
SECTION 7: TRAILS

SECTION 7: TRAILS

I. PURPOSE

Equestrian, pedestrian and bicycle trails are a primary concern of the residents of Meadow Vista. This is evident from surveys conducted for the 1974 General Plan, the 1990 Community Survey conducted by the Meadow Vista Municipal Advisory Council and the 1991 Community Plan survey. It is a subject mentioned often at various community forums.

The Meadow Vista area is a unique rural area. The population is comparable to many incorporated communities. However, due to the relatively large residential parcels, the foothill terrain and the vigorous pine and oak woodlands, a rural environment is maintained. The protection and enhancement of this rural environment is of vital concern to the majority

of residents. A trail system, providing safe transit throughout the community, encouraging use by walkers, bicyclists and equestrians, will certainly compliment this rural character.

Unfortunately, it is difficult to develop a system of trails within a community where road rights-of-way are limited and many parcels have already been developed. However, if available options are utilized, and all future developments integrate trails into their designs, a reasonable system is possible.

It is the purpose of this section to identify trails, both existing and proposed, and to set forth policies which will further the goal of developing a community trails system.

II. GOALS, POLICIES, AND IMPLEMENTATION PROGRAMS

GOALS AND POLICIES

Goal 7.A: To develop a system of interconnected hiking, riding, and bicycling trails and paths suitable for active recreation as well as transportation and circulation. [5.C]

Policies

7.A.1 The County and ARD shall support development of trails in Meadow Vista which are a part of a countywide trail system designed to achieve the following objectives:

- a. Provide safe, pleasant, and convenient travel by foot, horse, or bicycle;
- b. Link residential areas, schools, community buildings, parks, and other community facilities within residential developments. Whenever possible, trails should connect to the countywide trail system, regional trails, and the trail or bikeways plans of cities;
- c. Provide access to recreation areas, major waterways, and vista points;
- d. Provide for multiple uses (i.e., pedestrian, equestrian, bicycle);
- e. Use public utility corridors such as power transmission line easements, railroad rights-of-way, irrigation district easements, and roadways;
- f. Whenever feasible, be designed to separate equestrian trails from cycling paths, and to separate trails from the roadway by the use of curbs, fences, landscape buffering, and/or spatial distance;
- g. Connect commercial areas, major employment centers, institutional uses, public facilities, and recreational areas with residential areas, and;
- h. Protect sensitive open space and natural resources. [5.C.1. *]

7.A.2. The County and ARD shall support the integration of public trail facilities into the design of flood control facilities and other public works projects whenever possible. [5.C.2.]

7.A.3 The County and ARD shall work with other public agencies to coordinate the development of equestrian, pedestrian, and bicycle trails. [5.C.3.]

- 7.A.4. The County in consultation with ARD shall require the proponents of new development (as much as legally possible) to dedicate rights-of-way and/or the actual construction of segments of the countywide trail system pursuant to the Meadow Vista trail plan. [5.C.4. *]
- 7.A.5. The County shall record existing trails as public easements where possible and secure connecting trail easements between existing trails.
- 7.A.6. Trails shall be incorporated into improvements to existing roads. Within road right-of-way along feeder roads, and whenever possible, provide a safe path for pedestrians, equestrians, and bicycles. Where possible, this path should be separated from the road by a vegetated buffer zone. [1.4]
- 7.A.7. The County and ARD shall pursue all available sources of funding for the development and improvement of trails for non-motorized transportation (bikeways, pedestrian, and equestrian) in coordination with transportation plan.
- 7.A.8. The County should not force any land owner to sell land or grant easements for trails except as a condition of project approval and/or where a public safety concern exists. [1.1]
- 7.A.9. The County and ARD shall support the development of parking areas near access to trails.
- 7.A.10. The County and ARD shall encourage the formation of a community trails association.
- 7.A.11. The County and ARD shall encourage the use of native materials in trail construction, as appropriate.
- 7.A.12. The County and ARD shall encourage that all trails have identification and directional signs.

[See also policies/programs under Goal 4.E., Non-Motorized Transportation.]

IMPLEMENTATION PROGRAMS

- 1. Review development projects for compliance with the goals, policies, and specific discussions contained in the Trails Section and throughout the Plan.

Responsible Agency/Departments: Parks Department/ARD/MVMAC/Planning Commission/Board of Supervisors

Time frame: Ongoing

Funding: Application fees

- 2. As new development occurs, the County shall consider forming county service areas (CSAs) that have the authority to receive dedications or grants of land or funds, plus the ability to charge fees for acquisition, development, maintenance and operation of parks, open space, and riding, hiking, and bicycle trails.

Responsible Agency/Department: Parks Department

Time Frame: Ongoing

Funding: Various

- 3. The County should prepare and periodically update a trails plan in conjunction with the MVCP update. The trail plan should designate trail components for equestrians, hikers, and cyclists on mountain and non-mountain bikes; contain trail design, access, and construction standards; establish specific plan lines for trails; and identify financing options.

Responsible Agency/Department: Parks Department/Planning Department

Time Frame: As part of the MVCP update/Ongoing

Funding: General Fund

4. Review new trail construction for consistency with the County's Trail Guidelines.

Responsible Agency/Department: Development Review Committee/Parks Department
Time Frame: On-going
Funding: Permit Fees

5. As new development occurs, the County will require the dedication of rights-of-way and/or the actual construction of those trail segments identified in this plan, which are affected by the development project.

Responsible Agency/Department: Development Review Committee
Time frame: Ongoing
Funding: Permit Fees

6. When new State or County road projects are planned, pedestrian and bicycle trail/path facilities shall be incorporated into the project whenever feasible.

Responsible Agency/Department: Caltrans/Department of Public Works
Time frame: Ongoing
Funding: Road Funds

III. DISCUSSION

1. Trails

Typically, when subdivisions are designed, a great deal of time, effort, and money is spent in design, construction, and maintenance of roadways to ensure that people in cars will be able to access every home site in a safe, efficient manner. On the other hand, little time, energy, or funding is devoted to designing, constructing, and maintaining trails to ensure that people walking or riding their bicycles or horses will be able to access every home site in the same safe and efficient manner.

The implementation of a comprehensive recreation trail system will require a long-term commitment from County Government and ARD, as well as residents of the area. The designation of trail corridors in the Community Plan is the first step in implementing a trails system.

In order to assure that trails are acquired, constructed and maintained, a formal trails association consisting of local volunteers needs to be created. The trails association should help the County identify trail acquisition opportunities, solicit community volunteer labor and take reservations if they are needed.

The Proposed Trails Map (Figure 7.1) identifies possible, or potential, locations for a variety of trails for bicycle, pedestrian, and equestrian use. The trails were located to connect schools, parks, and residential areas and are located along some

roadways, railroad rights-of-way, creeks, and other areas. Some trails are within areas in which open space zoning is proposed. The intent was to provide a trail network throughout and within the Plan area. Safety, access, and minimal impacts to the environment were also major factors that were considered. If a trail is shown on the proposed trails map, the public would not be allowed to begin using the trail. The property would have to be purchased by the County or another public agency or an easement would have to be acquired before it would become available for use. It should be emphasized that Placer County, by policy, will not condemn private property for the purpose of a recreation trail. It is important to note that all of the off-road trails currently being proposed were also proposed as a component of the 1974 Meadow Vista/West Applegate General Plan.

Those trails indicated in the plan that fall on property to be developed, or along project frontages or access roads required for such projects, should be developed as a part of the proposed project's construction activities. Trails that do not fall into the above category, and which are not parallel to public roads, can be built as separate projects at any time that easements are acquired to permit logical trail connections to points of origin or destination points. Trails, especially bicycle and pedestrian trails that are not built as a part of a private project's development

process (frontage improvement requirement) are most economically constructed as a part of a larger-scale public road, trail, or pathway project.

All public road projects in the Meadow Vista Community Plan area that affect trails depicted in this Plan should include the construction of those trails as a part of the project. Therefore, the construction of a trail system in the Meadow Vista Community Plan area must be closely coordinated with other transportation planning activities.

Trail segments contained in this recreation element are shown in order to identify the regional trail routing plan. Additional road adjacent trails are shown in the transportation element of the Plan. Bicycle trails are also designated in the Placer County Bikeways Master Plan.

The following trail segment charts correspond to the trails map.

**Table 7.1
County Road Adjacent Trails**

LOCATION	SEGMENT	LENGTH	COMMENT
Placer Hills Road	Sugar Pine to Meadow Vista Road	0.9	Shown on 74 Meadow Vista West Applegate General Plan (MVWAGP)
Placer Hills Road	Meadow Vista Road to Combie	0.5	Downtown Area
Old County Road/Bancroft	Sugar Pine to Halsey Forebay	0.9	Shown on 74 MVWAGP, Critical Link
Volley/Combie	Van Giesen Road to Placer Hills Road	0.8	Shown on 74 MVWAGP
Placer Hills Road	Combie and Crother	1.4	Shown on 74 MVWAGP
Meadow Vista Road	Placer Hills Road to McElroy Road	1.9	Shown on 74 MVWAGP
McElroy Road	Meadow Vista Road to Winchester	0.5	Access to major development
Combie Road	Volley to County Dump	1.6	Shown on MVWAGP
Placer Hills Road	Sugar Pine to I-80	1.0	Shown on 74 MVWAGP
Lake Arthur Road	Placer Hills to Lake Arthur	0.5	Access to Lake Arthur
TOTAL MILES		10.0	

**Table 7.2
Independent Trails**

The following trails may cross private land or go along quasi-public community roads. The majority were identified and shown on the 1974 General Plan. Some are in active use, while others have never been developed or have fallen into disuse for various reasons. Some provide critical links within the community. Their use in many cases is at the discretion of the landowners. Where possible, documented easements should be obtained from willing owners.

LOCATION	SEGMENT	TYPE	LENGTH/MILES	COMMENT
PG&E Canal	Placer Hills to Crother	D	4.0	Shown on 74 MVWAGP
Stagecoach Road	Sugar Pine to Hankins Lane	Q/P/E	0.4	Shown on 74 MVWAGP, Critical Link
Hankins Lane	Meadow Vista Road to Volley	Q/P	0.6	Shown on 74 MVWAGP, Critical Link
Simpson Ranch	Placer Hills to PG&E canal	P	0.6	Shown on 74 MVWAGP, Critical Link
Hillish Rock Road	Walgra Meadows to Hillsdale	E/Q	0.4	Shown on 74 MVWAGP
Hillsdale Road	Hillish Rock to Combie Road	Q	0.6	Shown on 74 MVWAGP
Simpson Ranch	Wooley Creek to Crother Road	P	0.9	Shown on 74 MVWAGP
Wooley Creek	Combie to Walgra Meadows	P/Q	0.8	Shown on 74 MVWAGP
Meadow Vista Road	McElroy to NID property	E/Q/P	0.5	Shown on 74 MVWAGP
Evergreen Road	Placer Hills to PG&E canal	Q/P	0.9	Shown on 74 MVWAGP
Sugar Pine Road	Placer Hills to Stagecoach	P/E	1.2	Shown on 74 MVWAGP
School/Creek	Meadow Vista Park to Placer Hills Park to Combie Road	P/D	0.5	Shown on 74 MVWAGP
Naturewood	Hillsdale to Naturewood Drive	Q/P	0.4	Along fire access
Arp Ranch	County Dump to Placer Hills Road	P	1.5	Shown on 74 MVWAGP
Winchester	Partial project perimeter	E	5	Shown on 74 MVWAGP
TOTAL MILES			18.3	

Types: E = Public Easement; D = Utility Easement; P = Private Property; Q = Quasi-Public Community Road