. 70 miles. 100% completed.

Whittier to Ortega

Through the Puente-Chino Hills and the Santa Ana Mountains from Whittier Narrows Regional Park to the Ortega Highway near Lake Elsinore. 75 miles. About 75% complete, but much of it on US Forest Service roads.

Santa Ana River

Along the Santa Ana River from its mouth at Huntington Beach to the Pacific Crest Trail in the San Bernardino Mountains. 110 miles. About 40% completed.

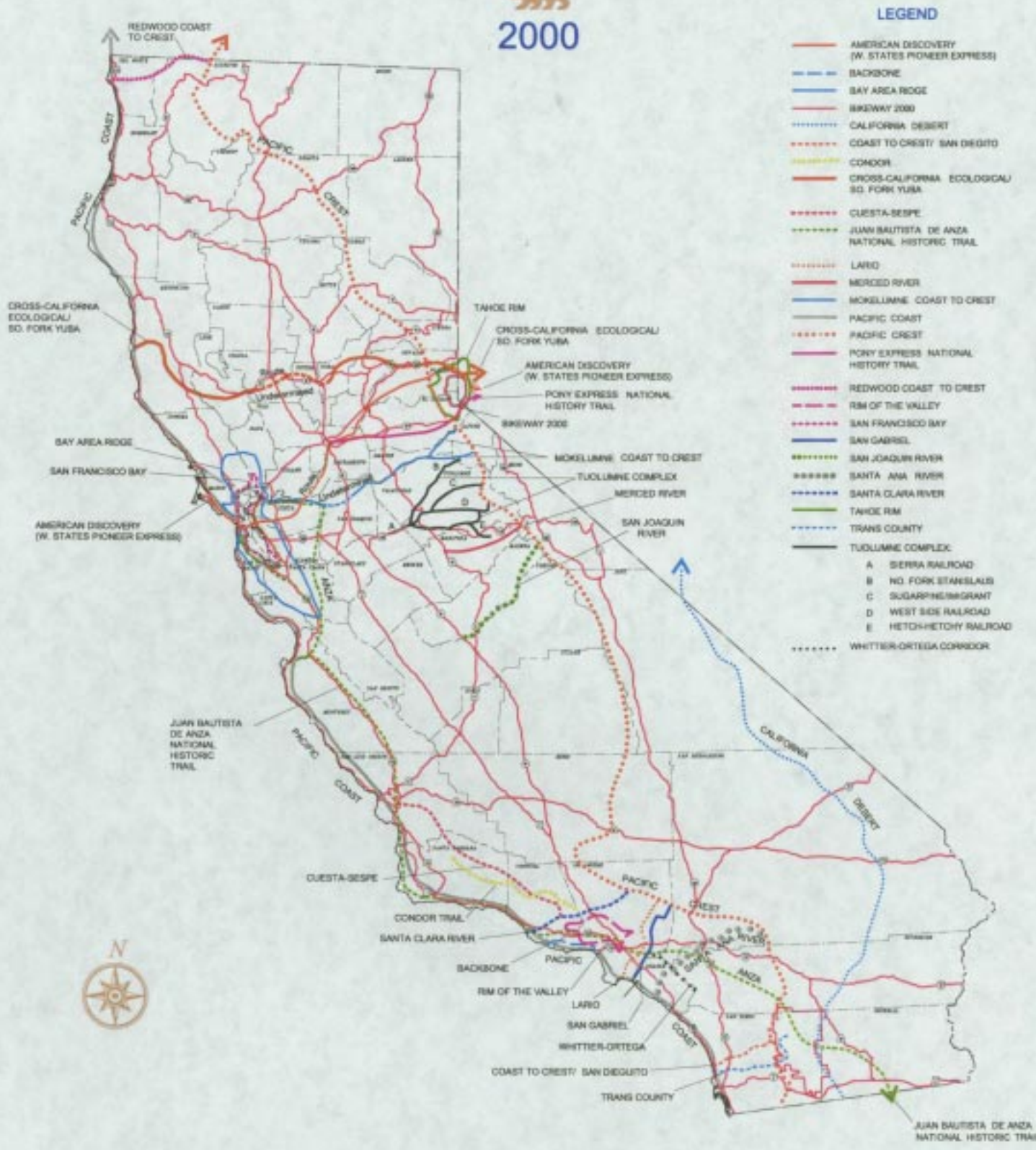
Trans County

Torrey Pines State Beach to Anza-Borrego Desert State Park. 115 miles. About 70% completed.

California Desert

Mexico to Nevada in Colorado and Mojave deserts. Continues north to Canada following the eventual alignment of the National Desert Trail. 650 miles in California. Designates a route rather than trails.

CALIFORNIA TRAIL CORRIDORS



LEGEND

- AMERICAN DISCOVERY (W. STATES PIONEER EXPRESS)
- BACKBONE
- BAY AREA RIDGE
- BAYWAY 2000
- CALIFORNIA DESERT
- COAST TO CREST: SAN DIEGO
- CONDOR
- CROSS-CALIFORNIA ECOLOGICAL SO. FORK YUBA
- CUESTA-BESPE
- JUAN BAUTISTA DE ANZA NATIONAL HISTORIC TRAIL
- LARDO
- MERCED RIVER
- MOKELUMNE COAST TO CREST
- PACIFIC COAST
- PACIFIC CREST
- PONY EXPRESS NATIONAL HISTORY TRAIL
- REDWOOD COAST TO CREST
- RM OF THE VALLEY
- SAN FRANCISCO BAY
- SAN GABRIEL
- SAN JOAQUIN RIVER
- SANTA ANA RIVER
- SANTA CLARA RIVER
- TAHOE RM
- TRANS COUNTY
- TUOLUMNE COMPLEX:
 - A SIERRA RAILROAD
 - B NO. FORK STANISLAUS
 - C SUGARPIE/INMIGRANT
 - D WEST SIDE RAILROAD
 - E HETCH-HETCHY RAILROAD
- WHITTIER-ORTEGA CORRIDOR

Appendix C

Original California Riding and Hiking Trail Conceptual Map



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Appendix D

Trail Information Resources

Efforts to make accurate information more easily accessible, some companies, non-profits and government agencies are developing Web sites that include information for all types of users. Some of the trail organizations that currently provide information about specific trails in California on their web sites include:

California Trails Connection, a searchable trail database currently under construction at www.Caltrails.org

American Trails www.americantrails.org

Beneficial Designs, Inc. www.TrailExplorer.org

American Hiking Society www.americanhiking.org

Recreational Opportunities on Federal Lands www.recreation.gov

Great Outdoor Recreation Pages or GORP www.gorp.com

Rails to Trails Conservancy www.railtrails.org

California State Parks at www.parks.ca.gov

An important issue for all trail management agencies, and most user groups as well, is the proposed change to the Americans with Disability Act regarding trail accessibility. Standards for constructing or repairing trails, and for communicating accessibility information about trails are currently being developed for adoption into federal law. Current information on this topic can be found at www.access-board.gov. The Trail Explorer website is an example of a current project intended to help trail managers communicate current, specific accessibility information to trail users with various interests and needs.

This Page will be updated periodically to include new or corrected email address and contacts.

If you'd like your trail organization's web address included, please contact:

Ken McKowen at

kmcko@parks.ca.gov