



# Coyote Creek Bikeway Master Plan



April 2008



**Coyote Creek - 226th and Woodson**

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**Coyote Creek Bikeway Project  
A Feasibility Assessment and Implementation Guide**

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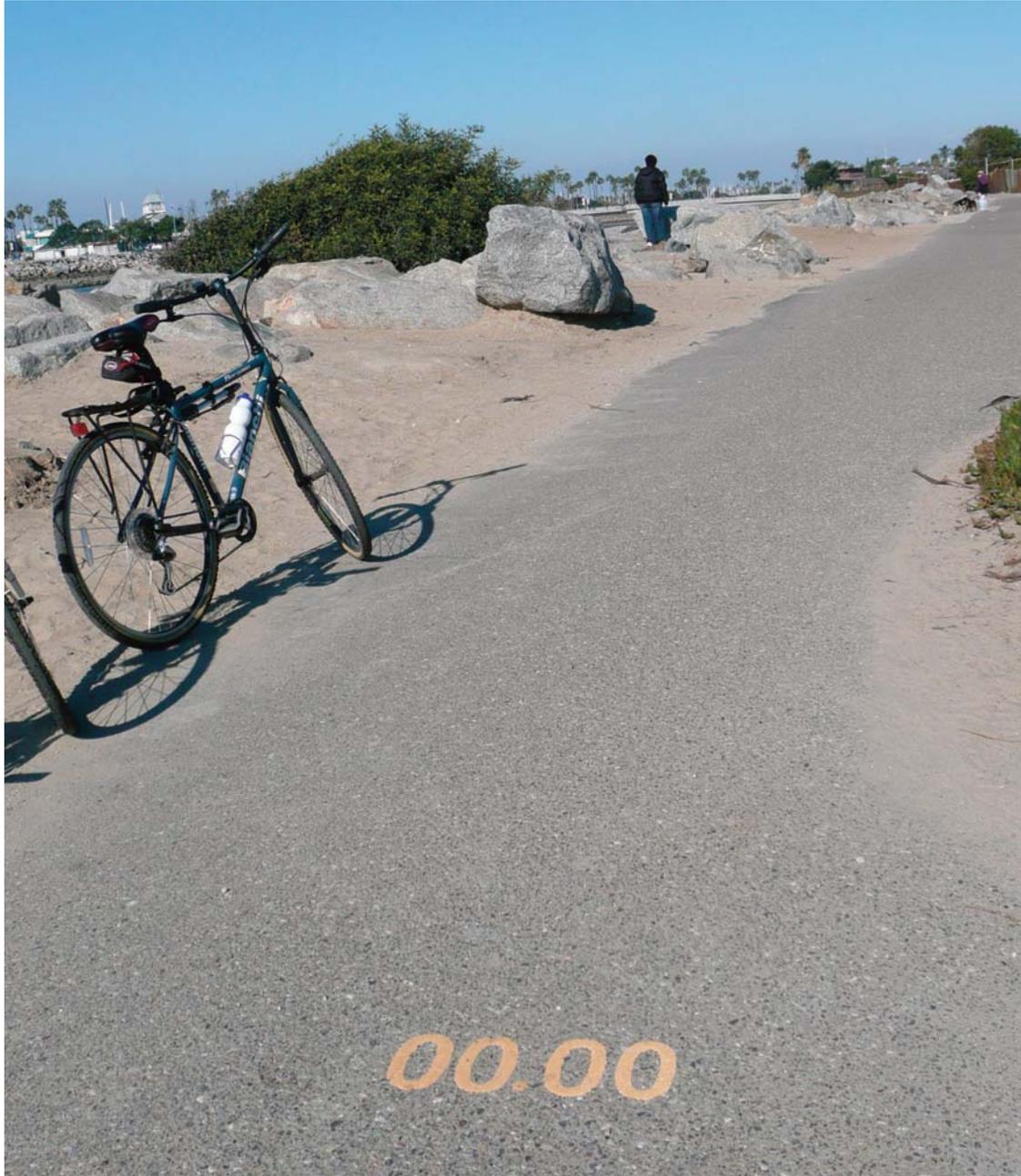
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San Gabriel River Trail at Seal Beach 0.0 Mile Marker



## **I. Overview**

### **Introduction**

The Coyote Creek Regional Bikeway Project examines bicycle circulation conditions along Coyote Creek, including existing bike trail segments and related way-finding signage. It identifies opportunities for expanding a trail upstream; making better connections to the San Gabriel River Trail and other trail systems; improving aesthetic conditions, trail user comfort, and way-finding signage along the trail; and proposes new signage along existing bike trail segments. This effort is funded by the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (Rivers and Mountains Conservancy) through a Proposition 40 grant award to Trails4All in 2005.

The Coyote Creek Regional Bikeway Project considers the feasibility of a 15-mile section of Coyote Creek between the City of Brea to the north and its downstream confluence with the San Gabriel River in the City of Long Beach, with a first phase implementation focus on a 5.25 mile reach between Imperial Highway in La Habra and the confluence. Completion of new segments of a Coyote Creek Bike Trail would provide over 1 million residents direct bicycle access to the San Gabriel River Trail and coastal access at the mouth of the San Gabriel River. Long-distance cyclists would also gain access to inland destinations such as the Whittier Narrows Nature Center, Santa Fe Dam Recreation Area and San Gabriel Canyon. Coyote Creek is a major tributary of the San Gabriel River and falls in both Los Angeles County and Orange County. Cities located directly adjacent to Coyote Creek include five in Los Angeles County – La Mirada, Cerritos, Lakewood, Hawaiian Gardens, and Long Beach – and seven in Orange County – Brea, La Habra, Fullerton, Buena Park, La Palma, Cypress, and Los Alamitos. Numerous other cities and unincorporated areas lie within easy cycling distance from Coyote Creek or provide destination opportunities for trail users via a network of local bicycle routes and other proposed Class I bicycle paths.

There are a number of existing master plans that either identify the importance of a regional San Gabriel River trail system that include connections to tributary

communities or identify Coyote Creek specifically. These include the County of Los Angeles' San Gabriel River Master Plan, the Metropolitan Transit Authority of Los Angeles County (MTA) Metro Bicycle Transportation Strategic Plan, and Orange County Transportation Authority's (OCTA) Commuter Bikeways Strategic Plan. Several cities along Coyote Creek have also identified the importance of a Coyote Creek Bike Trail through their General Plans or focused planning processes, including Whittier, La Habra, La Mirada, Buena Park, Cypress and Hawaiian Gardens.

An expanded Coyote Creek trail corridor presents many access opportunities and constraints. Barriers that must be overcome for a connected trail include freeways, rail corridors, tributary creek confluence areas and channels, and surface street intersections. This region includes a relatively high density population and as with most areas of southern California is park poor. North Orange County is the most under served area of that county in terms of regional public open space and trail system opportunities. The Coyote Creek Regional Bikeway Project identifies trail expansion recommendations as well as opportunities for future trails, connections to other existing and planned regional trails and opportunities where there is a potential for limited "greenway" improvements on public lands. Implementation of these recommendations would connect cities up and down Coyote Creek to each other, the creek, the San Gabriel River, and the coast and mountains, and would result in improved regional quality of life.

### **Coyote Creek**

Coyote Creek is the last major tributary and drains one of the largest sub-watersheds of the San Gabriel River, an inland portion of the coastal plain south of the Puente Hills. Today, the main Coyote Creek channel from the border of Brea to the confluence of the San Gabriel River performs almost entirely as a flood management facility for the Counties of Los Angeles and Orange. Along its course, a variety of concrete channel formations are utilized depending on flow conditions with associated rights-of-way on either side of the channel. The county line between Los Angeles and Orange literally crisscrosses Coyote Creek along the main channel to its confluence with the San Gabriel River. A number of smaller tributary creeks feed into the main channel including: Brea Creek,

Fullerton Creek, Carbon Creek, the Coyote Creek North Fork and Moody Creek. The urban reaches of Coyote Creek above Imperial Highway in La Habra are significantly altered and periodically disappear beneath and reappear within the urban landscape.

Today, the banks of the creek outside the rights-of-way are in a mixture of private and public ownership and include many land uses from single family home neighborhoods to industrial and commercial development, to parks. A bike trail along the main Coyote Creek channel currently exists between the North Fork and the confluence of the San Gabriel River. Much of the length of the main Coyote Creek channel above the North Fork has until recently been ignored as a potential source for recreation and alternative transportation in both counties. Currently, both the Cities of La Mirada and La Habra have bike trail improvement plans along the creek, however because of the lack of a coordinated bike trail master plan, these potentially connecting plans have been identified for opposite sides of the creek. Although several parks are located on the Los Angeles County side of Coyote Creek, little or no access has been made available to park users either physically or visually.

Coyote Creek could provide significant quality of life improvements for communities along its length. An expanded bike trail and greenway along this corridor can become a valuable transportation asset for residents and commuters. Efforts to bring bike trails and greenways are occurring along other waterways in southern California including the Los Angeles River, San Gabriel River, and Santa Ana River, among others. These efforts are drawing people to those waterways, creating community sense of place and pride, providing opportunities to promote stewardship of urban drainage networks and build awareness of the need to maintain a capacity for flood protection and clean water, and improving urban environments for people and wildlife.

### **Purpose**

The Coyote Creek Regional Bikeway Project evaluates the condition of the existing bike trail along Coyote Creek to identify opportunities for enhancing trail usability, access, and way-finding. The purpose of this project is:

- 1) To identify a master plan and recommended measures to expand the Coyote Creek Bike Trail and associated greenway that connects the current trail to upstream communities as well as trail users to the Coyote Creek, San Gabriel River, and coastal areas.
- 2) To provide sign design standards for the Coyote Creek Bike Trail that provide appropriate way-finding measures and locations, consistent with the San Gabriel River Trail signage standards adopted by the Rivers and Mountains Conservancy and the County of Los Angeles as part of the San Gabriel River Master Plan process.
- 3) To propose signage components along existing segments of the Coyote Creek Bike Trail.

### **Project Focus Area**

The project focus area includes the entire 15-mile segment of the main Coyote Creek Channel, from the the City of Brea on the north to the confluence of the San Gabriel River in the City of Long Beach on the south. In order to address opportunities for connecting a Coyote Creek Bike Trail with other communities and potential destination areas, the focus area evaluates a 1-mile distance on either side of the creek and the connection of the Coyote Creek Bike Trail to the San Gabriel River Trail and River's End at Seal Beach.



*Figure 1.1 Regional Context Map*



Figure 1.2 Project Focus Area Map

### **Planning Process**

The Coyote Creek Regional Bikeway Project is an initiative of multiple cooperators. An effort to assess the project feasibility and development implementation strategies was convened by Trails4All. Trails4All was established in 1992 as the community action arm of the Trails Council of Orange County. It was incorporated as a 501(C)(3) nonprofit organization in 1995, with a purpose to assist in coordinating volunteer trail projects and to raise funds and awareness to support volunteer groups that undertake trail projects. Today, Trails4All is a working confederation of approximately 30 groups, agencies and retail stores and equestrians, hikers, mountain-bicyclists and trail runners. This confederation is working to protect the natural resources of Orange County as well as the preservation of every community member's access to the enjoyment of these lands.

In 2005, Trails4All was awarded a Proposition 40 grant from the Lower Los Angeles and San Gabriel Rivers and Mountains Conservancy to implement the Coyote Creek Regional Bikeway Project. *The Coyote Creek Regional Bikeway Project includes five components:*

- 1) Coyote Creek Bikeway Working Group – The Working Group consists of agencies charged with trail, land use, and flood management responsibilities along Coyote Creek, and nonprofit organizations and individuals interested in expanding trail recreation opportunities in Los Angeles and Orange Counties. The purpose of the Working Group was to provide input to the planning process, content to the plan, and structure to a future coordination group as sections of the bike trail are implemented.
- 2) Signage Design Standards – Design standards are provided for consistent use along the existing and future segments of the Coyote Creek Bike Trail. The design standards are based on adopted signage design for the San Gabriel River Trail.
- 3) Signage Plan – An sign assessment was conducted along and adjacent to the existing Coyote Creek Bike Trail from the North Fork to the confluence of the San Gabriel River. A signage plan was developed for these areas and for future trail segment as recommended in the Coyote Creek Bike Trail Master Plan.

- 4) Bike Trail Assessment – An assessment was conducted of current conditions along the existing Coyote Creek Bike Trail reaches as well as for areas upstream of the North Fork . The assessment looked for opportunities and constraints for making improvements along Coyote Creek.
- 5) Coyote Creek Bike Trail Master Plan – A bike trail master plan recommends alignments, locations, and measures to establish a regional bikeway with an extended trail along the main Coyote Creek channel, connections to local trail systems defined in city general plans, linkages to destination points to the east and west of Coyote Creek, and amenities for trail users such as park access and rest areas, among others.

### **Planning Team**

*Trails4All* – Trails4All is the grant applicant, project proponent, and project manager.

*California Resource Connections, Inc.* (CRC) – CRC is a 501c3 nonprofit organization based in Azusa that is dedicated to education and planning projects that connect people to the natural environment. CRC provided grant administration and planning support in the development of the working group, public outreach, and bike trail master plan components of the project.

*Los Angeles County Bicycle Coalition* (LACBC) – LACBC is a 501c3 nonprofit membership organization based in Los Angeles that advocates to improve the bicycling environment and quality of life in Los Angeles County. LACBC conducted trail needs and signage assessments for the existing trail, identified opportunities and constraints for trail enhancement, and performed GIS mapping needs for the project.

*National Park Service, Rivers, Trails & Conservation Assistance Program* (RTCA) – The RTCA is a program of the National Park Service dedicated to providing needed assistance to organizations and efforts that result in furthering the goals of river and trail improvement, park planning and land conservation.

The RTCA awarded Trails4All a technical assistance grant (non-monetary) to assist with establishment and facilitation of the working group, public meetings, and in developing the bike trail master plan.

***Rails-to-Trails Conservancy (RTC)*** – RTC is a nonprofit organization working with communities to preserve unused rail corridors by transforming them into trails, enhancing the health of America's environment, economy, neighborhoods and people. Their mission is to create a nationwide network of trails from former rail lines and connecting corridors to build healthier places for healthier people. RTC provided guidance in development outreach approaches and understanding regarding the enhancements to communities that result from establishing and maintaining trails through local communities. RTC also assisted in planning and implementing community meetings regarding the bike trail master plan.

***Lower Los Angeles and San Gabriel Rivers and Mountains Conservancy (RMC)*** – The RMC was established by the California Legislature in 1999 to preserve open space and habitat in order to provide for low-impact recreation and educational uses, wildlife habitat restoration and protection, and watershed improvements within our jurisdiction. Their jurisdiction includes the Coyote Creek watershed in eastern Los Angeles County and western Orange County. The RMC is the grant administrator for the development of the Coyote Creek Regional Bikeway Project.

### Information Collection

Information and data for this project were collected through various methods including:

- Exploration of the existing Coyote Creek Bike Trail and undeveloped rights-of-way by bicycle, foot, and by car to identify current conditions, opportunities and challenges for expanding the bike trail upstream.

- Working Group meetings where information, needs, and interests of each participant were solicited through facilitated dialogue.
- Working Group tours of each reach of Coyote Creek.
- One-on-one conversations and meetings with agencies that have land use, transportation, bike trail, and flood management responsibilities on Coyote Creek.
- Public Meetings to solicit input, needs, and concerns from residents and the general public.
- Map and Plan Development

### Project Area Complexity

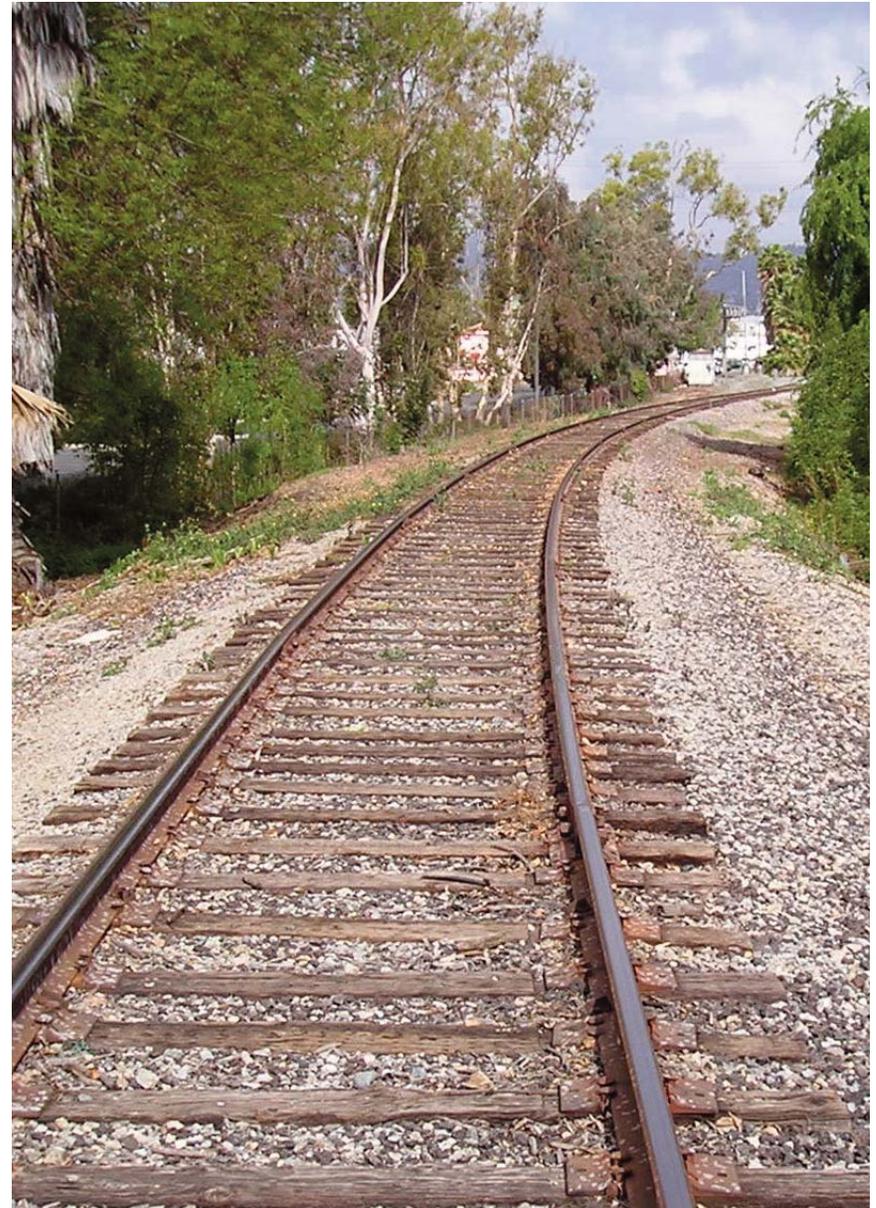
The Coyote Creek Bike Trail presents a very complicated jurisdictional dilemma. The creek corridor falls within both Los Angeles County and Orange County with the border forming a saw-toothed edge that results in Coyote Creek flowing back and forth between the two counties. Jurisdiction alternates from county to county, city to city as the creek flows toward the San Gabriel River. The resulting jurisdictional complexity will require improved communication and coordination among all agencies to ensure appropriate and successful long-term implementation of the Coyote Creek Bike Trail Master Plan.

***Jurisdictional agencies along the creek corridor include, but are not limited to:***

- 2 Counties – Los Angeles and Orange
- 12 Cities Adjacent to Coyote Creek – Los Angeles County: La Mirada, Cerritos, Lakewood, Hawaiian Gardens, and Long Beach; Orange County: Brea, La Habra, Fullerton, Buena Park, La Palma, Cypress, and Los Alamitos

- 10 Cities with Connection Potential to Coyote Creek – Los Angeles County and Orange County: Anaheim, Artesia, Garden Grove, Las Habra Heights, Norwalk, Santa Fe Springs, Seal Beach, Stanton, Westminster Whittier
- 2 Regional Transportation Agencies – Metropolitan Transportation Authority of Los Angeles County (MTA) and Orange County Transportation Authority (OCTA)
- 2 Caltrans Districts – District 7 (Los Angeles) and District 12 (Orange)

Creek fragmentation makes it difficult for any of these agencies to take the lead and manage a project of this nature without a level of community-based advocacy, coordination and support. Project approval will ultimately occur through Boards of Supervisors, as the Coyote Creek and other tributary channels are owned and managed by county government agencies. The RMC is a State agency that is authorized to bring all parties together and support the project financially. There are also several project implementation and management options available, including non-profit organizations, JPA's, and special districts. These options are to be more fully presented in the conclusion of this document.



**Union Pacific Branch Line, Northern Fullerton**



Coyote Creek - Middle Reach

## II. Location and Community Profiles

Coyote Creek drains portions of northwest Orange and southeast Los Angeles Counties, an inland area that begins on the south-facing canyons and slopes of the Puente Hills. The creek serves loosely as the divide between the two counties, although the boundary was ultimately drawn along township and range section lines, which in turn influenced subdivision and land ownership, the creation of political boundaries, and patterns of urban development. The watershed's location, boundaries and composition by local government agencies are shown in Figure 2.1. The watershed includes 21 cities, only four in their entirety, with portions of 17 others.

The Coyote Creek Regional Bikeway Project builds upon a watershed planning process that was initiated by the County of Orange Watershed and Coastal Resources Division, and supported by multiple partners including Los Angeles County Department of Public Works, Rivers and Mountains Conservancy, California State Coastal Conservancy, State Water Resources Control Board and U.S. Army Corps of Engineers. The management plan was intended to assess the general health of the watershed, the extent of urbanization and resulting "imperviousness" of soils by rainwater, opportunities for ground water recharge, and remaining open space. Some of the watershed plan's opportunity analysis is presented as Figure 2.2. This document builds upon the prior watershed planning effort in attempt to assess the creek's potential for an alternative transportation facility, recreation and site enhancement.



Coyote Creek - Imperial Hwy. in La Habra



Figure 2.1: City and county boundaries in the Coyote Creek Watershed

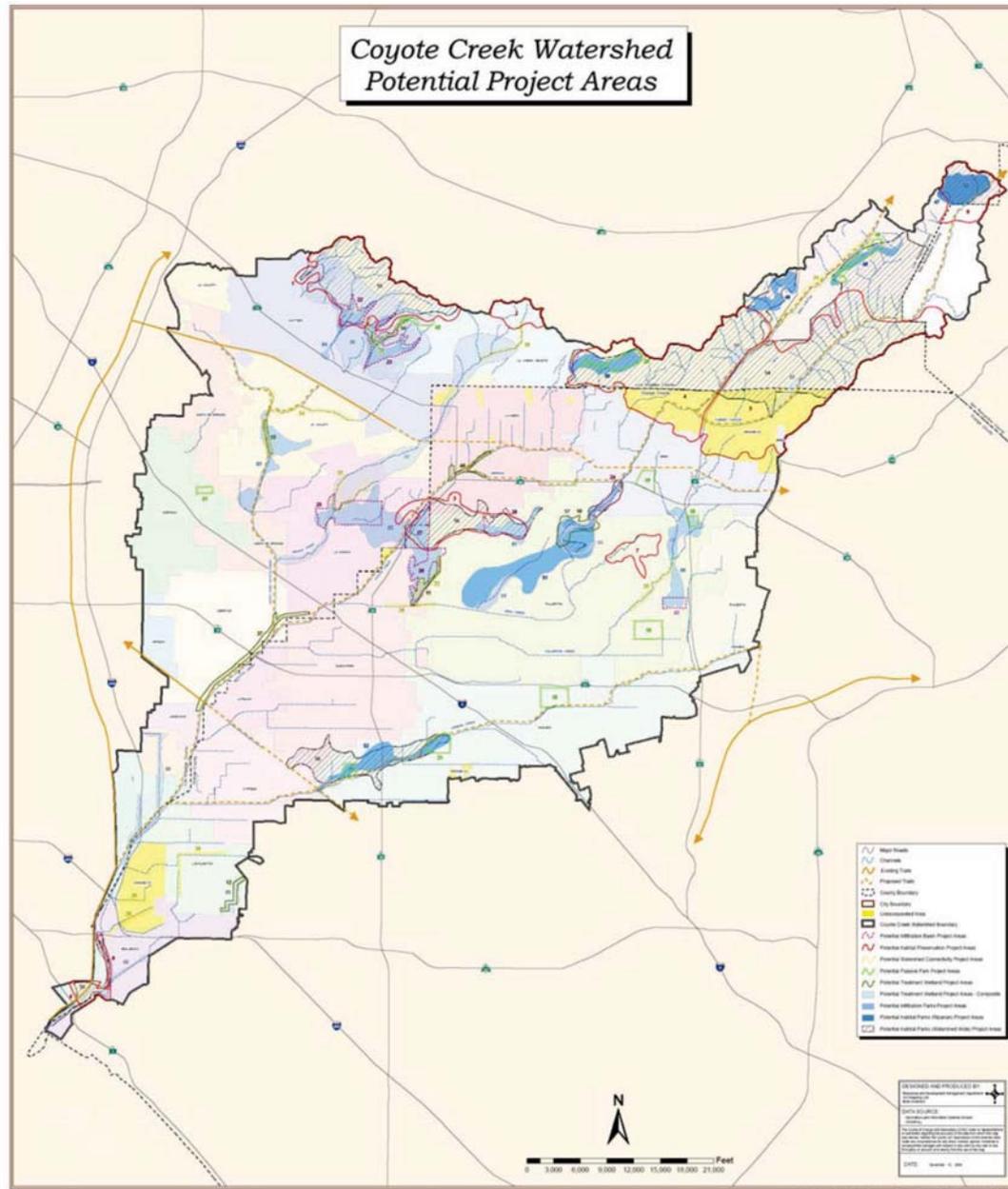
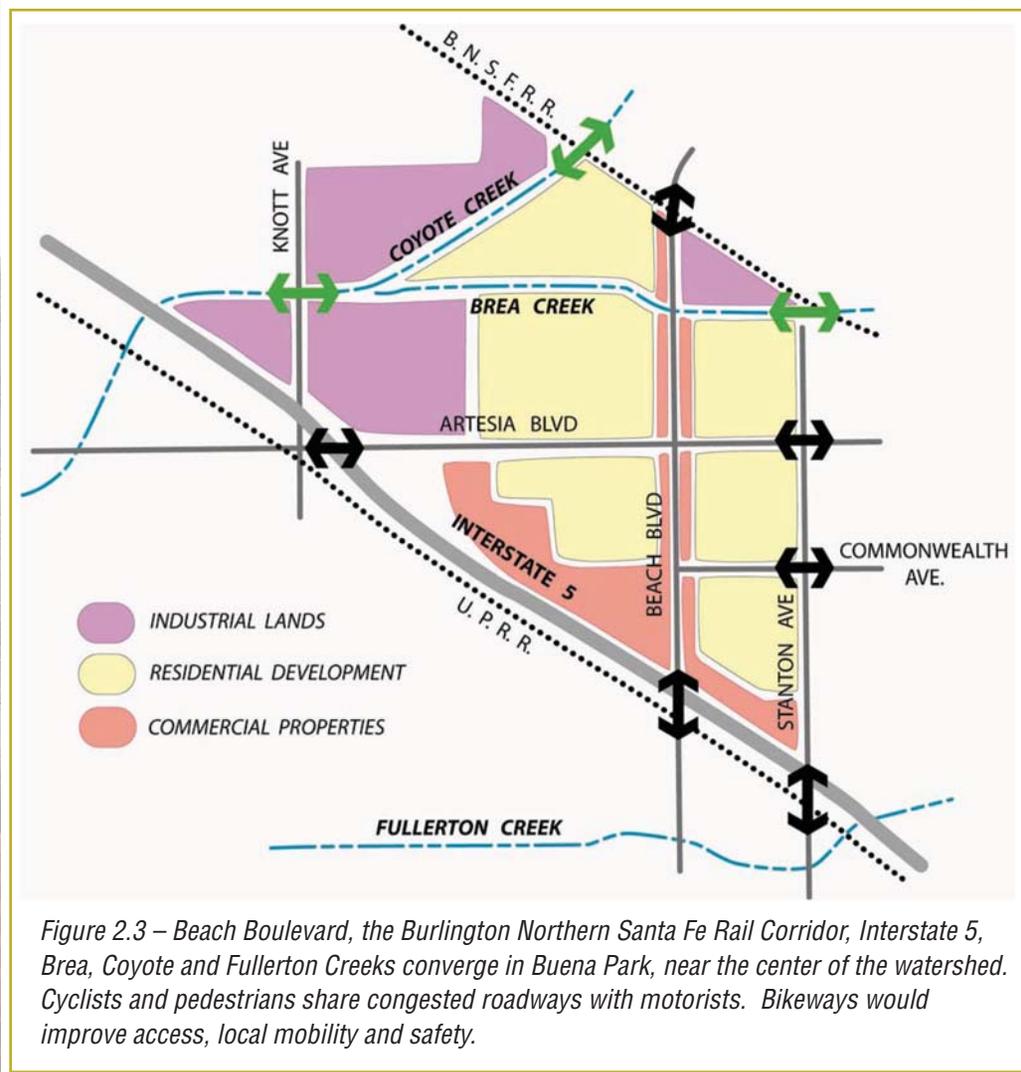


Figure 2.2 - Coyote Creek Opportunity Areas Assessment (County of Orange 2007)

The watershed includes significant holdings of public lands in the Puente Hills native habitat preserve, and private natural lands in Brea and Tonner Canyons and West Coyote Hills. The landscape is otherwise developed with residential, commercial and industrial uses. While the composition of land uses and economic conditions vary among cities, communities and neighborhoods, the watershed has a vibrant economy and well developed transportation system. As elsewhere in the region, the state and federal highway system and local collector roadways encourage automobile use as the predominant mode of travel. Mass transit is provided by numerous bus routes operated by Orange County Transportation Authority and L.A. County Metro. Residents are also served by the Amtrak-Caltrans Surfliner and Metrolink trains on the Los Angeles to San Diego rail corridor, and a Metrolink line to Corona and Riverside via Fullerton and Santa Ana Canyon. A new Metrolink station recently opened in Buena Park. The watershed includes only one general aviation airport, at Fullerton. An Army Air National Guard Station exists at Los Alamitos, which is reserved for military and local defense industry purposes.



While many of the watershed's city streets will accommodate cycling, the watershed includes a number of older communities that are largely "built out," with streets designed to a minimum width, or on-street parking permitted along the curb. The urban street network is primarily developed on a grid system, but the continuity of many streets is interrupted by rail corridors, elevated highways, urban waterways and residential tracts that lead to high concentrations of automobile traffic at "pinch points" on major thoroughfares, presenting barriers to mobility and hazards to cyclists.

Many local streets are designated as Class III routes indicated only by signs, with no striped lanes or parking prohibitions. Other streets are designed and improved as Class II routes, which are defined as on-street bike lanes designated by pavement markings and signs. The watershed includes relatively few Class I, off-street, paved bike paths developed as dedicated transportation facilities.

The following is a summary of existing and proposed Class I bike paths:

### **North Fork Bikeway, Coyote Creek** (*La Cañada Verde and La Mirada Creeks*) -

Bikeway developed along the edge of a concrete-lined trapezoidal channel built and managed by Los Angeles County, from Foster Road to the confluence with Coyote Creek. The trail passes through eastern Santa Fe Springs and north Cerritos.

### **Lower Coyote Creek Bikeway -**

Bikeway developed along the edge of a concrete-lined trapezoidal channel. This bikeway has been developed and is maintained by multiple jurisdictions including Seal Beach, Cypress, Los Alamitos, and the County of Los Angeles. The trail passes through the communities of Cerritos, La Palma, Lakewood, Cypress, Long Beach and Los Alamitos.

### **San Gabriel River Trail -**

Bikeway developed along the edge of a concrete-lined trapezoidal channel. This bike trail is managed by the Cities of Seal Beach and Long Beach from the ocean to the confluence of Coyote Creek. The trail passes through the communities of Long Beach and Seal Beach. Outside the watershed, the trail extends north of Azusa to the San Gabriel Mountains, where the San Gabriel River and Coyote Creek watersheds intersect.

### **Arovista Park Trail, Brea -**

A 0.2-mile trail built and managed by City of Brea with improvements to a local park on Brea Creek, from Imperial Highway to Brea Golf Course.

### **Acacia Park and Greenbelt Trail, Fullerton -**

A 0.6-mile trail built and managed by City of Fullerton with improvements to Acacia Park and Fullerton Greenbelt on Fullerton Creek, from Yorba Linda Boulevard to Acacia Avenue.

### **El Rancho Verde Park Trail, La Palma -**

A 1.5-mile trail built and managed by City of La Palma with local park improvements on an Edison Company transmission line corridor, from Denni Street at Coyote Creek to Valley View Street.

### **Cerritos Regional Park Trail, Cerritos -**

A 0.4-mile trail built spans the park on an east-west axis from Coyote Creek to Bloomfield Avenue, continuing along the same Edison Company transmission line corridor.

The following Class I bike path components or regional projects are known to be in planning stages or development:

### **Coyote Creek Trail in La Habra -**

Half-mile bikeway to be developed along the edge of a concrete-lined trapezoidal channel managed by Orange County Flood Control District, by City of La Habra from Imperial Highway to the La Mirada city limit, approximately 300 feet north of Hillsborough Road. The trail would pass exclusively through western City of La Habra.

### **Coyote Creek Trail in La Mirada -**

1.25-mile bikeway to be developed along the edge of a concrete-lined trapezoidal channel managed by Los Angeles County Flood Control District, by City of La Mirada from La Habra city limit to Rosecrans Avenue, connecting upstream residential neighborhoods with Behringer Park and El Camino High School. The trail would pass exclusively through the eastern City of La Mirada.



**Ducks in the creek**

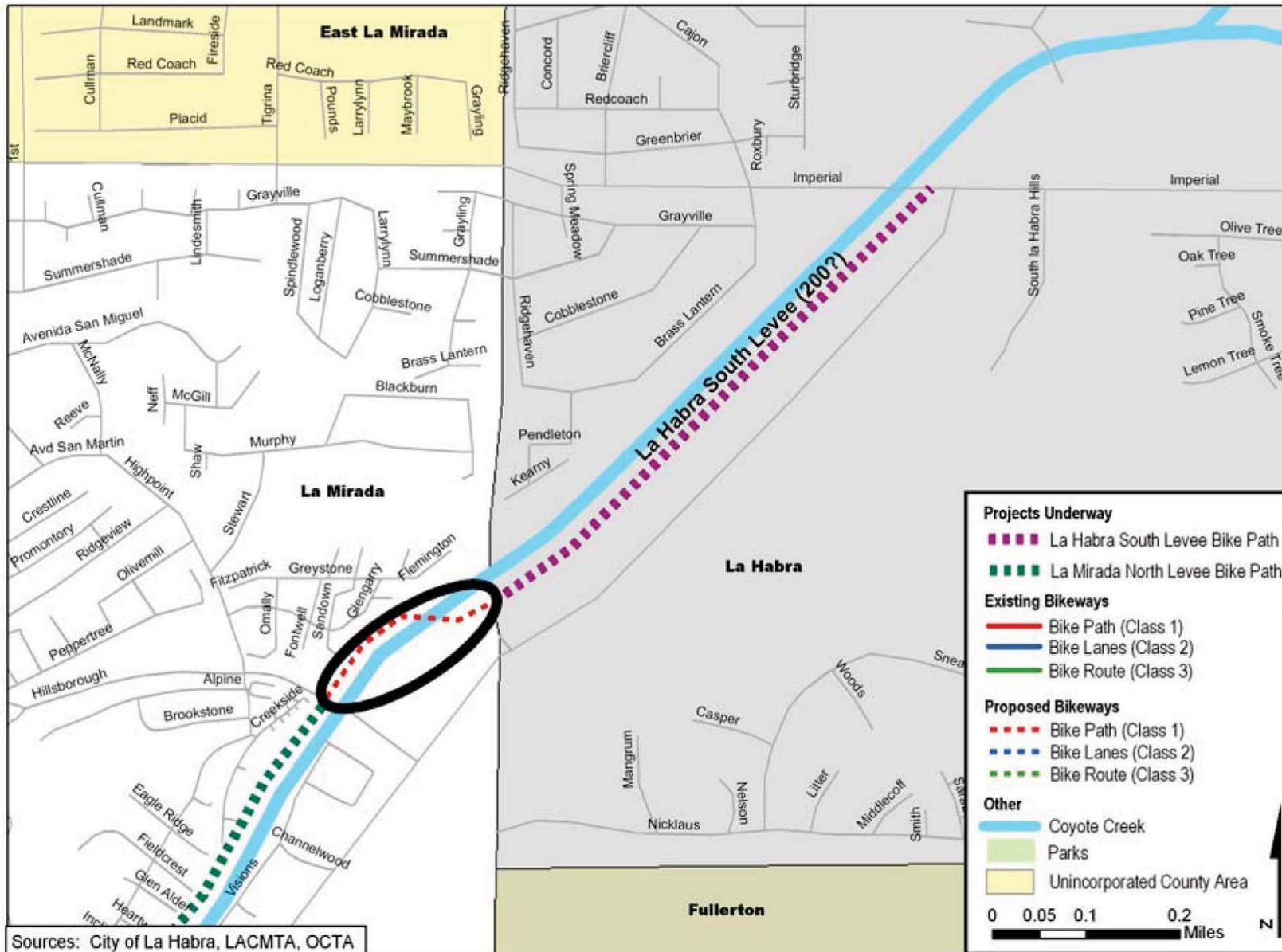


Figure 2.4  
La Habra South Levee

Figures 2.4 and 2.5 - The Cities of La Habra (Orange County) and La Mirada (Los Angeles County) are planning trail projects that will implement one and three quarter miles of the Coyote Creek Bikeway. A quarter mile gap has not yet been addressed.

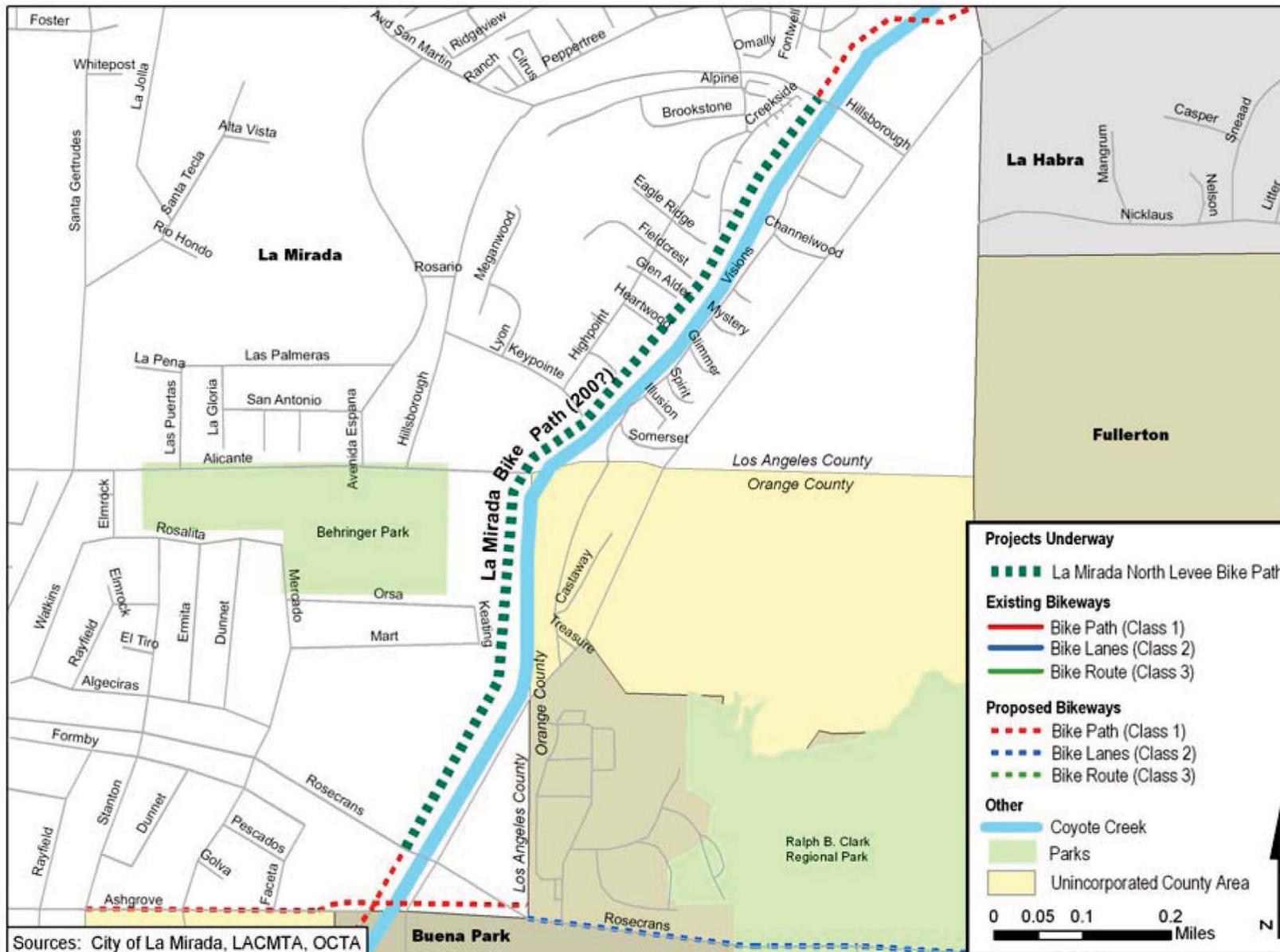


Figure 2.5  
La Mirada Bike Path

### **Whittier Greenway -**

A five-mile trail on an abandoned rail corridor through City of Whittier, now under construction, from Pioneer Boulevard to the active Union Pacific Railroad line at Gunn Road.

### **Pacific Electric Rail Trail, east Whittier, La Habra and Brea -**

An eastward extension of the Whittier Greenway, this 9.5-mile trail would be developed on surplus rail right-of-way that parallels Lambert Road in eastern City of Whittier, in conceptual or preliminary planning stages from Mills Avenue in Whittier through City of La Habra to Kraemer Boulevard in Brea.

### **West Levee Coyote Creek Trail, Hawaiian Gardens**

A one-mile trail connecting Carson Street, Hawaiian Gardens Elementary School, Lee Ware Park and Wardlow Road.



**Active BNSF railway in Buena Park**

### **Pacific Electric Rail Trail, Bellflower [Branch]**

A 21-mile trail could be developed on an abandoned interurban passenger rail corridor from the Los Angeles River to the Santa Ana Civic Center. The right of way is also planned as a high-speed, “maglev” elevated rail project, a mass transit project that could include a “rail with trail” component.

### **An overview of the general plans for individual cities indicates that other bikeways and greenways are proposed as long-range projects for the tributaries of Coyote Creek:**

#### **City of Anaheim -**

The city intends to develop a bikeway along Carbon Creek from La Palma Avenue to Brookhurst Street, and from Lincoln Avenue to Knott Avenue. A bike path is also planned along a power transmission line corridor between Dale and Magnolia Streets, Crescent Avenue and Ball Road.

#### **City of Brea -**

The city will develop a continuous bike path along Brea Creek from Tonner Canyon to the Brea and Fullerton Golf Courses. A bike path is also planned on Fullerton Creek, north of Imperial Highway. As indicated previously, Union Pacific’s right of way would be redeveloped as a bikeway when rail service ultimately ceases.

#### **City of Buena Park -**

Greenways are planned as neighborhood park and recreation facilities on portions of Brea, Fullerton and Carbon Creeks.

The watershed also includes a network of existing on-street bike lanes and bike routes that promote mobility within the watershed. These routes also provide local access to the Coyote Creek Regional Bikeway. Figure 2.8 was prepared as a summary, based upon information provided by MTA and OCTA.

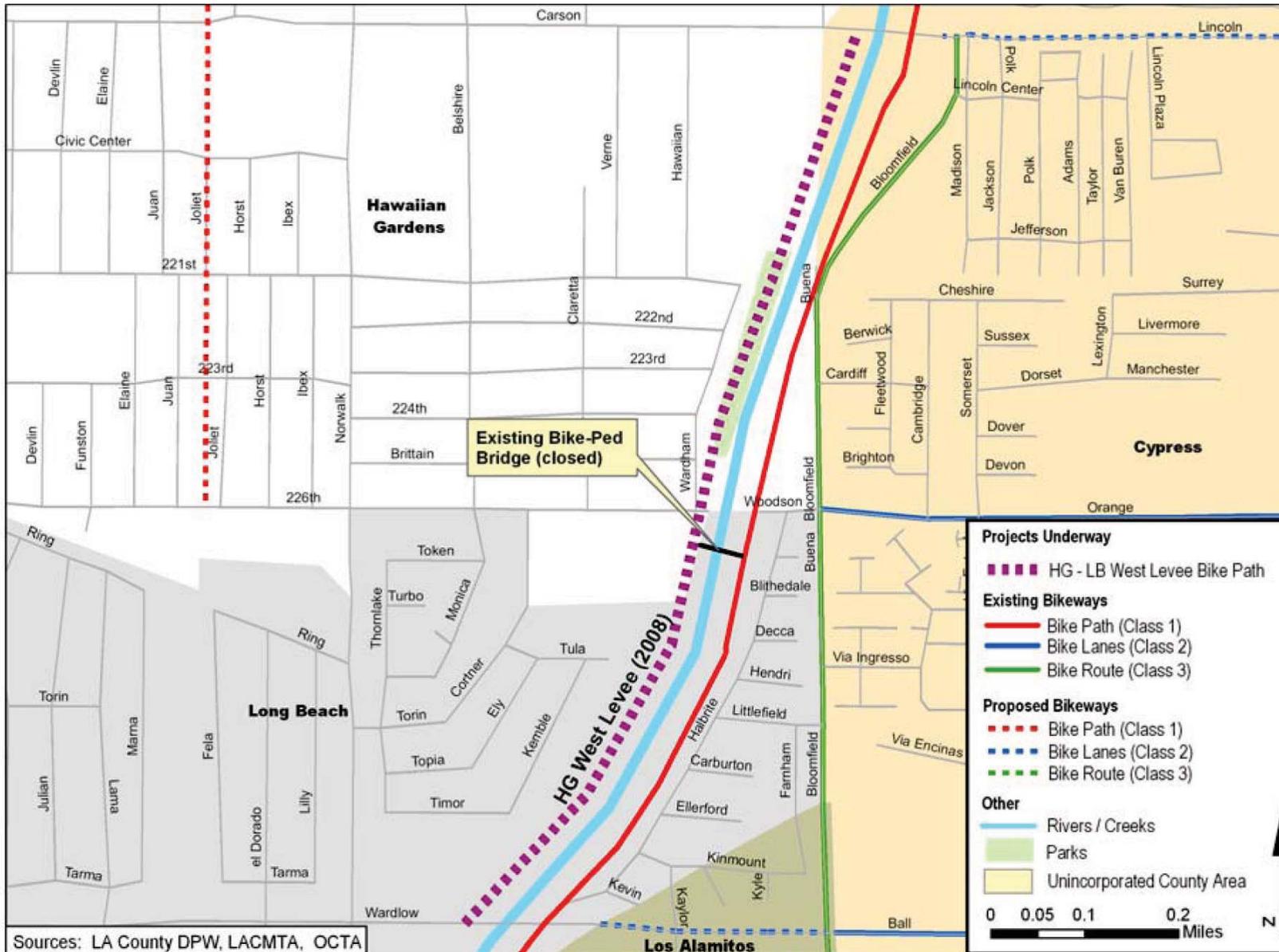


Figure 2.6 - The Hawaiian Gardens west bank bike path will extend trail connections from the community's elementary school and park.

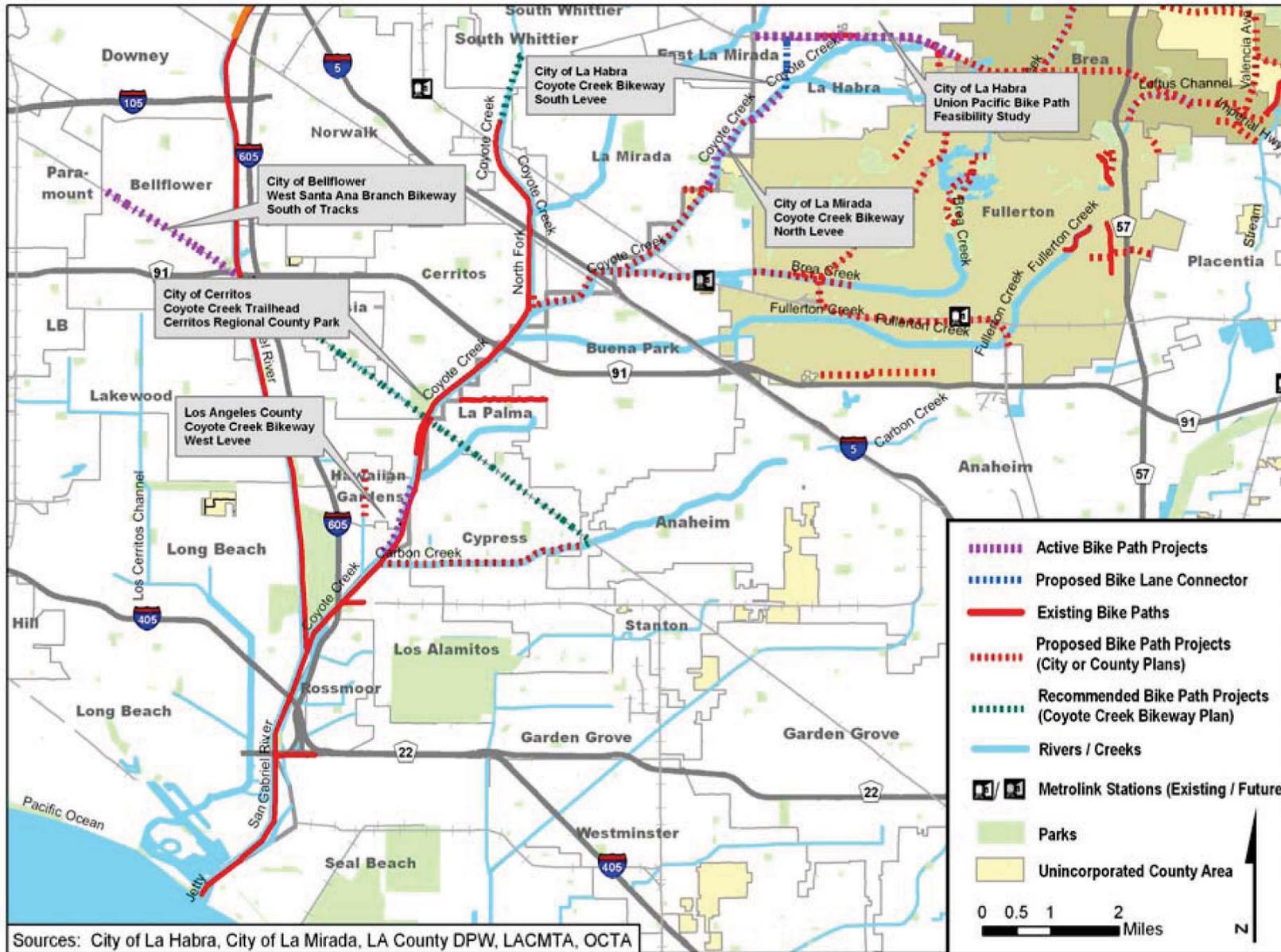


Figure 2.7 - City trail or bike path projects that will ultimately provide access to the Coyote Creek Regional Bikeway.

Southeast Los Angeles and northwest Orange Counties are regarded as a suburban environment with business dominated by central cities outside the watershed, but the region includes a number of large employers in a range of entertainment, public health, manufacturing, distribution, education and service sectors. Local businesses with large numbers of employees include Disneyland and Knott’s Berry Farm, United Parcel Service, Carl Karcher Enterprises, Boeing and Albertsons. The watershed also includes educational centers such as California State University Fullerton, Fullerton College and Cypress College. Figure 2.9 indicates the distribution of major employment centers within the watershed. When combined with the network of on-street bicycle routes, a regional bikeway on Coyote Creek would improve access to these and other work sites for residents who may choose to use a bicycle to travel to work.



**Seal Beach - Coyote Creek Trail after merging with the San Gabriel River Trail near Marina**



**Confluence of Carbon Creek and Coyote Creek in Los Alamitos**

Despite a favorable climate and well-established road network, recent census data indicate that cycling is the least-utilized mode of travel for daily commuters in the region. Census bureau workers and volunteers collected data from 260,000 households among all cities in the study area. Only one percent of all respondents report that someone in the household uses a bicycle for commuting purposes. More residents walk to work or work from home. Three percent ride mass transit. 90 percent of area residents commute to work by automobile and the local road network. See Table 2.1 for more information. With a poverty rate of 11 percent, the Coyote Creek Bikeway should make cycling a more effective form of alternative transportation, so long as a safe and enjoyable facility is made available.



**Table 2.1 - Demographics of individual cities located within the Coyote Creek watershed.**  
**Source: U.S. Census Bureau, Census 2000**

	Notes	Anaheim*		Brea		Buena Park		Cerritos		Cypress		Fullerton	
Total population	(1)	327,357	40%	35,122	4%	78,358	10%	51,507	6%	46,534	6%	126,246	16%
Number of housing units	(1)	99,592	38%	13,274	5%	23,885	9%	15,612	6%	16,021	6%	44,755	17%
Workers over the age of 16	(1)	139,343	39%	17,966	5%	33,562	9%	23,932	7%	22,169	6%	58,036	16%
...who commute to work by car	(2)	123,480	89%	16,582	92%	30,611	91%	22,649	95%	20,787	94%	51,688	89%
...who commute by public transit	(2)	6,342	4.6%	177	1.0%	992	3.0%	299	1.2%	292	1.3%	1,991	3.4%
...who commute by bicycle	(2)	1,695	1.2%	55	0.3%	434	1.3%	44	0.2%	48	0.2%	673	1.2%
...who walk to work	(2)	3,152	2.3%	530	3.0%	524	1.6%	222	0.9%	304	1.4%	1,881	3.2%
...who work at home	(2)	3,294	2.4%	528	2.9%	686	2.0%	607	2.5%	600	2.7%	1,382	2.4%
Median income	(3)	47,122	10	59,759	5	50,336	7	73,030	1	64,377	3	50,269	8
Population living in poverty	(2)	45,615	14%	1,874	5%	8,754	11%	2,554	5%	2,799	6%	14,116	11%
Subtotal population, white	(2)	178,651	55%	27,197	77%	41,820	53%	13,426	26%	30,603	66%	77,906	62%
- Black or African American	(2)	8,054	2.5%	517	1.5%	2,411	3.1%	3,332	6.5%	1,338	2.9%	2,429	1.9%
- American Indian or Alaska native	(2)	2,594	0.8%	134	0.4%	543	0.7%	150	0.3%	189	0.4%	956	0.8%
- Asian	(2)	39,590	12%	3,155	9%	16,914	22%	30,185	59%	9,470	20%	20,248	16%
- Native Hawaiian or Pacific Islander	(2)	1,094	0.3%	21	0.1%	274	0.3%	46	0.1%	123	0.3%	327	0.3%
- Some other race	(2)	80,985	25%	2,516	7%	11,761	15%	2,133	4%	2,388	5%	19,161	15%
- Two or more races	(2)	16,389	5.0%	1,582	4.5%	4,635	5.9%	2,235	4.3%	2,423	5.2%	5,219	4.1%
Subtotal, Hispanic or Latino	(2)	153,319	47%	7,129	20%	26,081	33%	5,344	10%	7,421	16%	38,260	30%

(1) = Percentage of whole cities located in the watershed

(2) = Percentage of the city's total population

(3) = Affluence index among all cities noted (1 = most affluent)

\*Although the city extends across a significant portion of land area, about 3/4 of the city's land area lies outside the watershed.

	Notes	Hawaiian		La Habra		La Mirada		La Palma		Los Alamitos		Total	
Total population	(1)	14,915	2%	59,191	7%	46,782	6%	15,131	2%	11,260	1%	812,403	100%
Number of housing units	(1)	3,616	1%	19,542	8%	14,807	6%	5,071	2%	4,258	2%	260,433	100%
Workers over the age of 16	(1)	4,973	1%	25,549	7%	20,753	6%	7,269	2%	5,544	2%	359,096	100%
...who commute to work by car	(2)	4,343	87%	23,548	92%	18,961	91%	6,844	94%	5,113	92%	324,606	90%
...who commute by public transit	(2)	148	3.0%	563	2.2%	298	1.4%	92	1.3%	52	0.9%	11,246	3.1%
...who commute by bicycle	(2)	170	3.4%	132	0.5%	137	0.7%	27	0.4%	34	0.6%	3,449	1.0%
...who walk to work	(2)	215	4.3%	581	2.3%	709	3.4%	77	1.1%	210	3.8%	8,405	2.3%
...who work at home	(2)	49	1.0%	495	1.9%	474	2.3%	213	2.9%	114	2.1%	8,442	2.4%
Median income	(3)	34,500	11	47,652	9	61,632	4	68,438	2	55,286	6	55,673	Mean
Population living in poverty	(2)	3,251	22%	7,559	13%	2,542	5%	736	5%	567	5%	90,367	11%
Subtotal population, white	(2)	5,927	40%	37,276	63%	30,065	64%	6,391	42%	8,529	76%	457,791	56%
- Black or African American	(2)	729	4.9%	979	1.7%	824	1.8%	782	5.2%	349	3.1%	21,744	2.7%
- American Indian or Alaska native	(2)	313	2.1%	434	0.7%	371	0.8%	99	0.7%	156	1.4%	5,939	0.7%
- Asian	(2)	1,292	9%	3,397	6%	6,968	15%	6,574	43%	1,050	9%	138,843	17%
- Native Hawaiian or Pacific Islander	(2)	88	0.6%	145	0.2%	78	0.2%	122	0.8%	0	0.0%	2,318	0.3%
- Some other race	(2)	5,762	39%	14,350	24%	6,240	13%	723	5%	587	5%	146,606	18%
- Two or more races	(2)	804	5.4%	2,610	4.4%	2,236	4.8%	440	2.9%	589	5.2%	39,162	4.8%
Subtotal, Hispanic or Latino	(2)	10,978	74%	29,126	49%	15,675	34%	1,768	12%	1,798	16%	296,899	37%

(1) = Percentage of whole cities located in the watershed

(2) = Percentage of the city's total population

(3) = Affluence index among all cities noted (1 = most affluent)

\*Although the city extends across a significant portion of land area, about 3/4 of the city's land area lies outside the watershed.

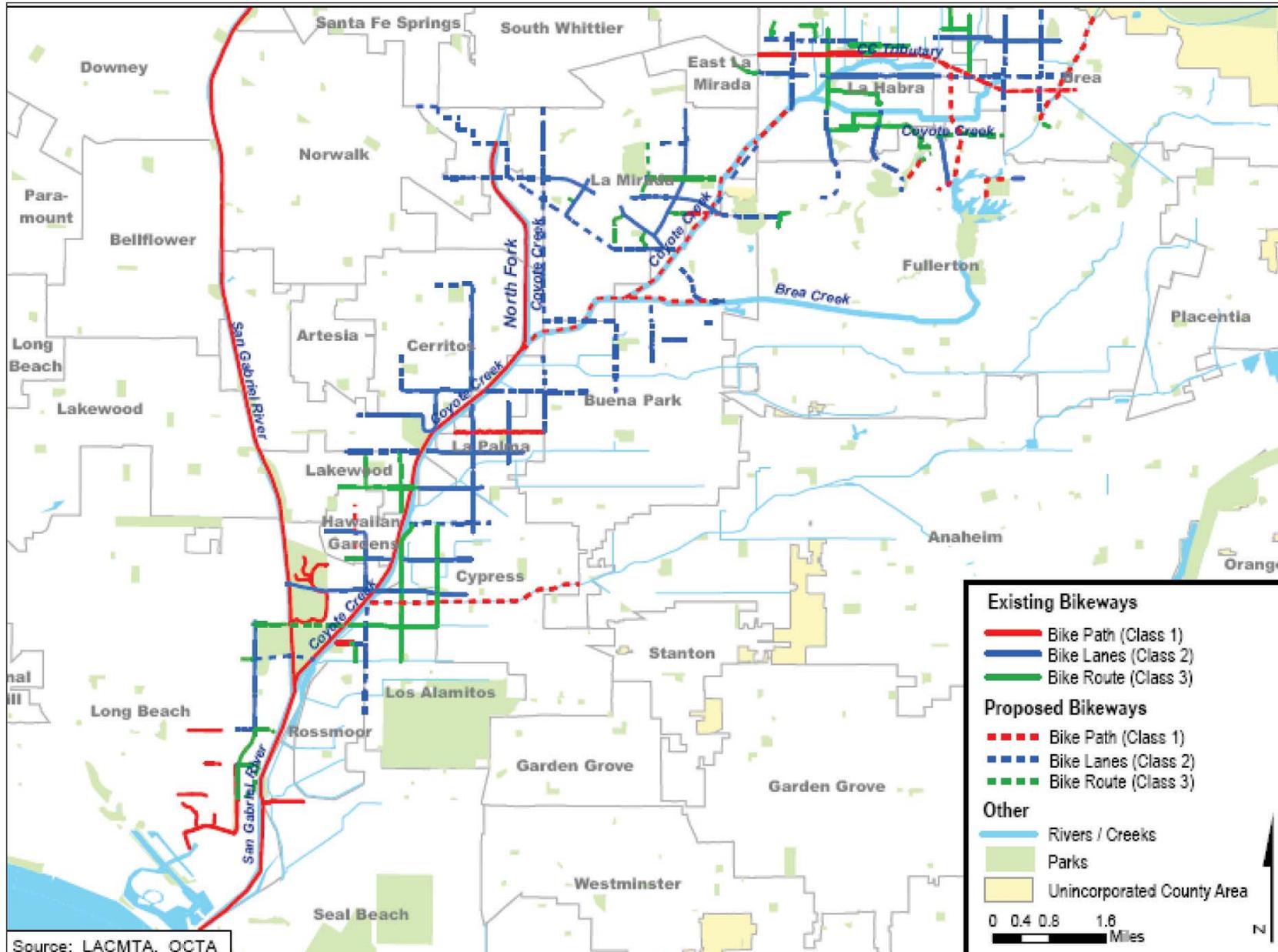


Figure 2.8 - The Coyote Creek Regional Bikeway would link a network of local on-street Class II bike lanes and Class III bike routes in the watershed.

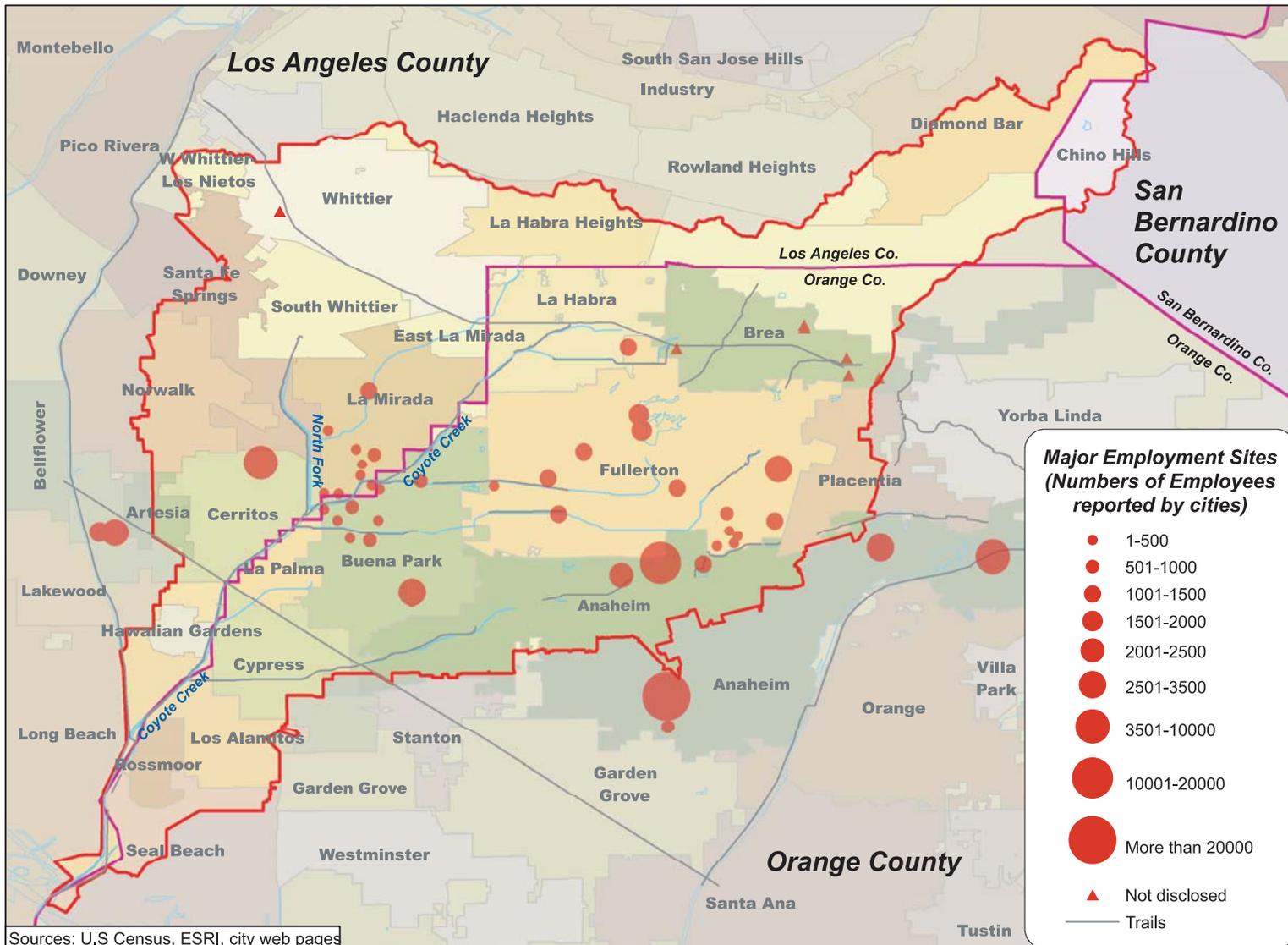


Figure 2.9 - Top employers in the watershed



The watershed is also comprised of 26 elementary and high school districts, in whole or in part. Local school and district offices may provide effective leadership in developing project ideas and attracting grants through programs such as “Safe Routes to Schools,” which is managed through Caltrans local district offices. The Coyote Creek Bikeway has the potential to provide direct connections to the campuses of La Habra City Elementary, Las Positas Elementary and Imperial Middle schools in La Habra; El Camino High and Los Coyotes Middle Schools in La Mirada; Hawaiian Gardens Elementary and Junior High School in Hawaiian Gardens; Oak Middle School and Los Alamitos High School in Los Alamitos; Brookhurst Junior High School in Anaheim; and Los Coyotes Elementary School in La Palma. Numerous other school campuses lie within a short distance from Coyote Creek and its four major tributaries, Brea, Fullerton, Moody and Carbon Creeks.



Hawaiian Gardens Elementary School



Los Alamitos High School

Planning, park development and public works services are generally provided by each city. Except Long Beach, all cities in the watershed are general law cities, as defined by the State of California, in which five council members are elected to serve at-large; i.e., there are no elected officials representing specific city council districts, wards or other political subdivisions. Larger electoral districts are represented by state and local officials who might provide resources or support for the project. The following list provides a current summary, with boundaries shown in Figures 2.11a through 2.11d.

- Long Beach City Council District 4; Patrick O'Donnell, incumbent (south of I-405)
- Long Beach City Council District 5; Gerry Schipske, incumbent (north of I-405)
- Los Angeles County Supervisorial District 3; Don Knabe, incumbent
- Orange County Supervisorial District 2; John Moorlach, incumbent
- Orange County Supervisorial District 4; Chris Norby, incumbent
  
- California State Assembly District 54; Betty Karnette, incumbent (Long Beach)
- California State Assembly District 55; (Vacant, due to resignation of Laura Richardson)
- California State Assembly District 56; Tony Mendoza, incumbent (Buena Park, Cerritos...)
- California State Assembly District 58; Charles Calderon, incumbent (East La Mirada, Whittier)
- California State Assembly District 60; Bob Huff, incumbent (Anaheim, La Habra, L.H. Heights)
- California State Assembly District 67; Jim Silva, incumbent (Cypress, La Palma, Los Alamitos...)
- California State Assembly District 68; Van Tran, incumbent (Anaheim)
- California State Assembly District 69; Jose Solorio, incumbent (Anaheim)
- California State Assembly District 72; Michael Duvall, incumbent (Brea, Fullerton, La Habra)
  
- California State Senate District 27; Alan Lowenthal, incumbent (Long Beach)

- California State Senate District 29; Bob Margett, incumbent (Brea, La Habra, L.H. Heights)
- California State Senate District 30; Ron Calderon, incumbent (Whittier and La Mirada)
- California State Senate District 33; Dick Ackerman, incumbent (Fullerton and Buena Park)
- California State Senate District 34; Lou Correa, incumbent (Buena Park, Anaheim, Fullerton)
- California State Senate District 35; Tom Harman, incumbent (La Palma, Cypress, Los Alamitos)
  
- U.S. House of Representatives 39th District; Linda T. Sanchez, incumbent
- U.S. House of Representatives 40th District of California; Edward R. Royce, incumbent
- U.S. House of Representatives 42nd District; Gary G. Miller, incumbent
- U.S. House of Representatives 46th District; Dana Rohrabacher, incumbent
- U.S. House of Representatives 47th District; Loretta Sanchez, incumbent

Coyote Creek and its tributaries lie adjacent to a network of local parks and recreation or sports complexes that currently provide restrooms, water stops and off-street parking areas. Existing parks along Coyote Creek include El Dorado Park in Long Beach, Oak Academy Park in Los Alamitos, Lee Ware Park in Hawaiian Gardens, Cerritos Regional County Park, El Rancho Verde Park in La Palma, Bettencourt and Rainbow Parks in Cerritos, Behringer Park in La Mirada, Vista Grande, Loma Verde and Portola Parks in La Habra. Large recreation areas and community parks also exist on Brea Creek, including Tamarack and Arovista Parks in Brea; Beechwood Park, Brea Dam Recreation Area and Leonard Andrews Tennis Center in Fullerton. Parks on Fullerton Creek include Craig Regional Park, Fullerton Greenbelt and Acacia, Lemon, Richman, Pacific Drive and Valencia Parks, all in Fullerton. Carbon Creek is contiguous with Beat Park in Buena Park, Schweitzer, La Palma and Sage Parks in Anaheim, and McFadden Park in Placentia.

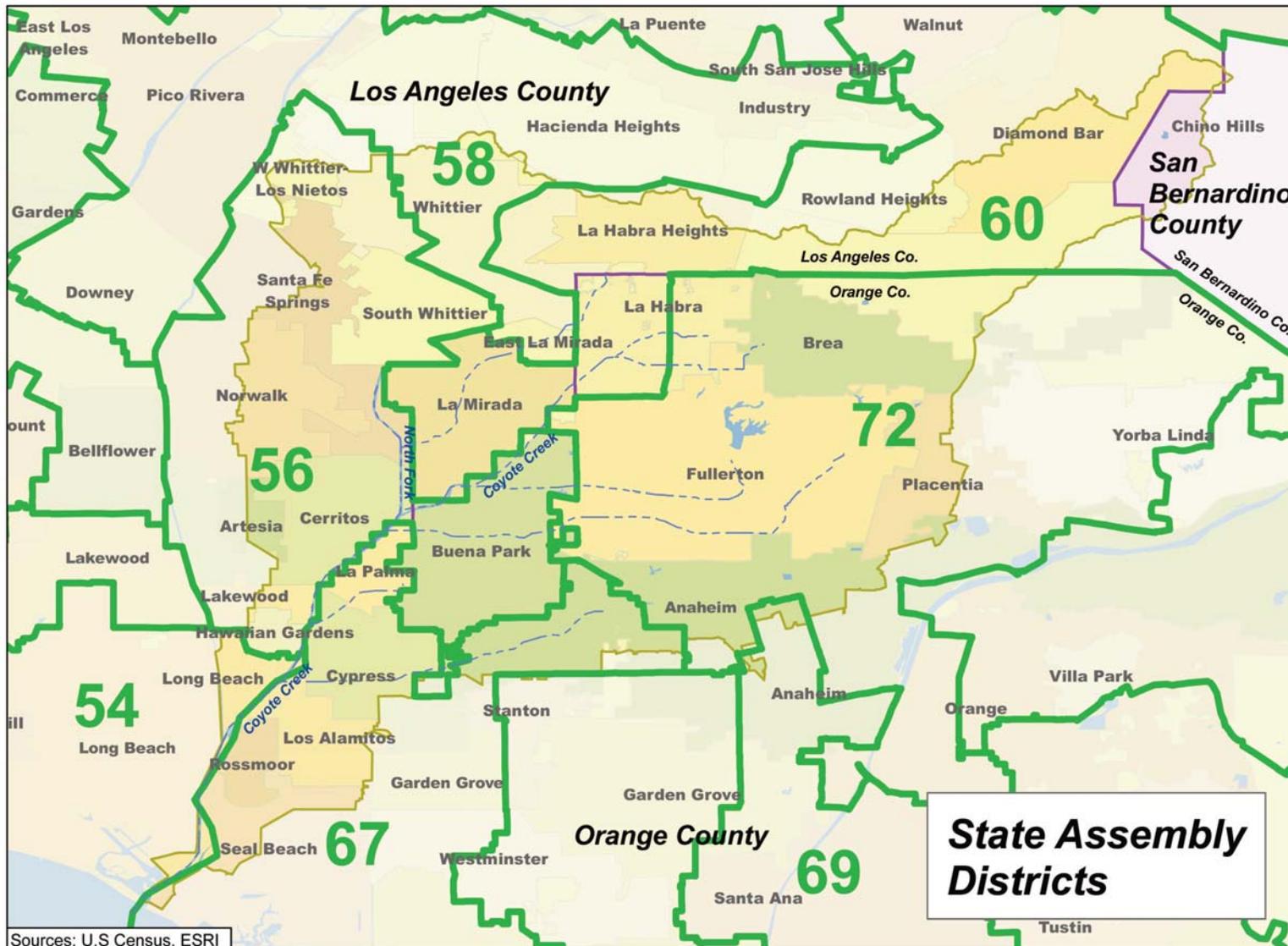


Figure 2.11a - State Assembly Districts

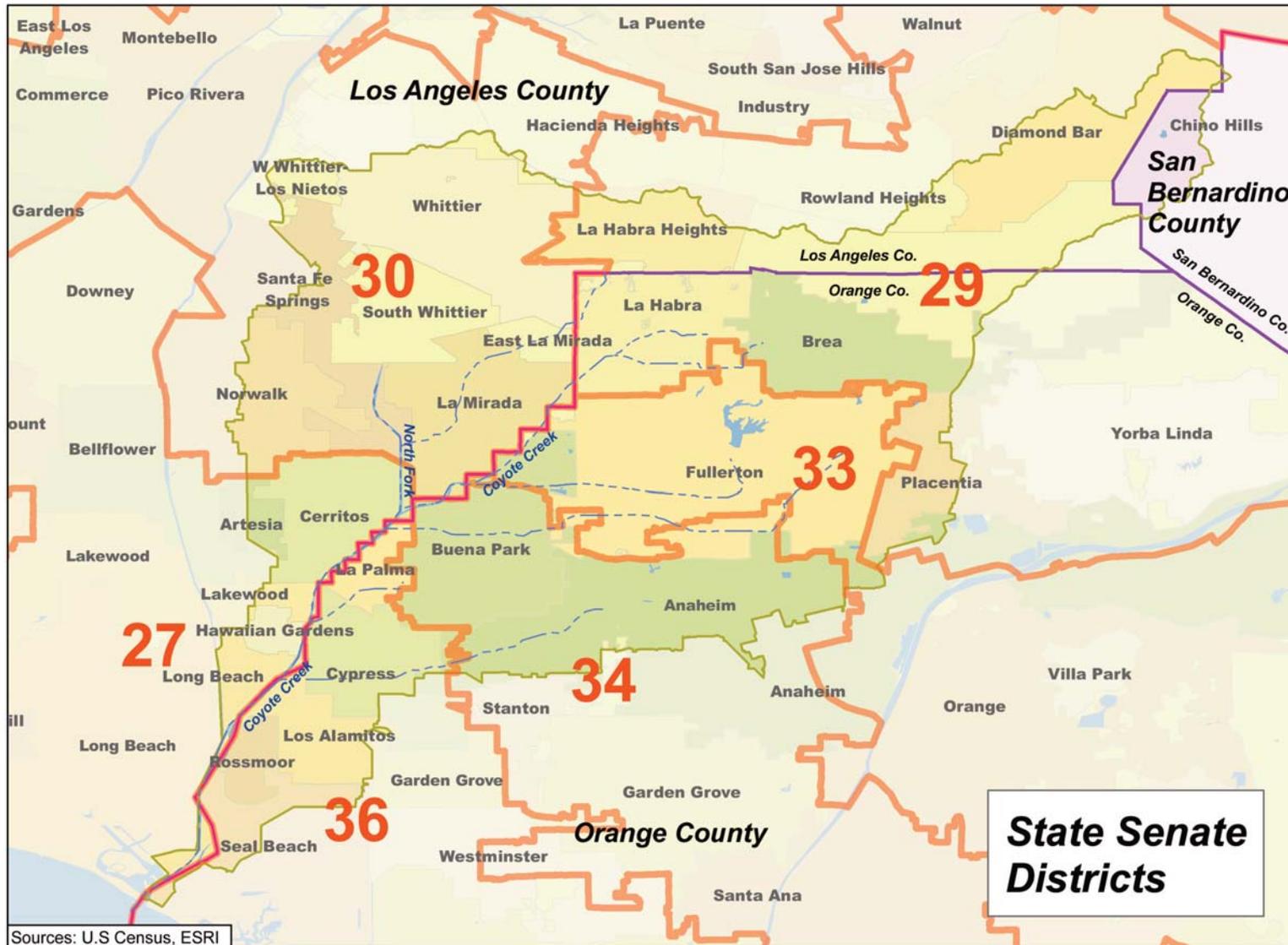


Figure 2.11b - State Senate Districts



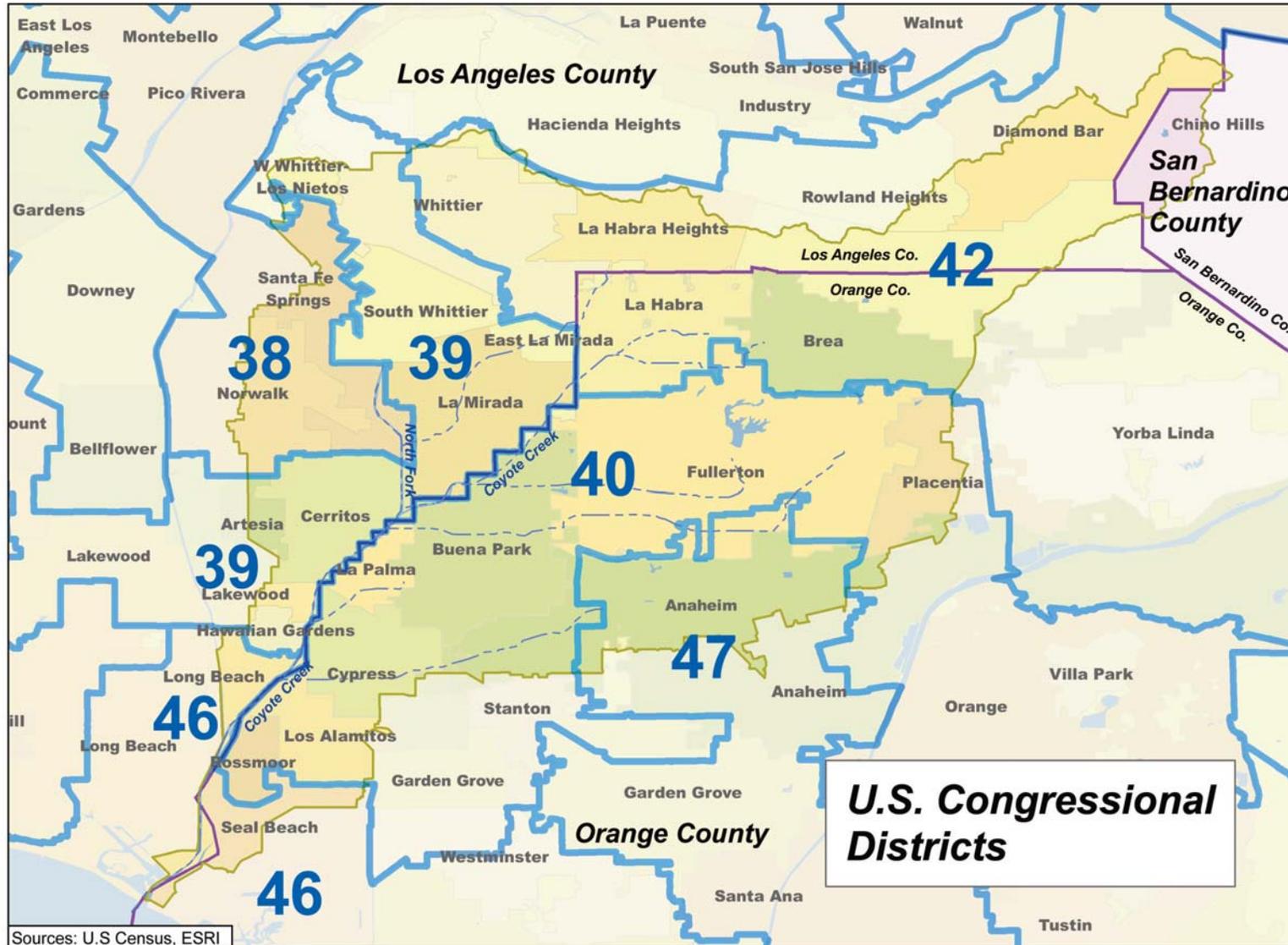


Figure 2.11d - U.S. Congressional Districts



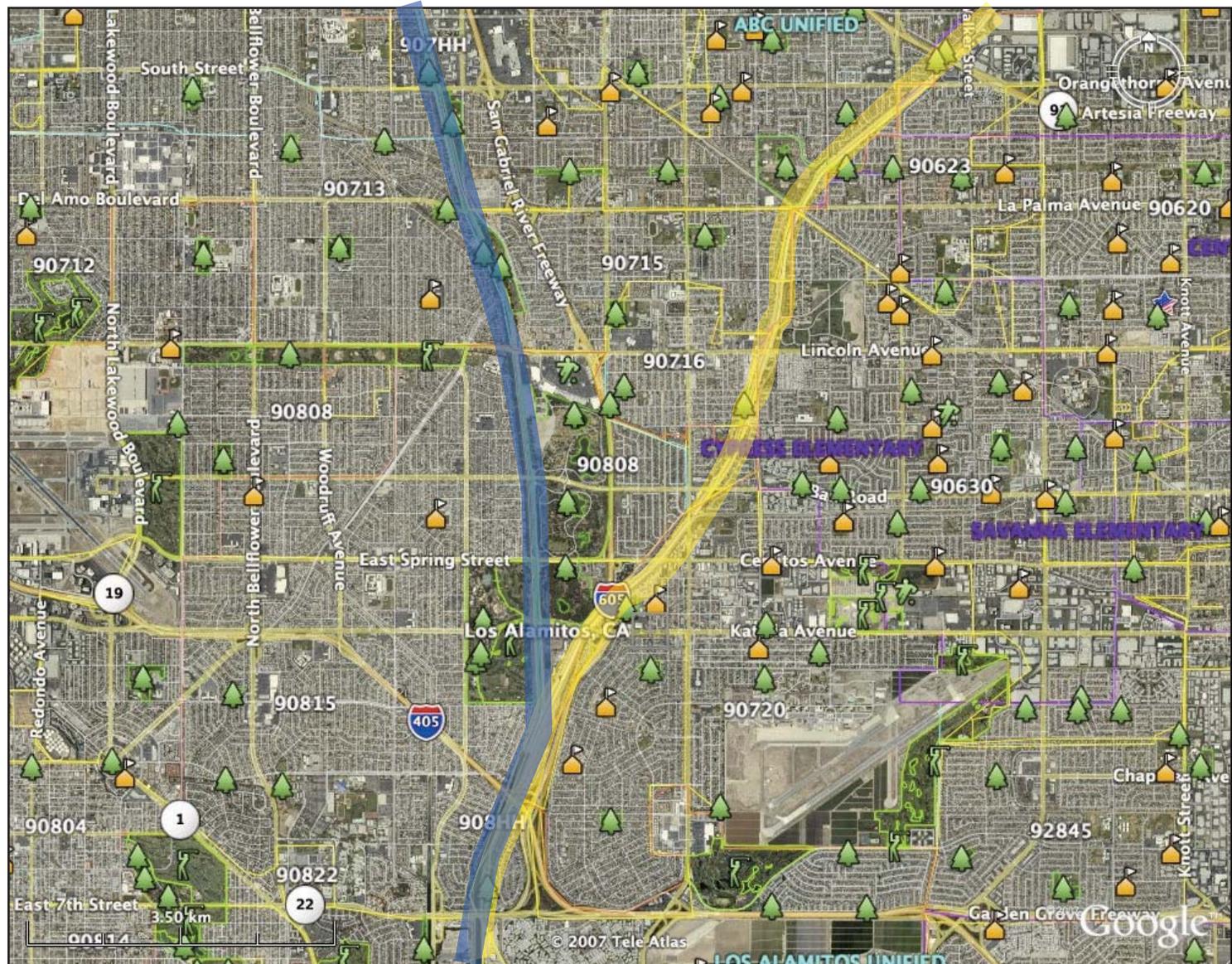
Figure 2.12 - Parks in the Coyote Creek Watershed.  
 [Source: Green Visions Plan, University of Southern California Center for Sustainable Cities]



Coyote Creek - Wildlife

### III. Project Background

The concept of a bicycle path along Coyote Creek is not new. The trail is proposed in various iterations of local land use plans including transportation, circulation, recreation, park and open space elements of general plans and local bikeway master plans. California cities and counties have been required to prepare and maintain a general plan since 1973. Cities and counties occasionally prepare updates or comprehensive revisions to plans. This section summarizes regional bikeway plans for Los Angeles and Orange Counties, then provides a general overview of local planning documents organized from the top of the Coyote Creek watershed to the confluence of the San Gabriel River.



**Coyote Creek Trail & San Gabriel River Trail Confluence. Aerial shows Parks, golfing and Schools within the area.**

source: Google Earth



Aerial view of  
Coyote Creek Trail  
at the Norwalk Confluence  
source: Google Earth

**Los Angeles County Metropolitan Transportation Authority**

Metro’s Bicycle Strategic Plan was completed in June, 2006. Stakeholders urged completion of the existing Coyote Creek bike path east of the north fork. Coyote Creek is described as the primary tributary to one of the longest urban bike paths in the country, and the longest in Los Angeles County.

Additionally, the strategic plan indicates that the West Santa Ana Branch of the historic Pacific Electric Railway right of way is a project priority, one that would provide a direct interurban route to the Orange County border.



Figure 3.1  
Los Angeles Metro Bike Map

### Orange County Transportation Authority

The Orange County Bikeways Map suggests that a Class I bike path will be constructed on Coyote Creek from Buena Park, at approximately Alicante Road, to the San Gabriel River and Seal Beach. The map does not address segments of Coyote Creek in La Habra, nor any of the creek's tributaries.

The OCTA Commuter Bikeways Strategic Plan was published in August, 2001. Coyote Creek Bikeway is noted as one of the county's major projects with regard to regional transportation and air quality plans. OCTA's strategic plan includes an overview of all city plans in Orange County. The Coyote Creek trail is consistently described as a Class I bike path. For the purpose of project evaluation and prioritization, the trail is broken down into component parts from city to city. The countywide map states that "OCTA, along with individual cities and the county, is working to expand Orange County bikeways into a viable commuting alternative as part of Orange County's balanced transportation system."



Coyote Creek - Upper Reach

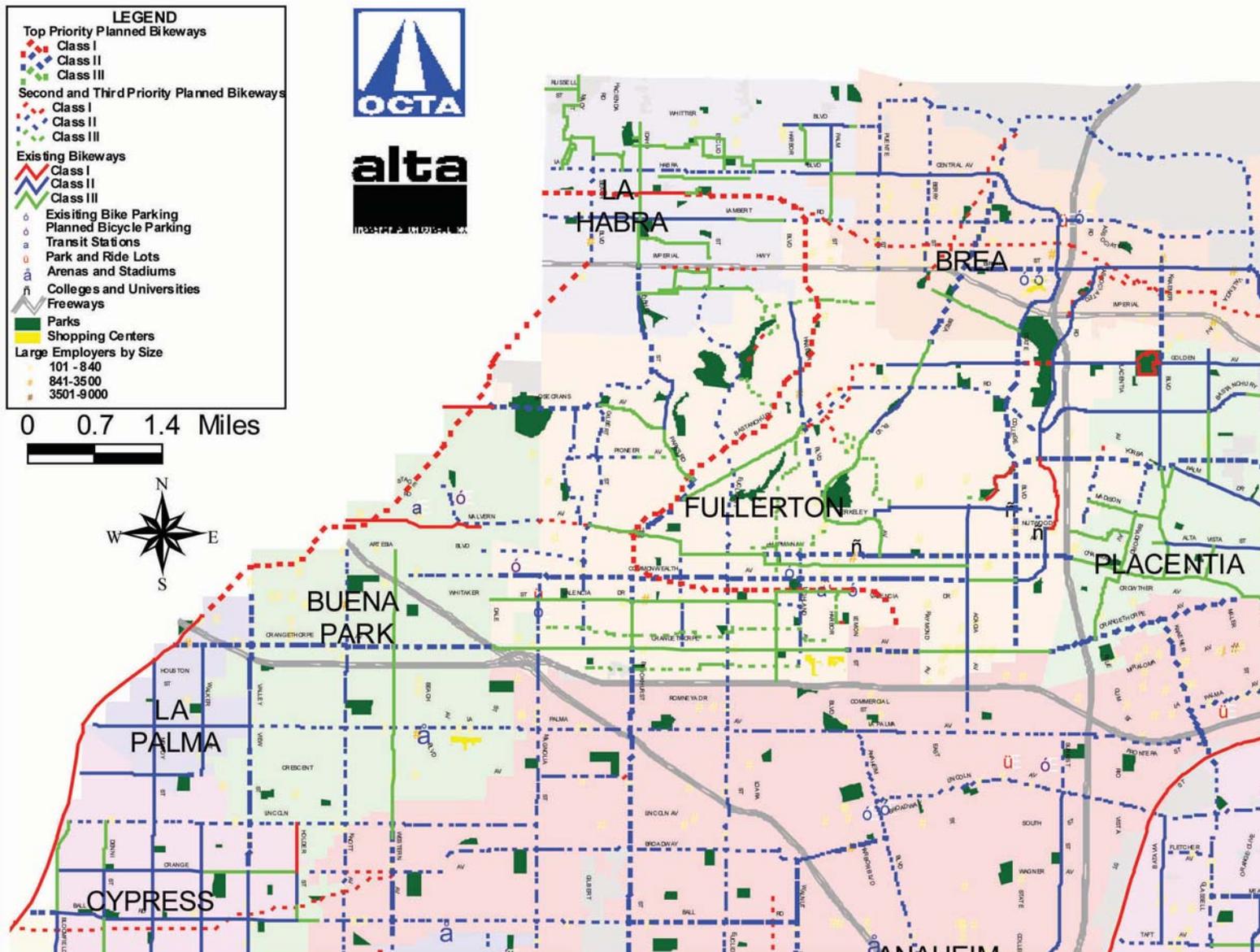


Figure 3.2  
Detail from OCTA  
Commuter Bikeway  
Strategic Plan

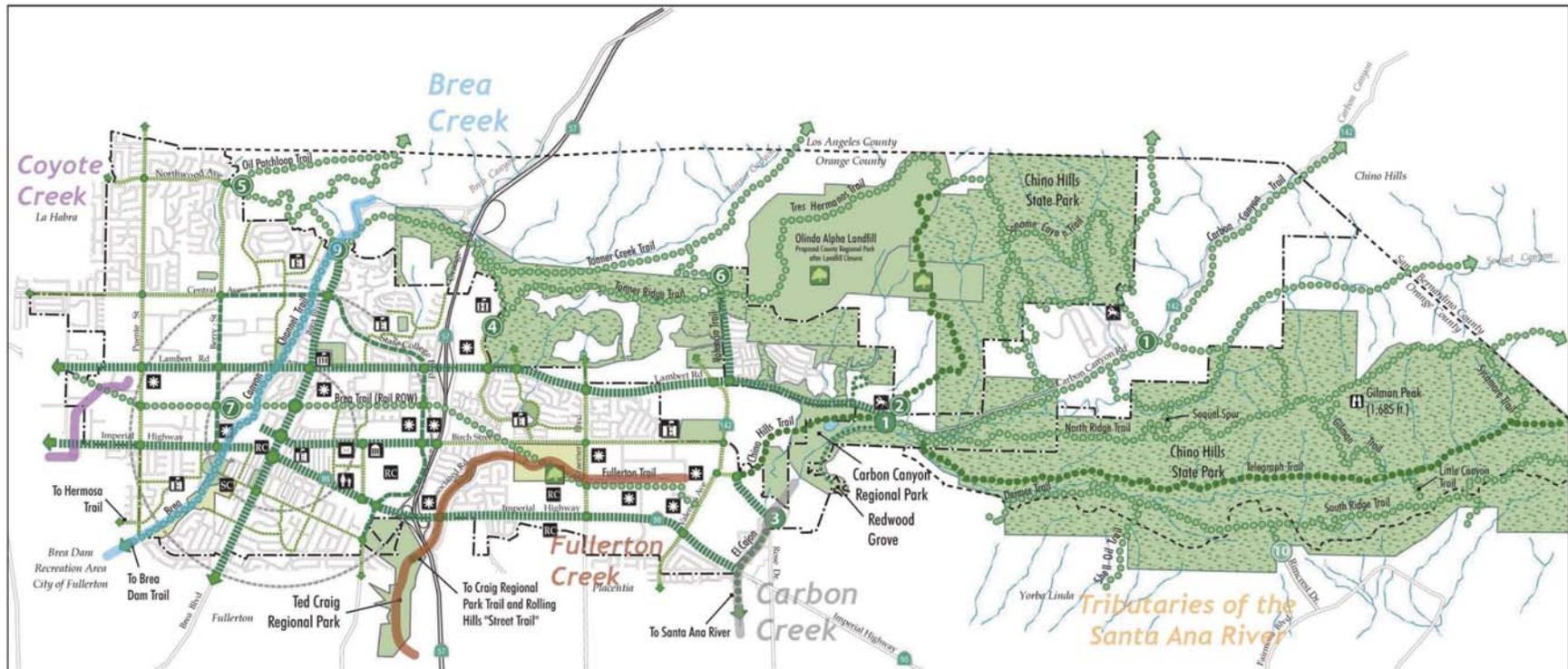
### Brea

The headwaters of Coyote Creek are located in the numerous canyons of the Puente and Coyote Hills. Minor tributaries originate north of Imperial Highway and west of Puente Street. The other significant tributaries of Coyote Creek, including Brea, Fullerton, and Carbon Creeks originate within Brea's planning area. The general plan proposes trails along the complete lengths of these three waterways. These creeks run north and south through the community. No trail is proposed on Coyote Creek, a small portion of which exists near the city's west end.

Brea's general plan includes significant trail extensions into the Puente Hills, Brea and Tonner Canyons and Chino Hills State Park. The city also proposes that an existing Union Pacific Railroad spur be developed as a west-to-east community trail connecting the City of La Habra, downtown Brea and the city's eastern residential neighborhoods and industrial zones.



Coyote Creek In Brea



Source: City of Brea, Cotton/Bridges/Associates, RTKL, and Brea Chamber of Commerce; 2002.



Trails Plan

4-21

Figure 3.3  
City of Brea Trails Plan



Coyote Creek In La Habra

### La Habra

The City of La Habra last adopted a general plan in July, 1990. The map includes no specific planning goals relevant to Coyote Creek. The city has acquired property and developed multiple parks along the historic Pacific Electric Railway corridor, including Terraza and Guadalupe Parks. Parks that lie along upper Coyote Creek include Vista Grande and Loma Verde. La Habra's plan acknowledges that the city faces increasing difficulties in purchasing land and funding park construction because of dwindling open space or natural area resources and increased competition as land becomes less and less available.

Consequently, the city has developed a policy to "strive towards the development of a linear park [and] greenbelt buffer system which may include trails along the channels and railroad corridors throughout the city." The city's goals include cooperation with Orange County Flood Control District and Union Pacific Railroad to develop a local trail network. The rail corridor may be landscaped or developed with trails after rail service is abandoned, or as a lesser function of compatible transportation purposes.

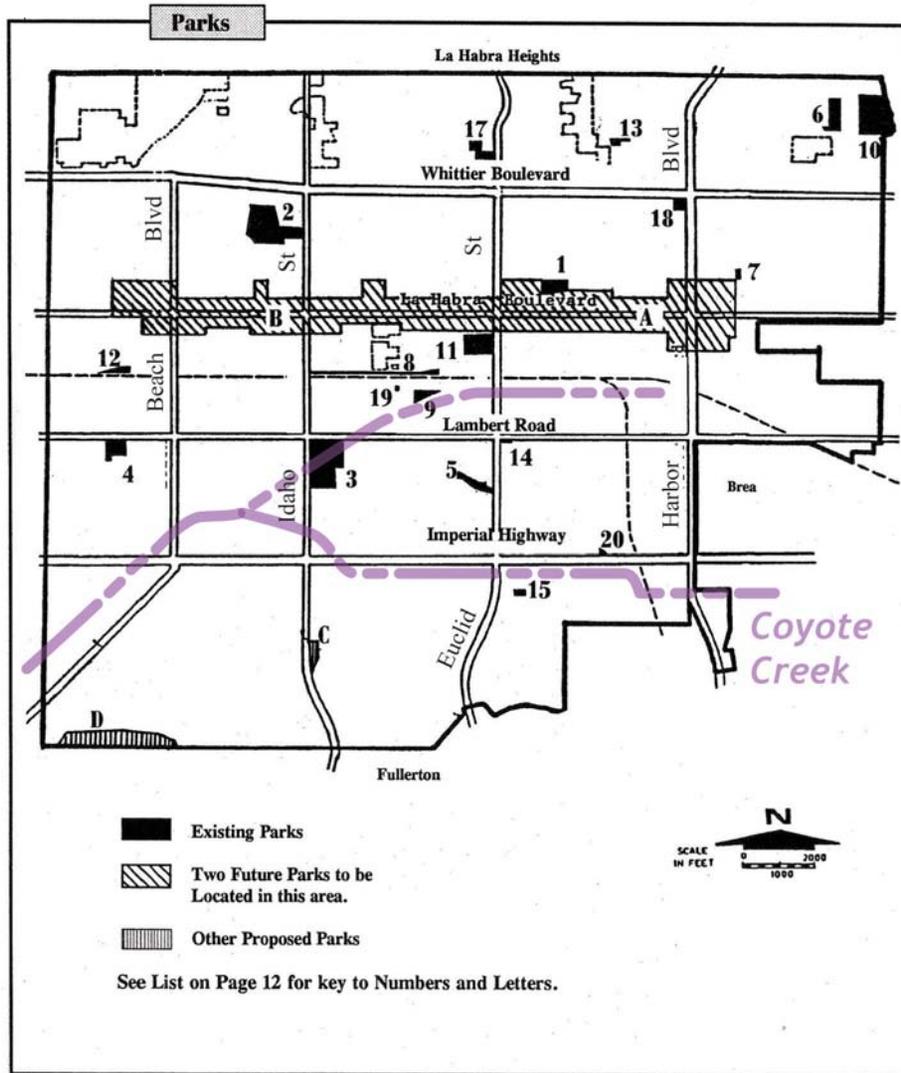
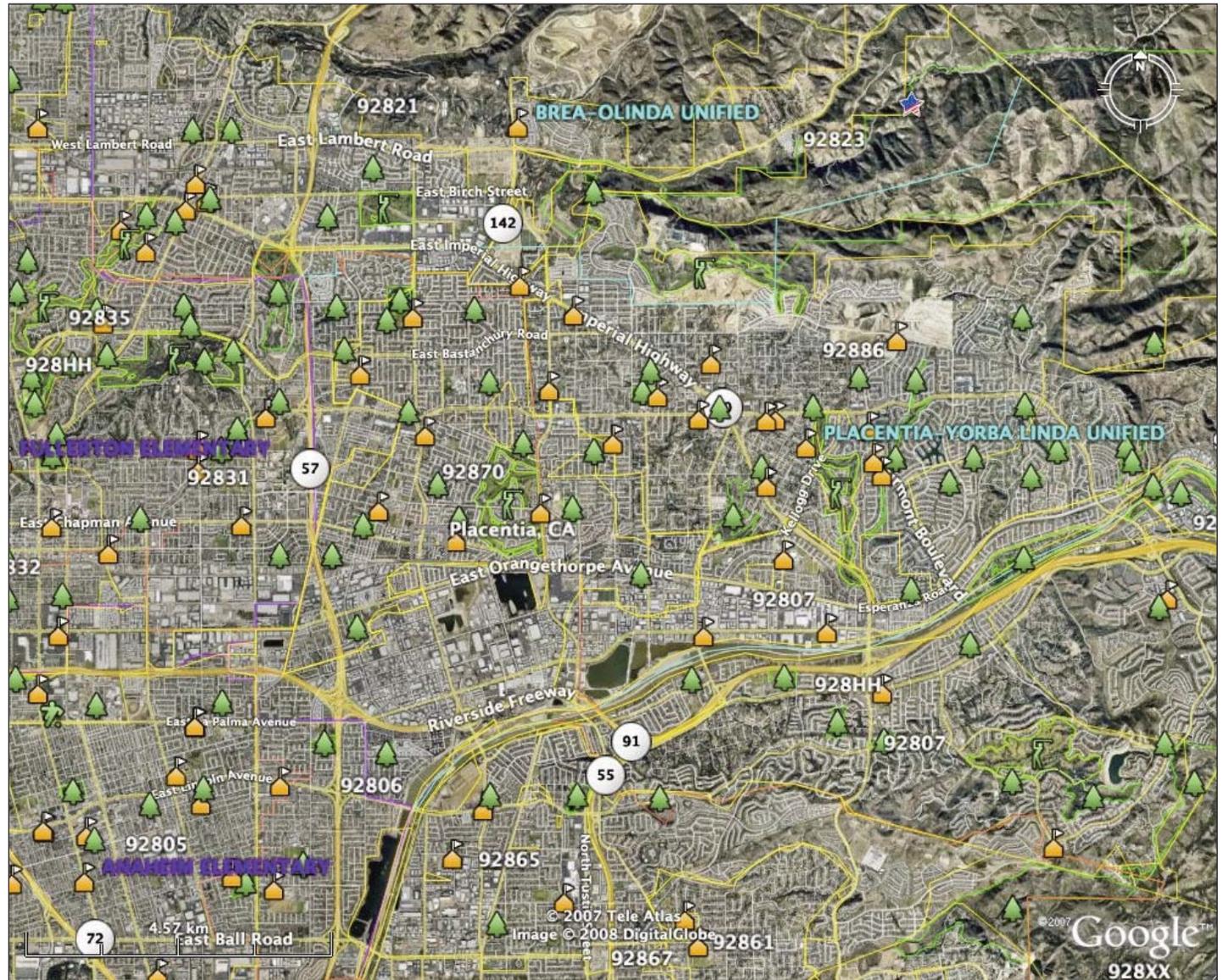


Figure 3.4  
La Habra Bike Map

## Placentia

Carbon Creek extends south from Carbon Creek Dam and Carbon Creek Regional Park in Brea to Parque Arroyo Verde at Palm Avenue, where it runs under a golf course and country club. Atwood Channel flows in and out of the city's southeastern section. The city's general plan includes no specific trail development goals.



**Aerial view of Brea-Placentia area**

source: Google Earth



View of Brea-Placentia area

Figure 3.5  
Placentia Bike Map

### Anaheim

Carbon Creek and Atwood Channel flow laterally across the city's northwest quadrant, from approximately Lakeview Avenue west to the city limit. Anaheim's general plan identifies potential greenway projects along two large segments of Carbon Creek and an intersecting north-south trail along an Edison Company transmission corridor. The plan was recently updated and includes a bikeways master plan.



**Coyote Creek from Firestone Blvd. where the creek passes beneath the Southern Pacific Rail Road Crossing**

# City of Anaheim

## Existing and Proposed Bicycle and Recreation Trails

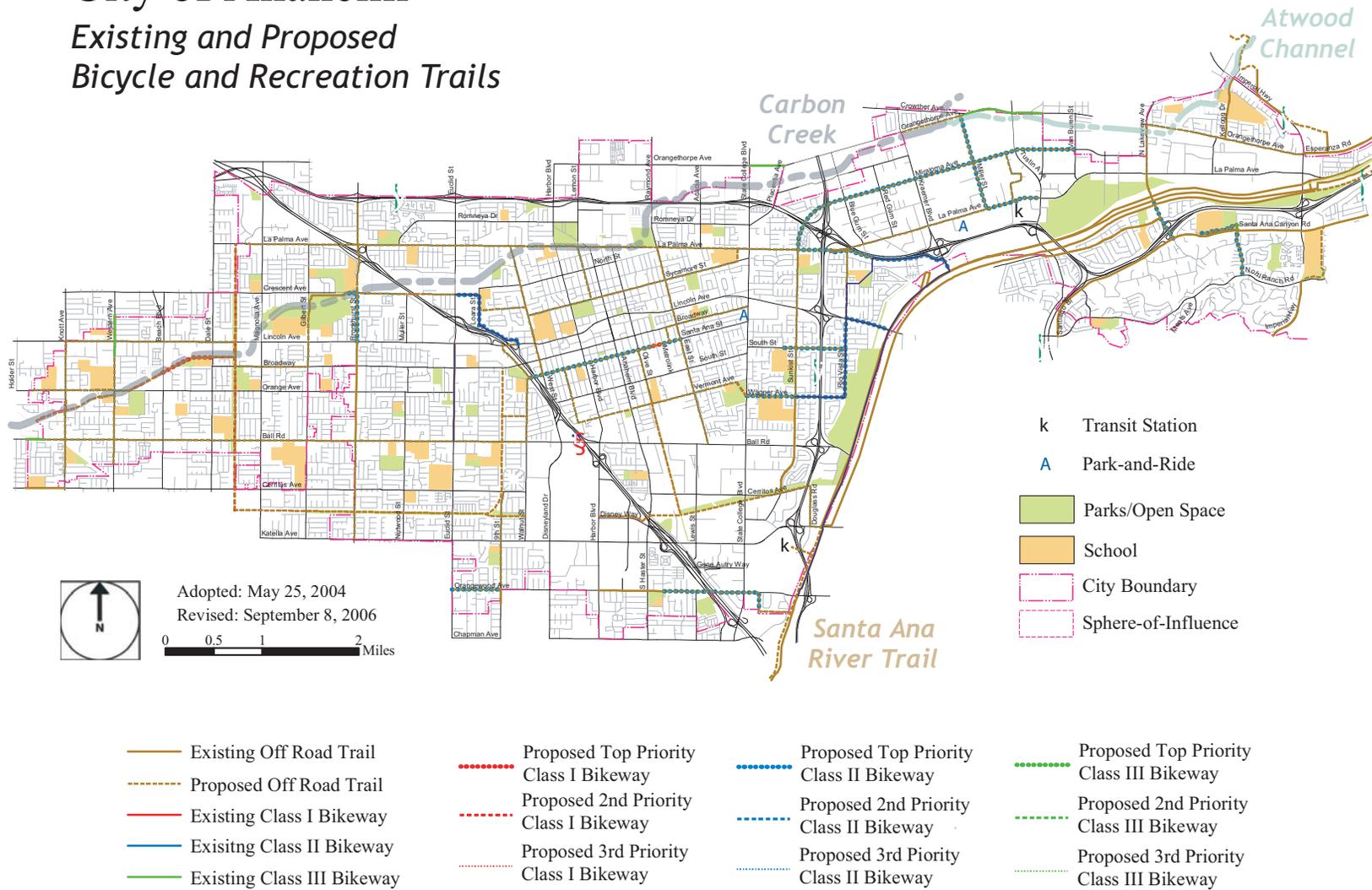


Figure 3.6  
Anaheim Bike Map



**Fullerton** view looking down toward the Brea Creek area.

### **Fullerton**

The city's general plan includes an extensive trail system and is currently undergoing revision. A bikeways master plan will be completed as part of a comprehensive general plan update. Past trail planning efforts have focused primarily on abandoned or seldom-used rail corridors where abandonment is anticipated, or within planning areas where development was planned within the hills. A bike path is proposed along a small segment of Brea Creek, at the western city limit. Trail links are also proposed on segments of Brea Creek that lie within the recreation area upstream from the dam.

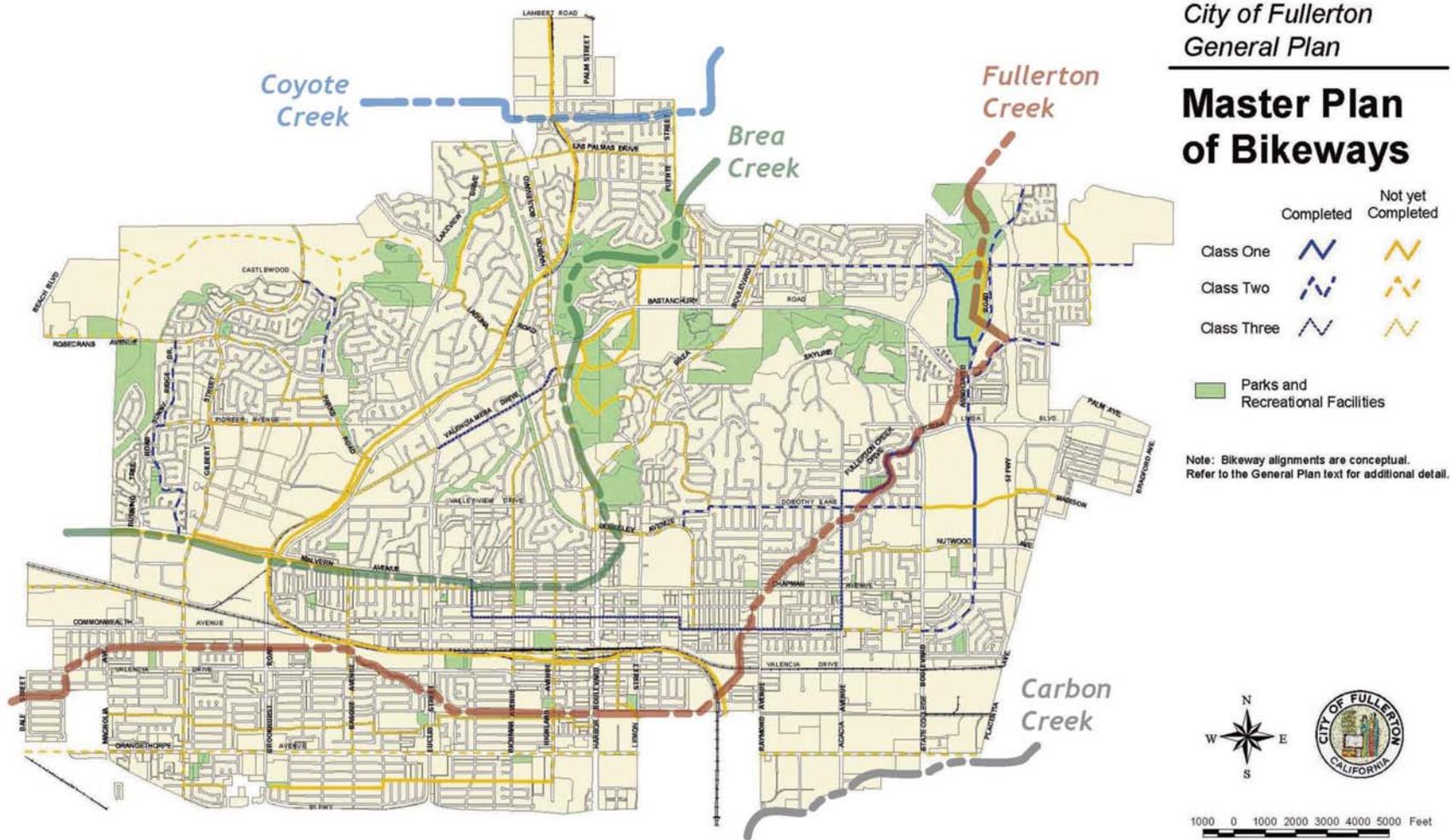
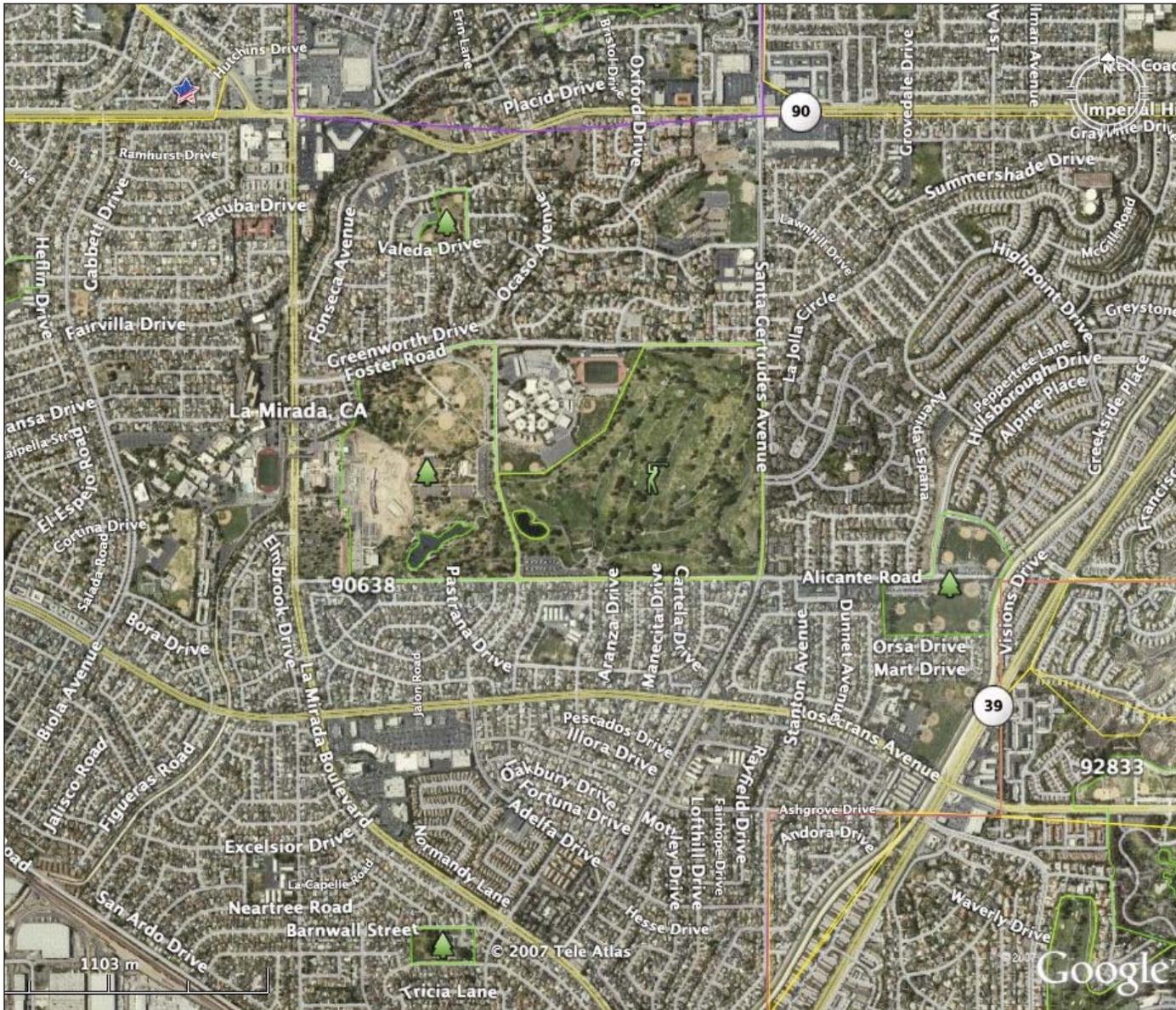


Figure 3.7  
Fullerton Bike Map



## La Mirada

The city's general plan indicates that a continuous bike path will be developed along Coyote Creek at the city's eastern boundary. Additionally, the city includes a comprehensive bicycle circulation plan with Class I and Class II routes on local rights of way. A trail will also be developed along La Mirada Creek from La Mirada Boulevard to Santa Gertrudes Ave.

**La Mirada Aerial View**

source: Google Earth



Figure 3.8  
Upper Coyote Creek in La Habra, La Mirada and Buena Park

### **Buena Park**

Regional bicycle network links are cited from the county's master plan as a foundation of the city's bicycle circulation plan. All creeks are designated as an open space resource and identified as assets for recreational use. Bike paths are planned on the reach of Coyote Creek that lies within the city's jurisdiction and suggested on Fullerton Creek west of Beach Boulevard, and Brea Creek along Malvern Avenue, east of Beach. A bike path is also planned along an Edison Company transmission corridor.



**Coyote Creek in Buena Park**

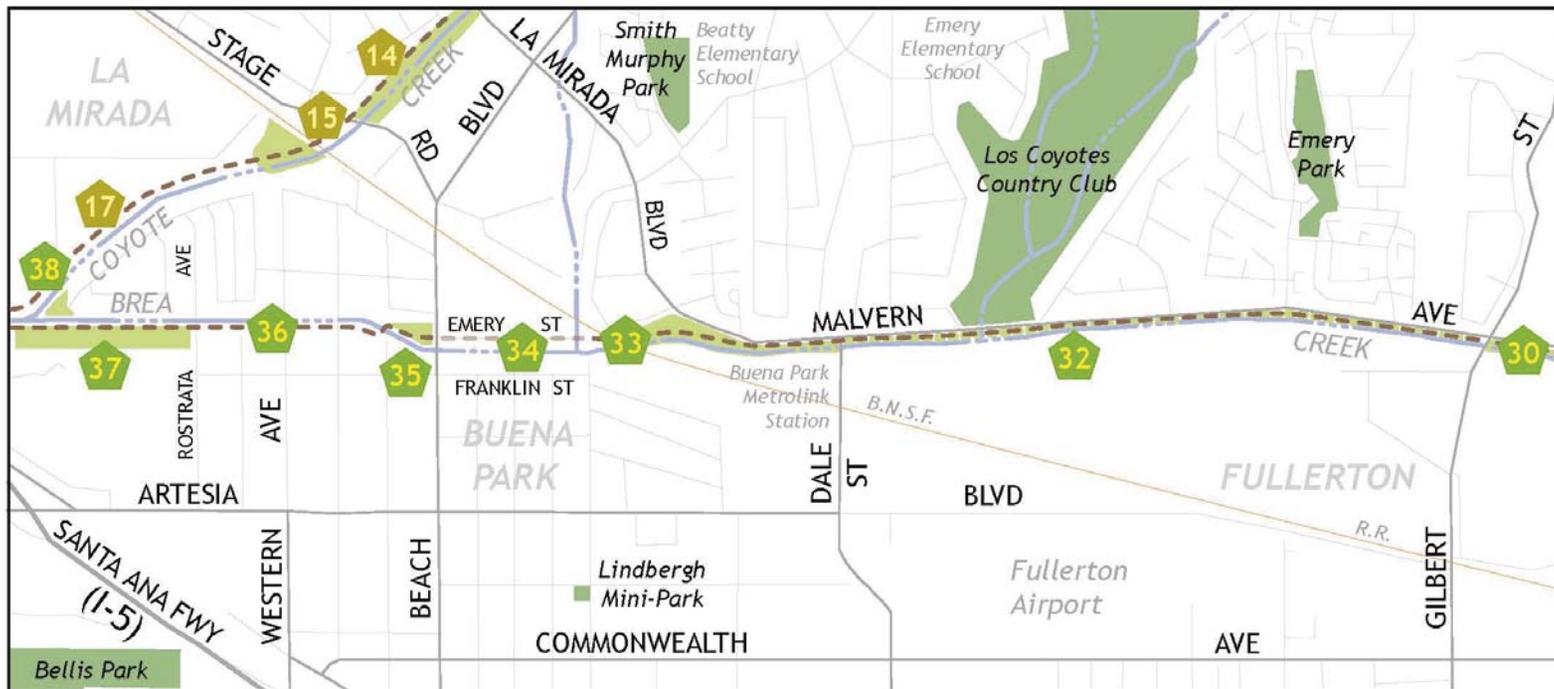


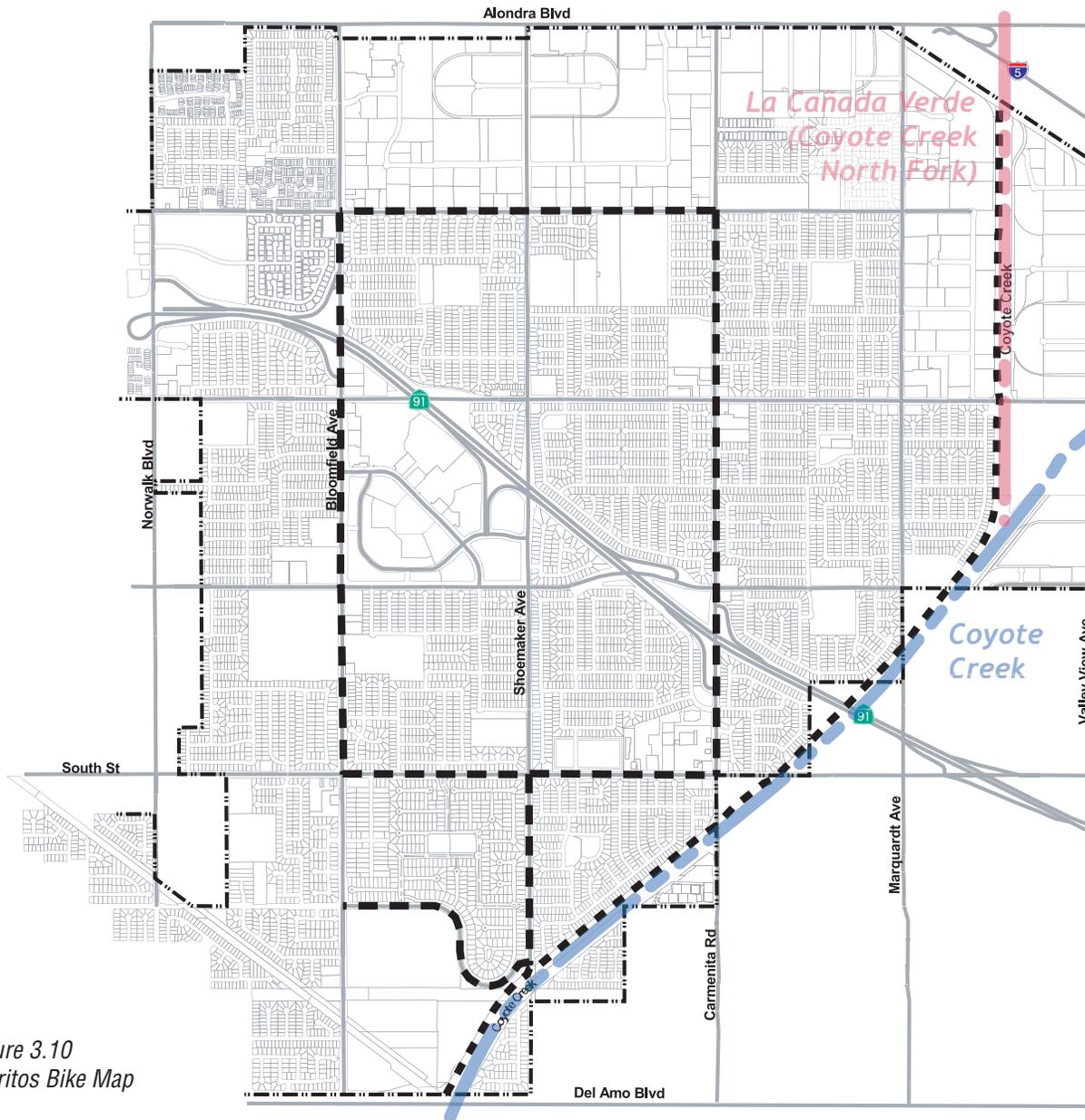
Figure 3.9  
Brea Creek bike path in Fullerton and Buena Park

### Cerritos

The city's general plan includes the pre-existing Coyote Creek Bikeway as its only Class I, off-street bike path. The city has planned a local network of on-street bike lanes and bike routes. Cerritos includes the confluence of Coyote Creek North Fork and main branch. Only a short segment of the main branch lies within the city's jurisdiction. The general plan does not propose a connection to the main branch.



Coyote Creek in Lakewood



**A CITY WITH VISION**

**CERRITOS  
GENERAL PLAN**

LEGEND

-  Bikeway System
-  City limit

N  
W E  
S

1000 0 1000 2000 Feet

Source: GIS Data, City of Cerritos

**Bikeways and  
Trailways Map** 

*Detail*

Figure 3.10  
Cerritos Bike Map

### Cypress

The City of Cypress is located on Coyote Creek, midway between the confluences with North Fork and San Gabriel River. Moody Creek is a tributary that flows through the residential neighborhoods of Cypress and a local cemetery. Coyote Creek generally forms the city's northwest boundary, and residents presently have access to the lower Coyote Creek Bikeway. The city has several existing off-street Class I bike paths. The city's general plan anticipates development of a Carbon Creek bike path as a regional facility.



**Coyote Creek in Northern Fullerton**

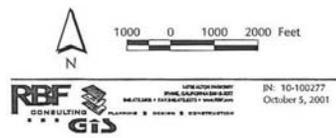
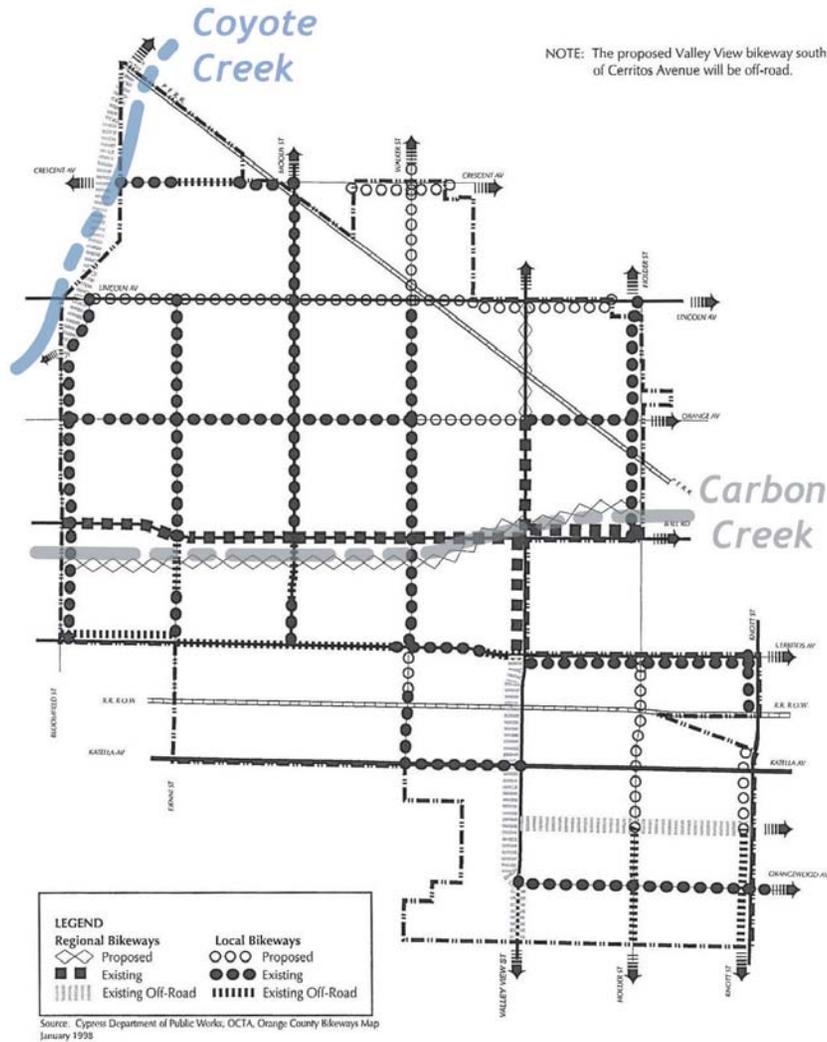
A review of general plans for cities in the lower watershed indicates general awareness or recognition of Coyote Creek bikeway for recreation, open space or circulation purposes. However, the bike path is generally regarded as a completed project and existing public resource in La Palma, Lakewood, Long Beach and Los Alamitos.

### Regional Opportunities

Other regional planning efforts have been conducted recently by county and state agencies. The County of Los Angeles developed stakeholder-based landscape guidelines for Los Angeles River projects. The Public Works Department now requires the application of these guidelines for enhancement projects on right of way associated with any of the rivers managed by Los Angeles County. L.A. County subsequently prepared a San Gabriel River corridor plan to identify local projects and assess opportunities along the river. The San Gabriel River Master Plan was adopted by the Board of Supervisors in 2006.

Working collaboratively with the Lower Los Angeles and San Gabriel Rivers and Mountains Conservancy and local partners, University of Southern California's Center for Sustainable recently completed The Green Visions Plan for 21st Century Southern California. The collaborative planning process resulted in a series of technical reports that focus on Coyote Creek and other watersheds in southern California, addressing issues existing park and open space resources, remaining habitat, species of interest, vegetation and soils, recreation and wildlife interactions in urban parks, conservation of native biodiversity in the city, storm water modeling for local drainage areas, and best management practices for removal and treatment of water quality pollutants. The academic process has helped build the public's knowledge of local watersheds and existing natural resources and parks.

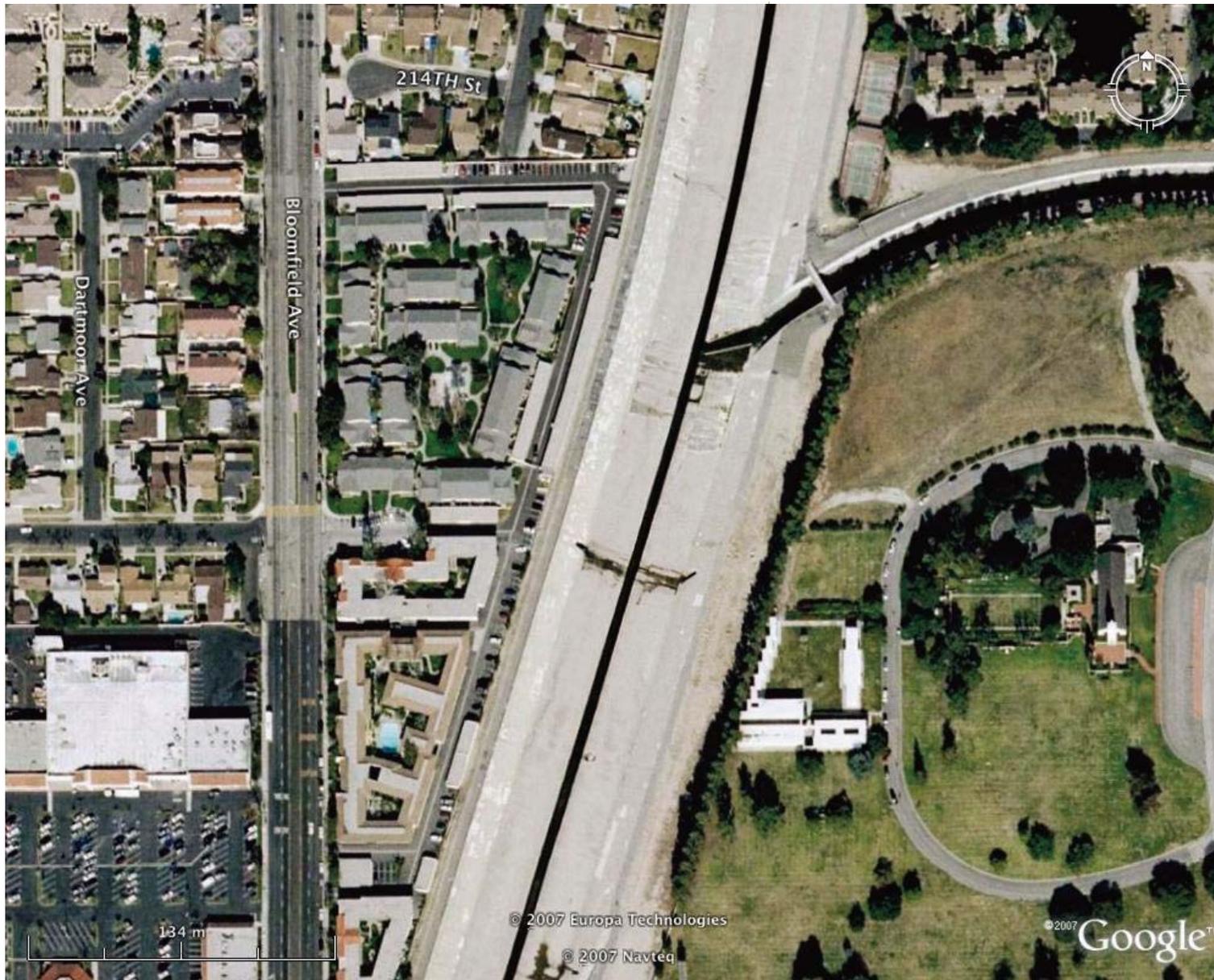
The County of Orange Watershed Management Division has completed a watershed management plan for Coyote Creek. The process compiled information about existing conditions, identified opportunities for watershed improvement, and developed a stakeholder group for future collaboration toward increased flood protection, ecological restoration and enhancement with the U.S. Army Corps of Engineers. This effort was also supported by the Rivers and Mountains Conservancy. As noted previously, the Coyote Creek Bikeway is an outgrowth of this process, intended to address potential for urban greenway development, recreation and alternative transportation on the creek and its major tributaries.



CITY OF CYPRESS GENERAL PLAN  
**Bike Path Plan**

Exhibit CIR-10

Figure 3.11  
City of Cypress Bike Plan



Aerial view of Coyote Creek Trail and Carbon Creek confluence, at Los Alamitos High School

source: Google Earth



Coyote Creek Flows  
Through 3 Channels at  
Interstate 5 in La Mirada



#### IV. Record of public participation

The Coyote Creek Bikeway project was planned in part with information collected through a number of public meetings and workshops. These meetings are generally categorized as interagency working group meetings, field trips and public workshops.

Working group meetings were scheduled to share information and begin coordination of the project among agency representatives, city and county government officials and elected leaders. Outreach efforts were limited primarily to e-mail notices and telephone calls. These meetings were held midweek during regular business hours on the following dates, at the following locations:

- August 30, 2005; Los Alamitos Community Center
- October 20, 2005; La Palma Community Center at Central Park
- January 19, 2006; La Mirada Community Center at La Mirada Park
- March 21, 2007; reconvened for a briefing at East Cerritos Park in collaboration with Rails to Trails Conservancy and the Healthy Transportation Network

Project field trips were organized to address some of the questions that arose in working group meetings, and to build a shared understanding of the Coyote Creek corridor as a recreational resource. These mid-morning meetings were held in weekly succession over a two-week period. The scope of each field trip was organized by city clusters:

- February 15, 2006; uppermost reaches of Coyote Creek (Cities of Brea, Fullerton, La Habra and La Mirada)
- February 24, 2006; Rosecrans Ave. to Del Amo-La Palma (Cities of Buena Park, Anaheim, Cerritos, Artesia and La Palma)
- March 2, 2006; Del Amo-La Palma to the Beach (Cities of Cypress, Los Alamitos, Hawaiian Gardens, Long Beach and Seal Beach)

Public workshops were organized to inform communities about the planning effort, present a proposal and provide the opportunity to comment on the concept. Outreach efforts were broadened by posting notices in neighborhoods located along the creek, printing and circulating flyers, issuing a press release and circulating word to an expanded e-mail audience. These meetings were held on

weekday evenings (with one exception) on the following dates, at the following locations:

- October 25, 2006: A joint Buena Park Homeowners Associations meeting at the Lakeside community club house
- November 21, 2006: Trails4All quarterly "Pizza Meeting" at Shimano American Corporation offices in Irvine
- February 21, 2007: Meeting of the La Habra Vital Community Task Force at the La Habra Community Center
- March 19, 2007: Orange County Regional Recreation Trails Advisory Committee at Santiago Oaks Regional Park in Orange
- March 20, 2007: Coyote Creek Bikeway neighborhood meeting at Central Park Community Center in La Palma, in collaboration with Rails to Trails Conservancy and the Healthy Transportation Network
- March 21, 2007, afternoon session: Coyote Creek Bikeway interagency meeting at Community Center in Cerritos Park East, Cerritos, in collaboration with Rails to Trails Conservancy and the Healthy Transportation Network
- March 21, 2007, evening session: Coyote Creek Bikeway neighborhood meeting at Community Center in Cerritos Park East, Cerritos, in collaboration with Rails to Trails Conservancy and the Healthy Transportation Network

Specific meeting summaries follow.

#### **Working Group Meeting No. 1**

**August 30, 2005**

**Los Alamitos Community Center**

An overview of the Coyote Creek Bikeway Project was presented by Jim Meyer of Trails4All. Jim introduced the project planning team, which includes California Resource Connections, L.A. County Bicycle Coalition and National Park Service, Rivers, Trails and Conservation Assistance Program. A planning grant was awarded by the San Gabriel and Lower Los Angeles and Rivers Mountains Conservancy, or RMC. Eileen Takata provided a report about the Coyote Creek Watershed Plan, a process involving local government agencies, the U.S. Army

Corps of Engineers and local stakeholders, which began roughly one year prior to the date.

### Comments:

- The existing maintenance vehicle roadway will allow access for bicycles in the City of La Habra, and can be used in its present state (or with a minimum level of alteration).
- The project is already included as a proposed facility on several agency maps. The trail already exists on Coyote Creek in Los Angeles County. MTA is currently working on a comprehensive map, which will include Class I, II and III routes throughout Los Angeles County. OCTA is producing a similar map, but it is not known whether Coyote Creek is listed. These maps should be coordinated so that users have access to information in both counties, and maps use the same colors, symbols, etc. A regional or seamless map should be created for this project; however, there is no funding for such a work product under this grant.
- The opportunity exists to connect Seal Beach and Tonner Canyon, using existing flood protection rights of way. Approach cities and flood protection agencies to “open the gates”. (Design issues, liability, maintenance agreements must be initiated.)
- The project should include water lines, landscaping, rest areas, water fountains, and picnic tables. (There are limits to available funds. In-kind and matching contributions can be sought from community partners.)

A “round robin” overview of city planning activities was suggested.

### City of La Habra:

- Received grant to build a small portion of this trail, north of La Mirada
- Project extends 0.7 miles from Imperial Highway to south city limit
- Contract awarded in 2003, design process is nearly complete
- Project will provide a 10-foot wide path with shoulders on south side of the existing Coyote Creek channel
- OCTA funding was determined to be inadequate for construction phase, so

grant dollar award will be delayed until fiscal year 2006-07

- No trail is planned north of this project, upstream from Imperial Highway, at this time
- Another potential project is a rail-trail on the abandoned U.P.R.R. line extending east from Whittier Greenway. There is a potential to connect the project side of creek)

### City of La Mirada:

- A trail is proposed along Coyote Creek throughout the city’s jurisdiction, and is the city’s highest trail priority. The trail will be located on the north side of Coyote Creek. (Coordination with La Habra is urged. A transition is needed from south to north sides.)
- The city has no detailed or design plans right now. The project remains in the beginning stages.
- The city is interested in creating connections to the Whittier Greenway.

### City of Brea:

- The city is not considering Coyote Creek or other creek trails right now.
- The city’s focus is on the abandoned U.P.R.R. line (the main east-west trail), with potential connections to Carbon Canyon east from Valencia Ave., Chino Hills and Santa Ana River (north and south), west to the Whittier Greenway, San Gabriel River and Pio Pico State Park.
- U.P.R.R. connection to Chino Hills State Park depends in part on process of negotiation with Unocal, regarding company-owned property at a golf course.
- Working with RMC on trail grants in hills above Brea

### MTA:

- The agency is completing a Metro Bicycle Transportation Strategic Plan to develop the data gap analysis in the LA County regional trail system, with an emphasis on transportation enhancements.
- Any connection to Coyote Creek would help build a constructive relationship with MTA.
- Recreation and transportation interests must collaborate to be more competitive for federal dollars.

- Project proponents are encouraged to be ready for TEA reauthorization, and the project must be organized to get plugged into the process.
- “Bikes-to-transit” connections are a key component of MTA’s strategic plan this year. El Monte and Norwalk facilities have been upgraded to accommodate bicycle access and storage.
- The Pacific Electric “West Branch” line presents an opportunity to tie-in or link with a regional project with MTA and City of Bellflower.
- Ownership and mixed or multiple jurisdictions, safety and liability concerns create additional project constraints that make it difficult to implement a trail project.
- Agencies are required to follow Caltrans bikeway standards (10’ path + 2’ shoulder each side) to qualify for state and federal funding.
- Safety of trail users is paramount.
- Thomas Brothers has removed information about abandoned rail lines from their maps.

**Cities of Cerritos, La Palma, Cypress:**

- There is no clear policy goal related to the Coyote Creek project, at this time.

**City of Los Alamitos:**

- Supports the Coyote Creek Bikeway Project
- Worked with Cypress and Long Beach to build the existing segment of Coyote Creek bikeway, 20 years ago
- It’s important to work together in addressing neighborhood concerns (previous efforts on Carbon Creek indicate potential problems for trail implementation)
- Chesebro Bill/Parks and Open Space Bond - Bond Act is pending
- RMC has been very helpful in supporting projects of this nature (even though funding is limited, more may be coming in the future.)

**City of Anaheim was unable to send a representative, but submitted a complete bikeway plan for inclusion in our study.**

**Trails4All:**

- Measure M is facing sunset or renewal and we need to coordinate with supervisors to get project on a wish list.
- OCTA board and County Supervisors currently reaching out to cities/communities to solicit projects for inclusion in ballot language. (Measure M was subsequently renewed by Orange County voters.)

**City of Long Beach:**

- A dedicated crossing or bridge to the west across the San Gabriel River (near confluence with Coyote Creek) would provide opportunities to connect with other Long Beach trails and Cal State Long Beach.
- Utility (DWP) and flood control easements and rights of way provide opportunities and compound problems at connecting points.

**OC/HBP:**

- Public works, flood protection and trail planners must coordinate to sustain the county’s adopted “program goals”.
- Orange County Flood Control District cooperates regularly with Parks and Recreation staff, but may require up-front attention to support flood protection goals.
- OCFCD would most likely support connecting flood facilities to recreation trails.

**Buena Park and La Palma:**

- Brea and Fullerton Creeks present challenges at confluences with Coyote Creek. A third channel (Moody Creek) enters Coyote Creek down by Forest Lawn Cemetery in Cypress. (Carbon Creek also flows into Coyote Creek.)

**Cal Trans District 7:**

- The agency is working on a trail implementation master plan. Creek crossings should be identified and mapped as part of that process.
- District 7 is Los Angeles County and District 12 is Orange County. The two districts can coordinate work, but everyone should be aware of different administrative personnel.
- I-5 project widening north of the 91 Freeway is scheduled.

- Wherever the bikeway plans intersect CalTrans right-of-way, the agency is willing to help project proponents through the process.
- Deadline for information to be included in their plans is November 2005.

### The following points were raised as the meeting returned to general discussion:

- Rail crossings in Cerritos, old industrial zone spurs along Valley View, have been reserved for transportation use.
- The old (Pacific Electric) rail bridge, south of Del Amo-La Palma, ought to be saved.
- Project proponents should seek help from the Rails-to-Trails Conservancy, a planning/advocacy resource.
- Underpasses and overpasses may be needed for access, especially by children.
  
- Uninformed project opponents present challenges; their concerns must be balanced with information that can be used to address issues of common concern (perceived threat to crime increases and loss of privacy).
- What are the possibilities for future network-building? Build support for projects through alternative, coordinated methods using bike shops, locals, etc.
- Trails4All has received a planning grant of \$250,000, but this funding cannot be applied to “on the ground” projects. Trails4All is looking for funding/in-kind assistance for signage improvement and implementation now.
- If additional funds are received, would they be spread throughout the project area or limited to specific segments?
- Connections (requiring minor improvements) may be coordinated through Trails4All, if identified through this process.
- The planning document will be intended to be detailed enough so that other projects may be “tiered”. Important to build a “regional” system and linkages, tie into other efforts, but create an overall look and feel. The Coyote Creek project will not restrict what individual communities are doing or want to do.

- Consider web site development for outreach and coordination of this project. Is their potential to connect to OC/HBP website or Coyote Creek Watershed Management Plan website?



**Carbon Creek Confluence**

### **Working Group Meeting No. 2 Thursday, October 20, 2005 La Palma Community Center, Central Park**

Call to order and self-introductions, led by Jim Meyer of Trails4All.

The planning team would like to organize the project into phases to focus efforts on review and development. Logical breaks in the study area for Coyote Creek Bikeway project include:

- North fork
- Segment downstream of confluence at Carbon Creek
- Cities like La Mirada and La Habra are making progress on their own
- Trail connections should be made in Fullerton and Brea.

Let's think about extending the project along Fullerton and Brea Creeks.

There is greater potential for the project to succeed if agencies work together to create a comprehensive proposal.

City of Buena Park has approved funds to construct a Metrolink Station west of Dale Street, at University Gables housing project, which backs up to Brea Creek. This provides an opportunity for us to integrate a trail with a regional transit facility.

One challenge is to identify key people from all relevant regulatory agencies (CDFG, EPA, etc. Caltrans is already present.)

Also, utility companies and other organizations should be consulted (such as Edison and Gas companies).

Improve the existing base map to make city names larger, more readable, identify key facilities (parks, shopping malls, city centers), and make the watershed more understandable.

Develop public outreach strategies and ties with organizations and officials:

- Rails to Trails Conservancy (California office in San Francisco)
- In Long Beach, experience indicates that expert opinion and studies are sometimes useless in the face of strong neighborhood opposition.
- Buena Park home owners associations were active and engaged in efforts to build a bicycle path project, in the past. Opportunities now exist to connect with McComber Place, University Gables and Lakeside.
- Garner support and ameliorate potential opposition.
- Build a central listing of HOA's along the creek
- Bicycle technologies and models might help demonstrate the broad range of products that can help make a trail accessible to a full range of community residents.
- Refer to the governor's web site for healthy or active living.

Constraints to bear in mind:

- Right of way is lacking in some places
- Vertical clearance is limited at freeways, railroads and other bridges
- Various obstacles exist (utility lines, etc.)
- Lack of funding
- A trail will have to be designed to avoid underground channel outlets and outfalls into Coyote Creek

Outreach options

- A "charette" process would help engage HOA's, individual homeowners and residents in the process, and more positively influence the desired outcome.
- Ask both county boards of supervisors and perhaps individual cities to endorse the proposed plan, when completed.
- Gather information that will be helpful to the general public throughout the planning process.

Encourage and facilitate frank and candid discussion about graffiti, crime rates, and general fear or concerns about having a trail in the neighborhood.

Task: a public outreach strategy or plan will be developed by the planning team and submitted for review by the working group.

Develop a web site for outreach, information and recommendations.

Funding and grant opportunities

- OCTA is on a two-year call-for-projects and funding cycle. This project might ultimately qualify for awards under multiple existing programs.
- Identify gaps, identify needs for funding in order to be able to make specific requests and support the decision making process.
- Market the benefits of creating links to transportation facilities, etc.
- Add local community redevelopment agencies to outreach list.

**Working Group Meeting No. 3**  
**Thursday, January 19, 2006**  
**La Mirada Community Center**

Ann Marie Hayashi was present to discuss the Whittier Greenway, a 4.5 mile trail on abandoned (PE-UPRR) right of way that runs northwest to the San Gabriel River, and southeast through town.

La Habra's proposed tax measure was not approved by voters. The additional revenue was to be used for construction of the recreation trail, among other projects. It is unclear how this will affect the city's ability to improve the trail in the long term.

The planning team is organizing site meetings that will focus three sections:

- Brea to La Mirada
- La Mirada to Hawaiian Gardens/Cypress
- Hawaiian Gardens and Cypress to "River's End" at Seal Beach

The lower section of the river trail is complete from the confluence of the San Gabriel River to Foster Road in Santa Fe Springs, along the North Fork (La Canada Verde Creek).

26 agencies, organizations or corporations are involved in this project. The working group consists of a mixture of public works, transportation, planning, recreation, conservation and environmental health & wellness interests/fields. Some gaps in communications exist, especially in certain cities (Garden Grove & Lakewood).

GIS data collection update

- It's proprietary data; access is limited
- Free resources are being utilized
- OCTA has bikeways plotted
- Open call for information
- Safe routes to schools projects

Focus on what you need to do to get the job done. Don't diffuse the effort.

Concentrate on the trail project and don't get distracted by side-projects.

Trail data information is available from Hawaiian Gardens and City of La Habra.

Homeowner association information is being collected by Keith Alan, for the purpose of building support among communities.



**Union Pacific maintains rail service to industrial facilities in Fullerton and Brea**

**The group agreed to schedule some field trips:**

- Timeframe is 9:15 AM – 1:00 PM
- Intent is to get the group out in the field and better inform the process
- Assess maintenance road conditions and potential for adaptation as a trail
- Identify opportunities for pocket park and trail enhancements
- Working group and public outreach meetings will follow, enhanced with information at hand

Bring cameras, GPS units and anything else that might help the planning effort.

Think about commissioning a helicopter or other video fly-over.

Jim Meyer and Orange County's GIS staff (Carmen) are working to develop better maps.

Focus outreach efforts on benefits to local residents and HOA's.

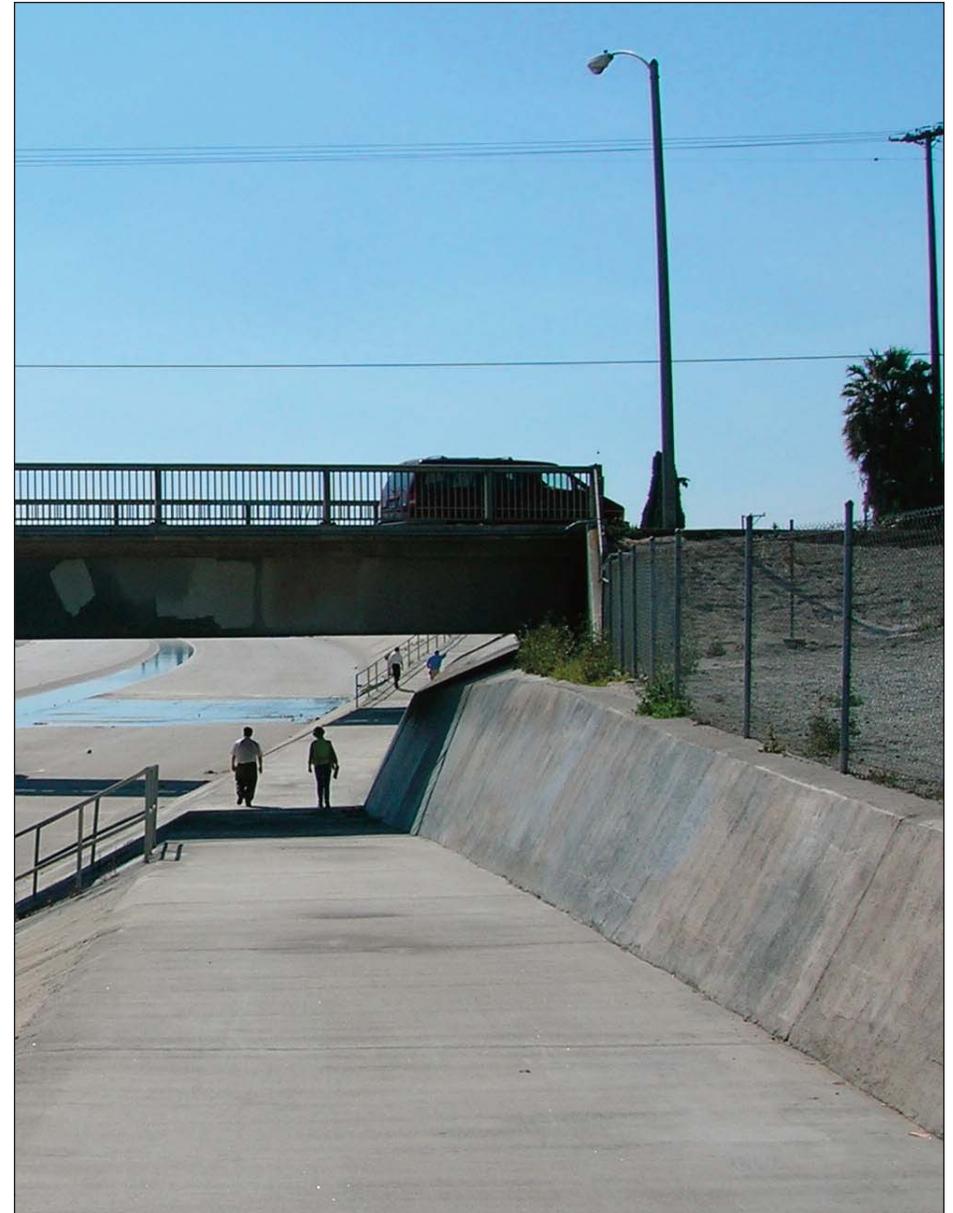
A trail "opens up" land use, transportation and recreation opportunities in the region.

"Big picture" connections should be stressed: Mountains to the sea, Whittier Greenway, connections to San Gabriel and Santa Ana Rivers, etc.

Quality of life and real estate values will be improved.

Edison Company facilities and rights of way intersect Coyote Creek. The ability to use utility company properties and extent of overlap with this project are unclear. Legal and corporate constraints are complex. Edison has links through prior negotiation with RMC. Some improvements exist between Artesia and Marquardt (landscape).

**Trail use is not limited to cyclists**



### Field Trip No. 1 (Working Group Meeting No. 4)

Wednesday, February 15, 2006

#### Departure from La Mirada Community Center

These notes summarize breakout group field trips that were organized to build understanding of Coyote Creek as a public resource, as a subset to Coyote Creek Regional Bikeway Working Group meetings.

This field trip extended to the uppermost reaches of Coyote Creek, from the intersection of Lambert Road and Puente Street to Rosecrans Avenue. Jurisdictions in this reach include the County of Orange and cities of Brea, Fullerton, La Habra and La Mirada. The upper reaches include two forks: one beginning in a parking lot outside Calvary Chapel in northwestern Brea; the other in an industrial district just west of Harbor Boulevard. The tour did not include anything in the Puente Hills, La Mirada, Fullerton or Brea Creek sub-watersheds.

The project should include a phased approach. We should develop discrete project ideas, and prioritize into phases from the easier to the more complex. Some sections would be completed earlier than others and the public can begin using segments as soon as possible.

The two forks present problems in continuity, lack sufficient right of way in some places, and have many street crossings that may not allow safe crossings. Imperial Highway presents a reasonable point of beginning, as a continuous maintenance trail begins here and extends downstream. Trail development would be more practical here than uppermost reaches.

In general, everything east of Beach Boulevard is constrained, while a trail downstream from Imperial Highway is achievable.

Upstream conditions notwithstanding, maintenance roads and local streets may be combined to make trail connections. These include:

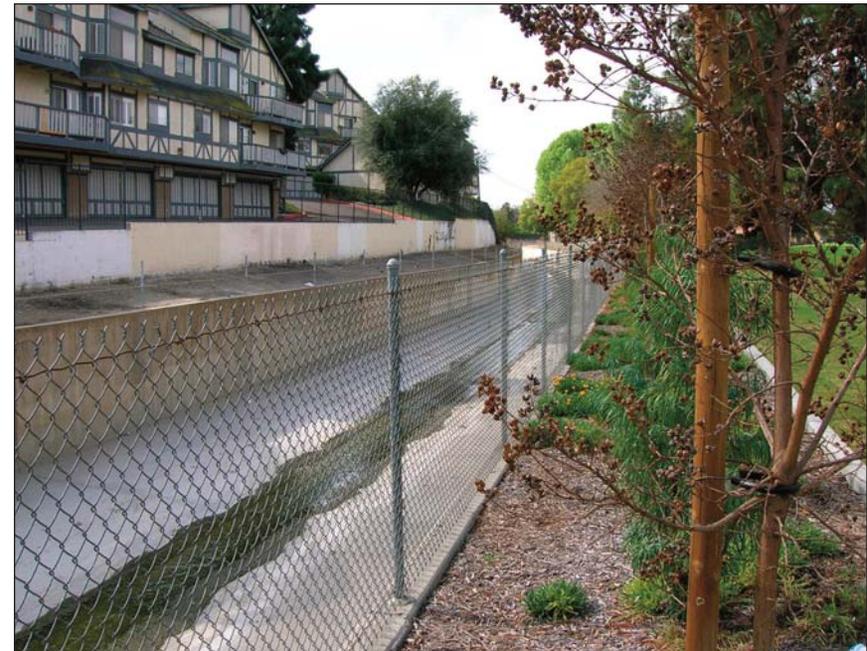
- The creek's reach behind Mervyn's and Target shopping centers on both sides of Harbor Boulevard, south of Imperial Highway.

- A segment extending east of this location, interrupted by the active Union Pacific Railroad spur passing through north and west Fullerton.
- The creek's northern fork extending from La Habra Marketplace into central La Habra.

The trail should ultimately connect to the Pacific Electric-Union Pacific Railroad corridor that extends from Whittier through central La Habra and north Brea.

Trail connections could be made at existing parks in La Habra, along the north fork, and Behringer Park in La Mirada.

Most fencing along the creek is chain link, which can be easily removed or altered to facilitate public access.



Typical Fencing Along Coyote Creek in Upper Reach Area

The

project has a potential to help remove traffic from Beach Boulevard, or provide a safer alternative route for cycle traffic.

Several constraints were noted in a group debriefing.

- Where in the city’s project plan will La Habra develop a trailhead, provide for public access or staging?
- The intersection of Beach and Imperial presents the only connection between the main channel of Coyote Creek and the upper watershed, presenting challenges to cyclists and other trail users.
- The active UPRR Fullerton rail spur is an earth fill over concrete box crossing of the creek at Mervyn’s. The grade difference is substantial.
- The creek’s right of way in Brea is very narrow, north and east of Imperial Highway, Gemini Street and the PE-UPRR right of way. The existing channel could be improved or reconstructed as a box culvert for the future trail extension to the PE-UPRR right of way.

A trail extension through Buena Park would provide an alternative “safe route” to Beatty School. Buena Park includes an area that is isolated by the Burlington Northern-Santa Fe Railroad line, Interstate 5 and the confluence of Brea and Coyote Creeks, which present barriers to mobility and result in heavy congestion on Beach Boulevard.

There are two policy options for implementing the main trail project: serving to connect destinations A to B, or having multiple branch lines with connecting routes on local streets.

Commuter aspects of the project must focus on practical, usable right-of-way if the goal is to develop a transportation facility, with transportation dollars.

City of La Mirada regards its bikeway design project as a transportation facility.

Collateral potential park enhancements may be developed as related projects:

- Confluence at Coyote Creek fork behind La Habra Marketplace
- PE-UPRR corridor greenway

- Area adjacent to Vista Grande Park in La Habra
- Mervyn’s-Target corridor provides connections south to Juanita Cooke Trail through central Fullerton, north to Imperial Highway
- Linear creek park along the south edge of Imperial Highway in La Habra from Lakeview Avenue to Idaho Street
- Encourage redevelopment of K-Mart site that includes a trail extension and trail-friendly uses

It would be possible to create a bike lane through the parking facility of La Habra Marketplace, along the creek, using pavement markings and signs. Currently developed as “back of house,” the under-utilized creek frontage provides opportunities to retrofit the existing development for community- and trail-user-friendly food and retail service uses.

The channel length from Imperial Highway to Rosecrans Boulevard includes numerous recessed areas for minor landscape enhancements and trail side improvements. The east side of the creek is hardened with a continuous concrete block wall and intensive commercial and multi-family residential uses. In contrast, the west side of the creek has sloped terrain, landscaping, open space and residential uses. Alleged opposition by home owners to the west might compel trail construction on the east side. However, there is room for a recreational trail on either or both sides.

Hillsborough Drive crossing presents challenges to design and safety. The maintenance road crosses at the same grade, a mid-block crossing of a four-lane local collector roadway with a higher speed limit for motorists. The bikeway should be designed as an under-crossing at this location.

### Field Trip No. 2 (Working Group Meeting No. 5)

Friday, February 24, 2006

#### Departure from Heritage Park, Cerritos

This field trip covered the middle reach of the creek from Rosecrans Avenue to La Palma Avenue and Del Amo Boulevard. Adjacent jurisdictions include the Counties of Orange and Los Angeles and cities of Buena Park, La Mirada, Santa Fe Springs, Cerritos and La Palma.

La Mirada's bikeway project will terminate at Behringer Park and El Camino High School, both located on the north (or west) side of the creek. An abandoned single-lane bridge might be adapted as a crossing just north of the park, leaving options to use either side of the creek downstream from Rosecrans.

Jeff Dickman advised that the trail is already constructed on the south (or east) side of the creek at "McComber Place". The bikeway will have to change sides somewhere between here and there.

At Rosecrans Avenue, an at-grade crossing can be achieved with existing maintenance road alignment on the west leg of the intersection of Rosecrans and Beach (south side of the creek). With enough funding, the trapezoidal channel wall could be reconstructed as an "invert" or bench that will drop the bikeway beneath the bridge.

Downstream is the confluence of Brea Creek. To avoid having to build a bridge over Brea Creek, the bikeway could be located on the north side of the creek.

The newly completed "McComber Place" residential development includes a freshly-paved maintenance road (and future bikeway), ornamental wrought iron gates, and pedestrian crossing adapted from prior use as a golf cart bridge when the property was a golf course. This bridge might be used to shift the trail from south to north sides of the creek.

The channel configuration changes from trapezoidal to vertical walls at La Mirada Boulevard. This is a six-lane major arterial highway with a raised center median. The creek crossing lies well in between nearby traffic signals, making approval of

an at-grade crossing unlikely. An at-grade would otherwise require a push-button activated traffic signal and pavement markings. The safer alternative would be to construct an invert on the north side of the creek and segue to a bikeway channel passing beneath the existing bridge and beside the existing creek channel wall.

Between La Mirada Boulevard and Stage Road, maintenance access roads run along both edges of the creek. The south side is narrow, overgrown and adjacent to commercial, multiple-family residential and industrial uses. The north side is broad and adjacent to single-family residential uses. Excess lands afford us with an opportunity to enhance the landscape along the creek on this side, regardless of where the trail goes.

Stage Road is a four-lane roadway with low traffic volumes. At this location, the creek's vertical channel walls make an exposed (or invert) under-crossing impossible. Construction of a bikeway channel (outside and independent of the existing creek channel) would be required. In the interim, an at-grade crossing may be justified so long as traffic counts remain low.

The channel is subdivided by a central partition wall that extends from Stage Road to the next bridge crossing downstream. We walked along the maintenance access road on the north side of the creek. The south side also provides adequate access. Land uses are industrial on both sides.

The main line crossing of the Burlington Northern-Santa Fe Railroad includes earth fill over a concrete box. A large-diameter pipeline runs parallel to the tracks and crosses the creek on the rail line's east side. The rail corridor serves the ports and provides regional access for freight trains between L.A. and Chicago, Amtrak and Metrolink passenger trains through Orange County to San Diego; roughly 100 trains a day, with rail traffic projected to increase substantially. This crossing represents our greatest obstacle that we've identified on the entire creek.

We used Stage Road, Beach Boulevard and Pacific Avenue to avoid the BNSF line and reconnect with the creek at the corner of Tulare Street and Western Avenue. Here again, maintenance access roads exist on either side of the creek. The creek channel resumes a trapezoidal shape. The north side is industrial, while the south side is developed as a single family residential neighborhood. A newer, medium-

density development, “Visions of Buena Park” lies between the creek and Western Avenue. The confluence of Brea and Coyote Creeks is just downstream. Bikeway development on the north side would avoid the confluence and spare the expense of building a bridge, while serving low-wage-earning local industrial workers who commute by bicycle. A bikeway on the south side would better serve residents of Buena Park. We discussed the possibility of building trails on both sides, thereby providing a loop trail at this location.

Kensington Place runs the length of the “Visions” tract, parallel to the creek, terminating in a cul-de-sac at the confluence. Presently, the tract is surrounded by a large perimeter wall. Given home owner association interest and support, an opening could be created to provide access directly between the two creeks and Kensington Place. Otherwise, cyclists may gain access to the neighborhood from Tulare, Western and Rostrada Avenue.

Rostrada provides alternative access to Coyote Creek via Brea Creek. To by-pass the confluence, we entered the Brea Creek channel on its south side. Excess right of way provides room for a small but substantial community park, though the adjacent land is industrial. If it is possible to build a bridge across Brea Creek, a small amount of land is also available at the point in the confluence for landscape enhancements.

We also discussed a bikeway project inter tie along Brea Creek. This would be possible as far east as Beach Boulevard, then to the BNSF railroad corridor and Buena Park Metrolink Station.

Down at the confluence, channel walls become vertical again and the creek intersects an apparently active railroad spur line for surrounding industrial uses. Rail traffic does not appear to warrant construction of a grade-separated crossing, and the tracks are built on the same grade as creek maintenance roads.

From this point down to the Knott Avenue crossing, the bikeway could be constructed on maintenance access paths along either side of the creek. Knott Avenue is a four-lane industrial zone collector road with a low traffic volume.

We visited an abandoned two-lane bridge at the crossing of old Trojan Way. The street was realigned as a four-lane roadway just west of the creek and abandoned bridge. We noted the low-flow volume in the creek is regaining a natural shape through a debris field in the bottom of the channel. Shore birds and ducks were foraging in the water.

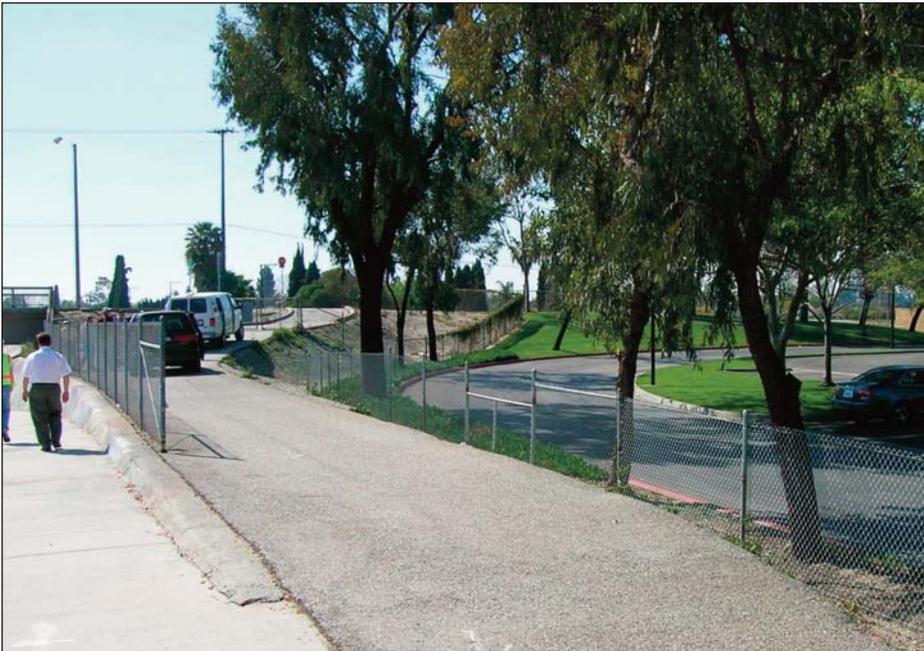
The debris field is formed by a deceleration structure in the creek channel, which is subdivided lengthwise by two partition walls from a point just upstream of Trojan Way, extending west and south beneath Firestone Boulevard and Interstate 5. Caltrans staff was present to discuss an anticipated freeway widening project. Preliminary plans are not developed yet, as Caltrans is negotiating property acquisitions to increase right of way and considering options and alternatives. It may be 12 years or more before construction is completed. We will continue to collaborate with Caltrans through the design phase to ensure that all structures accommodate the bikeway. Caltrans is already aware of our desire to extend the Coyote Creek Bikeway through this location, as evidenced by participation in the working group.



Field Trip - OCTA RR Tulare St

We viewed the short length of the creek between I-5 and Artesia Boulevard from Firestone Boulevard. This reach includes the crossing of a lightly used but active Union Pacific Railroad Tustin Branch line that extends into Anaheim and Orange. The rail line, originally owned and operated by Southern Pacific, might require construction of another bikeway channel under-crossing, unless a grade crossing is permitted by the railroad and local jurisdictions. Channel walls remain vertical in this reach, but there is a generous amount of excess right of way north of the creek.

We followed Firestone south to Artesia Boulevard west, re-entering the channel's maintenance access road south of Artesia on the creek's north side. The creek's right of way, outside channel walls, includes excess land that might be improved as a greenway between Artesia and Valley View Street. As the channel curves west, the profile becomes trapezoidal once again.



**Exiting at Marquardt Avenue (Walker Street)**

Valley View Street is a six-lane highway divided by a landscaped center median. The trapezoidal channel affords room for future construction of an invert or bench for a bikeway connection. However, Valley View Street cannot be crossed except at grade level. We re-entered the south edge maintenance access road to by-pass the confluence with Coyote Creek's North Fork, which we otherwise know as La Canada Verde Creek.

At the confluence, we stopped to view the existing bikeway on the far side of the creek. We need to determine how and where to cross the creek in this vicinity. Given the opportunities previously described on the north side of the creek, the bikeway may eventually cross through the triangular point of the confluence. Fullerton Creek joins Coyote Creek just downstream, from the east side, so construction of a bridge is inevitable.

The Fullerton Creek confluence includes a triangular residual parcel that may be available to enhance the landscape along the creek's edges. Acacia trees were recently planted at this location.

Fullerton Creek will allow trail extensions east as far as Valley View Street; perhaps farther.

We exited the channel at Marquardt Avenue (Walker Street) and drove north to Artesia Boulevard in order to gain access to the existing bikeway on the west side of Coyote Creek North Fork. Here, the bikeway is completed and our tasks are narrowed to the identification of greening opportunities and the sign program.

We passed through Cerritos Regional County Park. Jane Beesley advised that the city has plans to address the park's interface with the river. Existing parking and restroom facilities will serve bikeway users.

Our final stop in this reach was the crossing of Del Amo Boulevard and La Palma Avenue and an abandoned railroad bridge. This right of way was once part of the Pacific Electric interurban rail system and is now owned by Metropolitan and Orange County Transportation Authorities. The right of way is being preserved for a "mag-lev" rail corridor that would connect L.A. and Orange Counties to Santa Clarita, and a larger system being planned by a state authority.

### Field Trip No. 3 (Working Group Meeting No. 6)

Thursday, March 2, 2006

#### Departure from El Dorado Park, Long Beach

This field trip extended to the lower reach of the creek from La Palma Avenue and Del Amo Boulevard to River's End in Seal Beach. Adjacent jurisdictions include the Counties of Orange and Los Angeles and cities of Cypress, Hawaiian Gardens, Long Beach, Los Alamitos and Seal Beach.

The former Pacific Electric rail trestle (now labeled as Southern Pacific, but known to be owned now by MTA and OCTA) would make a good river crossing, better than the Centralia Street-Crescent Avenue bridge downstream. Can this bridge be maintained for bikeway use?

The bridge connecting Del Amo Boulevard and La Palma Avenue is only two lanes wide, while roadways east and west of the creek are four lanes each. Is there an opportunity to incorporate a better bikeway crossing with future bridge construction and roadway improvements?

A bikeway spur on the south side of the creek extends north from Crescent Avenue to La Palma Avenue, but egress to La Palma is difficult there. Access is better at the Centralia Avenue-Crescent Street crossing. However, northbound riders commonly overshoot the Crescent exit and wind up here at La Palma. A sign should be posted for northbound traffic at Crescent reading, "bikeway ends 1000 feet." On the other hand, this segment of the trail could be more safely integrated with La Palma Avenue if the opportunity arises.

We left the creek and traveled east on Crescent Avenue, crossing the P.E. (OCTA) right of way in La Palma, to Moody Street, Lincoln Avenue and Forest Lawn Cemetery. Moody Creek flows through the cemetery and maintenance access roads run along both sides. A trail here would connect Coyote Creek with a local residential community, serving as an east-west connection in county. We identified the lack of east-west trails as a regional problem. More bikeways run north and south.

Brea Creek, Fullerton Creek and Carbon Creek also provide possible lateral connections.

At the Moody Creek confluence, land between the cemetery and Coyote Creek looks like a potential mini-park site. We should think about using native riparian species wherever spaces such as these exist.

Existing maintenance responsibilities and lead agency status are not understood. The trail appears to be deteriorating, and there is no striping or signing. In contrast, the San Gabriel River and Santa Ana River trails seem well cared for. We should ultimately address maintenance issues and responsibilities in the bikeway plan.

The surface of the trail is located on top of a narrow berm here, making it difficult for cyclists and maintenance vehicles to pass safely. The trail should be 12 feet wide. If the berms cannot be increased in width, the trail might be augmented with vehicle turn-outs.

We stopped at a pedestrian overcrossing adjacent to Hawaiian Elementary School. This structure connects land in the cities of Hawaiian Gardens and Long Beach, but gates on either end are closed and padlocked. An nearby resident joined in discussion through her backyard fence, informing us that crime a major issue here (residential burglary, petty thefts, vandalism) stemming from truancy and delinquency. A local police department or county sheriff recommended that this overpass be closed. The padlocks have not stopped people from crossing the river. They climb along the enclosed top or cling to fencing on the sides, use the side rails for foot rests, to move across.

The discussion included several potential action items in our debriefing:

- Eliminate a narrow pedestrian passage way that bisects lots on Halbrite Avenue in Long Beach and quit-claim property to adjacent landowners.
- Encourage construction of a security fence along this residential tract in Long Beach.
- Open a bikeway access point at the western terminus of Woodson Street-Orange Avenue and provide access to Bloomfield Avenue as an alternative.



**Firestone Blvd. Southern Pacific Railroad Crossing**



**226th and Woodson NW Corner, Hawaiian Gardens**



**Receding flood waters leave residual debris on rivers edge below the Centralia bridge**



**Carbon Creek Confluence**

- Remove the bridge and construct or improve a trail on the north side of the creek, with connections to Carson Street-Lincoln Avenue and Wardlow-Ball Roads.
- Support the City of Hawaiian Gardens-proposed Robert Cañada Memorial Bike Trail through this project, which would connect Pioneer Boulevard, the civic center and Norwalk Boulevard.
- Consult with Erin Stibal in L.A. County’s Fourth District Office, Supervisor Don Knabe, to discuss and better coordinate efforts.
- Learn from experience in Elysian Valley on the Los Angeles River, and approach the problem with a focus on mini-park design; create a “community gathering spot” with shade trees, benches, decorative stone walls and interpretive materials.

The Carbon Creek confluence includes a narrow bridge that serves the existing bikeway. We traveled east along the maintenance access road to Laurel High School at Bloomfield Avenue, and returned along the opposite side of Carbon Creek to the confluence adjacent to Los Alamitos High School. Mark Wagner notes that an extensive trail study was completed to consider a Carbon Creek trail through this location, but the project was not supported by the local neighborhood. Flood protection levees are raised higher than surrounding lands, which compromises privacy in adjacent houses and yards.

A bicycle motocross dirt play area exists at the confluence, adjacent to the high school. School grounds are accessible through a pedestrian gate, open at the time of our visit, leading to play fields. We noted that this is the last tributary to Coyote Creek and a good opportunity to interpret the watershed, with a map that shows the extent from here all the way up to Carbon Canyon.

We stopped at the site of the Los Alamitos wetlands park project at Los Alamitos Channel, also known as the “CO-1 channel”. The City of Los Alamitos, Edison Company and Rivers and Mountains Conservancy are collaborating on this project, which is funded and in the design phase. Mark led discussion, emphasizing a need to work together and think about long-term success of the bikeway and related projects. Who will develop and care for the greenway? Who

is the lead agency? Is it possible to form of a new public park agency or joint powers authority?

At the confluence of Coyote Creek and the San Gabriel River, we stopped for a presentation by Don May of the Los Cerritos Wetlands Task Force. This project involves wetlands habitat restoration and interpretation, pedestrian connections to Rossmoor Leisure World.

Directional signs are needed here, according to numerous user complaints and suggestions. The existing bikeway divides into separate trails at this location, and users frequently miss the turn that is required to follow the San Gabriel River Trail back home after a trip to the beach. This junction needs to be better marked.

In time, all overpasses should be marked so bikeway users know where they are and where they need to exit. MTA will support this effort through a grant program in Los Angeles County, but their effort is limited to the San Gabriel River.

We ended the tour at “River’s End” in Seal Beach where we heard a presentation by Andy da Silva of the city’s public works staff. The city recently adopted a plan to improve the trail along the creek and provide user amenities, signs and interpretation. RMC is participating in the project.

Several general points were raised in our debriefing at El Dorado Park. Location-specific suggestions were interpolated within the preceding tour review.

- In the long term, we should create a map that shows an integrated trail system along the creek, once we have formulated a proposal.
- We could or should promote future progress through trail side signs to build interest and project support.
- Capitalize on project potential to develop safe routes to schools.

In order to consider the potential of linking tributaries to the bikeway, additional tours or field reconnaissance would be required in the future.

**Public Outreach Meeting No. 1**  
**Wednesday, October 25, 2007**  
**Lakeside Community Clubhouse, Buena Park**

This meeting was advertised as a joint gathering of Buena Park homeowners associations. Images Association President Keith Alan was instrumental in organizing outreach efforts. Lakeside Association President Dave Stotler was present to welcome participants. Participants were presented with information about opportunities to connect residential areas, schools and the regional bikeway system, and an overview of the project.

The audience offered several suggestions:

- Railroad rights of way should be incorporated in planning. Identify all rail lines in the planning area.
- Caltrans policy now requires that every local government agency adopt a bicycle transportation plan in order to qualify for state and federal funding.
- Identify options for use of flood protection facilities, including the ability to cross beneath bridges at roadways and railroads.

Written comments were submitted by a local cycling enthusiast identified only as Phil, who stated that:

- The community needs increased safety for bicyclists
- More bicycles [will yield] less traffic congestion
- Students can [and should be able to] ride to school
- [Cycling is] better for the environment
- [Cycling would] ease the parking problem
- [Cycling would] promote physical activity and [a] healthy lifestyle

**Public Outreach Meeting No. 2**  
**Monday, November 21, 2006**  
**Shimano American Corporation, Irvine**

Trails4All, the project proponent, hosts a quarterly “Pizza Meeting” for public park and trail managers and volunteers.

A presentation on the Coyote Creek Bikeway plan was scheduled as an informational item. The audience included a broad range of primarily Orange County residents. A representative from Los Angeles County Public Works participated in discussion, which focused on funding opportunities and the coordination of multiple agencies.

**Public Outreach Meeting No. 3**  
**Wednesday, February 21, 2007**  
**La Habra Community Center**

At the invitation of the moderator, Jim Meyer made a presentation to the La Habra Vital Community Task Force. Meeting participants were familiar with a city proposal to construct a bikeway along Coyote Creek in west La Habra, south of Imperial Highway. Further discussion occurred regarding the possibility of constructing trails along the north fork into central La Habra, and the main branch of the creek which extends to the east along the south side of Imperial Highway.

**Public Outreach Meeting No. 4**  
**Monday, March 19, 2007**  
**Santiago Oaks Regional Park, Orange**

At the chair’s invitation, a Coyote Creek Bikeway presentation was delivered to the Regional Recreation Trails Advisory Committee, an official Orange County “Brown Act” committee. As with previous meetings, the presentation included an overview of the project, information about the regional context and recreational access opportunities. The sign program was more fully developed by this point and presented for consideration.

Committee members offered the following critique:

- Consider actions to safeguard signs from vandalism.
- Leave room for equestrians. Although it is understood that this is a bikeway proposal, do not preclude soft edges for horses. There are equestrian communities in the watershed. The county’s policy is that all trails be designed for “multi-purpose use,” or use by all recreationists.

- Trail mile markers should be counted from the ocean.
- Clarify the lingo on trail signs. Is it a “bike path”, “bike trail”, or “bike way”? What is the official county or Caltrans standard?
- Fullerton may have jurisdiction as far west as Coyote Creek. The Hawk’s Point development required city approval.
- Coordinate project review with the Unocal property developer.
- There will be confusion in the sense that now there will be two Coyote Creek trails, above the confluence in Cerritos. The name should be used only once. Historically, the Orange County reach was named Coyote Creek, while the L.A. County “north fork” was La Cañada Verde and La Mirada Creek.
- The San Gabriel River Trail is in rough shape, and needs attention.
- Can the Pacific Electric-OCTA-MagLev-MTA-Bellflower rail corridor be developed as an urban trail, or in the alternative, “rail with trail”?
- There is great recreational and alternative transportation value in the project, an ability to ride 30, 40 or 50 miles without crossing a street. Keep it continuous.
- Identify a connection from the North Fork (or forks) to the upper San Gabriel River Trail.

**Public Outreach Meeting No. 5**  
**Tuesday, March 20, 2007**  
**Central Park Community Center, La Palma**

A neighborhood meeting was scheduled in the evening and actively supported by the Rails to Trails Conservancy and the Healthy Transportation Network. Though an attempt to invite the general public was made through e-mail blasts, press releases and site postings, attendance was limited to a small number of stakeholders who participate regularly in working group meetings.

**Working Group Meeting No. 7**  
**Wednesday, March 21, 2007 at 2:00 P.M.**  
**Cerritos Park East, Cerritos**

The first of two meetings was scheduled in the afternoon, with planning team presentations supported by the Rails to Trails Conservancy and the Healthy Transportation Network.

- At Leisure World, there is an opportunity to extend the San Gabriel River Trail into the community. Two bridges have been proposed: one across Alamitos Channel and the other between Seal Beach and Sunset Beach. The will to build a bicycle trail is not very strong in smaller cities. They do not have the capacity to deal with projects that benefit the community.
- Develop bicycle user education programs for local residents from city to city.
- South Orange County demonstrates the benefits of local trails. Anaheim, Fullerton, Buena Park and Brea are lagging behind.
- Use of the San Gabriel River bike path is beneficial. Cycling opportunities are increasing.
- The Pacific Electric corridor is planned for dual use (MagLev-Class I Bikeway) in L.A. County. Challenges are presented by the number of diagonal crossings, which include major roads.
- Off-street trails are essential as a strategy in developing routes for alternative transportation. They are safer than mixing cyclists and vehicles on streets

**Public Outreach Meeting No. 6**  
**Thursday, March 21, 2007 at 6:30 P.M.**  
**Cerritos Park East, Cerritos**

The second of two meetings was scheduled in the evening, with planning team presentations also supported by the Rails to Trails Conservancy and the Healthy Transportation Network. In response to presentations, meeting participants replied:

- Anything that helps get people out of their cars is good for the community.
- What consideration has been given to public restrooms and parking? Will the trail be open 24 hours?
- Are there opportunities to use native plants in the landscape along the trail?
- The Los Alamitos Park project presents open space opportunities under Edison Company transmission lines. Los Cerritos Wetlands are also an open space resource.
- Are there plans to install lighting for nighttime use?
- The City of Irvine manages several trails in a similar suburban creek environment. Check with the city to learn from its experiences.**General**

### Stakeholders Meeting

January 29, 2008

La Habra Community Center

Trails4All, the County of Orange Watershed Planning Division and Rivers and Mountains Conservancy convened a final stakeholders meeting immediately upon release of the draft Coyote Creek Bikeway Master Plan. Beatrice Musacchia presented a summary of the Coyote Creek Watershed Plan, which had already been completed and adopted. Jim Meyer presented a report on the planning process and recommendations contained in the bikeway plan. Stakeholders were requested to submit comments in 30 days, by February 28.

Stakeholder comments generally supported the recommendations that were presented. Most agreed that the planning process and draft report were informative, clear, inclusive and comprehensive. Questions and comments focused primarily on project implementation and related local plans.

- \$114 million is allocated for statewide park and conservation purposes under Proposition 84. How has this funding been appropriated? Jane Beesley of RMC replied that state guidelines are still under development and none of these funds have yet been awarded. Local legislative representatives might be able to provide more information. The watershed and bikeway projects will hopefully provide local agencies with suggestions as to how those funds might be spent most appropriately in north Orange and southeast Los Angeles Counties.
- Does the plan address the Union Pacific railroad spur from Coyote Creek into central Fullerton? (Yes, pursuant to the city's adopted general plan.)
- What is the status of La Habra's Coyote Creek trail project? City representatives were not present to respond, and the planning team was not prepared to provide any information at this meeting.
- Does the plan include any connections to the Whittier Greenway (former Union Pacific right of way), which is now under construction? The

Whittier Greenway may be extended east to La Habra and Brea, but there is no readily available path from the existing Coyote Creek North Fork trail, which terminates at Foster Road. The plan proposes a trail extension to the Candlewood Country Club. The Orange County branch of Coyote Creek extends northeast to the active U.P. rail line, between Imperial Highway and Puente Street in Brea.

- Does the project scope address any areas identified as pocket parks or other open space amenities or improvements? Yes, suggestions are made to improve surplus right of way with native species at several locations.
- Are there any access points proposed from adjacent communities? Yes, primarily where there are intersecting arterial highways and secondary streets. The cities may be in a better position to plan such improvements as detailed plans are developed.
- Has there been any thought toward prioritization of project segments based upon ease of acquisition, etc? What is the timing of phasing or project implementation? All of the property within the focus area is already owned as public property. La Mirada, Brea and La Habra have already started local planning processes. This is a long-term project and the phasing will depend on local agency funding priorities.
- Will the plan bikeway and Watershed Management Plan recommendations be coordinated to prioritize projects in Integrated Regional Watershed Management Plan?
- Southern Cal. Edison rights of way should be included in plan. \$1.4 million has been received from Edison, according to Tammy of the real estate division.
- Will the bikeway plan include cost estimates? This information could be included in appendix. (However, specific cost estimates vary over time, and are ultimately beyond the scope of this project.)

- Some of the photographs shown in the draft bikeway report show high water stages along the creek. These images might unnecessarily raise concerns about public safety. Is this a prudent approach? (The planning team conducted its field trip after recent rains, and the images were provided simply as a “snapshot in time”. Moreover, bikeway safety issues are best disclosed for the benefit of public discussion and possible mitigation planning.)
- What is the grant application process? (None attached to the proposal.) The bikeway is a high priority issue and implementation phases should be identified as priority projects. A bridge might cost as much as \$500,000, so clarity would be helpful.
- Are there any proposals for wetlands located farther downstream? Proposals have been previously submitted to RMC for Bixby Ranch, Los Cerritos and Los Alamitos wetlands.
- An existing pedestrian bridge located on the border of Hawaiian Gardens and north Long Beach and owned by ABC School District was discussed. The quote received to retrofit was \$2 million. It be better to tear down and construct a new bridge. Hawaiian Gardens has developed a residents’ bike for life program. Is this an opportunity for advocacy?
- The bikeway plan should include an appendix with letters of support, etc.
- Determine your critical path and project implementation strategies. The bridge over the Santa Fe Railroad line is a priority. Define alternatives without the bridge.
- The draft plan recommends development and ongoing collaboration of stakeholders group. Is this happening? It should be.
- There are annual calls for TEA funds and other projects. A stakeholders group would help everyone communicate, focus on implementation and support each other.
- As Coyote Creek approaches a confluence with San Gabriel River, there are many bridging issues. Are they addressed within report? General needs are identified, but follow-up planning is required.
- There is a potential to connect the proposed Atwood Channel trail to an existing golf course development, crossing Kramer Boulevard in Placentia and Valencia and to a future mixed-use project.
- Brea’s General Plan includes some trail connections. There are opportunities to extend the trail into Carbon Canyon and make a connection to the Tonner Ridge trail. (Local recreation trails.)
- With regard to implementation, the County of Orange is not actively pursuing project implementation and will look to other agencies and organizations to take the lead.
- In Pico Rivera, at the San Gabriel River, there is an active rail-trail project with an unwilling seller (western extension of the Whittier Greenway). An existing bridge across I-605 is an issue. The extension is not feasible now, but L.A. County is pursuing alternative routes.
- OCTA updates the county’s master plan of bikeways every five years, and the cyclical process is now beginning. This project needs to be coordinated with their efforts.
- How far north does the planned trail go? (central La Habra and east Brea) Can local development plans include bike lanes?
- As the Whittier Greenway is extended eastward, the old U.P. right of way goes through a golf course. This land may be developed but a trail could be included as an easement. It is ultimately possible to connect to Carbon Canyon Regional Park.

- What do these plans envision for lands north of La Habra and Brea? In the long term, an open space connection should be maintained all the way to the beach. At this time, the hills are owned or managed as public open space, or owned as corporate lands.
- Have there been discussions with Aera Energy on trail coordination? Yes. A corporate representative was included in working group meetings.
- CH2M Hill recently completed a study on open space acquisition opportunities for Friends of Harbors, Beaches and Parks. The county's strategic planning process identified Coyote Hills and Aera Energy properties as resources, but no action items were included within the final plan.
- Does RMC ever take a lead in the implementation of projects? Yes, but only on properties where acquisitions are authorized by the RMC board.
- Fullerton's "Save Coyote Hills" group is working with RMC to identify acquisition projects, and is advocating a public agency purchase of 525 acres of west Coyote Hills. 4,000 acres of natural lands have been preserved in the Puente Hills of southeast L.A. County. Supervisor Norby is reported to have said that he would create a trust fund for north county. Stakeholders need to ask, what happened?
- Does the plan identify the potential for installation of kiosks, directional signs or navigational systems? These would encourage people to use trail. Trail users should be informed of the trail's elevation gain. (A brochure will be developed. Wayfinding signs might be a worthwhile follow-up project.)
- The day's paper (Los Angeles Times) included a story about the possible realignment of the common boundary of L.A. and Orange Counties.
- Any possible action on watershed project nominations should be coordinated with Beatrice and the County of Orange.



**The Puente Hills rise over the Coyote Creek watershed at Hellman Park in Whittier**



Upper Coyote Creek channel in Northern Fullerton



### V. Guiding Principles, Goals and Objectives

The working group that was formed to discuss the Coyote Creek Bikeway consented to a number of “givens” identified in group discussion:

- The Coyote Creek main branch bikeway project, as defined by this planning document, is fully feasible and can be implemented by adaptation of existing maintenance roads along the open channel. Although investment will be required to develop specific safety improvements at roadway intersections and railroad crossings, the creek’s trapezoidal shape, capacity and generally high clearance under existing bridges help facilitate relatively inexpensive project implementation.
- The project is fully consistent with bicycle master plans for the regional transportation agencies of Los Angeles and Orange Counties.
- A review of city general plans indicates that there is a need and local support for specific trail links that involve upper reaches and tributaries. Project implementation is supported by general plans adopted by all of the cities along Coyote Creek, except Cerritos.
- Upper Coyote Creek and the primary tributaries of Brea, Fullerton and Carbon Creek and Atwood Channel also provide a potential for further bike path and greenway development. While conditions such as channel construction, the occasional lack of maintenance access, and encroachment preclude project feasibility, individual segments should be evaluated.
- Leadership and project management from each county’s flood protection agencies is crucial, as the creek is managed and operated by both Los Angeles and Orange Counties. Although the cities have jurisdiction over land development, the flood protection facilities exist as separate entities.
- Implementation should focus exclusively on use of public property. A bikeway can be developed wholly without encroachment on private property. Therefore, there is no need for condemnation of private lands or use of eminent domain.
- Although existing right of way is limited, there are opportunities to design and develop mini-parks or greenway segments on the main branch of Coyote Creek. These opportunities should be identified and addressed through further planning efforts.
- In a region where lands are fully developed and there is no land available for new park development, the waterways and tributaries of Coyote Creek present resources that can be developed as linear greenways to address deficiencies in community parks or open space.
- Existing facilities at public parks provide for a broad distribution of parking spaces and restrooms, making bikeway construction feasible as a simple transportation project (pavement and landscaping).
- Issues of project management, implementation and ongoing maintenance cannot be addressed without further engagement of civic leaders and local elected officials.
- Cities must collaborate to determine trail alignment at city boundaries and project phasing. All cities should work to develop united outreach strategies and collaborate to earn, rather than compete for, limited state and federal funding sources.

With these principles in mind, the working group agreed to the following project goals and objectives.

- A. Develop a user-friendly bikeway along Coyote Creek on the western edge of Orange County, connecting to the existing Coyote Creek and La Canada Verde channel bikeway inland to Imperial Highway.
- B. Identify undeveloped open space lands that can be used to enhance wildlife habitat and further enhance user experience of Coyote Creek as a greenway.
- C. Explore the possibilities for extended bikeway and recreation trail development along Coyote Creek tributaries.
- D. Encourage watershed connections that will help provide “safe routes to schools”.
- E. Identify grant opportunities, funding sources and programs that would help local government agencies achieve project implementation.
- F. Develop a trail management program to identify responsibilities and long-term management models.



**Coyote Creek between Knott Avenue & Trojan Way**



**Moody Creek at Forest Lawn Cemetery, Southeast corner**

## VI. Proposal

The Coyote Creek Bikeway proposal includes a primary emphasis on the extension of a bike path on the waterway that unites Los Angeles and Orange Counties. Additionally, the proposal indicates where open channels exist and conditions would allow related improvements. In order to fulfill regional transportation objectives and qualify for bicycle transportation account funding, each of these projects would be designed and constructed as Class I bike paths, according to standards adopted by Caltrans and the American Association of State Highway

and Transportation Officials (AASHTO). In all, 100 specific action items are presented in Table 6.1 and organized according to river reaches.

The following project components are generally described in focus areas that fit entirely within cities or in clusters where limited collaboration would be necessary. Focus areas include three distinct reaches of the main branch, then the upper urban watershed and major tributaries. Focus area exhibits include numeric references to recommendations itemized in Table 6.1.



**Coyote Creek originates as an outlet of the city's storm drain system in Brea**

Table 6.1 Focus Area Exhibits

Coyote Creek Bikeway Project Action Items

Upper Coyote Creek bike paths & related enhancements

Item	Project Description	Project Location	Jurisdiction*
1.	Pacific Electric Railway linear park and bicycle trail; an east-west, cross-county trail with multijurisdictional partners.	Adjacent to Lambert Rd (east of Mills Avenue) until First Ave; extending east midblock between Lambert and La Habra Rd's; drops diagonally across Lambert east of Harbor Blvd. Thomas Guide LA pages 707 (F4 to J6), OR 708 (A6 to J7), 709 (A7 to E7) and 739, E1.	Whittier East Whittier (unincorporated L.A. Co.) La Habra Brea
2.	Upper Coyote Creek trail and parkway linking La Habra Market Place, Vista Grande and Loma Verde Parks with local residential neighborhoods.	South-central La Habra near Lambert Road intersections with Idaho and Walnut. T-Guide LA/OR 708, D6-C7.	La Habra
3.	Design and build Class I bike path from Juanita Cooke Trail to Las Positas Elementary School.	South of Imperial Hwy, south edge of Coyote Creek channel. T-Guide LA/OR 738, F1-E1-D1.	La Habra
4.	Build bike path undercrossing as an invert in the trapezoidal channel.	Coyote Creek channel beneath Lakeview Ave and Euclid St. T-Guide LA/OR 738, F1-E1-D1.	La Habra
5.	Daylight Coyote Creek in Vons shopping center (formerly Smiths) and retrofit surrounding parking lot with stormwater runoff treatment BMP's.	Northwest corner of Imperial Hwy and Beach Blvd. T-Guide LA/OR 738, B1.	La Habra
6.	Reconstruct bridge to include undercrossing and formalize beginning of Coyote Creek Bikeway.	Imperial Hwy crossing of Coyote Creek. T-Guide LA/OR 738, B1.	La Habra
7.	Support La Habra implementation of its bikeway plan for Coyote Creek. City is planning a trail on the east side of the channel.	Imperial Hwy to county line. T-Guide LA/OR 738, B1.	La Habra
8.	Build a Coyote Creek Bikeway undercrossing as an invert in the existing trapezoidal channel. This is a four-lane roadway on a curve, so grade separation will be crucial.	Coyote Creek channel beneath Hillsborough Dr bridge. T-Guide LA/OR 738, A2.	La Mirada

9.	Support La Mirada implementation of its bikeway plan for Coyote Creek, but the trail must be extended north of Hillsborough Dr. City is planning a trail with a channel crossing from east to west.	County line to Behringer Park and Los Coyotes Middle School and Rosecrans Ave. T-Guide LA/OR 738, A2-A3.	La Mirada
10.	Plant native trees and/or plants to provide relief from otherwise hardened landscape for trail riders, motorists and passers-by.	Narrow strip of public land between Coyote Creek and Beach Blvd, north of Rosecrans. T-Guide LA/OR 738, A3.	La Mirada
11.	Build a Coyote Creek Bikeway undercrossing as an invert in the trapezoidal channel. Rosecrans is a four-lane roadway with a left-turn lane at the nearby intersection of Beach Blvd. Grade separation will be important to facilitate continuous travel.	East side of Coyote Creek channel beneath Rosecrans Ave bridge. T-Guide LA/OR 737, J3.	La Mirada
12.	Design and build a continuous Class I bike path with landscaping in Coyote Creek right of way.	West side of Coyote Creek channel from Rosecrans Ave to Stage Rd. T-Guide LA/OR 737, J4-J5-H5.	La Mirada Uninc. L.A. County Buena Park
13.	Build a Coyote Creek Bikeway crossing as separate facility alongside the existing box channel at six-lane roadway with a landscaped median. A parallel box tunnel is possible. As an alternative, a cyclist activated push-button traffic signal could be installed.	La Mirada Blvd on the west side of the channel. T-Guide LA/OR 737, J5.	Buena Park
14.	Design and build a greenway as an amenity for adjacent residential neighborhood, and Class I bike path to serve as a link in the regional bikeway.	West side of the Coyote Creek from La Mirada Blvd to Stage Rd. T-Guide LA/OR 737, H5.	Buena Park
15.	Design and build grade separation structures across dual barricades to the proposed bikeway. Due to their proximity, a singular structure might be required.	Coyote Creek crossings at Stage Rd and AT & SF Railroad corridor. T-Guide LA/OR 737, H5-H6.	Buena Park
16.	Design and build grade separation structure at four-lane roadway.	Knott Ave crossing of Coyote Creek. T-Guide LA/OR 737, G6.	Buena Park La Mirada
17.	Design and build a Class I bike path and continuous greenway on the north side of the creek.	AT & SF Railroad corridor to Trojan Way. T-Guide LA/OR 737, H6-G6-F6.	Buena Park La Mirada
18.	Cooperate with AT & SF Railroad to determine future use of existing bridge on freight spur. The structure could be adapted as a link between Coyote Creek and Brea Creek trails.	Downstream from confluence of Brea and Coyote Creeks. T-Guide LA/OR 737, G6.	Buena Park

19.	Design and implement a landscape plan for margins of proposed Class I bike path.	North side of Coyote Creek from AT & SF spur to Knott Ave and Trojan Way. T-Guide LA/OR 737, G6-F6.	Buena Park La Mirada
20.	Construct combination freeway and frontage road undercrossings. Caltrans to implement this project with future freeway improvement project; post-2012.	Coyote Creek passage beneath Interstate 5 and Firestone Blvd. T-Guide LA/OR 737, F6.	La Mirada
21.	Design and build a Class I bike path and continuous greenway on the north side of the creek. Relates to four subsequent action items.	I-5 to the confluence of La Canada Verde Creek ("North Fork Coyote Creek"). T-Guide LA/OR 737, F7-E7-D7.	La Mirada Buena Park Cerritos
22.	Develop landscape plan for opportunity area as portion of larger bikeway project. Ample right of way is available for tree planting and other enhancements. There is enough room to decommission the channel and create a constructed wetland.	Coyote Creek between UPRR line and Artesia Blvd. T-Guide LA/OR 737, F6-F7.	La Mirada
23.	Design and build grade separation structure at six-lane roadway. Coordinate with Class I bike path and creek improvements in this reach.	Artesia Blvd crossing at Coyote Creek. T-Guide LA/OR 737, F7.	La Mirada Buena Park
24.	Prepare and implement a landscape plan as portion of larger bikeway project. Ample right of way is available for tree planting and other enhancements. There is enough room to decommission the channel and create a constructed wetland.	Coyote Creek between Artesia Blvd and Valley View Ave. T-Guide LA/OR 737, F7-E7.	Buena Park
25.	Prepare and implement a landscape plan for proposed margins of proposed Class I bike path improvements.	North side of Coyote Creek from Valley View Ave to east side of La Canada Verde (North Fork). T-Guide LA/OR 737, E7-D7.	Cerritos
26.	Construct a bridge to connect Coyote Creek Bikeway with existing L.A. County bikeway.	La Canada Verde (North Fork) above confluence of Coyote Creek. T-Guide LA/OR 737, D7.	Cerritos

## Brea Creek bike paths & related enhancements

Item	Project Description	Project Location	Jurisdiction*
27.	Support city's general plan implementation for Class I Brea Creek bike path project.	On Brea Creek from city limit north of Central Ave to Brea Municipal Golf Course. T-Guide LA/OR 709, B5-B6-A6-A7.	Brea
28.	Design and construct a dual purpose bike and cart path along perimeter of golf course, with bike path extension to recreation area.	Brea Creek from Puente St southwest through Fullerton Municipal Golf Course and Brea Dam Recreation Area to Valencia Mesa Dr. T-Guide LA/OR 738, J2-H2-G3.	Fullerton
29.	Design and construct a Class I bike path along Brea Creek.	North side of Brea Creek from Basque Ave to Gilbert St. T-Guide LA/OR 738, E6-D6-C6.	Fullerton
30.	Support city's general plan implementation of Class I bike path along portion of Brea Creek.	North side of Brea Creek from western city limit to Gilbert St. T-Guide LA/OR 738, B6-C6.	Fullerton
31.	Support city's general plan implementation of rail line conversions to Class I bike paths, or long-term "rails to trails" projects.	UPRR Fullerton branch and potential extension of Juanita Cooke Trail along former PERY corridor. T-Guide LA/OR 708, G7; LA/OR 738, G1-G2-G3-F4-E5-D6-D7-E7-F7-G7; F1.	Fullerton
32.	Support city's general plan implementation of Class I bike path along portion of Brea Creek, provide link to Metrolink Station.	North side of Brea Creek from AT & SF rail corridor to eastern city limit. T-Guide LA/OR 737, J6; LA/OR 738 A6-B6.	Buena Park
33.	Design and build grade separation structure across railroad tracks.	AT & SF Railroad crossing of Brea Creek, to Emery St. T-Guide LA/OR 737, J6.	Buena Park
34.	Create Class III bike route.	Emery or Franklin St from Beach Blvd to AT & SF Railroad crossing.	Buena Park
35.	Design and build grade separation structure across six-lane highway.	Brea Creek at Beach Blvd. T-Guide LA/OR 737, H6.	Buena Park

36.	Design and build a greenway as an amenity for adjacent residential neighborhood, with Class I bike path to serve as a link in the regional bikeway.	South side of Brea Creek from Beach Blvd to Rostrata Ave. LA/OR 737, H6.	Buena Park
37.	Design and build small neighborhood park with Class I bike path.	South side of Brea Creek from confluence Coyote Creek to Rostrata Ave. T-Guide LA/OR 737, G6.	Buena Park
38.	Design and plant enhancements on a triangular parcel adjacent to residential development.	Confluence of Brea and Coyote Creeks. T-Guide LA/OR 737, G6.	Buena Park

### Fullerton Creek bike paths & enhancements

Item	Project Description	Project Location	Jurisdiction*
39.	Loftus Channel-Fullerton Creek trail and greenway, from Craig Regional Park to Kraemer Blvd. Project authorized by Brea's general plan.	Parallel to Associated Rd and Orbiter St, north of Imperial Hwy. T-Guide OR 739, C2-D1-E1-F1.	Brea and northeast Fullerton
40.	Design and build Fullerton Creek Greenbelt extension through residential neighborhood.	South of Melody Ln, west of Victoria Dr from Acacia Elementary School to Chapman Ave. T-Guide OR 739, B5-A6.	Fullerton
41.	Design and build Class I bike path through residential neighborhood.	North side of the creek from Basque to Magnolia Ave. T-Guide LA/OR 738, E7-D7-C7-B7.	Fullerton
42.	Design and build grade separation structures (or make at-grade safety improvements) across three four-lane highways.	Fullerton Creek crossings at Brookhurst, Gilbert and Magnolia Ave's. T-Guide LA/OR 738, D7-C7-B7.	Fullerton
43.	Design and build Class I bike path through residential neighborhood, enhance surplus public property with native landscaping.	South side of Fullerton Creek from Beach Blvd to Western Ave; landscape enhancement at Western Ave and Sullivan Pl. LA/OR 767, H1.	Buena Park
44.	Design and build Class I bike path in residential neighborhood.	Between Fullerton Creek and Melrose St. LA/OR 767, H1-G1.	Buena Park

45.	Design and build grade separation structure across six-lane highway.	Knott Ave crossing of Fullerton Creek. LA/OR 767, G1.	Buena Park
46.	Design and build Class I bike path in an industrial district. Include plans for landscape enhancement.	North side of Fullerton Creek from Knott Ave west to Valley View Ave. LA/OR 767, G1-F1-E1.	Buena Park
47.	Design and build grade separation structure across six-lane highway.	Valley View Ave crossing of Fullerton Creek. LA/OR 767, E1.	La Palma
48.	Design and build Class I bike path in city's industrial district. Include plans for landscape enhancement.	North side of Fullerton Creek from Valley View Ave to east side of Coyote Creek. LA/OR 767, E1-D1.	La Palma
49.	Construct a bridge to connect Fullerton Creek Bikeway to existing L.A. County Coyote Creek bikeway.	East of Walker St/Marquardt Ave crossing at Coyote Creek. LA/OR 767, D1.	La Palma Cerritos

### Atwood Channel bike paths & enhancements

Item	Project Description	Project Location	Jurisdiction*
50.	Design and build Class I bike path as a regional bikeway along Atwood Channel and Miller Basin flood protection facilities. Include plans for landscape enhancement.	Begin on south side of the channel at west side of Lakeview Ave, extend west to Richfield Rd. T-Guide OR 740, A7	Placentia
51.	Design at-grade crossing at entry to industrial development.	Fee Ana St crossing of Atwood Channel. T-Guide OR 740, A7.	Placentia
52.	Construct a bicycle bridge across Atwood Channel, or accommodate bike lanes in design of new bridge. Design at-grade crossing with local street intersection.	Richfield Ave north of Nancita St. T-Guide OR 740, A7.	Placentia
53.	Design and build Class I bike path along Atwood Channel. Include plans for landscape enhancement.	North side of Atwood Channel from Parque de los Ninos to Van Buren St. T-Guide OR 740, A7; OR 739, J7.	Placentia
54.	Design and build an inverted bike path within trapezoidal channel as plans for new bridge are developed. In the alternative, construct a bicycle bridge across Atwood Channel.	Van Buren St crossing of Atwood Channel. T-Guide OR 739, J7.	Placentia

55.	Design and build Class I bike path along Atwood Channel. Include plans for landscape enhancement.	South side of Atwood Channel from Van Buren St to Tustin Ave. T-Guide OR 739, J7-H7.	Placentia
56.	Design a bicycle bridge or gate-protected crossing to active commuter rail line.	AT & SF Railroad crossing of Atwood Channel. T-Guide OR 739, J7.	Placentia
57.	Design and implement at-grade crossing of two-lane roadway with local industrial traffic. Coordinate future road widening plans so that grade separation is provided as invert in trapezoidal channel.	Jefferson St crossing of Atwood Channel. T-Guide OR 739, J7.	Placentia Anaheim
58.	Build a bike bridge or other bike lanes integrated with new highway bridge, so as to shift trail alignment to the north side of the channel at Tustin St. Construct a trail on invert within trapezoidal channel.	Tustin Ave (Rose St) crossing of Atwood Channel. T-Guide OR 739, H7	Anaheim
59.	Design and build Class I bike path along Atwood Channel. Include plans for landscape enhancement. Tie trail to existing pedestrian crossing at Miller St.	North side of Atwood Channel from Tustin to confluence of Carbon Creek. T-Guide OR 739, H7-G7.	Anaheim
60.	Construct a bike path bridge to extend Class I facility to lower Carbon Creek.	Coyote Creek above confluence with Atwood Channel. T-Guide OR 739, G7.	Anaheim
61.	Study feasibility of Class I bike path connection from Carbon Creek to Santa Ana River. Use Miller St to develop an alternative Class II-Class III local system.	Carbon Creek Diversion Channel, Miller St to Santa Ana River. T-Guide OR 739, G7; OR 769, G1-G2-G3.	Anaheim
62.	Develop a connection to the Santa Ana River Trail using existing or planned Class II bike lanes; consider potential for new Class I bike paths where feasible. Evaluate possibility of using East Richfield Channel.	Lakeview Ave from Orangethorpe to south side of Santa Ana River; excess width in AT & SF railroad right of way from Lakeview Ave to Class I bike path on Esperanza Rd. T-Guide OR 740, B7-C7; 779, B1-C1-D1-E1.	Anaheim

## Carbon Creek bike paths & enhancements

Item	Project Description	Project Location	Jurisdiction*
63.	Design and build headwaters trailhead and gateway for local access to Carbon Canyon Regional Park. (Fee area operated by Orange County Parks.)	South of Birch St, east side of Rose Dr, north of Blake Rd at Carbon Canyon Dam. T-Guide OR 709, H7 and OR 739 H1.	Brea
64.	Design grade separation structures for bike path intersections with roadways.	Rose Dr to Parque Arroyo Verde at Palm Dr. T-Guide OR 739, H1-H2-H3-H4-H5.	Brea, Yorba Linda and Placentia
65.	Design and build Class I bike path through residential neighborhoods. Enhance surplus public property with native landscaping.	Carbon Canyon Dam to Parque Arroyo Verde at Palm Dr. T-Guide OR 739, H1-H2-H3-H4-H5.	Brea, Yorba Linda and Placentia
66.	Design and build Class I bike path along maintenance path for Carbon Creek channel. Include plans for landscape enhancement, where feasible. Terminate trail at public park.	North side of channel from confluence with Atwood Channel to McFadden Park and Melrose Elementary School. T-Guide OR 739, G7-F7; OR 769, F1-E1.	Anaheim and Placentia
67.	Design and implement bike path crossing for six-lane highway. Consider trap fencing and tie-in with intersection at Orangethorpe Ave.	Kraemer Blvd crossing of Carbon Creek. T-Guide OR 769, F1.	Anaheim and Placentia
68.	Support city proposal to develop a Class I bike path through residential neighborhood and commercial district. Enhance surplus public property with native landscaping.	North side of Carbon Creek from La Palma Ave to Brookhurst St and Crescent Ave. T-Guide OR 768, G3-G4-F4-E4-D4.	Anaheim
69.	Design and implement at-grade bike path crossing for two-lane roadway. Coordinate future road widening plans so that grade separation is provided as invert in trapezoidal channel.	West St. bridge over Carbon Creek. T-Guide OR 768, G3.	Anaheim
70.	Construct a bicycle and pedestrian bridge from proposed Carbon Creek path to Sage Park.	Northwest corner of park on south side of Carbon Creek to opposite side of the creek. T-Guide OR 768, G4.	Anaheim

71.	Design and implement at-grade crossing for two-lane roadway as interim project. Coordinate future road widening plans so that grade separation is provided as invert in trapezoidal channel.	Loara St bridge over Carbon Creek. T-Guide OR 768, F4.	Anaheim
72.	Design and build an inverted bike path in trapezoidal channel beneath existing bridge for six-lane highway.	Carbon Creek undercrossing of Euclid St. T-Guide OR 768, F4.	Anaheim
73.	Design and build an inverted bike path in trapezoidal channel under existing bridge for two-lane road bridge.	Carbon Creek undercrossing of Chippewa St. T-Guide OR 768, E4.	Anaheim
74.	Construct a bicycle and pedestrian bridge across the freeway.	I-5 crossing of Carbon Creek channel. T-Guide OR 768, E4.	Anaheim
75.	Design and build an inverted bike path in trapezoidal channel under existing bridge for two-lane road bridge.	Carbon Creek undercrossing of Valley St. T-Guide OR 768, D4.	Anaheim
76.	Support city proposal to develop a Class I bike path through residential neighborhood. Enhance surplus public property with native landscaping.	North side of Carbon Creek from Lincoln Ave to Dale St. T-Guide OR 768, B5-B6-A6.	Anaheim
77.	Design and implement at-grade bike path crossing for residential cul-de-sac.	Stinson St overcrossing of Carbon Creek. T-Guide OR 768, B6.	Anaheim
78.	Construct a bike path bridge spanning Carbon Creek, or coordinate future road widening plans so that bike path is integrated with new bridge.	East side of Dale St crossing at Carbon Creek. T-Guide OR 768, A6.	Anaheim
79.	Design and build an inverted bike path in trapezoidal channel beneath existing bridge for four-lane roadway.	South side of Carbon Creek undercrossing of Dale St. T-Guide OR 768, A6.	Anaheim
80.	Support city proposal to develop a Class I bike path through residential neighborhoods and commercial districts. Enhance surplus public property with native landscaping.	South side of Carbon Creek from Dale St to Beach Blvd, via Schweitzer Pk. T-Guide LA/OR 768, A6; LA/OR 767, J6.	Anaheim
81.	Design and build a bike path bridge across the creek with inverted bike path crossing in the trapezoidal channel under existing bridge for eight-lane highway.	East side of Beach Blvd (SR 39) crossing of Carbon Creek, north side of Carbon Creek. LA/OR 767, J6.	Anaheim
82.	Design and build a Class I bike path through residential neighborhoods. Enhance surplus public property with native landscaping. (Anaheim portion in general plan.)	North side of Carbon Creek from Beach Blvd to Ball Rd. T-Guide LA/OR 767, J6-H6-G7-F7-E7.	Anaheim Buena Park Cypress
83.	Design and implement an at-grade bike path connection.	Parking facility overlapping Carbon Creek between Beach Blvd and Orange Ave.	Anaheim

84.	Design and implement at-grade crossings of perpendicular four-lane highway intersection. Invert is feasible for Western Ave crossing.	Orange Ave and Western Ave crossings of Carbon Creek. T-Guide LA/OR 767, H6-H7.	Anaheim
85.	Design and build an inverted bike path in trapezoidal channel beneath existing bridge for four-lane roadway.	North side Carbon Creek channel at Knott Ave. T-Guide LA/OR 767, G7.	Anaheim and Buena Park
86.	Design and build an inverted bike path in trapezoidal channel beneath existing rail corridor crossing.	North side Carbon Creek channel at abandoned P.E. RY. crossing. T-Guide LA/OR 767, F7.	Anaheim and Buena Park
87.	Design and build an inverted bike path in trapezoidal channel beneath existing four-lane highway.	North side Carbon Creek channel at Holder St. T-Guide LA/OR 767, F7.	Buena Park And Cypress
88.	Design and build an inverted bike path in trapezoidal channel beneath local residential street.	North side Carbon Creek channel at Juanita St. T-Guide LA/OR 767, E7.	Cypress
89.	Design and build an inverted bike path in trapezoidal channel beneath six-lane highway.	North side Carbon Creek channel at Valley View St. T-Guide LA/OR 767, E7.	Cypress
90.	Construct a bike path bridge over a four-lane highway. As an alternative, design and implement an at-grade crossing with cyclist activated push-button traffic signal.	Ball Rd bridge over Carbon Creek. T-Guide LA/OR 797, E1.	Cypress
91.	Design and build Class I bike path through residential neighborhoods. Enhance surplus public property with native landscaping.	South side of Carbon Creek from Ball Rd to Los Alamitos High School and Coyote Creek. T-Guide OR 797, E1-D1-C1-B1-A1; LA/OR 796, A1.	Cypress and Los Alamitos
92.	Design and build inverted bike path undercrossings in the trapezoidal channel beneath four existing four-lane highways.	South side Carbon Creek channel at Walker, Moody, Denni and Bloomfield St's. T-Guide OR 797, D1-C1-B1-A1.	Cypress and Los Alamitos
93.	Design and build connection to existing bike path.	Confluence of Carbon Creek and Coyote Creek. T-Guide LA/OR 796, J1	Los Alamitos

## Lower Coyote Creek Bikeway enhancements

Item	Project Description	Project Location	Jurisdiction*
94.	Extend Coyote Creek bike path northward on North Fork (a.k.a. La Cañada Verde Creek) to Candlewood Country Club.	West side of North Fork Coyote Creek from Foster Road to Coteau Dr at edge of Candlewood Country Club. T-Guide LA/OR 737, C2-C1-D1; LA 707, D7.	Santa Fe Springs and Los Angeles County
95.	Design and build inverted bike path undercrossings in the trapezoidal channel beneath an existing four-lane highway.	West side of North Fork at Foster Rd. T-Guide LA/OR 737, C2.	Santa Fe Springs
96.	Design and build inverted bike path undercrossings in the trapezoidal channel beneath three existing six-lane highways.	West side of North Fork Imperial Hwy, Meyer Rd and Leffingwell Rd. T-Guide LA/OR 737, C1-D1; LA 707, D7.	
97.	Construct a bike path bridge over North Fork Coyote Creek to provide access to bike path.	South edge of Candlewood Country Club from Ramset Dr to Coteau Dr.	
98.	Pacific Electric Railway Class I bike path with multijurisdictional partners; possible "rail with trail" regional transportation project.	Diagonal to grid street system in L.A. and Orange Counties. T-Guide LA/OR 767, A3-A4-B4-C4-C5-D5-D6-E6-F7.	Cerritos, La Palma, Cypress, Buena Park and Anaheim
99.	Support L.A. County and City of Hawaiian Gardens to develop a bicycle path on the west side of Coyote Creek.	West side of Coyote Creek from Carson St to Wardlow Rd. T-Guide LA 766, G7 and LA/OR 767, A6-A7.	Hawaiian Gardens and Long Beach
100.	Define start of Coyote Creek Bikeway to minimize confusion at junction with San Gabriel River Bikeway. This may include an artist's approach in decorating the bridge over the SGR to identify the SGR bikeway, and creating a decorative archway or entry monument to Coyote Creek for northbound cyclists.	Confluence of San Gabriel River and lower Coyote Creek. T-Guide LA 796, G4	Long Beach

\* Local agency jurisdiction identified for partnership development and project coordination. The channels are owned by Orange or Los Angeles Flood Control Districts and managed by respective Departments of Public Works. The Pacific Electric Railway is owned by Union Pacific Railroad.

**A. Coyote Creek Main Branch, Upper Reach: La Mirada, La Habra and Buena Park**

The northernmost reach of the main branch extends from Imperial Highway south to the Burlington Northern Santa Fe Railroad. The lands adjacent to the creek lie in the jurisdictions of La Habra and La Mirada, the lower portion of this reach enters Buena Park.

As indicated by prior community profiles, La Mirada and La Habra are each working on community trail projects. The projects need to be coordinated so that they are contiguous and aligned on the same side of the creek at the county line (or city boundary). In order to be consistent with each county's master plan, the trail should be constructed on the north side of the creek. Land use on the north in this reach is primarily low-density residential, while the south side includes a mixture of commercial and high-density residential development. The working group identified minor opportunities for landscape enhancement in these two cities, due to space limitations. The north side is adjacent to sloped residential hillsides that are landscaped behind residential fences, while the maintenance path on the opposite side of the creek runs adjacent to a continuous concrete block wall.

Between La Mirada Boulevard and Stage Road, excess right of way is available to create a greenway along the creek. Adjacent lands are located in the City of Buena Park at this location.

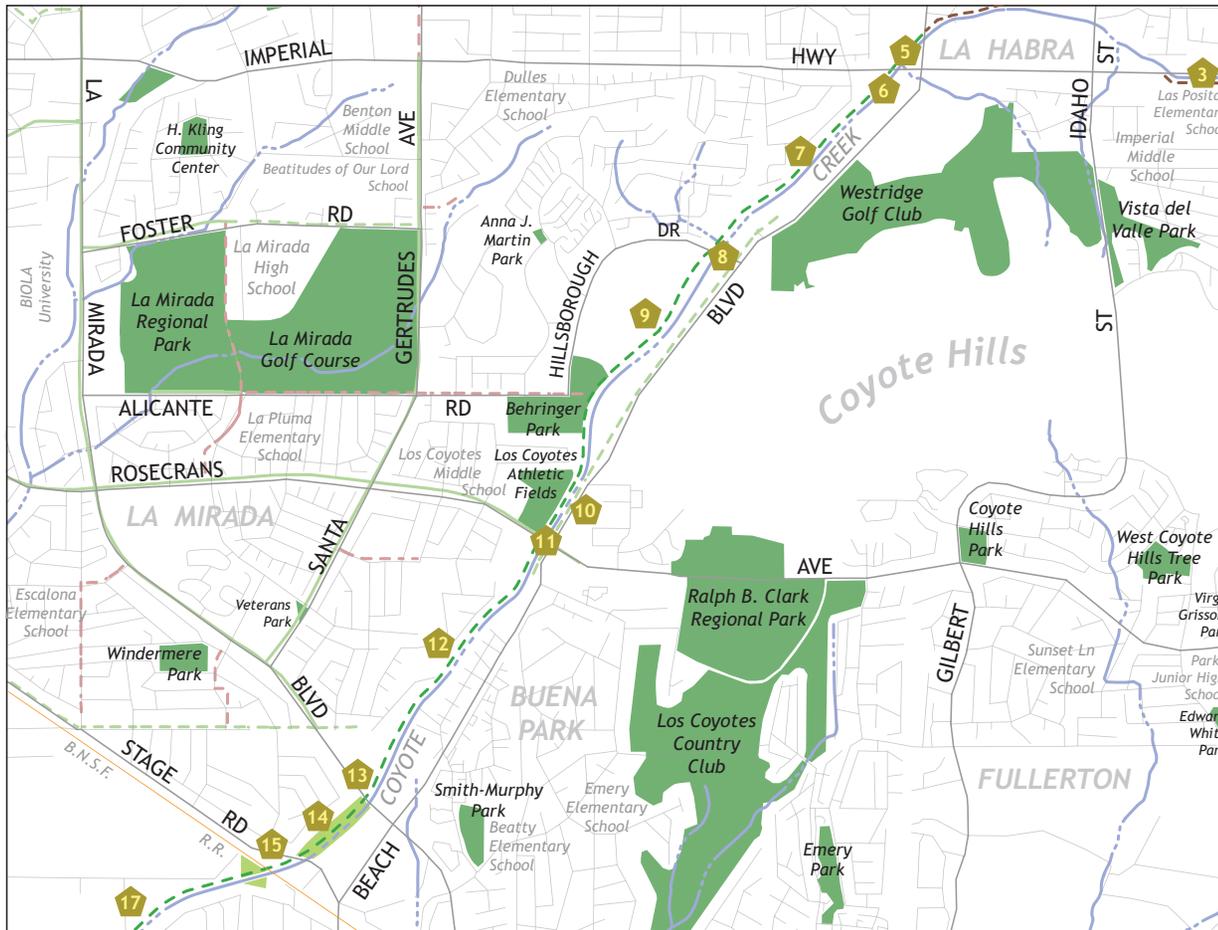


Figure 6-1  
Coyote Creek Main Branch, Upper Reach: La Mirada, La Habra and Buena Park

## B. Coyote Creek Main Branch, Middle Reach: Buena Park to La Palma

The middle reach continues through northwestern Buena Park and southern La Mirada to the Cities of Cerritos and La Palma, extending from the BNSF rail line to the inactive West Branch Santa Ana line of the Pacific Electric Railway. The landscape is predominantly industrial as far south as the confluence with North Fork Coyote Creek. There is an opportunity to develop a wide greenway between a Union Pacific rail spur that is downstream of Interstate 5 and Valley View Avenue.

Beyond the confluence, the trail runs along residential neighborhoods and parks on the north side of the creek through Cerritos and portions of La Palma. Here the existing development includes well-established landscaping outside the county's right of way, but alongside the bike path.

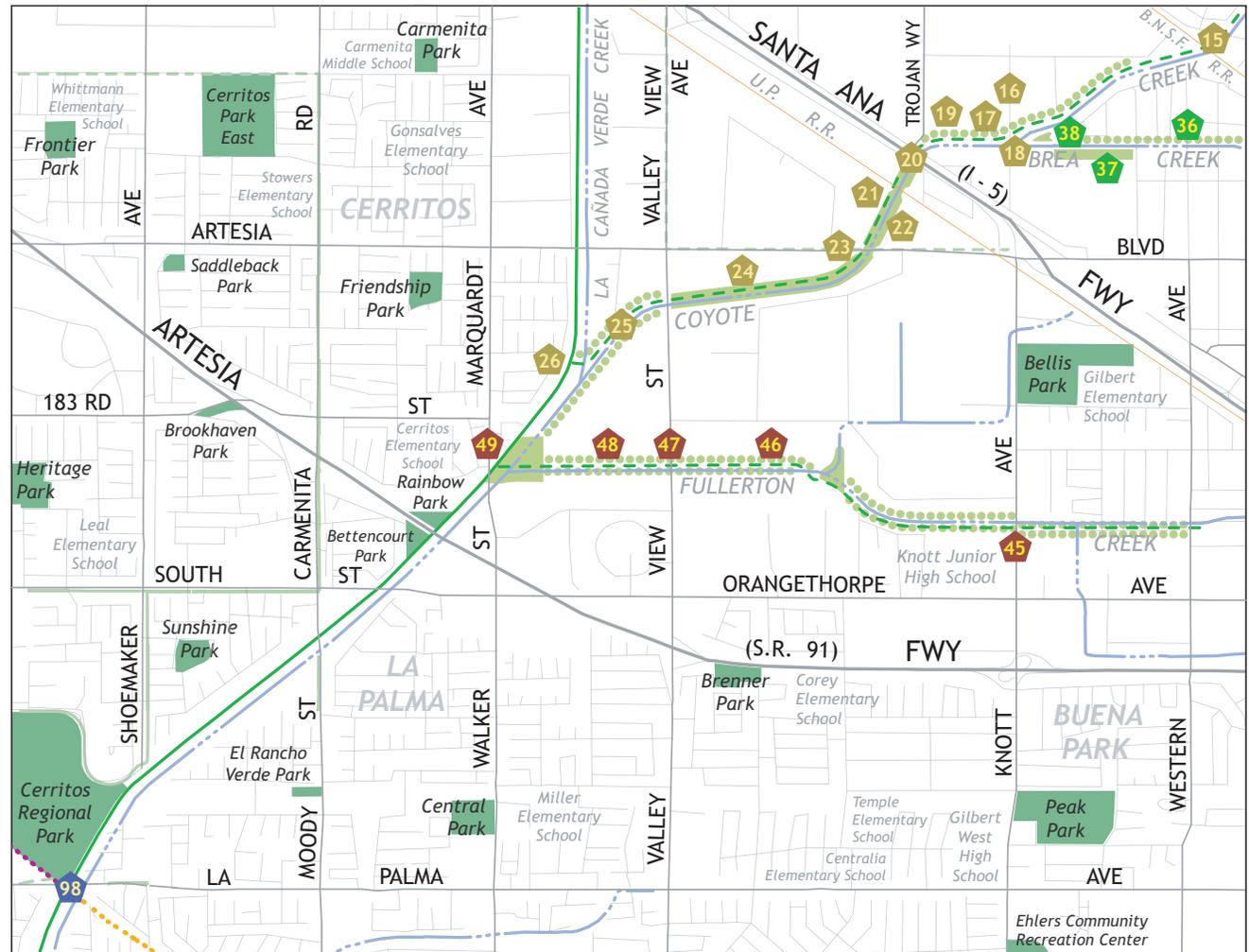


Figure 6-2  
Coyote Creek Main Branch, Middle Reach: Buena Park to La Palma

C. Coyote Creek Main Branch, Lower Reach: Lakewood to Long Beach

With a Class I bicycle path fully completed by the cities of Seal Beach, Los Alamitos, Cypress, and Los Angeles County, recommendations in this reach are limited to disclosure of and support for those projects that were identified in the public outreach process. A bike path is proposed by Los Angeles County to provide access to Hawaiian Gardens Elementary School and neighborhoods in the City of Hawaiian Gardens. Greenway improvement projects have been proposed in Los Alamitos and at Los Cerritos Wetlands and Bixby Ranch.

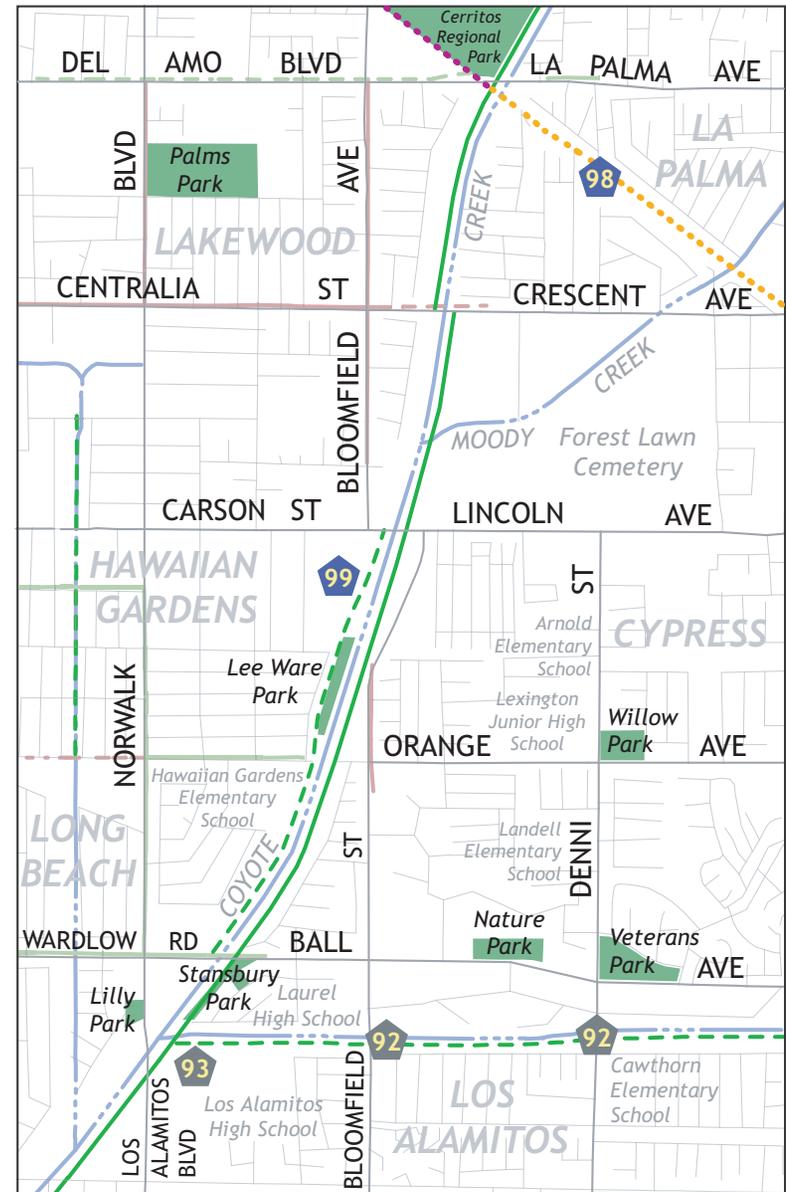


Figure 6-3  
Coyote Creek Main Branch, Lower Reach: Lakewood to Long Beach

## D. Upper Coyote Creek Watershed: La Habra and Fullerton

Urban headwaters include opportunities to partly improve two distinct branches of upper Coyote Creek. Although the waterways are fragmented and buried underground in some places, there are open trapezoidal channels and maintenance roads that can be used to provide access and promote local bicycle circulation. One branch extends from the inactive Pacific Electric branch line in

central La Habra to La Habra Market Place. The other branch originates as an urban channel near Puente and Lambert Roads, and generally runs west along the south side of Imperial Highway.

Related trail projects include a possible northern extension of the Juanita Cooke Trail in Fullerton and Union Pacific spurs into west Fullerton and central Brea. A lateral Coyote Creek trail could connect all three of these planned routes.

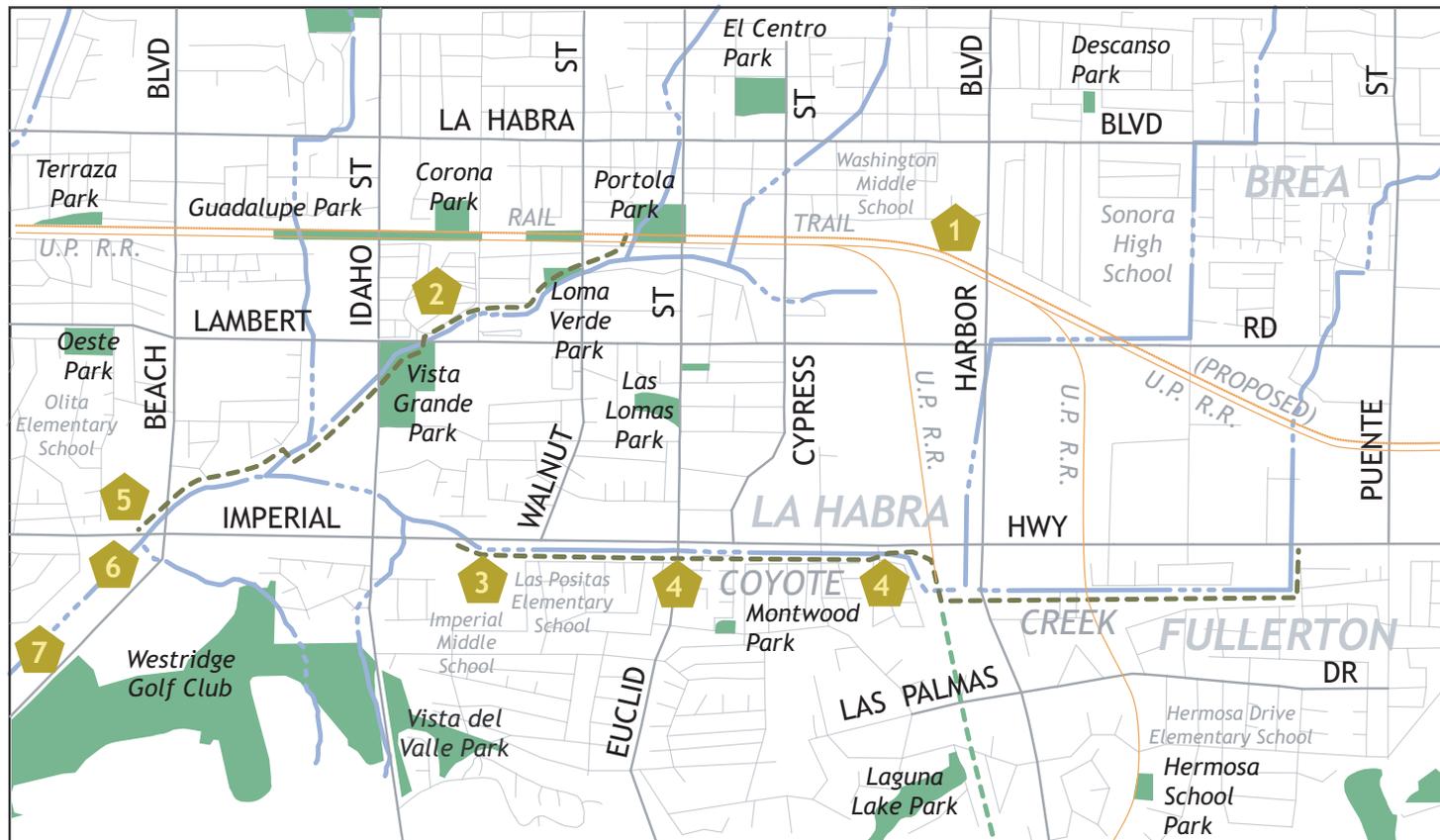


Figure 6-4  
Upper Coyote Creek  
Watershed



Upper Carbon Creek Trail

**E. Upper Carbon Creek Trail: Brea, Yorba Linda and Placentia**

A local greenway could be developed along the north-south extent of Carbon Creek from Carbon Canyon Dam in Brea to Parque Arroyo Verde at Palm Avenue in Placentia. The manufactured channel is an open box culvert. The channel runs along the bottom of a canyon through existing residential tracts. An existing maintenance access path runs along the side of the creek. This trail would intersect the Yorba Linda bike path at Bastanchury Road. Challenges include earth fill crossings of arterial highways, such as Rose, Imperial, Golden, Bastanchury and Yorba Linda.



Figure 6.5 - Upper Carbon Creek Trail

## F. Atwood Channel Trail: Placentia and Anaheim

The watershed's eastern landscape includes residential development in the hills, industrial development on the flood plain, and former sand and gravel pits adapted for use as ground water recharge basins. South of the Burlington Northern Santa Fe Railroad line and Orangethorpe Avenues, Atwood Channel runs east and west, collecting storm water drainage from several canyons and diverting it west to Carbon Creek. An existing maintenance road can be converted to a bike path. The Atwood region includes the best opportunities to establish connections between the Coyote Creek watershed and Santa Ana River Trail.

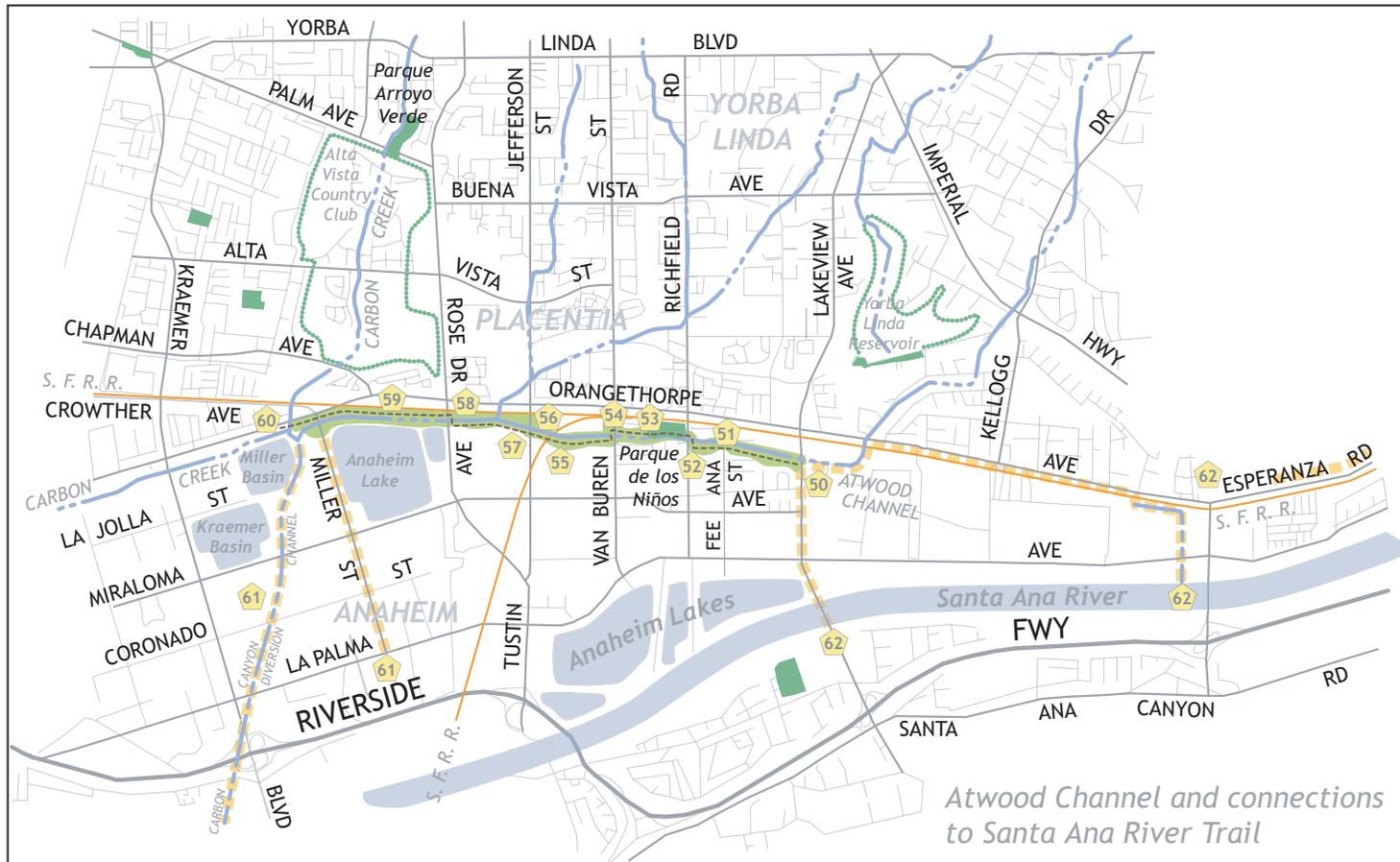


Figure 6.6 - Atwood Channel Trail

**G. Carbon Creek Trail: Placentia and Anaheim**

At Miller Basin and the confluence of Atwood Channel, Carbon Creek extends west-southwest across Placentia, Anaheim, and other cities on a path toward Coyote Creek. In north central Anaheim and Placentia, an open trapezoidal channel and maintenance road could be developed as a local bike path to McFadden Park and Melrose Elementary School. As the creek extends west through an established residential neighborhood across Melrose Avenue and beneath State Route 57, right of way is limited, the maintenance path terminates, and the channel becomes a box culvert.

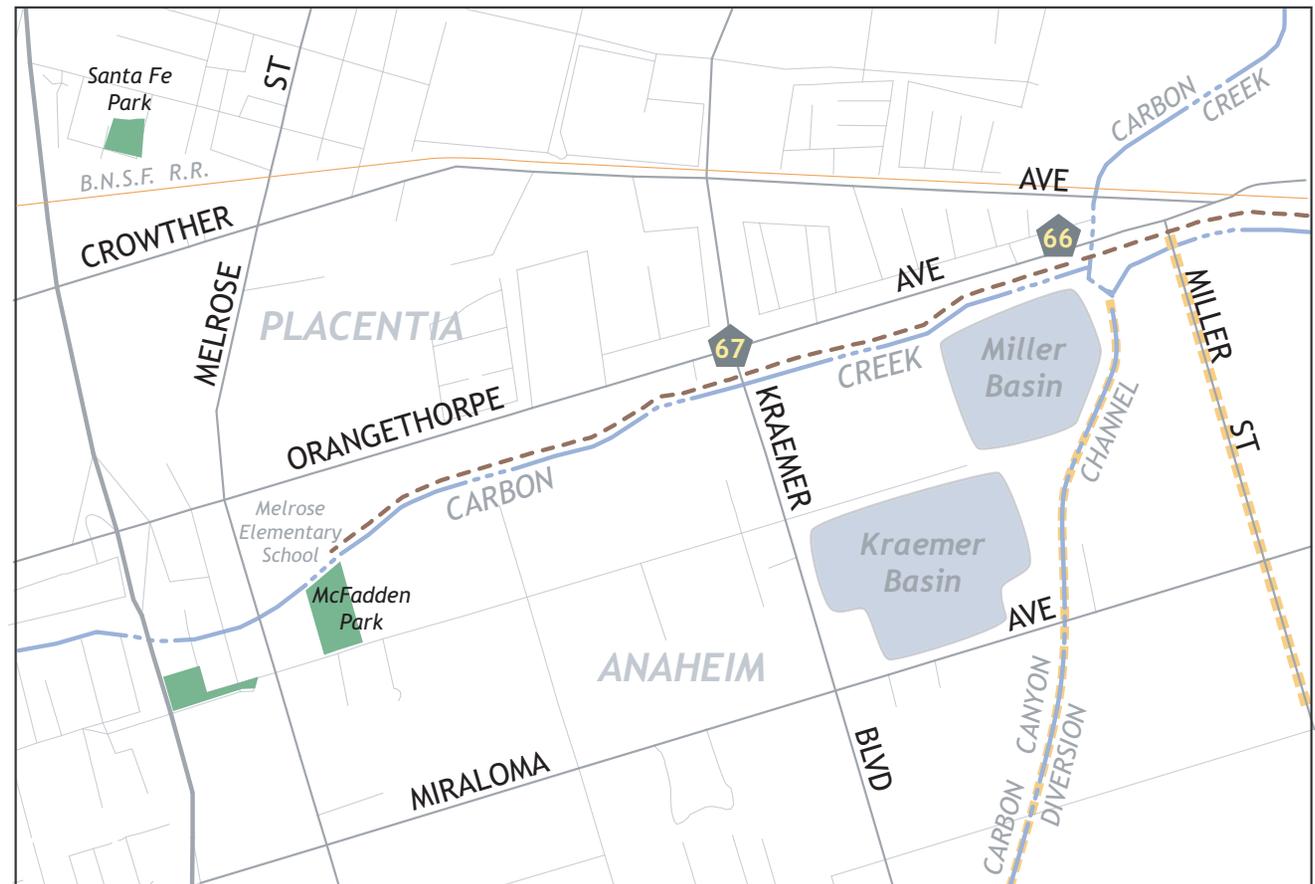
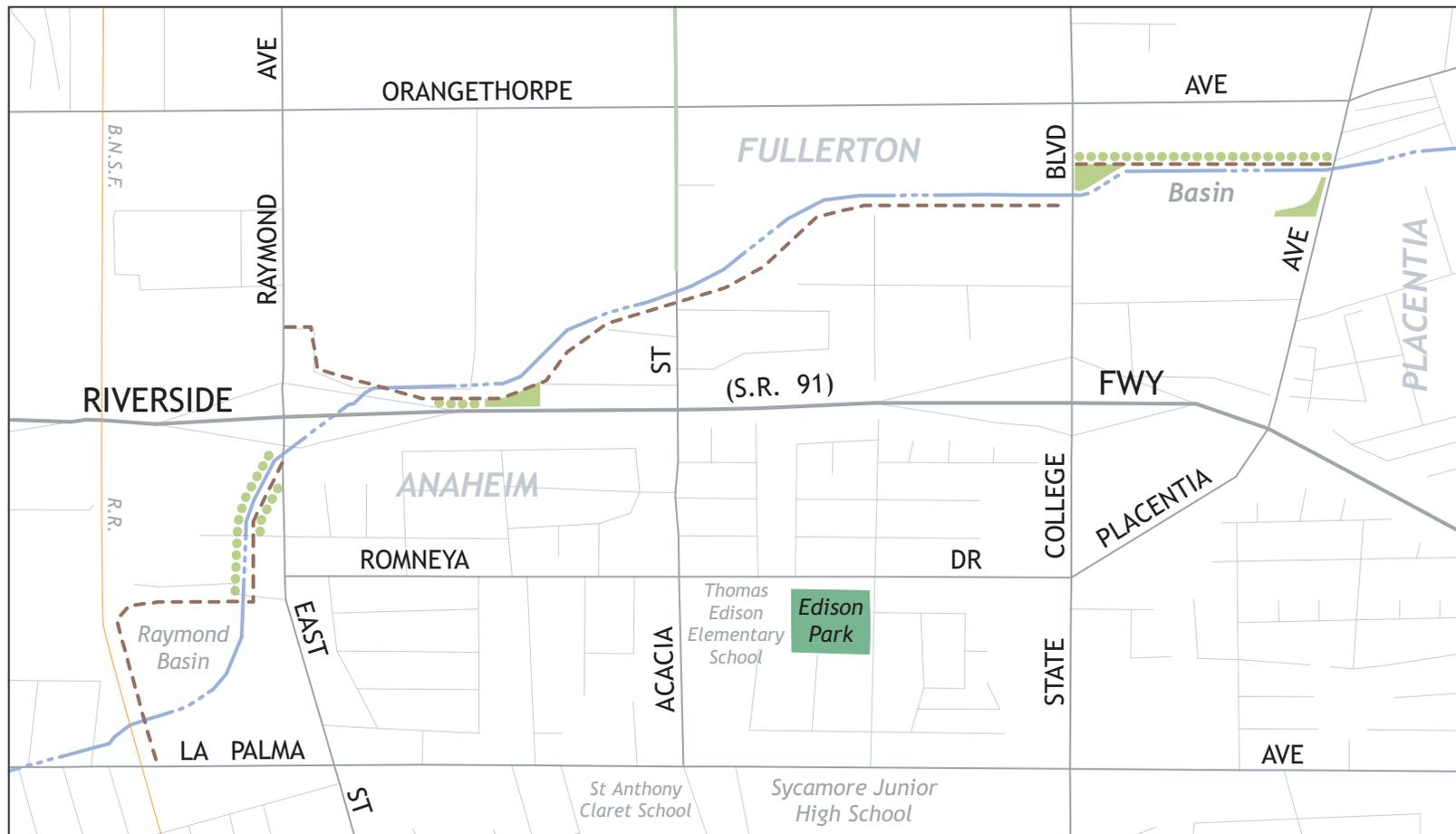


Figure 6.7 - Carbon Creek Trail: Placentia and Anaheim

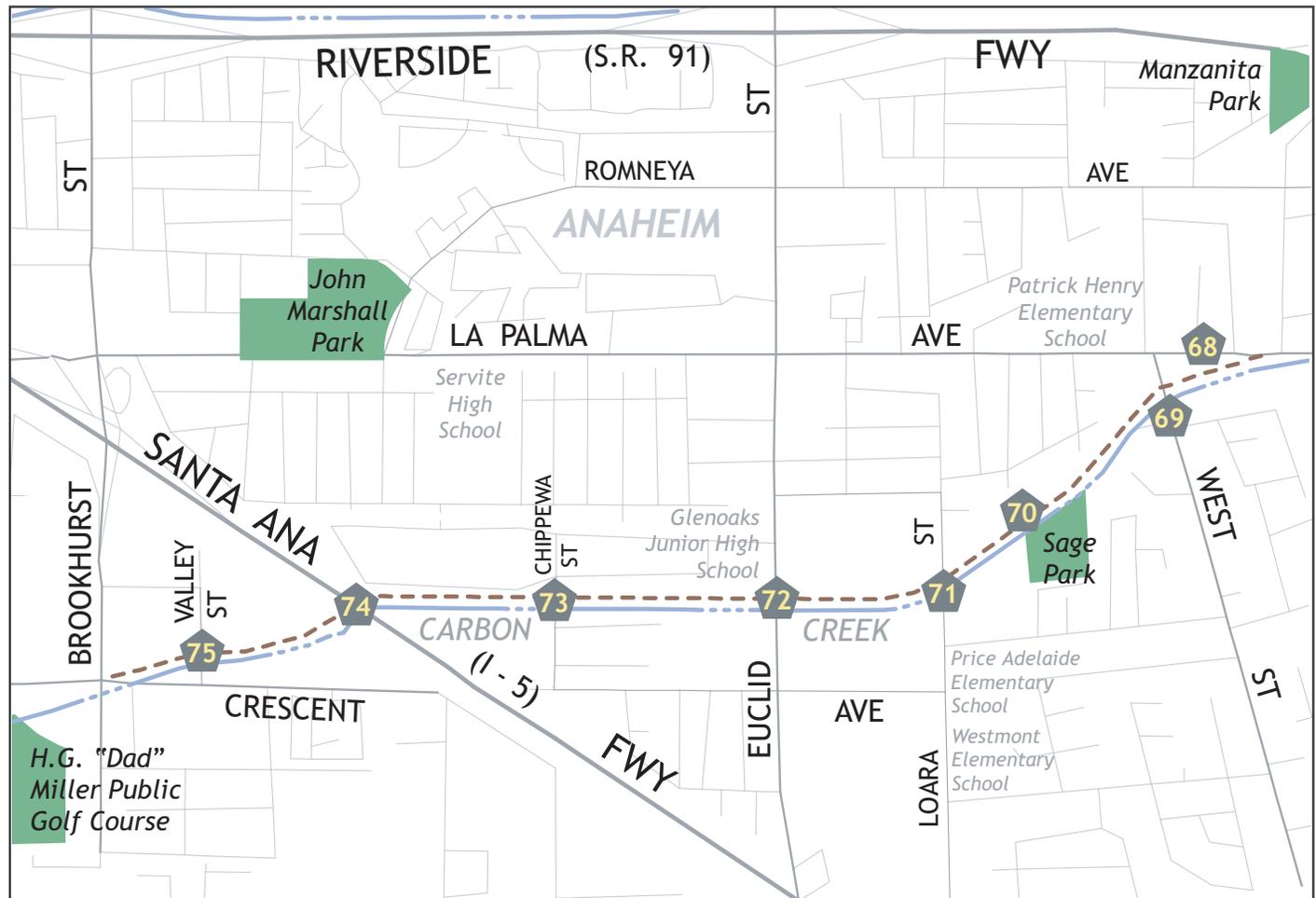
**H. Carbon Creek: Fullerton and Anaheim**

West of State Route 57, Carbon Creek crosses three arterial highways: Placentia Avenue, State College Boulevard and Raymond (Fullerton) or East Street (Anaheim). The creek also crosses a Class II bike route at Acacia Street, which leads north toward Cal State Fullerton and south under State Route 91 to Anaheim. An existing maintenance path creek is not continuous beyond Placentia Avenue or East Street, but short bike paths would provide alternatives to major arterial highways and industrial streets. A short connecting route could extend access south to La Palma, via the Raymond Basin.



**I. Carbon Creek Trail: West Anaheim**

The City of Anaheim is considering the feasibility of a bike path on Carbon Creek from La Palma to Brookhurst Avenues. An open trapezoidal channel and continuous maintenance road exist, although this reach of the creek is bisected by Interstate 5. A bicycle bridge would be required to complete this trail segment.



Carbon Creek Trail: West Anaheim

**J. Carbon Creek Trail: Anaheim, Buena Park**

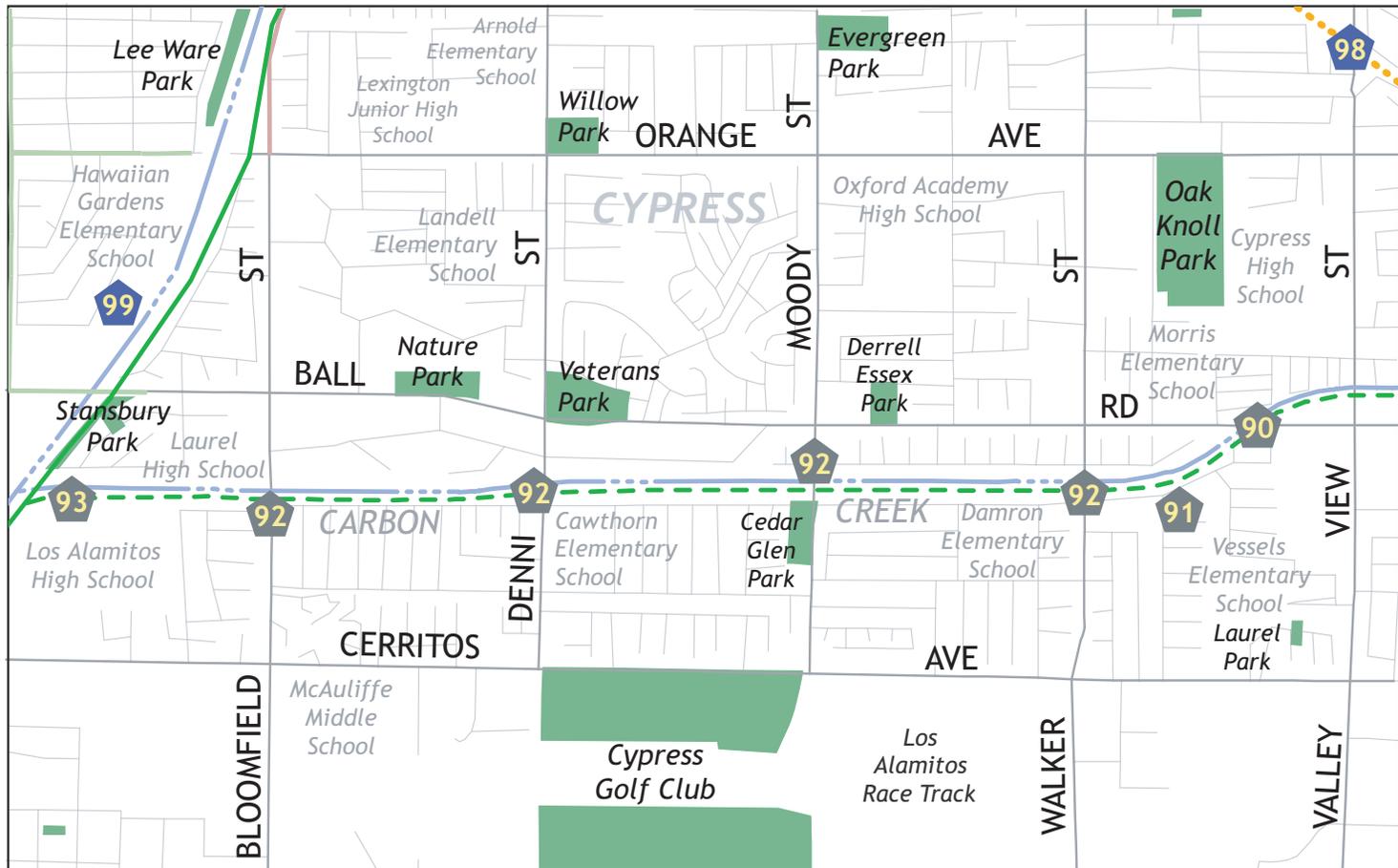
Anaheim's Carbon Creek bike path study area resumes at Lincoln Avenue and continues southwest to the city boundary. A bike path could be extended into the neighboring cities of Buena Park and Cypress. The existing maintenance road shifts from one side of the creek to the other at Dale Street, and again at Beach Boulevard. Obstacles include multiple roadway crossings of varying widths, and one section where the creek has been covered by a parking facility development on Orange Avenue.



Carbon Creek Trail: Anaheim, Buena Park

**K. Carbon Creek Trail: Cypress and Los Alamitos;  
Coyote Creek Confluence**

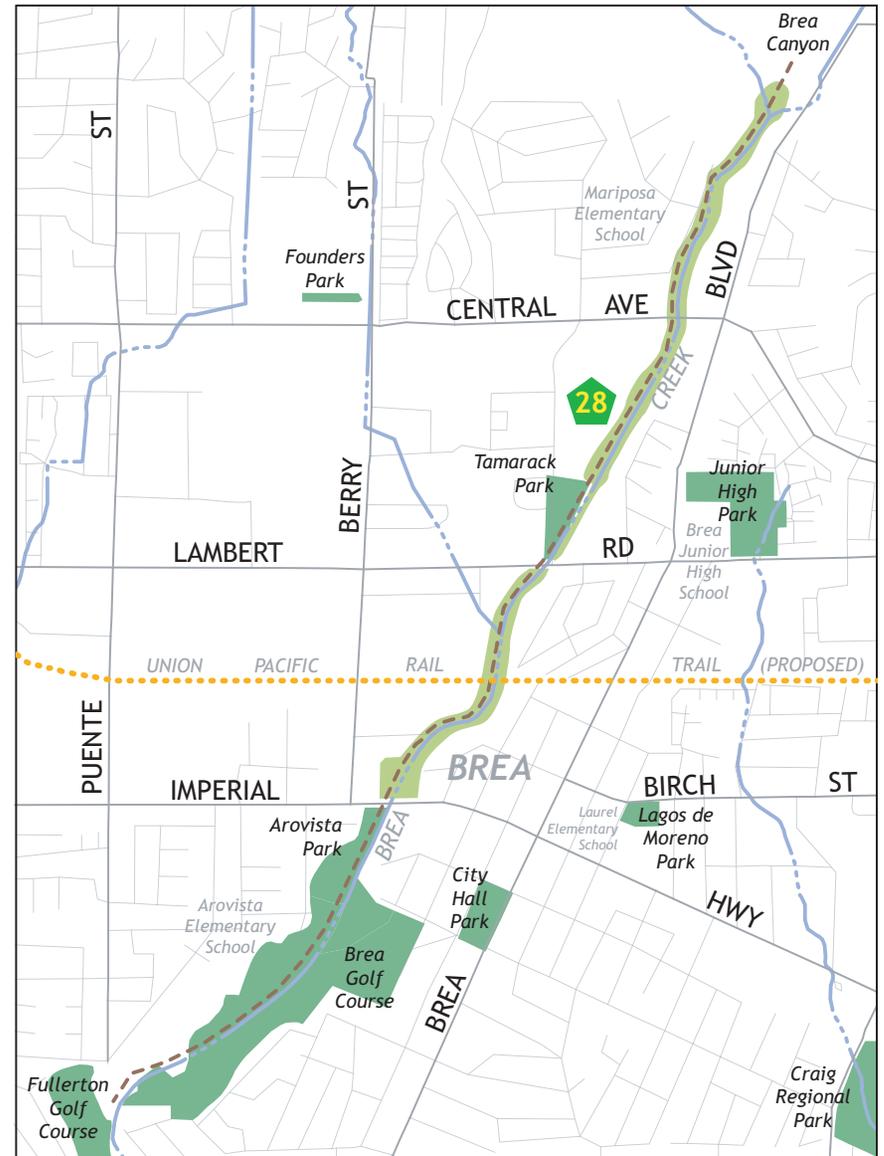
Bike path are not being planned by the city, but the county’s Carbon Creek flood protection improvements include raised levees topped by a continuous maintenance road. Grade-separated undercrossings would be required at intersecting roadways.



Carbon Creek Trail: Cypress and Los Alamitos; Coyote Creek Confluence

## L. Brea Creek: Brea

Brea Creek emerges from the Puente Hills at Brea Canyon and enters urban Brea to the west of State Route 57, north of Central Avenue. The creek flows south-southwest into Fullerton. Brea Creek is an open trapezoidal channel with a continuous maintenance path along its edge. The city has developed two parks and a golf course, and intends to develop a continuous community trail on the creek.



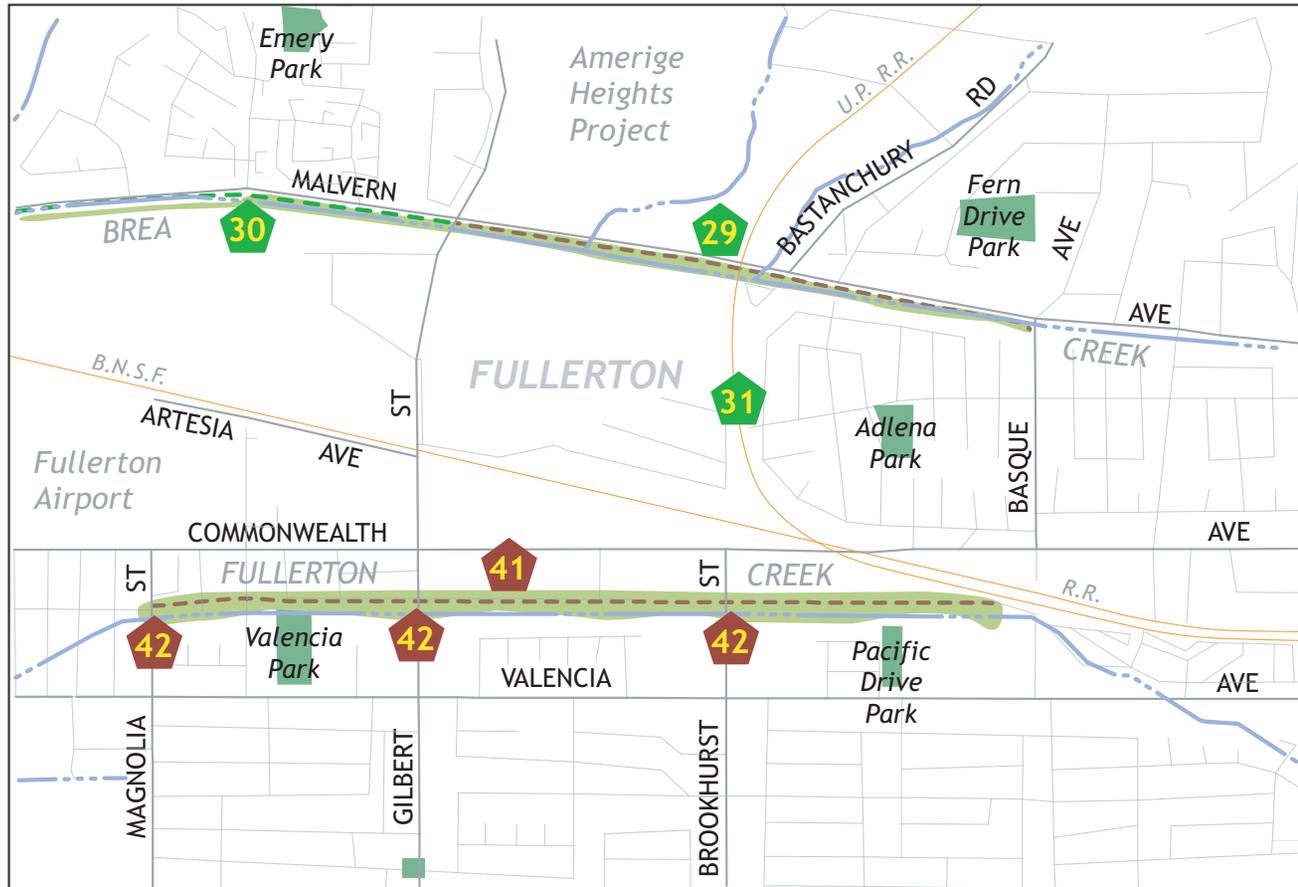
Brea Creek: Brea



**M. Fullerton Creek: Brea**

Fullerton Creek originates in an industrial district of eastern Brea, flowing west and south to a retention basin before passing underneath State Route 57 and into Craig Regional Park. The City of Brea plans to develop a community trail along this reach of the Fullerton Creek. The elevated freeway and creek inlet structure present barriers which may require a connection along the edge of the adjacent public right of way.

*Carbon Creek Trail: Fullerton Creek, Brea*



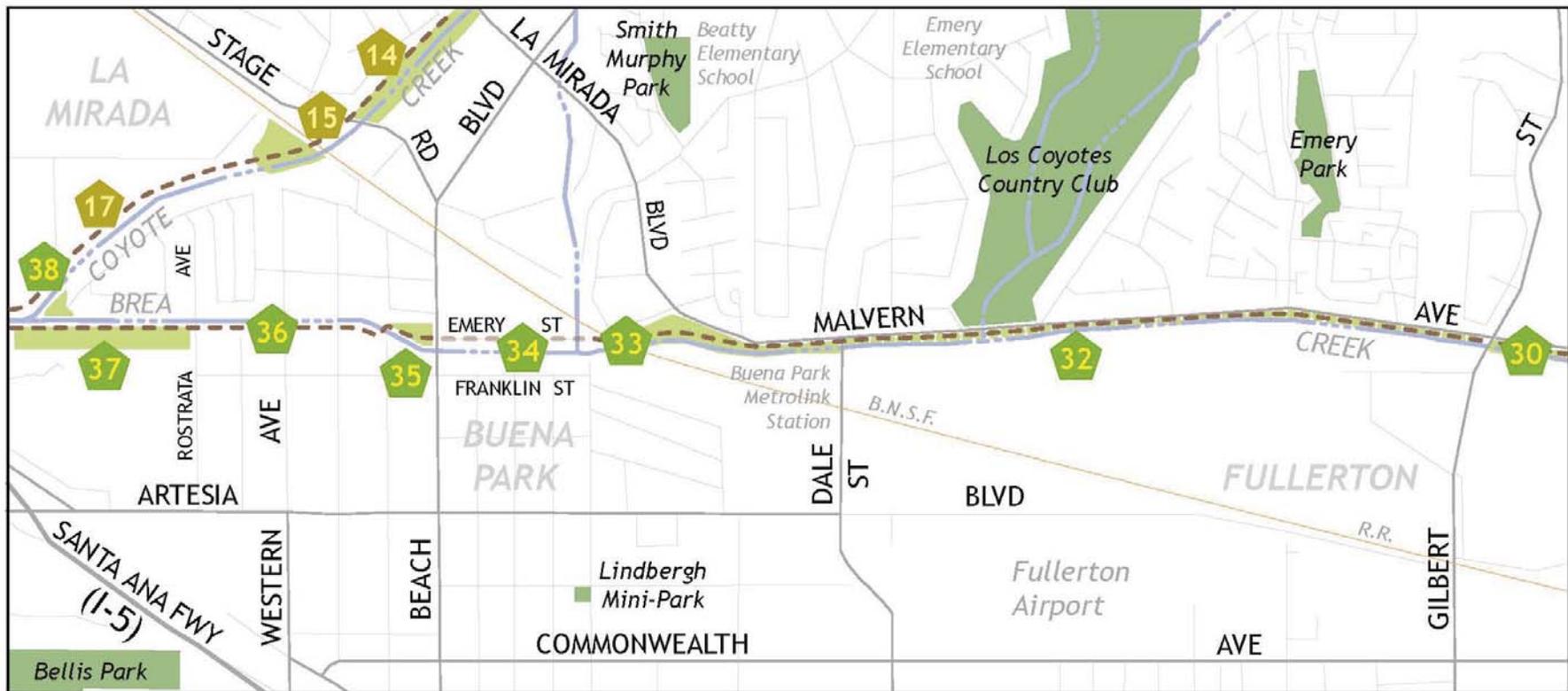
**N. Brea and Fullerton Creeks: Fullerton**

Rights of way for Brea and Fullerton Creeks are constrained as they approach central Fullerton. Trapezoidal channels yield to box culvert structures without an adjacent maintenance road. The creeks converge in western Fullerton near the base of Coyote Hills, where both regain an open trapezoidal shape and parallel maintenance path. Trails on both creeks may encourage local bicycle transit and help provide cross-town access.

*Brea and Fullerton Creeks: Fullerton*

O. Brea Creek: Buena Park

Despite barriers such as the BNSF rail line and Beach Boulevard, Brea creek has a potential to provide a local east-west connection between Coyote Creek, Buena Park and central Fullerton. Buena Park recently opened a Metrolink Train station at Dale Avenue. There are opportunities to develop mini-parks at the confluence of Coyote Creek, Beach Boulevard and Dale Avenue.



Brea Creek: Buena Park



**P. Fullerton Creek: Fullerton**

The Fullerton Greenbelt was developed as an extension of Acacia Park as housing was developed in the 1970's. Downstream from Fullerton Dam, the creek emerges as an open, unlined trapezoidal channel flowing west across the north edge of Cal State University Fullerton. The greenbelt was developed west of State College Boulevard where the creek bends southwest to Acacia School. Below Dorothy Avenue, the creek flows in between houses that face Victoria and Riverside Streets. Here an existing flood control district maintenance road could be improved as a bike path, extending local access south to Chapman Avenue, where the creek disappears beneath a shopping center parking facility

Fullerton Creek: Fullerton

**Q. Fullerton Creek: Buena Park and La Palma**

Fullerton Creek right of way is constrained as it flows west from Fullerton and approaches the historic commercial center of Buena Park, where it bends southwest and passes beneath Interstate 5 and Beach Boulevard as a narrow channel without a maintenance road. West of Beach Boulevard, the creek's capacity expands greatly. An existing, continuous maintenance road could be adapted as a bicycle path from here west to the confluence with Coyote Creek. Buena Park is comprised of blended residential densities along the creek, but land use changes to industrial as the creek extends west. The creek continues through industrial development at the north end of La Palma.



Fullerton Creek: Buena Park & La Palma

**R. North Fork Bikeway Extension**

The existing North Fork bike path currently ends at Foster Road in an industrial district of Santa Fe Springs. The channel improvements include an existing maintenance path that could be extended north as far as Candlewood Country Club, bypassing six-land highways such as Imperial Highway and Meyer and Leffingwell Roads, and connecting residential neighborhoods in unincorporated Los Angeles County.

The Coyote Creek Bikeway would provide the greatest benefit as a transportation facility along the main branch, providing uninterrupted access to communities along the county line and building upon regional bikeway connections at the North Fork Coyote Creek and San Gabriel River. Although trails that are proposed along tributaries may not provide continuous circulation within the watershed, bike paths could provide local connections and provide safe side routes, improving conditions for cyclists. Bikeways would augment the local transportation system and promote bicycle use by a wide range of daily commuters, low-wage workers, laborers and students.



*North Fork Bikeway Extension*

## VII. Grants and Funding Opportunities

Trails and parks are capital improvement projects, and costly investments. Local government agencies need not always expend general fund revenue or raise capital for trail and park development. Funding is available through a variety of state and federal agencies and non-profit organizations. Researching those opportunities, consulting with funders, writing applications, and maintaining records for reporting and accountability are tasks that require time and attention to detail by agency staff or consultants. The numerous communities along Coyote Creek include local government agencies and non-government organizations with full-time staff and a collectively large capacity to concentrate on local project components. In time, after the adoption of a focused plan that demonstrates consensus and feasibility, the Coyote Creek bikeway may be completed incrementally, through the efforts of local government agencies and collaborators, or unilaterally, by the counties that improved the creek for flood protection purposes and provided a continuous maintenance path.

Generally, grants of public funds are awarded to government agencies or projects in which an agency is a managing partner, while private charity funds are typically reserved for non-profit organizations. Thus, local agencies and non-profit organizations frequently work under project partnerships that can draw from a wider range of resources. The following information provides an overview of some of the resources available to local agencies and non-profit organizations. This is not intended to be a comprehensive inventory of resources. Organizations are encouraged to conduct independent research to determine whether local projects are eligible for grants through the funding programs that are described in this section.

The grant world is a dynamic environment. Due to the range of application deadlines, unpredictable funding cycles, occasional voter initiatives, web page updates, staff office relocations, telephone number and personnel changes and reassignments, it is impossible to maintain a comprehensive list of resources. The internet provides access to the best sources of information.



Lee Ware Park in Hawaiian Gardens just off Coyote Creek

### Trail development

Federal government policies require that one percent of all federal transportation dollars be spent on projects or facilities that promote non-motorized, alternative forms of transit. Thus, one penny in every dollar of federal spending is reserved for bikeways or pedestrian improvements. These shares are divided equally among recreation and transportation facilities. These policies have been more fully articulated under various iterations of federal RTP and TEA legislation. RTP is an acronym for Recreational Trails Program, while TEA stands for “Transportation Equity Act” or “Transportation Enhancements Act”. California state agencies that receive and dispense these funds are California State Parks and California Department of Transportation, or “Caltrans”. Local agencies and stakeholders should consider the project attributes when preparing applications for these funds. Generally, unpaved trails or trails in parks and natural areas are candidates for RTP funds, while trails with paved surfaces, designed for alternative transportation purposes, should qualify for TEA funds.

The TEA program is currently known as SAFETEALU (“Safe, Accountable, Flexible and Efficient Transportation Act: A Legacy for Users”). These funds are dispersed through each state’s department of transportation or transportation agencies or authorities. Locally, these funds are awarded and obligated through local transportation agencies, such as Orange County Transportation Authority and Metropolitan Transportation Authority of Los Angeles County (or “Metro”).

The Recreational Trails Program is generally more flexible, as current application guidelines allow funds to be used not only for trail construction, but for trail-related items, such as restrooms, parking facilities, trailside furniture, signs and other recreational amenities. Information about California State Park’s RTC program can be found on the internet, directly as follows or by using the subsequent web page links:

<http://www.parks.ca.gov/pages/1008/files/rtpguide.pdf>

<http://www.parks.ca.gov>

- └ Bond Acts (More)
- └ Recreation Trails Program

Transportation agency funds are managed directly by the state, with funding dispersed according to the priorities of local transportation agencies. The following links provide independent agency summaries of TEA legislation and opportunities available to the Coyote Creek watershed. The Federal Highway Administration also has a role in distribution of these funds. For general information about RTP and TEA programs, FHA’s web site provides a general overview:

Federal Highway Administration, U.S. Department of Transportation:  
<http://www.fhwa.dot.gov/safetealu/index.htm>

or, <http://www.fhwa.dot.gov>

- └ SAFETEA-LU
- └ Legislation, Summary Information, Fact Sheets, etc.

Specific project applications should be coordinated with Metro or OCTA; however, neither agency’s web site includes information about these programs on a regular basis.

Applications to Metropolitan Transportation Authority of Los Angeles County (Metro) information were due January 26, 2007. Application guidelines remain posted at:

[http://www.metro.net/projects\\_plans/call\\_projects/default.htm](http://www.metro.net/projects_plans/call_projects/default.htm)

or, <http://www.metro.net>

- └ Projects/Programs
- └ Funding and other programs/call for projects

Orange County Transportation Authority has no specific application information posted on line at this time. OCTA allocates funding for bikeways using Transportation Development Act funds, approximately 7.1 million dollars every two years. General agency information is available at:

<http://www.octa.net>

Caltrans provides updated information and application guidelines at the following location on the web:

[http://www.dot.ca.gov/hq/row/localprog/docs/Summary\\_SAFETEA-LUHighwayProvisions82505.pdf#xml=http://dap1.dot.ca.gov/cgi-bin/texis/webinator/search/pdfhi.txt?query=SAFE+TEA+LU&db=db&pr=www&prox=page&order=500&rprox=500&rdfreq=500&rwfreq=500&rlead=500&sufs=0&order=r&cq=&id=455eadce1](http://www.dot.ca.gov/hq/row/localprog/docs/Summary_SAFETEA-LUHighwayProvisions82505.pdf#xml=http://dap1.dot.ca.gov/cgi-bin/texis/webinator/search/pdfhi.txt?query=SAFE+TEA+LU&db=db&pr=www&prox=page&order=500&rprox=500&rdfreq=500&rwfreq=500&rlead=500&sufs=0&order=r&cq=&id=455eadce1)

or, <http://www.dot.ca.gov>

- └ more...
- └ Right of Way
- └ Local Program Links
- └ Summary: SAFETEA-LU Summary of Provisions



**Aerial view of unused bridge in Hawaiian Gardens**

Source: Google Earth

The Caltrans Local Assistance Unit is a network of Sacramento- and district-based officials who provide information and advise local agency representatives, allied non-profit organizations and cooperating individuals about funding levels currently authorized by law and guide them through the state's application process. The following web page links provide contact information for agency officials who can share knowledge of the process locally, or statewide.

<http://www.caltrans.ca.gov/hq/LocalPrograms/>

or, <http://www.dot.ca.gov>

- └ more...
- └ Local Assistance
- └ Announcements

or, <http://www.dot.ca.gov>

- └ more...
- └ Local Assistance
- └ District Phone List
- └ Scroll to District 7 (L.A. County) or 12 (Orange County)

Generally, regional transportation agencies (Metro and OCTA) are gatekeepers of the application process. Project applicants are expected to articulate a project's public benefits in order to qualify. However, applications will not be considered unless local proponents have fully considered environmental consequences and adopted environmental statements. Local agencies must therefore demonstrate a level of public outreach and commitment before they will qualify for state or federal funds

### Safe Routes to Schools Program

Safe Routes to Schools is a subcomponent of TEA legislation, intended to foster increased bicycle, pedestrian and traffic access around schools, promote walking and bicycling to and from schools, reduce childhood obesity, improve air quality, community safety, security and community involvement and improve partnerships among schools, local agencies, parents, community groups, and non-profit organizations. Ideally, projects should help resolve a problem or make specific connections between a school and the community it serves. As a TEA-funded program, applications are submitted for review and approval by Caltrans' Local Assistance Unit. Applications were due in early January, 2007, but the web page provides an indication of how the application process may be structured in future years.

<http://www.dot.ca.gov/hq/LocalPrograms/saferoute2.htm>

or, <http://www.dot.ca.gov>

- └ more...
- └ Local Assistance
- └ Announcements/Call for safe routes to schools projects Oct-2006

### Environmental Enhancement and Mitigation Program

The Environmental Enhancement and Mitigation Program was established by Caltrans as mitigation for highway improvement projects that adversely affect natural areas and wildlife habitat. The value of lost habitat is calculated in negotiation with resource agencies, such as California Department of Fish and Game and the U.S. Fish and Wildlife Service. Caltrans pays a mitigation fee to a fund that is intended to restore habitat elsewhere. Grants are awarded and administered by the California Resources Agency.

<http://www.dot.ca.gov/hq/LocalPrograms/lpp/LPP04-02.pdf>

or, <http://www.dot.ca.gov>

- └ more...

- └ Local Assistance

- └ Scroll to Specific Program Information (II.4)/EEM



**Coyote Creek - Middle Reach area**

The application period to this program has recently closed, but the EEM Program may be replenished through the state budget process. The most recent application guidelines (Fiscal Year 2005-06) are available through the California Resources Agency web page:

<http://resources.ca.gov/eem/>

or, <http://resources.ca.gov>

- └ Programs and Projects

- └ Environmental Enhancement and Mitigation Grant Program

### California River Parkways Program

With California voters' passage of Propositions 12, 50 and 84, and in compliance with the text of the initiative, the state legislature has established an interagency program to manage applications for river conservation and park construction. The California River Parkways Program issues regular calls for proposals incrementally, and awards these funds through competitive processes. Application information is found at the following web page:

<http://resources.ca.gov/grantprograms.html>

or, <http://resources.ca.gov>

- └ Grant Programs

### Land and Water Conservation Fund

The Land and Water Conservation Fund can be used to acquire park property or develop park lands, for recreation or conservation purposes. The fund derives income from off-shore oil lease revenues collected by the federal government, which is distributed proportionately among the states according to population. The specific allocation of funds is determined by the annual federal budget. Since the fund was established in 1964, the fund's value peaked at \$397 million, in 1979, with nothing allocated in other years. As the nation's most populous state, California receives the greatest share of the fund, which

may be used for land acquisition or to construct facilities. Awards are made by California State Parks, with applications due May 1 of each year.

[http://www.parks.ca.gov/?page\\_id=1008](http://www.parks.ca.gov/?page_id=1008)

or, <http://www.parks.ca.gov>

- └ Bond Acts (More)
- └ Land and Water Conservation Fund

The federal program web page might provide helpful background information; however, the state remains the key point of contact, with National Park Service providing a coordinating role among states.

<http://www.nps.gov/ncrc/programs/lwcf/>

or, <http://www.nps.gov/ncrc>

- └ Land and Water Conservation Fund

### **Habitat Conservation Fund**

The Habitat Conservation Fund was established to support local projects that will result in land acquisition, species protection and restoration. The fund is managed by California State Parks, and requires an equal (or better) match of federal, local or private funding.

[http://www.parks.ca.gov/?page\\_id=21361](http://www.parks.ca.gov/?page_id=21361)

or, <http://www.parks.ca.gov>

- └ Bond Acts (More)
- └ Habitat Conservation Fund

An application or “procedural” guide is available from California State Parks:

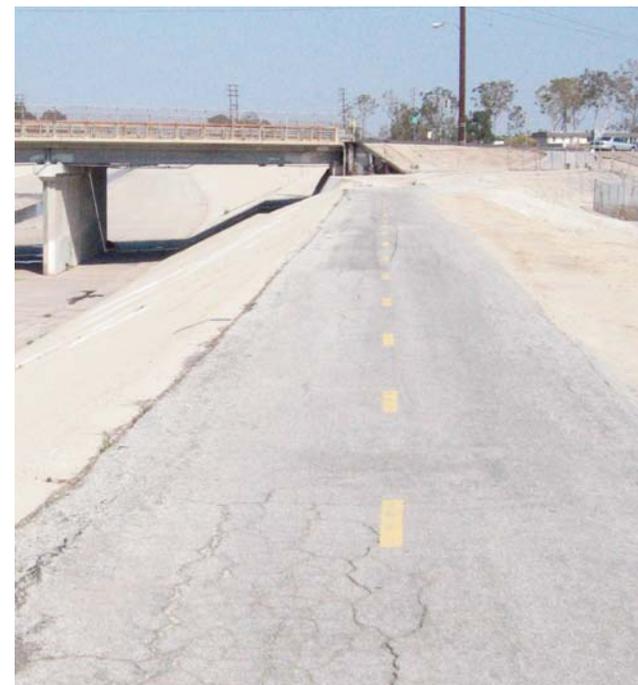
<http://www.parks.ca.gov/pages/1008/files/hcfcguide.pdf>

or, <http://www.parks.ca.gov>

- └ Bond Acts (More)
- └ Habitat Conservation Fund
- └ Procedural Guide (PDF or MS-DOS options)

### **Wildlife Conservation Board Grants**

The Wildlife Conservation Board offers grants for restoration and enhancement of wildlife habitat, development of public access facilities for wildlife oriented uses and protection of habitat through fee acquisitions and conservation easements. While Coyote Creek is an urban stream, WCB has programs that



**Coyote Creek - Trail in Hawaiian Gardens**

might provide funds for enhancement of upland areas and vacant parcels along the creek, including the California Riparian Habitat Conservation Program, Habitat Enhancement and Restoration Program, and Land Acquisition Program. Information about these programs can be found on the following web pages:

<http://www.wcb.ca.gov/>  
[http://www.wcb.ca.gov/Pages/california\\_riparian\\_habitat\\_conservation\\_program.htm](http://www.wcb.ca.gov/Pages/california_riparian_habitat_conservation_program.htm)  
[http://www.wcb.ca.gov/Pages/habitat\\_enhancement\\_and\\_restoration\\_program.htm](http://www.wcb.ca.gov/Pages/habitat_enhancement_and_restoration_program.htm)  
[http://www.wcb.ca.gov/Pages/land\\_acquisition\\_program.htm](http://www.wcb.ca.gov/Pages/land_acquisition_program.htm)

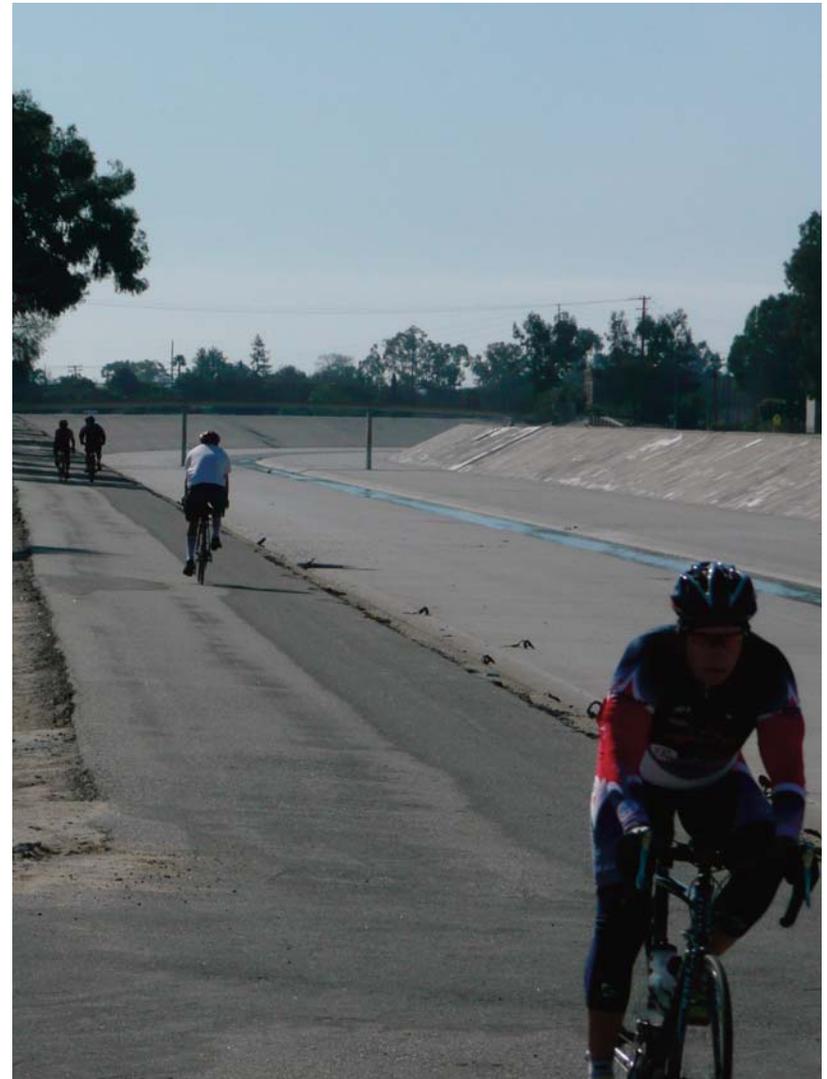
or, <http://www.wcb.ca.gov>

- └ California Riparian Habitat Conservation Program
- └ Habitat Enhancement and Restoration Program
- └ Land Acquisition Program

### **National Fish and Wildlife Foundation Grants**

The National Fish and Wildlife Foundation was established by Congress in 1984 with the goals of promoting healthy populations of fish, wildlife, and plants by generating new commerce for conservation. The Foundation creates partnerships between the public and private sectors and strategically invests in conservation and sustainable use of natural resources. The Foundation identifies conservation needs, reviews proposed projects, fosters cooperative partnerships, and commits a combination of federal and non-federal funds to on-the-ground conservation projects.

<http://www.nfwf.org>



**Coyote Creek Cyclists**

### Local philanthropy

Local business and property owners often realize the greatest benefit from neighborhood improvement projects and appreciate the efforts of the organizations involved in project development and management. Businesses and individuals are sometimes compelled to donate funds, organize volunteer projects or “adopt” a park or trail segment. These resources cannot be expected as a primary source of project support. However, it would be helpful to develop a project non-profit network that will be ready to respond to offers of assistance. In the Coyote Creek watershed, a number of local organizations are available to focus the support of local volunteers and supporters:

- Trails4All
- Orange County Conservation Corps
- California Conservation Corps
- Volunteer Center of Orange County



**Entrance to San Gabriel River Trail at Marina Drive in Seal Beach**

The strength of local support cannot be overstated. For example, the Sierra Club is regarded as one of the strongest and influential environmental organizations in the country. 80 percent of the organization’s operating funds are collected through membership. Many local conservation projects thrive on small donations and grants made through the generosity of local corporations and individuals. It helps an organization to develop a communications strategy that informs members of the community of a project’s possibilities and desired outcomes, and reports ongoing progress, milestones and successes.

- B. Identify undeveloped open space lands that can be used to enhance wildlife habitat and further enhance user experience of Coyote Creek as a greenway.
- C. Explore the possibilities for extended bikeway and recreation trail development along Coyote Creek tributaries.
- D. Encourage watershed connections that will help provide “safe routes to schools”.
- E. Identify grant opportunities, funding sources and programs that would help local government agencies achieve project implementation.
- F. Develop a trail management program to identify responsibilities and long-term management models.



Coyote Creek Upper Reach Photos

### VIII. Community Resources and Stewardship Opportunities

Roles for non-profit and volunteer organizations

Development and maintenance of the Coyote Creek Bikeway and adjacent lands can be supported by non-profit organizations. The project proponent, Trails4All, regularly performs trail construction and maintenance tasks with volunteers, on behalf of local land managers. Groups such as the California Conservation Corps, AmeriCorps, Los Angeles Conservation Corps and Orange County Conservation Corps may also be available to implement site improvement projects.

Additionally, community volunteers are eager to "get involved" and are readily available through:

**Local corporations (Larger): (Most local corporations want their employees to be involved in their community...) Some that Trails4All have worked with recently include:**

- Banks (B of A, Wells Fargo, UBoC, and WaMu)
- The Boeing Company (Has a facility near the end of the Bikeway in Seal Beach)
- The Disneyland Resorts (Anaheim east-west connection.)
- Home Depot
- Pacific Care (Cypress)  
<http://www.pacificlife.com/Channel/Career+Opportunities/Community+Involvement.htm>
- Pacific Life
- REI
- Target

**Local Businesses (Smaller):**

- JAX Bicycles <http://jaxbicycles.com/index.cfm>
- Richard's Cyclery <http://www.richardscyclery.com/>
- Ganahl Lumber Co. <http://www.ganahl.com/contact.htm>

#### Service Organizations (Adult)

- Rotary <http://www.rotary.org/programs/index.html>
- Kiwanis <http://www.kiwanis.org/WhoWeAre/FamilyofPrograms/tabid/132/Default.aspx>
- Lions Club <http://www.lions.org/>
- Local Chambers of Commerce

(Here it should also be noted that the kind of folks who actively participate with their corporate "team" and/or with a service organization, are also likely to be a scout master or a youth group leader for their church or such.)

#### Service Organizations (Youth)

- Boy Scouts
- Girl Scouts
- Key Club / Kiwin
- Leos



**Third Focus Group at beginning of Bike Path in Seal Beach**

### Recreational User Groups

- Bicycle Clubs
- (Possibly equestrian)
- (Possibly runner/jogger)

### Environmental organizations

- Audubon
- Sierra Club
- Native Plant Society
- Master Gardener program

Los Angeles has many entrepreneurial NPO's including TreePeople, North East Trees, Los Angeles Neighborhood Land Trust and Amigos de los Rios, organizations that conceive, design and implement conservation projects using donations and grants. None of these organizations are based within the watershed. All serve as model organizations that might be emulated and developed to support park development, maintenance and conservation work along Coyote Creek.

Volunteers might also be useful to aide in truancy, loitering, and crime prevention. California State Parks and other organizations have succeeded in developing bicycle and mounted assistance units comprised of volunteers who wear colorful jerseys or vests, carry radios, and are trained to report problems without being confrontational, administer first aid, educate trail users and provide directions.



**Mouth of San Gabriel River**

### IX. Management Options

#### Lead Agencies are Orange County and Los Angeles County

The Coyote Creek watershed is divided by the boundary between Los Angeles and Orange Counties. Coyote Creek and its tributaries are drainage facilities owned and operated primarily by local flood protection agencies, and regulated by the U.S. Army Corps of Engineers. These facilities include the channels and related structures, such as the continuous maintenance paths that may be readily adapted to promote bicycle and pedestrian access and mobility. The county governments would therefore become lead agencies for any proposals to modify these facilities, while the Army Corps would have a custodial obligation to authorize permits ensuring that no reductions will occur in the creek's capacity for flood protection.

As a tributary to the San Gabriel River, and due to prior agreement, Coyote Creek operations and maintenance are managed primarily by L.A. County. A San Gabriel River master plan was adopted by the Los Angeles County Board of Supervisors in 2006. Generally, the master plan addresses public access and potential improvement to open space resources along the river's corridor, from Angeles National Forest to the ocean. The planning process was limited to a width of 300 feet from either edge of the river. This plan did not address Coyote Creek or other tributaries of the San Gabriel River.

Orange County's Resources and Development Management Department has initiated and nearly completed a Watershed Management Plan through its Watershed Planning Division. The process is intended to evaluate the potential for flooding within the region, analyze the capacity of the region's flood protection structures and propose improvement, where necessary. This is a stakeholder-based process being coordinated with city governments in the watershed and U.S. Army Corps of Engineers. The Coyote Creek Bikeway Plan was prepared to complement this process, to fulfill the need to evaluate public access, recreational use and open space resources along the creek. Implementation of this bikeway proposal is not contingent upon adoption or implementation of the flood protection proposal.

The creek is dam free, which minimizes the barriers to alternative transportation development and recreational use, security risks and the possibility of unexpected water releases and other operational constraints.

Creek rights of way provide opportunities for reasonably continuous access. Maintenance roads were built along these facilities so that county agency employees and contractors can remove debris and sediment deposits, repair and construct overhead bridges, and remove invasive plants where necessary. Existing roadways can be improved for trail use under the authority of flood protection agencies; however, adjacent lands are managed by numerous private landowners and regulated by local agencies that can influence the planning process.

Local government agencies have jurisdiction for land use planning, development review and approval along the edges of Coyote Creek, its tributaries and modifications to intersecting rights of way. Section III, Project Background, identifies these agencies as the cities of Anaheim, Brea, Buena Park, Cypress, Fullerton, La Habra, La Palma, Los Alamitos and Seal Beach in Orange County; Cerritos, Hawaiian Gardens, Lakewood, La Mirada and Long Beach in Los Angeles County. The counties of Orange and Los Angeles are responsible for land use and development in adjacent unincorporated areas. Respective transportation authorities fund projects and coordinate development of intersecting arterial highways and on-street (Class II and Class III) bicycle routes.

Los Angeles County has adopted standards for landscaping and signs on the Los Angeles River system. The Rivers and Mountains Conservancy has developed a plant list for the San Gabriel River Watershed. In 2004, the Rivers and Mountains Conservancy and Los Angeles County developed a sign program to identify the San Gabriel River trail and related parks. This project provides an opportunity for collaboration on a similar effort.

#### Roles of local government agencies

Northwest Orange County and southeast Los Angeles County are highly urban and not well served by existing park and recreation facilities.

Sections III and VI identify sites adjacent to or nearby Coyote Creek which could be improved as small parks or with landscape enhancements to improve the cycling and recreation experience. In addition to serving as trail side rest areas and passive local parks, these sites might provide added relief for migratory birds.

City and county parks and public works agencies have an ability to apply to state agencies for grants described in Section VI, Grants and Funding Opportunities. Although cities typically incur park planning and development costs, various state initiatives have been approved by voters in recent elections, making funds available for local park development.

Ultimately, cities or other local government agencies would serve as lead agencies for local park development projects and remain responsible for park maintenance and management.

The Coyote Creek Bikeway would also provide added mobility to the on-street network of local bicycle routes. City circulation systems may be partially implemented or extended by the proposed bikeway.

### **San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy**

Rivers and Mountain Conservancy (RMC), has supported the planning process with a grant to project proponents, and additional funding for the trail sign proposal. RMC may be available to support other local initiatives, if added support is requested and approved by the agency's executive board.

RMC's land management authorities are limited to the properties that it has purchased. At this time, RMC owns no properties in the Coyote Creek watershed. On the lower San Gabriel River, RMC participated with the Joint Powers Authorities (JPA) to acquire Los Cerritos Wetlands and Bixby Ranch.

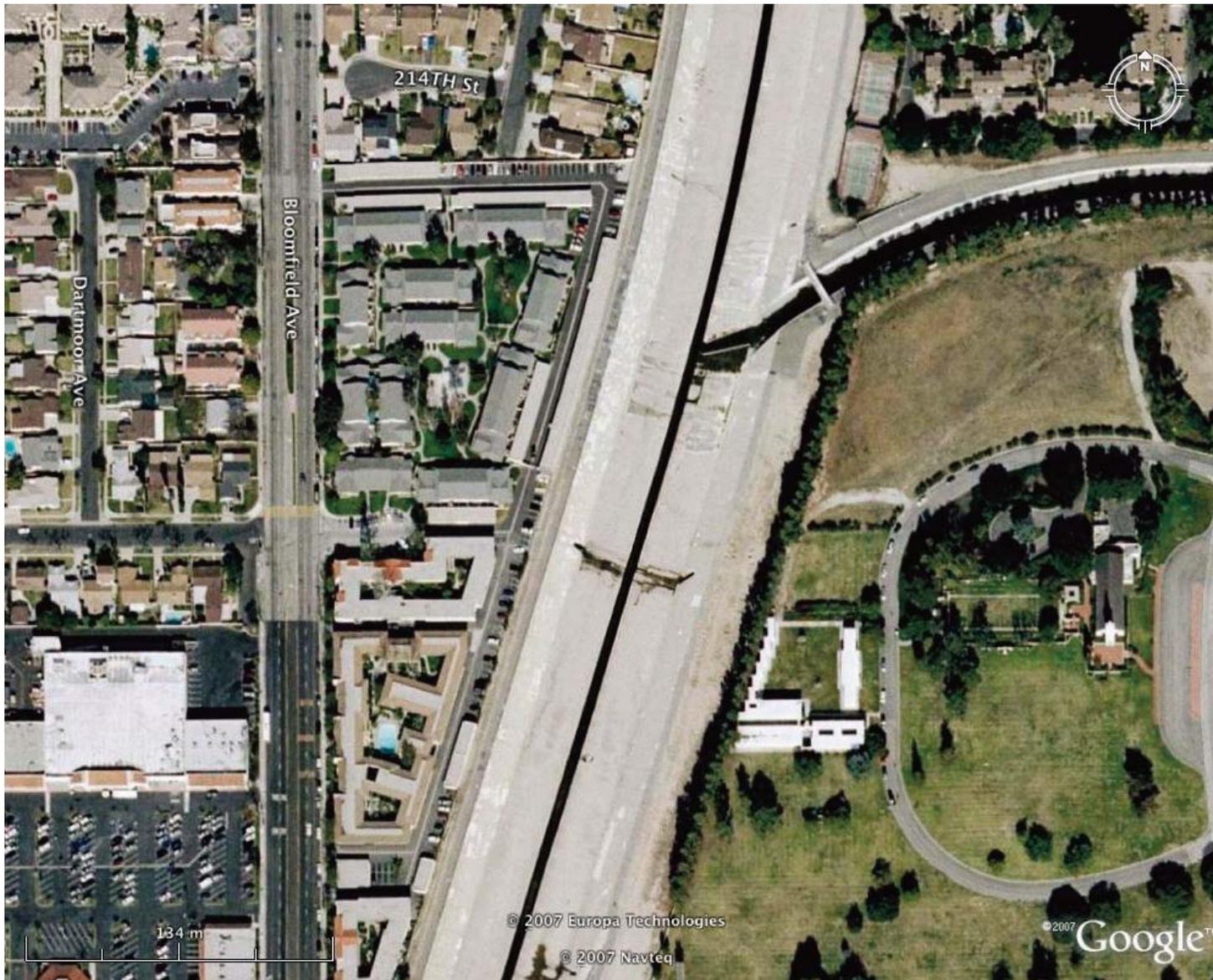
RMC has the ability to enter into JPA agreements with local government agencies. RMC is currently participating in the Watershed Conservation Authority (WCA) with Los Angeles County Flood Control District and Public

Works Department in efforts to improve lands along the San Gabriel River. WCA is authorized to collaborate on projects within Orange County, if there is a request to participate. RMC also works in partnership with the San Gabriel River Discovery Center Authority to develop a new interpretive center at Whittier Narrows. Partners include L.A. County Parks, Upper San Gabriel River Municipal and Central Water Districts, County Sanitation Districts of L.A. County. RMC is also a partner in the Los Cerritos Wetlands Authority, which strives to preserve and restore remaining wetlands. Partners include the California Coastal Conservancy and cities of Long Beach and Seal Beach. These JPA's indicate that RMC is capable of forming new partnerships to make improvements in the Coyote Creek watershed.

See the following website for more information: <http://wca.ca.gov/wetlands>



**There are numerous parks located near the Coyote Creek Trail**



Aerial view of the confluence near Bloomfield and Centralia in Cypress and Lakewood

Source: Google Earth

### Roles for Edison Company

Edison International owns most transmission corridors that intersect or run parallel to Coyote Creek. Edison is accountable to shareholders and is required to profit from agreements that allow use of corporate land holdings. Edison is a public utility with an ability to authorize ground leases for specific terms; there is a cost. While some cities have developed neighborhood parks on lands beneath the power lines, more property may be available for recreational use. Project proponents must negotiate land license agreements with Edison International.

### California Department of Transportation (Caltrans)

Collaborations with Caltrans will be key in the success of the Coyote Creek Bikeway. Caltrans awards alternative transportation facility grants that can fund bikeway improvements. In order to qualify for funding, projects must be designed according to Caltrans standards and are subject to technical review.

Additionally, Caltrans has custodial responsibilities for arterial highways and major thoroughfares that span Coyote Creek, including the Burlington Northern Santa Fe Railroad Corridor, Interstate 5 and State Route 91. Trail crossings must be coordinated as bikeway project implementation plans are developed, or the intersecting facilities are upgraded.

### Opportunities for schools and school districts

Coyote Creek will provide a dedicated path of travel connecting neighborhoods and local schools. School districts and individual schools are currently eligible for grants under the “Safe Routes to Schools” program, which is administered by Caltrans. These funds might be used to improve school site access. There are no specific school improvements proposed in this plan. These actions might be pursued through a decisions made through individual schools and school districts.



Knott Avenue and Trojan Way

### Joint powers authority (JPA)

Cities, counties and state agencies have an ability to establish a joint powers authority under California Government Code Section 6500. Any combination of city, county and state agencies may work together to achieve park and recreation development goals or functions which members agencies are authorized to perform under existing state laws. Joint powers authorities establish more specific lines of communication among agencies and provide a forum for discussion, negotiation and action, often sharing staff resources. JPA's are often empowered and motivated to complete tasks more efficiently than multiple government agencies. A JPA might present a “unified front” that would demonstrate commitment to this and other projects and build confidence of funders, state and federal agencies.

JPA's typically add to the workloads and demands of existing agency officials and staff, unless new staff resources are allocated. Some JPA's have been criticized for perceived abuses of powers. Managing board members are not directly elected, but are appointed as representatives of member agencies, making the entity vulnerable to criticism of being unaccountable.

**Roles for new agencies**

North Orange County is generally regarded to be lacking parks, natural areas and trails, when compared to south Orange County. Although, there are disparities within Los Angeles County, southeast Los Angeles County generally has more parks than the central city or some of the established communities. Cities and counties have an ability to create new agencies devoted to park and recreation development, such as special districts, park and recreation or open space districts, a central entity with a dedication and commitment to this and other projects. Park development and conservation funding draws a consistent level of support among a majority of voters in California, especially in urban areas. Special districts give voters a mechanism to support creation of a special district dedicated to park development through a modest increase on property taxes, if they are so inclined.

The formation of a special district may help residents of the Coyote Creek watershed create their own parks, trails, and other recreational resources. A special district might empower representatives of north Orange County to address the imbalance of trails, local parks and open space. The formation of special districts may be limited to one county or the other. It may be impossible to form a local agency that overlaps a county line. A special district is possibly the most difficult “sell” to voters and elected officials. The potential threat of



Figure 9-1 OCTA Map

new taxes is so unpopular among some voters that elected officials might be reluctant to place this option on the ballot.

**Maintain the status quo: no institutional changes; no new government agencies**

There is no reason that the project cannot be implemented under the existing framework of government agencies. Elected officials and constituents might be opposed to “growth of government” or yielding authority, and prefer accountability of existing framework. Under strong leadership that is united on principle, individual agencies may be directed to manage project components. Improved communication, collaboration and cooperation on this task would build trust among agencies and

improve capacity for working together on other regional issues. County and city agencies could establish priorities, develop a phasing plan and apply for their individual grants, supported by cooperators. Construction and maintenance responsibilities could remain with agency landowners.

Jurisdictional complexity (two counties and 12 cities) could make this option difficult. This is the current model of operation, and although the Coyote Creek Bikeway is on the each county’s master plan no progress has been made toward implementation. At a minimum, adoption of a Coyote Creek Bikeway plan will demonstrate that counties and cities have consensus on a clear vision for the project.

### **Roles for non-profit and volunteer organizations**

Development and maintenance of the Coyote Creek Bikeway and adjacent lands can be supported by non-profit organizations. The project proponent, Trails4All, regularly performs trail construction and maintenance tasks with volunteers, on behalf of local land managers. Groups such as the California Conservation Corps, AmeriCorps, Los Angeles Conservation Corps and Orange County Conservation Corps are also available to implement site improvement projects.

Los Angeles has many entrepreneurial NPO's including TreePeople, North East Trees, Los Angeles Neighborhood Land Trust and Amigos de los Rios, organizations that conceive, design and implement conservation projects using donations and grants. None of these organizations are based within the watershed. All serve as model organizations that might be emulated and developed to support park development, maintenance and conservation work along Coyote Creek.

Volunteers might also be useful to aide in truancy, loitering, and crime prevention. California State Parks and other organizations have succeeded in developing bicycle and mounted assistance units comprised of volunteers who wear colorful jerseys or vests, carry radios, and are trained to report problems without being confrontational, administer first aid, educate trail users and provide directions.

### **Landscape design and maintenance**

A plant palette has been developed for the Los Angeles River by L.A. County Department of Public Works. Working with the Los Angeles and San Gabriel Rivers Watershed Council's Landscape Ethics Committee, the county adopted landscape guidelines that require use of native plants. (Los Angeles County Public Works Department 2004) These guidelines have been employed in site restoration work on the San Gabriel River. There is no requirement that these guidelines be used on Coyote Creek, however, the document provides guidance as to which plants are appropriate for site improvement work along the

waterways of southern California. Rivers and Mountains Conservancy recently adopted a "Plant List for the San Gabriel River Watershed". This document is posted online at: <http://www.rmc.ca.gov/grants/resources.html>.

Landscape watering should utilize reclaimed water sources, where available.

### **Recommendations**

Project proponents do not have the ability to construct or manage the Coyote Creek Bikeway. The intent of this proposal is to demonstrate that the Coyote Creek Bikeway is a feasible. Existing channel maintenance roads can be readily adapted to extend the Coyote Creek Bikeway from the confluence of La Cañada Verde Creek (a.k.a., North Fork, Coyote Creek) in Cerritos and Los Angeles County to the south side of Imperial Highway.

Orange and Los Angeles Counties are requested to assume the leadership role in developing the bike path as a regional transportation facility. The creek's right of way is jointly owned and managed by Los Angeles and Orange counties, so project coordination would be best managed by a partnership.

City and county park agencies should work independently to acquire and improve open space resources that touch upon the river. Collaboration with state agencies and non-profit organizations is encouraged.

City and county leaders should seek the support of MTA and OCTA for construction costs and to identify major bridges and thoroughfares with signs, where they cross the bikeway.

City and county leaders might consider options for working together as a JPA or form a special district or non-profit organization dedicated to site improvement and maintenance.

The sign program would be implemented initially by RMC and county public works agencies.

**Specific actions requested, of whom**

***Apply to for TEA (Transportation Equity Act) funds to implement trail construction projects –***

- Los Angeles County Department of Public Works, Watershed Management Division
- Orange County Resources and Development Management Department
- Los Angeles Metropolitan Transportation Authority
- Orange County Transportation Authority
- California Department of Transportation

***Design and build bicycle trail over existing maintenance path –***

- Los Angeles County Department of Public Works, Watershed Management Division
- Orange County Resources and Development Management Department, Flood Control District
- Authorization by L.A. and O.C. Boards of Supervisors

***Enhance access at bridge crossings and street intersections –***

- Los Angeles County Department of Public Works, Watershed Management Division
- Orange County Resources and Development Management Department, Flood Control District
- Authorization by L.A. and O.C. Boards of Supervisors

***Establish ongoing maintenance program for bicycle and pedestrian access –***

- Los Angeles County Department of Public Works, Watershed Management Division
- Orange County Resources and Development Management Department, Flood Control District
- Authorization by L.A. and O.C. Boards of Supervisors
- potentially by grants from Rivers and Mountains Conservancy, California Coastal Conservancy, Wildlife Conservation Board, California State Parks, and other state agencies.
- Consider long-term partnerships with Rivers and Mountains Conservancy
- Enter into dialogue to consider joint powers agencies and special districts to help support facility and land management in the watershed.
- Orange County Board of Supervisors and cities within the watershed

***Develop focused improvement plans to provide undercrossings at BNSF Railroad (Amtrak and OCTA-Metrolink) corridor, Interstate 5 and State Route 91 –***

- Los Angeles County Department of Public Works, Watershed Management Division
- Orange County Resources and Development Management Department, Flood Control District
- Authorization by L.A. and O.C. Boards of Supervisors

***Develop focused improvement plans to modify channels and provide undercrossings at Rosecrans Avenue, Stage Road, Knott Avenue, Artesia Boulevard, Valley View and other streets –***

- Los Angeles County Department of Public Works, Watershed Management Division
- Orange County Resources and Development Management Department, Flood Control District
- Authorization by L.A. and O.C. Boards of Supervisors

***Encourage development and support of non-profit organizations that can design projects, obtain funding and employ local youth to implement park demonstration projects on small sites along Coyote Creek –***

- Rivers and Mountains Conservancy and interested partners.

***Develop a volunteer bicycle patrol unit to suppress crime and gang activities –***

- RMC, county sheriffs and local police agencies: develop a volunteer training program and provide uniform jerseys, GPS units, radios or telephones to encourage community-based security.
- Rivers and Mountains Conservancy and interested partners.

***Define and adopt a landscape planting palette that is appropriate for southern California coastal plain and Coyote Creek –***

- Los Angeles County Department of Public Works, Watershed Management Division
- Orange County Resources and Development Management Department, Flood Control District
- Rivers and Mountains Conservancy and interested partners.

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### References

Los Angeles County Public Works Department, San Gabriel River Master Plan; Watershed Management Division with Moore, Iacofano, Goltsman, Inc. Alhambra, June 2006.

[http://www.ladpw.org/wmd/watershed/sg/mp/docs/sgr\\_mp.pdf](http://www.ladpw.org/wmd/watershed/sg/mp/docs/sgr_mp.pdf)

Los Angeles County Public Works Department, Los Angeles River Master Plan Landscaping Guidelines and Plant Palettes; Watershed Management Division Alhambra, January 2004.

[http://ladpw.org/wmd/watershed/LA/LAR\\_planting\\_guidelines\\_webversion.pdf](http://ladpw.org/wmd/watershed/LA/LAR_planting_guidelines_webversion.pdf)

Rivers and Mountains Conservancy “Plant List for the San Gabriel River Watershed” 2008. <http://www.rmc.ca.gov/grants/resources.html>

## **X. Signage Program**

The purpose of the signage program is to accommodate users' needs by identifying street intersections, points of interest, and mileage markers while maintaining a consistency in graphics throughout the trail system.

Coyote Creek is a tributary to San Gabriel River. The Coyote Creek should therefore adhere to the design themes established through San Gabriel River planning process and the LA River Bikeway.

The Coyote Creek Trail logo carries the shared vision of continuity along the river trails, from the local mountains to the sea, which will create a long lasting, recognizable impression on the minds of all trail users.

### **Coyote Creek Logo Specifications**

Font: Helvetica Neue, Condensed Black,  
Point size 36, Leading 43.2 pt, Tracking 21  
Pantone Matching System:  
PMS Colors - Burgundy 202C, Blue 534C, Gold 618C

### **Directional/Wayfinding Signage**

Directional signs are used to alert travelers to the location of the river, the Bikeways, and river parks. They serve an important wayfinding function and will set traffic patterns to and from the river. Jurisdictionally, these signs will be located in Caltrans right-of-way, unincorporated Los Angeles County, or within individual cities. All signs must conform to the appropriate jurisdictional regulations.

Detailed specifications for Bicycle Route Signs are found in the MUTCD, Sections 9B.17, 9B.18, 9B.19, and Table 9B-1, and are as follows: Signs have a green background with a reflectorized white legend and border. Sizes are 24" x 18" for the Bike Path sign, and 12" x 6" for Supplemental Guide signs, such as the top and bottom plate shown here.

### **Standard Sign Features**

For signs that direct visitors to the Bikeway from local streets, a standard bikeway sign will be used, following standards for Class I Bikeway. Added to the same pole will be a sign with the logo and text for "Coyote Creek". The County of Los Angeles, has developed the prototype for these signs. For signs that direct visitors to the Trail, where there is no existing Bikeway, the signs shall include the directional arrow.

The selected Directional/Wayfinding signs should be placed at all bikeway entrances/exits. The signs should be visible to all roadway users as they approach an entrance to the Coyote Creek Bikeway. A total of 54 signs will be needed on the existing sections of bikeway. They will replace existing signs, many of which are missing or vandalized. Included are some examples of what these signs may look like.

Locations for directional signs should follow uniform traffic standards. Approval must be obtained from the appropriate, responsible agencies prior to selecting/placing signs. Streets and intersections with crosswalks and/or traffic signals are preferred locations.

Coordinate with local residents and community leaders to determine the best locations for directional signs. Local residents' input is critical to ensure that signs do not create unwanted, excessive traffic through residential neighborhoods. Individual streets may have unique characteristics that will not be apparent to outside planners. These nuances must be considered when locating directional signs because they will establish the preferred route for visitors to the bikeway and bikeway access points.

Locations chosen should have the optimal benefit for bringing attention to the Bikeway's access points, and ideally lead directly to the bikeway or to a bikeway access point. As access points are created/improved, directional signs should be added as needed to direct visitors to the bikeway. Directional signs may also occur along the Bikeway itself, directing users to the bikeway parks and access points.

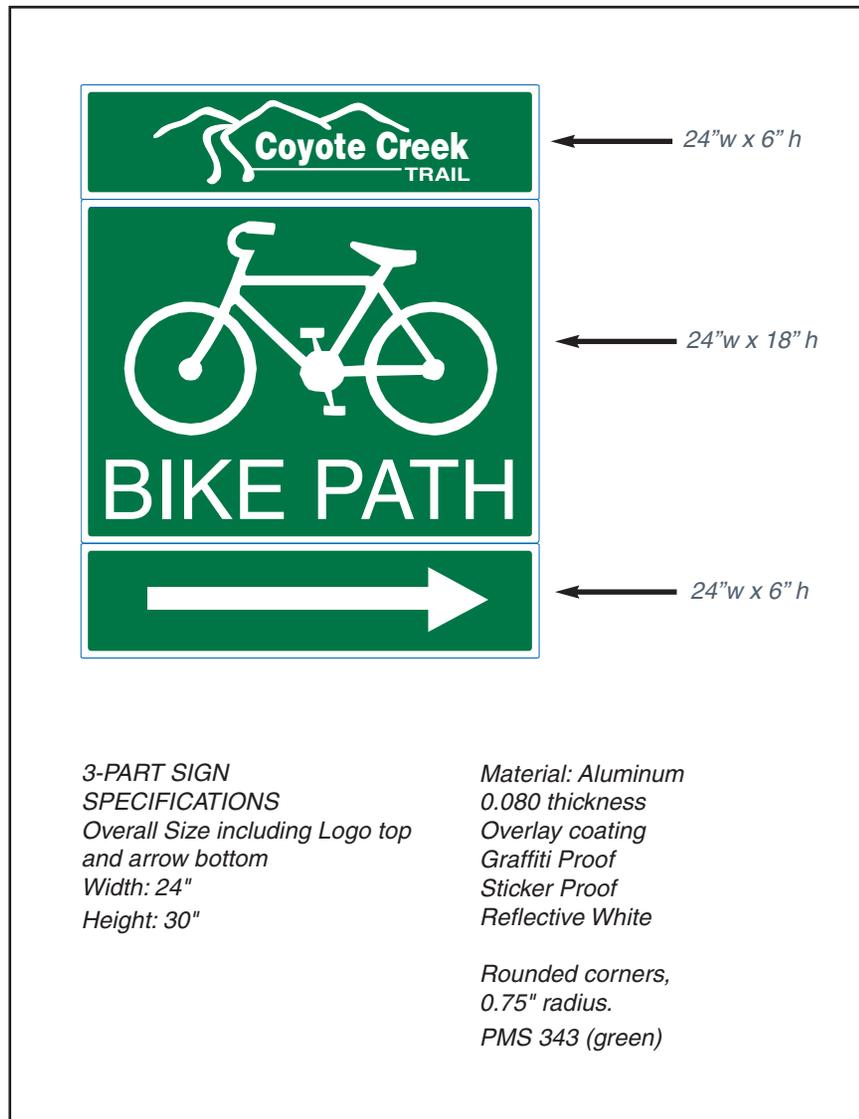


Figure 10.1 Directional Sign for Access to the Coyote Creek Trail

Bike Path Entrance/Exit	Number of Signs
Foster Rd.	2
Rosecrans Ave.	4
Alondra Blvd.	4
Artesia Blvd.	4
Marquardt Ave./Walker St.	4
Orangethorpe Ave./South St.	4
Moody St./Carmenita Rd.	4
La Palma Ave./Del Amo Blvd.	4
Crescent Ave./Centralia St.	4
Carson St./Lincoln Ave.	4
Wardlow Rd./Ball Rd.	4
Los Alamitos Blvd.	4
Cerritos Ave.	4
Katella Ave.	4
<b>TOTAL</b>	<b>54</b>

Figure 10.2 Entrances and Exits to the Coyote Creek Trail

10' SIGN POSTS  
 11-gauge steel channel posts.  
 Galvanized steel with enhanced corrosion resistance and Drive Caps

ESTIMATED MATERIAL COST  
 54 Directional Signs  
 & 108 Supplemental Guide Signs  
 Signs at (\$150 each) \$8,100.00

Posts - 10' Galvanized Steel U-Channel with Drive Caps \$3,743.06



**Stencil Mileage Markers**

Distance markers will be used along the Coyote Creek Trail to demarcate the distance between the headwaters and the outfall into the ocean. They are similar to freeway mile markers.

**Location and Placement**

Distance markers shall be incorporated into the Bikeway pavement at each quarter mile. The precise location of each destination/distance marker, and the appropriate numbering system, will be determined during the preparation of signage project for the Bikeway, and are shown below:

	Mile	Description
South	0.0	Bike path Entrance at Seal Beach
	0.5	between Marina Drive and PCH (closer to Marina Drive)
	1.0	between PCH and 2nd St. (closer to PCH)
	1.5	near 2nd Street/Westminster Avenue
	2.0	between 2nd Street and State Highway 22
	2.5	near College Park Drive
	3.0	between College Park and Interstate 405
	3.5	near Interstate 405
	4.0	near San Gabriel River/Coyote Creek Confluence
	4.5	between Confluence and Katella (closer to Katella)
	5.0	near Interstate 605
	5.5	near Spring Street/Cerritos Ave.
	6.0	near Wardlow Road/Ball Road
North	6.5	between Wardlow Road/Ball Road and Carson St/Lincoln Avenue
	7.0	near Carson Street/Lincoln Avenue
	7.5	between Carson St/Lincoln Ave. and Crescent Ave./Centralia St.
	8.0	between Crescent Ave./Centralia St./and Del Amo Blvd./La Palma Ave.
	8.5	near Cerritos Regional County Park
	9.0	north of 195th St/Shoemaker Ave.
	9.5	between Carmenita Rd./Moody St. and South St./Orangethorpe Ave.
	10.0	near Walker St./Marquardt Ave.
	10.5	near Coyote Creek/North Fork Confluence
	11.0	near Artesia Blvd.
11.5	near UP Railroad and Interstate 5	
12.0	near Alondra Blvd.	
12.5	between Alondra Blvd. and Rosecrans Ave.	
13.0	near Rosecrans Ave.	
13.5	near Foster Rd.	

**Standard Features**

Bikeway Distance Markers should consist of the same material as other striping specified for the bikeway. This material can be either paint or thermoplastic paint (contractor-grade acrylic striping paint, alkyd, or chlorinated rubber striping paint). Consider skid resistance, reflectivity, and durability when selecting materials, as well as ADA requirements for visibility. Refer to State of California, Department of Transportation specifications for Thermoplastic Traffic Striping Material and Traffic Striping, Signing and Pavement Markings as necessary.

Distance Markers shall be applied with a custom stencil incorporating the artwork specified herein. The color of distance markers shall be white. The stencil includes a blank area for the mile numbers. Numbers shall be applied using standard stencils in a simple, basic font such as Arial.

Figure 10.3 Locations of Stencil Mileage Markers

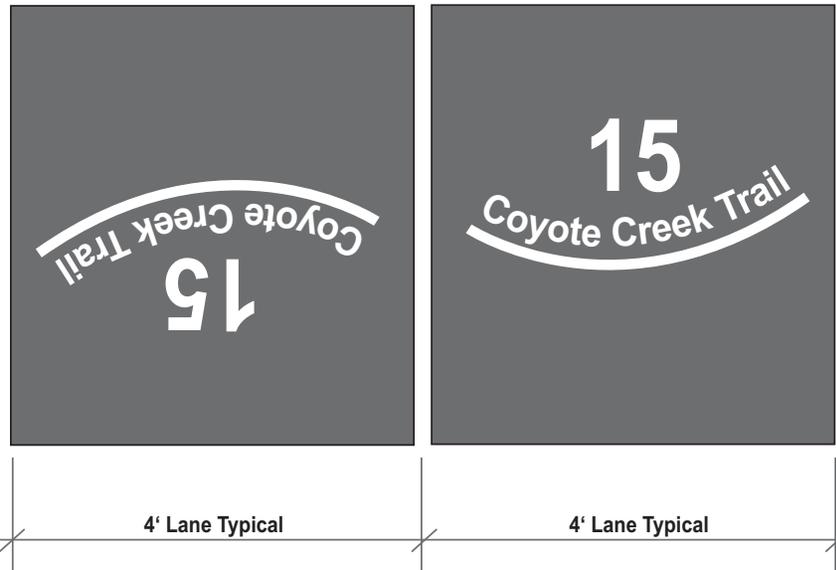


Figure 10.4 Stencil Mileage Markers

STENCIL DISTANCE MARKER SPECIFICATIONS

Material: Paint or thermoplastic paint. Match material used to stripe the Bikeway.

Color: White

Bikeway Name Text:

3-1/4" Height

Mileage Text:

12-3/4" Height

ESTIMATED MATERIAL COST

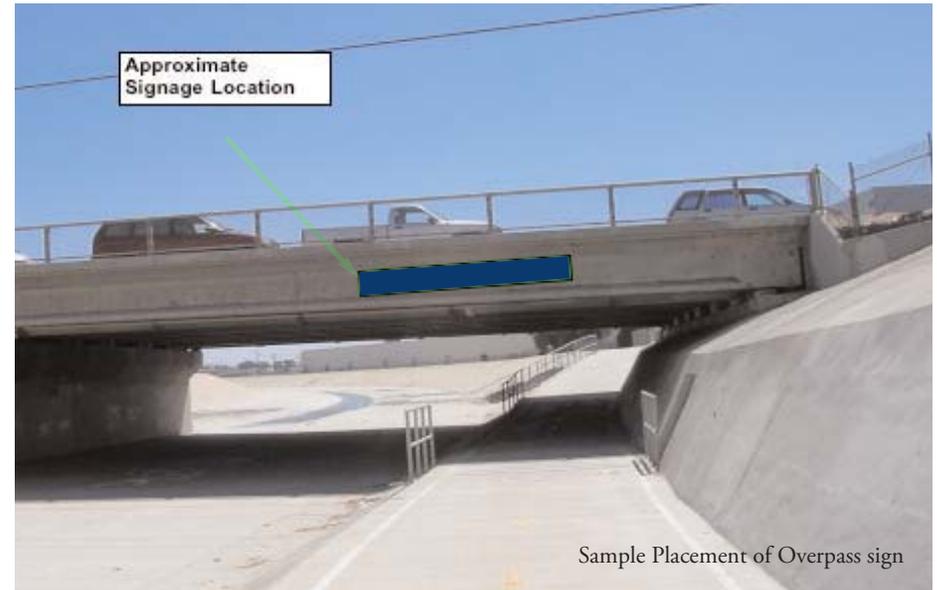
56 Stencil Placements

Estimated cost of Stencils

28 sets of two at \$150.00 each

\$3,900

Overpass Signage - Street Name Identification



Sample Placement of Overpass sign



ESTIMATED MATERIAL COST

50 Overpass Signs

Estimated at 54" w x 18" h, prices will vary based upon width of individual signs

\$10,125.00

SPECIFICATIONS

Overall Size will vary

Size used for this estimate Width:54'

Height: 18"

Material:

0.080 thickness Aluminum Hi intensity or prismatic sheeting

Overlay coating

Graffiti Proof

Sticker Proof

Reflective White

Rounded corners,

0.75" radius

PMS 293 (Blue)

**Overpass Signage - Street Name Identification**

Street name signs should be attached to overpasses on the side closest to the bike path and be visible and legible from at least 150 feet. (The readability guideline is 1" inch of letter height per 20' of distance.) Street names often change at or near Coyote Creek. At these locations, both street names should be listed and the sign text will be different on either side of the overpass. The street name listed first should correspond with the name of the street to the left of the viewer, and the street name listed second should correspond with the name of the street to the right of the viewer.

Figure 10.5 Overpass Signage

				EXACT TEXT FOR SIGNS*	
North	Sign No.	Road	Number Of Signs	North/East Side of Bridge (viewed by Southbound cyclists)	South/West Side of Bridge (viewed by Northbound cyclists)
				Coyote Creek	
	1	Foster Rd.	1	-	Foster Rd.
	2, 3	Metrolink	2	Metrolink	Metrolink
	4, 5	Rosecrans Ave.	2	Rosecrans Ave.	Rosecrans Ave.
	6, 7	Alondra Blvd.	2	Alondra Blvd.	Alondra Blvd.
	8, 9	Santa Ana Fwy. (I-5)	2	Santa Ana Fwy. (+I-5 shield)	Santa Ana Fwy. (+I-5 shield)
	10, 11	Artesia Blvd.	2	Artesia Blvd.	Artesia Blvd.
	12, 13	Marquardt Ave./Walker St.	2	Walker St. /Marquardt Ave.	Marquardt Ave./Walker St.
	14, 15	Artesia Fwy. (SH-91)	2	Artesia Fwy. (+SH-91 shield)	Artesia Fwy. (+SH-91 shield)
	16, 17	Orangethorpe Ave./South St.	2	Orangethorpe Ave./South St.	South St./Orangethorpe Ave.
	18, 19	Moody St./Carmenita Rd.	2	Moody St./Carmenita Rd.	Carmenita Rd./Moody St.
	20, 21	La Palma Ave./Del Amo Blvd.	2	La Palma Ave./Del Amo Blvd.	La Palma Ave./Del Amo Blvd.
	22, 23	UP Railroad	2	Union Pacific Railroad	Union Pacific Railroad
	24, 25	Crescent Ave./Centralia St.	2	Crescent Ave./Centralia St.	Centralia St./Crescent Ave.
	26, 27	Carson St./Lincoln Ave.	2	Lincoln Ave./Carson St.	Carson St./Lincoln Ave.
	28, 29	Wardlow Rd./Ball Rd.	2	Ball Rd./Wardlow Rd.	Wardlow Rd./Ball Rd.
	30, 31	Los Alamitos Blvd.	2	Los Alamitos Blvd./ Norwalk Blvd.	Norwalk Blvd./Los Alamitos Blvd.
	32, 33	Cerritos Ave.	2	Cerritos Ave./Spring St.	Spring St./Cerritos Ave.
	34, 35	San Gabriel River Fwy. (I-605)	2	San Gabriel River Fwy. (+I-605 Shield)	San Gabriel River Fwy. (+I-605 Shield)
	35, 37	Katella Ave.	2	Katella Ave./Willow St.	Willow St./Katella Ave.
San Gabriel River					
	38, 39	San Diego Fwy. (I-405)	2	San Diego Fwy. (+I-405 shield)	San Diego Fwy. (+I-405 shield)
	40, 41	College Park Dr.	2	College Park Dr.	College Park Dr.
	42, 43	State Highway 22	2	Garden Grove Fwy. (+SH-22 shield)	Garden Grove Fwy. (+SH-22 shield)
	44, 45	E. 2nd St.	2	Westminster Ave./2nd St.	2nd St./Westminster Ave.
	46, 47	Pacific Coast Hwy. (SH-1)	2	Pacific Coast Hwy. (+SH-1 shield)	Pacific Coast Hwy. (+SH-1 shield)
	48, 49	Marina Dr.	2	Marina Dr.	Marina Dr.
South					

\*Final design of signage will determine if abbreviations for street types are necessary and which ones should be used. (i.e, Ave. or Av; Blvd. Bl, etc.)

## Landmark/Destination Signs

Destination signs and distance markers will be used along the bikeway to demarcate the the distance to destinations along the Bikeway. Landmarks and destinations include roads where cyclists can exit, major parks accessible from the bike path, and end points. These signs should be located approximately one quarter mile before the next listed destination. Sign installation shall be double-sided, so that one sign pole will serve bikers and pedestrians in each direction, where possible.

### SIGN SPECIFICATIONS

Height: 32"  
Width: 24"

Material: Steel  
0.040 thickness which is Zinc clad with 2 coats  
Powder Coating  
Overlay coating  
Graffiti Proof  
Reflective White

Special: Rounded corners,  
0.75" radius.

Graphic Colors:  
Coyote Creek Logo  
PMS 293 (Blue)  
PMS 202 (Burgundy)  
PMS 618 (Gold)

### ESTIMATED MATERIAL COST

14 Northbound Signs (\$202.50 each) \$2,226.00  
15 Southbound Signs (\$202.50 each) \$2,385.00  
Posts to be determined (U-channel or Square as needed)

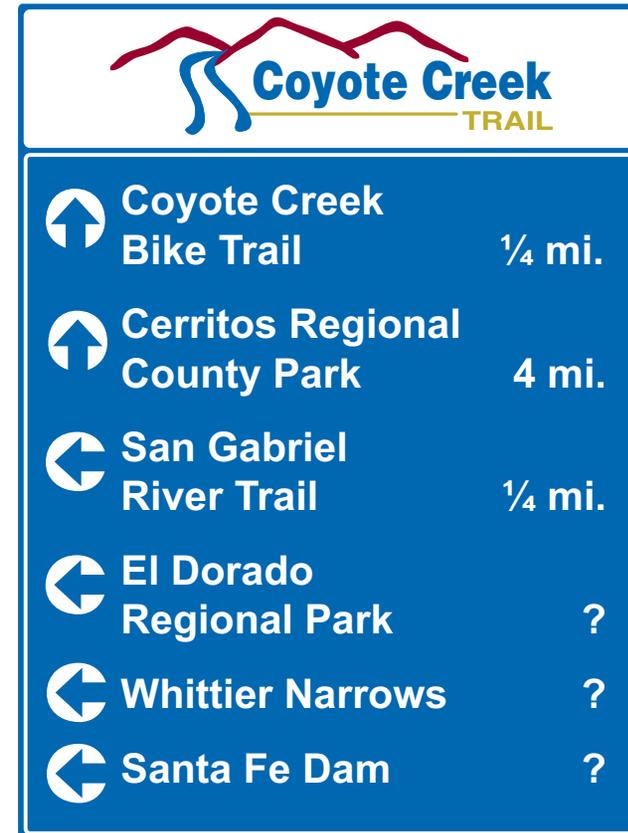


Figure 10.6 Landmark/Destination Sign Sample





All items are Forest Stewardship Council certified to contain product from well-managed forests and other controlled sources.  
Cert. No. SW-COC-1724

Printed, June 2008