



RECEIVED FROM Bernie Sidwick
AND MADE A PART OF THE RECORD AT THE
COUNCIL MEETING OF Oct. 2, 2012
OFFICE OF THE CITY CLERK
CARLA MORREALE, CITY CLERK

Public Comments



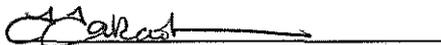
RANCHO PALOS VERDES

TO: HONORABLE MAYOR & CITY COUNCIL MEMBERS
FROM: CITY CLERK
DATE: OCTOBER 2, 2012
SUBJECT: ADDITIONS/REVISIONS AND AMENDMENTS TO AGENDA**

Attached are revisions/additions and/or amendments to the agenda material presented for tonight's meeting:

Item No.	Description of Material
H	Email from Sunshine
2	Emails from: Wes Prunckle; M. Yerelian; Rich Henke; Lionel Duc; Sally Kinsey and Robert Day; Col. Stacey Mayfield Ret.; David Diaz; Barbara Ailor; Diane Wood; James Jongkind; Anke Raue; Rich Pinder; Emile Fiesler; Emmeli Bruno; Bruce Harnishfeger; Laurine McCaw; Sheri Hastings; Dr. Kim Lindsey; Louisa Bonnie; Jim York; Brad House; Martha Pacheco
3	Email from Ed Shea

Respectfully submitted,


for Carla Morreale

**** PLEASE NOTE: Materials attached after the color page(s) were submitted through Monday, October 1, 2012**.**

From: SunshineRPV@aol.com
Sent: Monday, October 01, 2012 6:38 PM
To: CC; Carolyn Lehr; Carolynn Petru; Jim Hendrickson; Ron Dragoo; Ara Mihranian
Subject: October 2, 2012 City Council meeting Item H. Storm Drain Project on a trail.

MEMO from Sunshine
TO: RPV City Council. Copy to Staff
RE: October 2, 2012 City Council meeting Item H. Storm Drain Project.

Once again, an in house project which should have received a lot of public input has appeared on the Consent Calendar. No public notice about a project that will impact the RPV Trails Network in an equestrian zone means "no transparency".

This project is the perfect opportunity to design, implement and legalize public access to a portion of the Palos Verdes Loop Trail (CTP SECTION FIVE trail A23.) (This is where the numbering systems overlap. On the PV Loop Trail Map, this is Segment 23.) If you have to negotiate with property owners and grade a roadway into the canyon, anyway, Staff is supposed to "think big", coordinate skills and budgets. Get the most bang for our buck. Avoid the Public Works cliché... "Yes, we just did a major fix on this roadway. We are digging it all up because the Engineers forgot something, thought of something new or something in between. I'll dig it up every other month if the City pays me to."

One of the City Council's Goal's sub comments encourages that Staff learn from past mistakes. Staff is aware that several storm drain projects have not taken advantage of similar situations. Staff is aware that some recent projects have actually destroyed existing trails.

This total disregard for the RPV General Plan, Trails Network Plan and public participation has got to stop. The damage is accumulating and no steps are being taken to reverse the trend. Nothing is being done to figure out how to design and fund the restoration of what has been lost.

Trails are "public infrastructure." I urge you to ask Staff to bring this item back at your next regularly scheduled meeting with a revised Staff Report which proposes a **permanent** access into the canyon.

Hopefully, by then, you will have adopted the TRAILS DEVELOPMENT / MAINTENANCE CRITERIA of July 4, 2012 so that the public can suggest which TYPE of trail should be the specification of what is to be left behind when the storm drain work is completed.

From: dexter smith [duke2336@yahoo.com]
Sent: Monday, October 01, 2012 3:38 PM
To: CC
Cc: wes.prunckle@cox.net
Subject: Trail Review and Recommendation for Oct 2nd

Dear Council Members:

I hope you consider and accept the earlier trails plan as studied and supported by your staff. My family has been a long time user of the trails (30 year now) and we still enjoy riding our mountain bikes on the trails.

So many trails have been removed from what we could originally ride. I hope you can see fit to open more multi-use trails.

This is especially important to younger riders who need this type of exercise and experience vs. computer games and such.

I have 3 older son's now and all began their Mechanical Engineering education by riding and working on their own bikes. It all started on the trails here in the preserve.

In 30 years I have never seen or even known anyone to have a bad experience between horse, hiker or biker. The fear that I've heard at recent council meeting between equestrians and bikers over all the near mishaps is so over blown based my real experience as a regular user of the trails.

Please give the young kids a change to experience bike riding on all trails in the preserve.

Thank you for your kind consideration.

Wes Prunckle
RPV

From: email@addthis.com on behalf of yerelian@gmail.com
Sent: Tuesday, October 02, 2012 8:01 AM
To: CC
Subject: Fifteen Tips for Building Excellent Downhill Trails | International Mountain Bicycling Association

Check it out! Fifteen (Tips) reasons to say NO biking in the Preserve. Like beach dog park they will come in droves. You will not take a hike down the trail knowing any moment a bike will be coming behind you at 15 m/h nor would you take your family.

<http://www.imba.com/resources/freeriding/fifteen-tips-building-excellent-downhill-trails#.UGsBlXZIZnw.email>

This message was sent by yerelian@gmail.com via <http://addthis.com>. Please note that AddThis does not verify email addresses.

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OCT 2 2012

15 REASONS TO SAY NO BIKING IN THE PRESERVE

Fifteen Tips for Building Excellent Downhill Trails | International Mountain Bicycling Association | <http://www.imba.com/resources/treeriding/fifteen-tips-building-excel...>



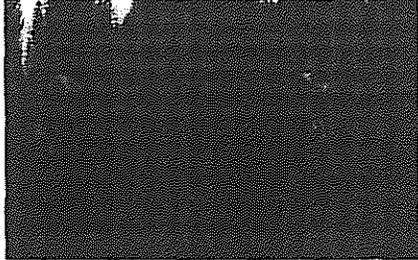
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Fifteen Tips for Building Excellent Downhill Trails

Downhill riding is all about rhythm and flow. As they descend the trail, downhillers go as fast as possible by finding the best lines and riding smoothly. Advanced riders tend to ride faster lines - those that require a higher level of strength, agility, and reaction.

A downhill trail should be technical, with features and lines that challenge riders of all abilities. Here are some ideas to help you create trails that are exhilarating for downhillers.



Input from experienced downhill riders is essential to creating a good downhill trail. Location: A-Line, Whistler, British Columbia.

1. Involve Downhillers.

Input from downhill riders is essential to creating a good downhill trail, and the design and construction of the trail should be directed, at least in part, by a downhiller. The ideal rider/consultant has experience building downhill trails and understands the fundamentals of sustainable trail and feature construction. This person should also have peer respect and the ability to ride tough trails confidently and smoothly. He or she must be able to plan and build a trail that will be fun and rideable for the full range of intended users.



2. Determine the Trail Placement.

We define downhill trails as single-use, one-way trails with technical trail features designed for the sport of downhill mountain biking. These trails should not be shared with other users unless those users know and accept that mountain bikers will be riding the trail at high speeds. Downhill trails should be separated from trails designed for other users in order to avoid conflict. Building two downhill trails—one beginner/intermediate and one expert/pro-will reduce conflict between riders of different abilities and speeds and provide each group with a more enjoyable experience.

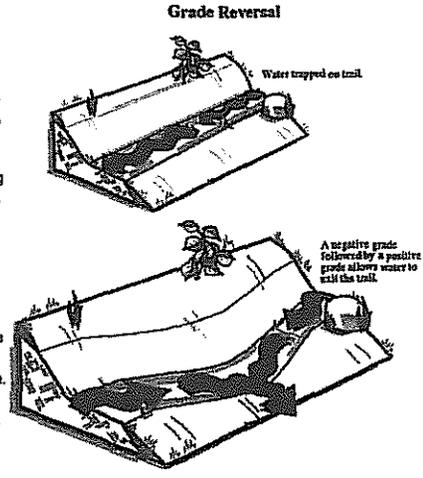
3. Incorporate Vertical Drop.

An ideal downhill trail will have a vertical drop of at least 1,000 feet. An epic trail will have more than 2,000 feet. The more vertical drop the better! However, even locations without big mountains can have great downhill trails if the design is creative and fun.

Prevent water from flowing down the trail by incorporating frequent grade reversals. This trail runs straight down the fall line, channels water, and is deeply eroded.

4. Plan for Shuttling.

Downhill trails are almost always located on mountains that have summit access via automobile or ski lift. Unfortunately, one of the most common problems associated with downhill is the social impact of automobile shuttling on the outside community. The increased traffic on and parking alongside public roads - not to mention truckloads of bikers doing laps from dawn to dusk - may upset locals. This conflict often results in trail closures; so if you predict shuttling will occur at your trail, take steps to ensure that it won't anger residents and other trail users.



There should be convenient, proper parking and turn-around areas at the top and bottom of your trail. If you are choosing a location for a new trail, be sure the nearby shuttle route does not go through a populated or busy area. Downhillers often drive their own cars to the trailhead and then pile into a truck to shuttle their runs. In some cases, a racing team will use a van with a trailer, making it possible to shuttle up to 15 riders at a time. Your parking area

should be able to accommodate these large vehicles and trailers.

If a nearby road will be used for shuttling, aim to create only one entrance and one exit for the entire downhill trail system. This will help minimize conflict with other road users by concentrating mountain bikers and their vehicles at two locations - the top and bottom.

5. Minimize Trail Intersections.

Minimize the number of other trails that crisscross a downhill trail. Given the speed of downhill riders, it is important that downhill trails feature elements that slow riders before they arrive at intersections and meet other visitors. Just be sure the slowing devices blend with the trail style and are not too abrupt or potentially dangerous. A series of two or three inloped turns, also known as berms, work well to slow riders smoothly and in a fun manner. Each turn should point the rider slightly back up hill and lead into a somewhat tighter turn ending at a yield sign. Avoid using excessively restrictive devices to corral or slow riders, as these elements can be dangerous and riders may collide with them. Make sure that sightlines at intersections allow plenty of time for riders and other visitors to anticipate these crossings.

6. Include Open and Flowing Sections.

These wider, faster sections allow riders to choose from a variety of lines, especially through turn entrances and exits. They also test a rider's ability to keep his or her bike stable and balanced at high speeds. Some racecourses are as wide as 50 feet. These sections are often rough and fast (up to 50 miles per hour). While ski resorts have historically supported the use of broad corridors for downhill racing, securing permission to build and maintain them in public parks and forests is difficult.

7. Include Tight and Technical Sections.

These slower sections challenge a rider's ability to turn quickly, negotiate obstacles, and float through difficult terrain. These sections can include drop-offs and other technical trail features.

8. Design Flow Transitions.

A good downhill trail will alternate between tight and technical and open and flowing trail, as both styles of trail test riders' abilities to choose the best line and then ride that line smoothly. It is important to design smooth transitions between sections of different flow. Using inloped turns when approaching tighter sections will slow riders gradually, reduce skidding, and improve the transition. Putting a steep section directly after a technical section will allow riders to accelerate quickly and easily and to enjoy the entirety of an open and flowing section.

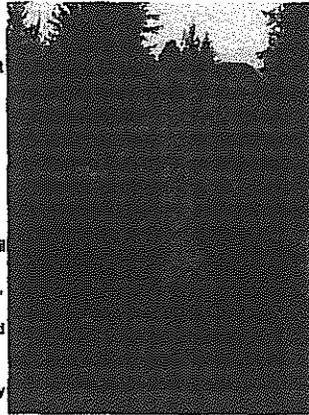
9. Use Grade Reversals.

Keep in mind that the trail shouldn't be downhill the entire way. As with all trails, frequent grade reversals are essential to ensure drainage. Design short uphill sections of about 20 to 100 feet in length every several hundred feet to allow water to exit the trail and to challenge the riders to maintain their momentum. You can use jumps and rollers to create short grade reversals, or you can design a slight, uphill turn in the trail to make a longer reversal. Longer uphill sections should be preceded by a fast section, allowing the rider to hit the uphill with plenty of momentum.

10. Rock to the Rock.

Design your trail so that it runs through as much rock as

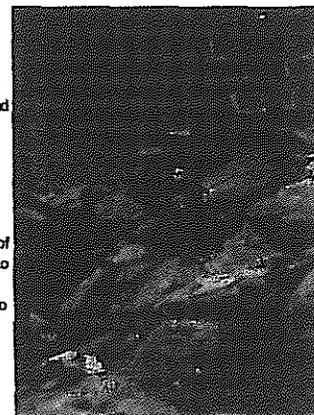
Grade reversals are a critical - and often overlooked - element of sustainable trail design.



The trail can go straight down the fall line without causing erosion if it is located on solid rock. Location: Whatler, British Columbia.



Drop-offs are a key feature to include on downhill trails.



Design your trail so that it runs through as much rock as possible. Location: Tamarack, Idaho

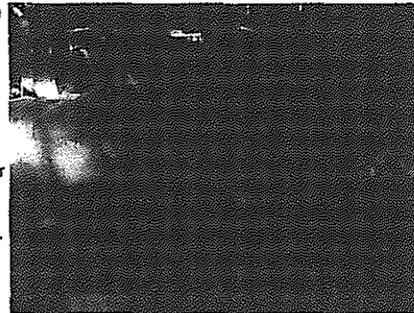
possible. Rock adds great technical challenge, is highly durable, and usually requires less maintenance than other natural tread surfaces. Rock is especially useful in building steeps and drop-offs. Rock also enables you to add trail features such as wide, off-camber corners, which normally would erode. [See more tips for working with rock.](#) ([resources](#) [Trail_Building/Working_with_Rock.html](#))

11. Build Insloped Turns (Berms).

Insloped turns, usually called berms by mountain bikers, help riders carry momentum through corners. Berms keep riders on the trail and, perhaps most importantly, they are fun to ride. Berms must be placed in the right spot in the trail corridor and be the correct height, length, and radius. Berms should naturally draw the rider in and should shoot the rider back out of the corner at a greater speed. If a berm doesn't feel right, don't hesitate to change its height, length, or radius so that it does its job. Berms have the potential to trap water, so it is essential to utilize grade reversals to improve drainage before and after the corner.



Berms can be as short as 1 foot and as tall as you want to go. The faster a rider enters the corner, the taller, longer, and wider the berm should be. Berms are often built too far from the turn's apex, which can cause riders to make a tighter turn in order to cut the corner. Move the entire berm toward the apex of the turn if this happens, as the fastest line through a corner should use the berm.



12. Include Jumps.

The first priority when building jumps is to create smooth flow through the approach, take-off, air, and landing. Each jump should be clearly visible so riders can choose whether to bypass the jump or hit it, based on a split-second decision. Riders must be able to hit jumps at full speed without being thrown at takeoff or overshooting the landing. If a takeoff ramp is too steep, a rider's rear wheel will be bucked when hitting the jump at full speed.

It is important to make gradual transitions between the approach, the jump face, and the jump lip, and landings should be long, wide, and gradual to allow for a soft touchdown. Jumps can be step-ups, step-downs, or level. Jumps on downhill courses range in length from about 10 to 60 feet, and jump lips can be anywhere from 2 to 10 feet tall. Inexperienced riders often build dangerous jumps. Take the time to find a seasoned rider and trailbuilder to help you construct this type of feature!

This armored berm will withstand years of abuse.
Location: CBC Trail, British Columbia.

13. Include Drop-offs.

Drop-offs are some of the most fun and challenging natural features on a downhill trail. Like jumps, they must be visible and clearly marked to allow riders to smoothly pass around or off the drop - even when approaching at high speed. The approach should be a little slower than the actual take-off so that riders don't have to hit their brakes right at the top. The landing area should be wide and sloped downhill, and it should be carefully located to allow riders to hit the drop at full speed without overshooting the landing zone.

14. Provide Optional Lines.

There should always be an easier, alternate route around a technical feature or jump. On advanced trails, the technical feature can be located on the main line, with an easier option to the side. On intermediate or beginner routes, technical trail features should be outside the main trail flow. Optional lines can potentially be in the same corridor as the main trail; for example, a drop-off could vary in height from one side of the trail to the other. Both lines should be easy to see and should blend with the trail's flow, as riders will be moving fast.

15. Minimize Man-Made Structures.

Ladder bridges, teeter-totters, and other freeriding stunts are not recommended on downhill trails. They are freeride features and do not accommodate high speeds. While a ladder bridge might be used to control erosion on a very steep section of trail, it should not be challenging in its width, and should be positioned so that faster riders can jump over it. There have been occasions when racecourse designers placed logs across a trail in order to increase that trail's difficulty level. This is dangerous and can injure riders.

Don't Forget Maintenance!

Downhill trails are generally steeper than shared-use, recreational trails. Because of this, and because of greater forces and changes in speeds, downhill trails erode more quickly and require more tread maintenance and drainage structures than other trails.

The suggestions offered in this and other IMBA trailbuilding articles do not constitute a standard, specification, or regulation. Trailbuilders and landowners are responsible for the safety of their own trails and facilities. Freeriding and dirt jumping are high-risk activities that can result in serious injuries. IMBA's goal is to help land managers and volunteers manage these risks by sharing information.

Like 110 Tweet 0 2 in 0

DO NOT LET THE GENIE OUT OF
THE BOTTLE

THANK YOU
M. YERELIAN

From: Henke Rich [rich@adventureplus.org]
Sent: Tuesday, October 02, 2012 7:08 AM
To: CC
Cc: Troy
Subject: Rancho Palos Verdes Trail Use

Dear City Council,

I am a strong believer in opening up most trails to multiple use. I have been biking in the Palos Verdes Nature Preserve for 20 years and have never had a conflict with either hikers or horses.

The majority of users respect the right of others to share the trails. There are only a few who wish to use the trails exclusively for themselves.

-Rich

Rich Henke
South Redondo Beach
rich@adventureplus.org

From: Lionel Duc [larrystanleyandme@gmail.com]

Sent: Tuesday, October 02, 2012 4:59 AM

To: CC

Subject: Trails safe

The bikers and the joggers have to respects equestrian, for everybody's safety .a horse is not a machine,it is a pray animal even well trained will reacts if they feels threatened. I see too many hyker and bikers speeding or running when they see a horse,even when I tells then to slow down. We also need mores trails in rpv .a lots of the trails need to be fixes.especially in the bad land down pacific coast highway.those olds metals pipes are very dangerous a long those trails. Hopfully everybody's will be happy with the outcome of this meeting.
Best regards.

Lionel

From: Bob&Sally [kd22@cox.net]
Sent: Monday, October 01, 2012 10:17 PM
To: CC
Subject: AMENDMENTS TO THE APPROVED PRESERVE TRAILS PLAN (PTP) FOR THE PALOS VERDES NATURE PRESERVE

To: Rancho Palos Verdes City Council

We would like to add our support to expanding the number of trails available for mixed use including mountain bikes in the Nature Preserve with the view to making the Preserve available to people with varied interests.

People of different ages and different interests all need to be able to be outside in natural areas to enjoy the landscape uniquely available in the Preserves.

The more people who are aware of these wonderful natural areas, the more people who will support their preservation and maintenance.

Thank you, Sally Kinsey and Robert Day
Rolling Hills Estates, CA

From: s.k. [tigger002@yahoo.com]
Sent: Monday, October 01, 2012 9:35 PM
To: CC
Subject: Keeping Equestrian Trails Separate

To Whom it May Concern,

As an avid trail rider (both bike and horse) and local resident for many years, I wish to express my concerns over trail management and safety of all users of the PV trails now and in the future.

I have served on numerous committees in Northern California (Sacramento, Napa Valley, Vacaville, and El Dorado County) and have served on the board at Travis AFB and as a SAR coordinator for these regions. While serving on these committees, it has been my highest priority to maintain trail conservation and safety for all of those who participate in enjoying our outdoor parks and trails.

What concerns me now is the push for mountain bikers and pedestrians to use currently designed/designated equestrian only trails. This proposed trail use rezoning is going to open a literal Pandora's Box of horse/rider and mountain bike/hiker accidents that will happen with more frequency as a direct result of this rezoning idea.

In Northern California, places such as Folsom Lake (Sacramento) and Skylark Park (Napa) have both separate equestrian/mountain bike/hiking trails as well as some shared ones. At one point there were more shared trails than the separated ones they have now. What changed this practice was the high rate of horse/bike accidents and the ensuing law suits against individuals and the city that occurred because of this "shared use" practice. There was also a higher incident rate of serious injuries, SAR teams responding to trail accidents, and sadly, the death of both human and beloved equines in extreme circumstances. These types of situations are a given outcome of shared trail use. I have seen it, been involved in numerous equine/bike rider extractions by helicopter, and assisted in numerous SAR rescues on a monthly basis in Northern California. Rezoning designated trails for multi-use will open the door for the same situations here. Is the PV community be able to cope with the added 911 calls? The injuries that will happen? Fighting law suits when the injuries are serious? Just a few thoughts to consider.

PV has always been a fantastic place for equestrians, bikers, and hikers to safely coexist and enjoy in all the activities that makes this area great. Though I do sympathize with the ideals of the mountain bikers there have to be other trails that fit their needs than to rezone current equestrian trails for their use. The equestrian trails here in PV are known for their safety - it is why people come here to use them - it is why people purchase homes in this area as well. Creating unsafe situations where horses spook because a mountain bike comes up on them too fast is not worth the price of rezoning. We have to think of protecting the continued trail safety use for all involved - continuing to have designated trail usage does that. It is why I am imploring you to seriously think about our community's future and not allow rezoning for multi-trail use - now and in the future.

Sincerely,

Col. Stacey Mayfield Ret.

10/2/2012

From: David Diaz [dmdiaz44@gmail.com]
Sent: Monday, October 01, 2012 9:29 PM
To: CC
Subject: Rancho Palos Verdes Trails Plan Review

Dear RPV City Council Members,

I am writing to you to express my support for expanding the trail access to mountain bikes at Del Cerro Park (PVP Nature Preserve). My family has been residents of RPV for over 4 years now. We specifically moved to this area for the wonderful schools (we have 2 kids) and the amazing outdoor activities the peninsula affords us. I have been an avid mountain biker for nearly 10 years, and I truly treasure my weekly outings on my bike at Del Cerro Park.

To date, all of my mountain biking experiences at Del Cerro have been positive. Before moving to RPV, my family lived in Orange County in the city of Fullerton. The neighborhood we lived in borders the "Fullerton Loop", which is an extremely popular trail used by hikers, mountain bikers, and equestrians. Like at Del Cerro, my experiences riding there over the years were overwhelming positive. Based on my experiences at both the Fullerton Loop and at Del Cerro, I am a firm believer that multi-use trails are an asset to the community. I certainly hope that you will approve more multi-use trails in our city.

Regards,
David Diaz

From: Barb Ailor [barbailor@cox.net]
Sent: Monday, October 01, 2012 9:24 PM
To: CC
Cc: barbailor@cox.net
Subject: October 2, 2012 City Council Meeting
Importance: High
Attachments: Portuguese Bend City Council 2012 Oct 2.docx

Mr. Mayor and Members of the City Council:

I would like to review the mission & vision statement of PVPLC: The mission is to "*preserve land and restore habitat for the enjoyment and education of all.*" "*The Conservancy's vision is the creation and management of large blocks of natural open space where visitors may **enjoy peaceful solitude**, where children and adults can learn about the natural environment, **and where native plants and animals can thrive.***"

Large and very generous donations were given with that vision in mind. The agencies and people who donated money **trusted** the Land Conservancy and the city to be good stewards of the land, and restore, uphold, and sustain natural habitat for the enjoyment of all, not a few, but all. We are letting them down.

Why do I say this? Until last Friday morning, I had no idea how mountain bikers impact our nature preserve. I took a trail going East of the water tank and it quickly became apparent that speed and extreme challenges are the goal for this sport. The trails are gutted, they're extremely damaged as well as the habitat next to the trails where they lose control and fall into the buckwheat, Lemonade Berry, etc. AND there is a spaghetti-like network where new trails have been created by off trail use. I ask you to open the Google map of the area and make the comparison yourself.

To say a trail is for **MULTI-USE** is sadly incorrect. It is **SINGLE-USE** because no one can enjoy a **MULTI-USE** trail that resembles the X-Games. And on the Landslide Scarp and Garden Trail, both pedestrian and equestrian trails, I had a biker pass me by. I called the Ranger on the spot. Check the records and see if my call has been logged; if not, we have another problem.

Let me reiterate, these trails are not consistent with the vision, nor consistent with the mission statement. It took this community 20 years to buy all of PB in order to have hundreds of acres of contiguous open space to provide solitude and allow native plants and animals to thrive. Reducing it to small islands of habitat surrounded by bicycle freeways will NOT sustain anything.

Sadly, we **now know** what **MULTI-USE** looks like, don't we--- it is **SINGLE-USE** for a few that have no respect for nature and no respect for our community's vision. There

are many options to manage this problem, but it sure would be a sorry day if we have to close the preserve all together for a year or more to allow it to heal.

Barbara Ailor
1052 Via Palestra
Palos Verdes Estates, CA 90274

Home: 310-541-6440
Cell: 310-701-6186

Additional comments:

- On the Ishibashi Trail on Friday morning, I am grateful I didn't have my dog with me as I would not have been able to get out of the way of two speeding bikers. They didn't see me due to a tall Lemonade Berry bush.
- It was apparent that posts and rope and posts and cable do not substantially deter the bikers. Posts are pulled out, rope cut, cable cut, AND they just go around it anyway. The posts cost money, laborious to build, and they are being ignored and destroyed.
- In order to improve visibility around some of these hair pin turns, Lemonade Berry bushes and other vegetation have been cut back without city or PVPLC approval.
- Twenty foot or more jumps (drops) and berms have been built without city or PVPLC approval.
- It has been suggested that the area looks particularly bad now because it is dry and the habitat is in dormant stage. This is a feeble excuse. I am a Trail Keeper for Filiorum Area B, also dry and dormant, and it is still inviting and pleasant to hike.
- I fear that Portuguese Bend will become known for this kind of thrill seeking sport throughout Los Angeles and then we are ruined.

Suggestions:

- Request a volunteer pilot to take aerial photos to clarify the extent of damage
- Compare and contrast the Google map of the preserve with current day photos
- Develop objective standards to improve the authority of the Ranger: if hiker or biker is on a trail with no official trail marker, then the offender should be sighted and heavily fined. Make it painful.
- Close the entire preserve down and let everyone suffer the consequences.
- City Council Members should ask each biker in attendance if these trails are safe for their wife and children
- Ask each biker if they have gone off trail, ridden on unauthorized or non-multiuse trails
- The Ranger and Trail Keepers should carry a small concealable tape recorder to record some of the sassy and frightening comments
- Outlaw all bikes on the preserve for one year and then re-open with very strong objective standards that are well publicized
- Work with CORBA to rein those that are causing the problem. CORBA should be accountable and

financially responsible for the damage done to the trails.

Mr. Mayor and Members of the City Council:

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Barbara Ailor
1052 Via Palestra
Palos Verdes Estates, CA 90274

Home: 310-541-6440
Cell: 310-701-6186

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- It was apparent that posts and rope and posts and cable do not substantially deter the bikers. Posts are pulled out, rope cut, cable cut, AND they just go around it anyway. The posts cost money, laborious to build, and they are being ignored and destroyed.
- In order to improve visibility around some of these hair pin turns, Lemonaid Berry bushes and other vegetation have been cut back without city or PVPLC approval.
- Twenty foot or more jumps (drops) and berms have been built without city or PVPLC approval.
- It has been suggested that the area looks particularly bad now because it is dry and the habitat is in dormant stage. This is a feeble excuse. I am a Trail Keeper for Filiorum Area B, also dry and dormant, and it is still inviting and pleasant to hike.
- I fear that Portuguese Bend will become known for this kind of thrill seeking sport throughout Los Angeles and then we are ruined.

Suggestions:

- Request a volunteer pilot to take aerial photos to clarify the extent of damage
- Compare and contrast the Google map of the preserve with current day photos
- Develop objective standards to improve the authority of the Ranger: if hiker or biker is on a trail with no official trail marker, then the offender should be sighted and heavily fined. Make it painful.
- Close the entire preserve down and let everyone suffer the consequences.
- City Council Members should ask each biker in attendance if these trails are safe for their wife and children
- Ask each biker if they have gone off trail, ridden on unauthorized or non-multiuse trails
- The Ranger and Trail Keepers should carry a small concealable tape recorder to record some of the sassy and frightening comments
- Outlaw all bikes on the preserve for one year and then re-open with very strong objective standards that are well publicized
- Work with CORBA to rein those that are causing the problem. CORBA should be accountable and financially responsible for the damage done to the trails.

From: Diane Wood [diawo@hotmail.com]
Sent: Monday, October 01, 2012 8:29 PM
To: CC
Subject: PVNP trails

Members of the Rancho Palos Verdes City Council:

I have never been hit by a mountain bike while hiking in the Palos Verdes Nature Preserves. I suspect that if you asked most hikers, they would say the same. However, I also suspect that most have had mountain bikers yell at them, "get out of the way, get out of the way, GET OUT OF THE WAY," causing the hiker to jump from the path as the mountain bike careened past, barely, if at all, slowing down. This is not the nature experience I seek when I enter the preserve.

I have met cars and trucks on Burma Road. Though they take up most of the road, I don't worry when I see them coming. They amble slowly, giving a hiker plenty of time to find a spot to get out of their way.

I don't mean to imply that all my encounters with mountain bikers have been unpleasant... Only the times when they are speeding downhill, concentrating on the road or the trail, concerned for their own safety. And perhaps that is one of the big problems. Perhaps, there needs to be some form of a speed limit. Do horses gallop when a hiker or biker is nearby? I don't think so.

So a suggestion: have Burma Road open to all, but with a speed limit comparable to what the trucks already maintain. And have one or two trails exclusively for mountain bikers, maintained by mountain bikers. And have all the remaining trails exclusively for hikers and/or equestrians.

Diane Wood, Torrance

From: The Jongkind's [mjjongkind@cox.net]
Sent: Monday, October 01, 2012 8:21 PM
To: CC
Subject: Mountain bike access

Dear City Council members,

I'm writing to encourage you to vote in favor of expanding the number of trails available to mountain bike riders in the preserve. I am an RPV resident in the Ridgecrest neighborhood and frequently ride from my house into the preserve for exercise and to share a positive and athletic experience with my oldest son. We always respect other trail users and encourage other riders we encounter to do the same. My younger son is just starting to ride and I look forward to being able to share my favorite activity with him as well.

Please vote to approve more trails accessible to bikes.

Thank You,

James Jongkind
28725 Crestridge Rd.
424-206-2611

From: Anke Raue [ankeraue@cox.net]
Sent: Monday, October 01, 2012 8:03 PM
To: CC
Subject: preserve trail use

Honorable Council Members,

As you are discussing trail usage for the newest part of the Portuguese Preserve (upper Filiorum) you may want to consider recent reports about severe degrading of the Portuguese Bend Reserve from over-use by bicyclists.

This of course was major problem for years before the preserve was dedicated, causing the City to take action by closing illegal trails and contracting rangers.

As the preserve was purchased over the years with mostly State Bonds funding, the obligation therefore is to give the public as much access as possible, but that should be curtailed if it causes terrible damages.

Not all parks in California allow mountain bikers precisely because the sport can be very hard on trails.

Locally a lot of people believe in open space and, as you know, donated heavily then **and** with ongoing commitments of yearly donations!

I don't think most of them envisioned one group taking over the trails and expanding them at will.

It appears the rangers are not there often enough in this, the most heavily used preserve of all, and have no power to do anything.

The Palos Verdes Land Conservancy, as preserve manager for the City, is unable to keep up with the destruction of trail markers, fencing and illegal "jumps", since they are also required to maintain all the preserves. Because of this, I recommend that you decide to close the entire preserve to bicyclists for the time being.

Please, consider the public anger (now unfairly directed at the Conservancy) about loosing all the joy and tranquility of the restored habitat which was promised when the preserves were established!

Most sincerely,

Anke Raue
28813 Rothrock Dr
R.P.V. CA
1-319-377-2599

From: Rich Pinder [rpinder@usc.edu]
Sent: Monday, October 01, 2012 6:45 PM
To: CC; Rich Pinder
Subject: Rancho PV Trails - concerns

Hello,

As a long time mountain biker, member of the well known non profit CORBA since 1989, a 'retired' leader of CORBA's volunteer trail crew for a decade or so starting in the 1990's, a PV trail lover who has shown up and worked a number of trail maintenance events in Rancho Palos Verdes.... I can only lend one more resounding encouraging voice to say:

- Bikes Belong
- Bring Users together - dont shut them out
- Avail yourself to the power of volunteer user group help
- Help promote health awareness, especially in our youth, by encouraging safe cycling in your beautiful parks

Rich Pinder
USC School of Medicine

These trails should be multi use:

Chapel View/Beach School Trails- change to pedestrian/bicycle
Cliffside Trail - change to pedestrian/bicycle
Eucalyptus Trail – designate multi-use
Exultant Trail – change to multi-use
Filorum Reserve MapQuarry Trail – change to multi-use
Forrestal Reserve MapSagebrush Walk – change to pedestrian/bicycle
Grapevine - change to multi-use.
Ishibashi Farm Trail - change to pedestrian/bicycle
Jack's Brim – Keep as multi-use.
Landslide Scarp Trail - change to pedestrian/bicycle
Ocean Trails Reserve MapVia de Campo Trails – change to pedestrian/bicycle
Paintbrush - change to multi-use.
Portuguese Point Loop Trail- change to pedestrian/bicycle
Quarry - change to pedestrian/bicycle.
Rim & Paintbrush Trails - change to multi-use
Sacred Cove View Trail - change to pedestrian/bicycle
Sea Dahlia Trail - change to pedestrian/bicycle
Sunrise Trail – change to pedestrian/bicycle

From: Bio Veyda [bioveyda@yahoo.com]
Sent: Tuesday, October 02, 2012 9:37 AM
To: CC
Subject: Today's P.V. Nature Preserve Trail Use meeting

Dear RPV City Council members,

As an outdoor enthusiast and nature lover, I cherish the Palos Verdes Nature Preserves. They are a lifeline for enjoyment, sanity, and peace of mind. Being an avid hiker, biker (I ride my mountain bike many times a week), and photographer, I would like to provide multilateral input for tonight's Council meeting on the topic of trail use.

Hiking and biking in the Nature Preserve provides the unique combination of exercise in fresh-air natural surroundings with stunning views. Many mountain bikers also enjoy the thrill of speed and maneuvering steep descends. These activities add danger and risk to the rider, as well as to other trail users, like hikers, equestrian riders, and photographers. Mountain bikes are allowed on the fire roads and other access roads. These roads can accommodate multiple trail users, as well as mountain bikers passing each other. The fire roads also accommodate the desire for speed, as they are broad and allow for corrections to avoid collisions or other injuries.

Most hiking trails are considerably narrower than fire roads. Those trails are thoroughly enjoyed by hikers and photographers, as one is very close to nature, and can appreciate the flora and fauna on both sides of the trail. The trail flora is usually richer and less disturbed, as compared to the flora along fire roads, as the construction of the road tends to leave long-term scars. Hiking trails are often curvy and can be steep at times, with blind corners where one can not see what is approaching from the other direction. Biking on those "single-track" trails, as they are called in mountain biking lingo, is dangerous and adds anxiety and risk of injury to other trail users.

In conclusion, I strongly urge the council to continue to make fire roads and other wide access roads available to mountain bikers and other trail users, and restrict narrow, "single-track" trails to hikers.

Thank you for considering my input.

Emile Fiesler
5105 Mindora Dr.
Torrance, CA 90505

From: emmeli@emmeli.net
Sent: Tuesday, October 02, 2012 11:01 AM
To: CC
Subject: Bike vs. Horses

Hi,

My name is Emmeli Bruno and I live in San Pedro. I have my horse up at Portuguese Bend Riding Club, and is also riding other people's horses to help the owner expose their horses on the beautiful trails of Palos Verdes.

One of the biggest reason I keep my horse at PBRC, is the access to the trails. I often ride horses that are "hot" and have a lot of nerves, so they need to quite their busy minds by being out in nature and do the work on the trail. I know exactly which trails are for biker and which aren't. The horses I bring out on the trail would spook, possibly toss me off and hurt both themselves and me if a biker came flying through the trails. Even though I do believe that bikers has the right to the trails as well, by keeping them separate - we limit the amount of collisions and possible accidents that could lead to law suits.

One time I was walking a horse on the fire road, and a mountain biker flew through the bushes onto the road (from one of the narrow trails that he was on, I couldn't see it came out right in front of me, and because of the bushes there, the horse and I didn't see him until he was right in front of us). The horse I was on turned and took off. Luckily, I stayed on and could gather my control back. But the incident kept me worried for months afterwards, and I limited my access out in nature - which ultimately isn't good for the horses.

If bikers get access to all trails, many riders just like me, wouldn't dare to use the trails anymore. I feel strongly that both riders and bikers should have access to these beautiful trails, so keeping on sharing would be the most fair for all involved!

Thank you for your time.
Sincerely,

Emmeli Bruno
1481 W. Paseo del Mar
San Pedro, CA 90732

ph# 323.898.5400
email: emmeli.bruno@me.com



From: Harnishfeger, Bruce [bharnish@thornton.usc.edu]
Sent: Tuesday, October 02, 2012 1:08 PM
To: CC
Cc: Nancy Wildman (pvpha.membership@gmail.com)
Subject: Multipurpose trails

To whom it may concern,

As an avid horseback rider and one who uses the trails on and around the PV Nature Preserves area, I am NOT in favor of making these multiple use!

I have nothing against bike riders sharing the trails with hikers, but I feel strongly that they should NOT share the trails with horses.

This is due to safety concerns, I have seen what the effect is that bike riders have on horses that are on these trails, and it's not pretty!

A lot of times the bike riders show up out of nowhere and all of a sudden there they are right in front of the horse and horse spooks!

This creates a nightmare for both the rider of the bike and the rider of the horse!

It is my opinion that allowing the trails to be opened for multi-use is a BIG BIG mistake!!

Thank you

Bruce Harnishfeger
Facilities Manager
USC THORNTON School of Music
820 W 34th St Los Angeles, CA 90089
PH 213-740-2553
FAX 213-740-7330

From: Laurine McCaw [mpeppysrider@yahoo.com]
Sent: Tuesday, October 02, 2012 3:25 PM
To: CC
Subject: Sharing the trails

In my opinion, sharing the horse trails with bicyclists and joggers is dangerous to anyone on horseback, no matter how experienced they are. Most joggers run straight at a rider without regard for anyone's safety I have seen riders thrown from their horses due to groups of runners paying no heed when nearing a horse on the trail and now bicyclists want to "share" the trails also. Soon there will be no safe place to ride and trail riding will be a sport of the past.

With regards,
Laurine McCaw
Sent from my iPhone

From: Sheri Hastings [sherihastings@yahoo.com]
Sent: Tuesday, October 02, 2012 3:37 PM
To: CC
Subject: Mountain Bikers on the Trails in Rancho Palos Verdes

Dear Council Members

I am out of town on business today and will not be back in time for the meeting tonight. I wanted to express my concerns about the horse-mountain bike trail situation in Portuguese Bend..

We are a "mixed" family of trail users. My husband rides mountain bikes. I ride horses. My daughter rides both mountain bikes and horses. And we all hike. We have lived in Rancho Palos Verdes since 1980 and have used the trails in this manner since then. Until about 10 years ago there were not many mountain bikers on the trails at all. We would ride with our horses and our dogs ran along beside us too back in those days. We never worried about accidents resulting from horse-mountain bike encounters.

In the last few years this has changed significantly. When more mountain bikers started coming onto the trails I began carrying bottles of water with me when I went out to ride. When a mountain biker came along who did not seem to understand how riding up quickly close to me could spook a horse and result in an accident I would offer them some water and sometimes got them to stop so we could talk about how they should approach a horse when riding a mountain bike. This helped quite a bit and the local mountain bikers who knew me were friendly and most were very consistently considerate.

I also tried to be considerate of them. I understand how hard it is to slow down when you have momentum and you're peddling hard up a hill or working your way down a hill on a mountain bike. When it was possible to do so I would steer my horse out of the way so as not to interrupt the biker. But I have a calm horse and have been riding trails for more than 40 years. It is not always easy for less experienced horseback to do this.

Obviously these last few years, the word has gotten out that Portuguese Bend is a good place to bike. We have hundreds of bikers coming in from all over Los Angeles on any given week. Many of them are excited to be riding and they are often whooping it up in their excitement. Often times they cannot see or hear a horseman when they are coming down a curvey single track trail at a fast pace. This was the case a couple months ago. I watched in horror as an older woman who was riding on horseback was unseated due to a mountain biker.

The mountain biker was coming quickly down a steep winding single track trail. He could not see the horseman in time to stop. He could not hear her horse spooking at the sound of gravel falling above him and he could not hear her screaming for him to stop. He was yelling back to a friend behind him "whoop hoo". The horse spooked sideways off the hillside and the rider was thrown a few yards sideways over the side of the hill. I watched the whole scene happen from further down the trail and was mortified. Her horse ran off. She was laying in the bushes. The biker continued on past her not even realizing what had happened. Fortunately I caught the horse who was OK. By the time we got back to her the rider was standing up, She was shaken and badly bruised but otherwise OK. It could have been much worse.

A few weeks ago I was riding a young horse and the same thing almost happened to me. The bike rider could not see us until the last minute. I jumped off my horse and was holding him. But it could have been a very serious accident.

Most of the mountain bikers I have met are very courteous. They go out of their way to try to stop and make sure they are not spooking the horse. I really appreciate their efforts. However

10/2/2012

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there are a few bad apples who are not as courteous. And as the trails have become more well known in the biking community the absolute number of this discourteous minority has increased.

I have seen equally discourteous horsemen screaming a a mountain biker to stop simply because his presence was annoying them, and not because their horse had any issue with it. I try to educate these riders also when I see them ... to let them know how hard is is for the biker to lose that rhythm they are in when it does not seem to be hurting anyone. I have seen horseman who could step calmly out of the way, not do so, simply on principle. This is also wrong.

Both sides need education. Maybe some wide trails with good visibility can be open to both bikers and horseman provide both are educated. However, because of the small percentage of mountainbikers who are whopping it up without consideration for the horses, it is very dangerous to have both bikes and horses on the trails that are steep, windey and single track. I know that sooner or later this will result in a very serious accident.

Please keep winding single track steep trails segregated and clearly marked. I understand how much fun these are for bikers. I also understand how good they are for conditioning horses. Perhaps some days could be for bikers and other days could be for horses? Also encourage local bike stores and tack shops to provide meet-ups where horsemen and bikers can educate each other even when using the wider trails with good visibility. And impose fines on both mountain bikers and horsemen who are being discourteous and irresponsible.

We can all enjoy the trails but some common sense and education and courtesy is needed on both sides.

Thank you so much for your time reading this. Please let me know if I can do anything to help the situation.

Sincerely
Sheri Hastings
310-544-1064
10 Vanderlip Drive RPV, CA 90275

(2)

From: Kim Lindsey [toscana72@gmail.com]
Sent: Tuesday, October 02, 2012 4:30 PM
To: CC
Subject: Please preserve the Nature Preserve. Vote against allowing more bikers to destroy our tranquility.

Dear City Council,

I support the Sierra Club letter of May 4, 2012.

As a long term resident of Rancho Palos Verdes (32 years), I've noted with sorrow the loss of tranquility and safety on our equestrian and hiking trails. I live in Del Cerro and have experienced first hand the detrimental changes that have come about by "combining" equestrian and hiking trails with mountain bikers. Though I'm sure there must be some bikers who respect the hikers and equestrian, I've much more frequently encountered young kamikazes that blaze by and levitate off hills causing hear accidents for those of us who use the trails for walking and horseback riding.

I rue the day an article came out in the LA Times talking about the "best kept secret" in the South Bay, referring to the bucolic tranquility and open spaces that the author considered perfect territory to transform into a high speed, danger zones. They have managed to take over trails that for decades had been designated equestrian and hiking trails. Those who believe that our trails can be used in this dual manner are ignorant of the nature of the horse, and the desire of those of us who love to walk and enjoy nature in peace without threat of bodily harm.

Now these same people, most of whom are not residents of Palos Verdes, are trying to take over more territory within the Palos Verdes Nature Preserve.

This proposal threatens to further damage the quality of our city's open spaces.

Please preserve Rancho Palos Verdes resident's tranquility and safety by not allowing more access to bikers on our beautiful hill.

Sincerely,
Kim Lindsey

Dr. Kim Lindsey
19 Coveview Drive
Rancho Palos Verdes,
Ca. 90274

From: Carla Morreale
Sent: Tuesday, October 02, 2012 4:30 PM
To: Teresa Takaoka
Subject: FW: Rancho Palos Verdes Trail plan recommendations - request

-----Original Message-----

From: Louisa Bonnie [mailto:Louisa@knobby.ws]
Sent: Tuesday, October 02, 2012 9:28 AM
To: CC
Subject: Rancho Palos Verdes Trail plan recommendations - request

Honorable City Council members of Rancho Palos Verdes,

I look forward to working with you on the trail plans for the Palos Verdes Nature Reserve and striving for consensus among the user groups. As a hiker/biker who has over the years become very familiar with the trails in RPV, I respectfully request that you accept the staff recommendations for Landslide Scarp and Ishibashi Farm to become multiple use. Additionally I would like to request that the Council consider making the Rim Trail, Eucalyptus and Jack's Brim multiple use.

Thank you for your time and consideration.

Sincerely,

Louisa Bonnie
Torrance

Louisa
Louisa@knobby.ws
310-374-7552 H
626-840-8967 M

From: Carla Morreale
Sent: Tuesday, October 02, 2012 4:29 PM
To: Teresa Takaoka
Subject: FW: Amendments to the Approved Preserve Trails Plan

-----Original Message-----

From: York Properties [mailto:yorklgpt@verizon.net]
Sent: Tuesday, October 02, 2012 10:19 AM
To: CC
Subject: Amendments to the Approved Preserve Trails Plan

I am in agreement with the staff report for an easement for the Three Sisters Trail to cross my property. Please let me know, if I can be of further assistance.

Jim York

From: Brad House [brad6183@yahoo.com]

Sent: Tuesday, October 02, 2012 4:35 PM

To: CC

Subject: Multi-use trails

Dear Rancho Palos Veres City Council:

I heard the you needed time to understand the process that was undertaken with trails use in the preserve areas. Extensive outreach, public workshops and public process was undertaken and presented to the previous city council and was found to be acceptable. Now that you now understand it I wanted to thank you for taking the time before acting. While I am disappointed that some trails will be closed to all, I really believe that we should start with a level playing field for the remaining trails and keep all of them open for multi-use for simplicity in enforcement, signage and the promotion of co-operation instead of conflict. Trails set-aside for seperate users in my opinion promotes the concept that segregation is better than integration. I believe in integration of all users for a co-operative shared preserve at least on a trial basis giving us a chance to prove that it can be done. Feel free to collect real data during this process to determine at a later date if segregation is necessary rather than rely on the charge emotional response of a vocal few. As a member of CORBA, I have put in countless hours of volunteer time in the preserve that I know is appreciated. I promote shared use and trail etiquette to all who I encounter in the preserve and encourage others to promote good etiquette as well. I also support all of the recommendations that CORBA has recently submitted to you regarding trail use in the preserve as well as the newly aquired Filiorum.

Thank you for your serviece on the council and hope to see a productive meeting tonight.

Brad House
Rolling Hills Estates, CA

From: Martha Pacheco [MJPachecoinRedondo@yahoo.com]
Sent: Tuesday, October 02, 2012 4:45 PM
To: CC
Subject: Portuguese Bend Nature Preserve

Councilmen-

I urge you to consider and accept the Sierra Club's recommendation with regard to trail use at the PB Nature Preserve. As an equestrian trail user in Palos Verdes, I have witnessed and frankly, been forced to deal with 'rule-breakers' who exhibit speed and otherwise unsafe practices on the trails which have directly impacted my personal safety and that of my horse. As little or no enforcement of the rules is evidenced, I can not rely on the existing system of rules to ensure my safety and enjoyment of the Preserve. Opening-up additional trails to bicyclists will only serve to grow the problem and as it's unlikely that enhanced enforcement is forthcoming or even possible, the answer is simple . . . Bicyclists cannot be permitted to share the trails with those who would use them appropriately.

Thank you for your consideration.

Martha Pacheco
Rolling Hills Estates

From: Ed Shea [edshea@cox.net]
Sent: Tuesday, October 02, 2012 3:57 PM
To: CC
Subject: Fwd: Please include for tonight's Council Meeting

Sent from my iPad

Begin forwarded message:

From: Ed Shea <edshea@cox.net>
Date: October 2, 2012, 3:56:03 PM PDT
To: "cc@rpv.con" <cc@rpv.con>
Subject: Please include for tonight's Council Meeting

Dear city Council members,

The report from NexLevel reaffirms the previous consultant's report that the current IT provider, PVNET, provides cost-effective IT services which enable the city to operate within an IT infrastructure comparable to much larger city's who spend much more money on IT.

- The report states that the cost for services provided by PVNet are lower than marketrate, and provide above-average service. Therefore, why would the City even consider spending additional funds to develop an RFP only to confirm that an alternate IT provider would be more costly and most likely have a lower quality of service at a higher cost than what the city currently gets from PVNet?

- Why do some councilmembers continue to waste taxpayer money on consultants to assess the city's IT environment in pursuit of their personal agendas, agendas which are not the least bit in the city's best interest? This seems a replay of the witchhunt conducted by Peter Gardner and a local resident several years ago.

- Why are some city Council members so easily misled by a resident's personal vendetta?

- Any reduction in services by PVNET to the city will have unintended negative consequences. This Council clearly does not have an understanding about the value and the scope of services which the nonprofit organization PVNET provides at a huge cost saving to the city and its residents.

- The loss of PVNet would have a negative impact not only to the City financially but also to the entire community because of all the great services and benefits provided to residents, organizations, and the huge range of educational training and opportunities provided to thousands of youth, adults and seniors in our community. There is no other place where residents can get these services.

I strongly urge the Council to continue to strengthen its relationship with PVNET and build this relationship for the benefit of the city and all RPV residents.

Ed Shea
RPV resident

Sent from my iPad

10/2/2012

3.



RANCHO PALOS VERDES

TO: HONORABLE MAYOR & CITY COUNCIL MEMBERS
FROM: CITY CLERK
DATE: OCTOBER 1, 2012
SUBJECT: ADDITIONS/REVISIONS AND AMENDMENTS TO AGENDA

Attached are revisions/additions and/or amendments to the agenda material received through Monday afternoon for the Tuesday, October 2, 2012 City Council meeting:

Item No.	Description of Material
E	Email from Ken Dyda
2	Emails from: ReBecca Naughton; Lionel Duc; Deborah Davis; Eva Cicoria; CORBA PV Steering Committee; Robin Cook; Lynn Petak; Al Sattler; Matt Butler; Dave Wiggins; Barry Holchin; Mark Matthews; Michelle Dokter; Ian Bisco; Ruth Braswell; Eric Lundgren; Peter, Irene, Ricky and Anna Riedl; Greg Scarich; Leslie Stetson; Christine Campbell; Donna McLaughlin; Joan Taylor; Manuela Cerruti; Eva Cicoria; Al Sattler; Carole Lebental; Suzanne Pakkala; Noel Park; David Lukac; John Nieto; Tajie Major; Alvin Blain; Barbara and George Gleghorn; Michelle Goodwin; Rebecca Cicoria; Kristin Klug; Laura Duffy; Carolina Kroon; Erin Ryan; Leslie Mosteller; Chris Tabellario; Jeanine Gigi Greene; Ann Shaw; Mark Langton; John Wessel and Judy Herman; Bob Endicott; Katy Endicott; Brian Haag; Ian Bisco; Elizabeth Jacobowitz; Dena Friedson; Letter from Tony Baker

Respectfully submitted,

Carla Morreale
Carla Morreale

From: Dennis Mclean
Sent: Monday, October 01, 2012 8:15 AM
To: cprotem73@verizon.net
Cc: Carla Morreale; Teresa Takaoka; Kathryn Downs; Carolyn Lehr
Subject: 10/2/2012 Late Correspondence RE: Monthly Report of Cash Balances

Hi Ken

The payment was for unemployment insurance ("UI") claims filed for the quarter April through June 2012.

Thanks for your inquiry. We'll continue to improve our payment descriptions, including this one.

Regards,

Dennis McLean
Director of Finance and Information Technology

 City of Rancho Palos Verdes
Finance and Information Technology
30940 Hawthorne Blvd.
Rancho Palos Verdes, CA 90275
www.palosverdes.com/rpv
dennism@rpv.com - (310) 544-5212 p – (310) 544-5291 f



Do you really need to print this e-mail?

This e-mail message contains information belonging to the City of Rancho Palos Verdes, which may be privileged, confidential and/or protected from disclosure. The information is intended only for use of the individual or entity named. Unauthorized dissemination, distribution, or copying is strictly prohibited. If you received this email in error, or are not an intended recipient, please notify the sender immediately. Thank you for your assistance and cooperation.

From: cprotem73@verizon.net [mailto:cprotem73@verizon.net]
Sent: Saturday, September 29, 2012 10:12 AM
To: Finance
Subject: Monthly Report of Cash Balances

Dennis,

#1148 – Employment Development - \$918.00. What doe 4-6/12 UI mean?

Ken Dyda

10/1/2012

E.

From: ReBecca [rjn7@verizon.net]
Sent: Wednesday, September 26, 2012 1:41 PM
To: CC
Subject: Palos Verdes Nature Preserve
September 26, 2012

Dear Members of the RPV City Council;

I am writing to express my concern for multi-use biker-pedestrian trails plan.

I think it would be irresponsible to permit mountain bikers on the same trails as the equestrians, for the issue of safety. Most horses, being unaccustomed to the speed and erratic movements of the mountain bikes, will be seriously frightened along with their rider. Furthermore, the bikers often lose control of their bikes having no traction on the trail. This will pose a serious danger of physical harm to both. Therefore, I am opposed.

It is my sincere request that the Council exercise sound judgment when determining the appropriateness of utilizing the trail for both horseback riders and mountain bikers simultaneously. It would be more sensible to provide separate areas to be enjoyed by both.

Sincerely,

ReBecca Naughton

310.915.0485

From: Lionel Duc [larrystanleyandme@gmail.com]

Sent: Thursday, September 27, 2012 5:28 AM

To: CC

Subject: Safe trail for equestrians

Hello,

My name is Lionel duc,I have a thoroughbred 7 years old,I ride a lots on the trails ,but at many occasions had to get in arguments with bikers that don't respect the rider,any horses will spooks when the bikers speeds when they see a horse and don't even make eyes contacts. I'm a very good rider and don't scare easely, at many occasions I experience those situations , remember a horse' s instinct is to run away from predators or pressure ,I have no probleme wanted to share the trails with bikers,but they have to respect us,we already not have enought trails on the rpv side .also boarding my horse on sweetbay road ,have probleme with trucks,skates boards etc.... that don't slow down when they see us actually speed up ,it is very unsafe for them and us equestrians.

Everybody's has to get along and enjoy the beautifull ranchos Palos VERDES area .

Thank you

Lionel duc

cell # 310 630 9590

26 sweetbay road.rpv

Lionel

From: dbrh1@aol.com

Sent: Wednesday, September 26, 2012 11:54 PM

To: CC

Subject: Preserving our Trails for Equestrians, walking ONLY- NO CYCLISTS

September 26, 2012

To the Mayor and City Council,
City of Rancho Palos Verdes,

Please, please, please maintain our trails to Equestrian and walking enthusiasts only, and do not allow cyclists to share the same trails. Cyclist do not mix well with horses, especially when cyclist's do not slow down when passing horses, or anyone else for that matter. It has been my experience that the majority of cyclists do not show respect or courtesy to others. They refuse to slow down, sometimes causes havoc to riders. This is a very dangerous situation that places the City of Rancho Palos Verdes with potential lawsuits, due to lack of courtesy, these cyclists have towards others who use the trails.

This year alone, Council has made many major changes to Rancho Palos Verdes that have greatly impacted animal lovers. Adding cyclist to "all " equestrian trails not only changes the atmosphere of what Palos Verdes has always been known for, but adds a dangerous scenario. There are enough trails available for these cyclists, they do not need, nor require ALL of the trails on the hill.

Again, just this demand for inclusion on all our trails proves my point, that these cyclist ONLY think of themselves and DO NOT play well with others. They just push their way into our quiet and peaceful community and take over. This is unacceptable and needs to be stopped now.

Please maintain the Rancho Palos Verdes trails as they were originally designed for, and do not allow these cyclist to push our community around, and take over our trails.

Sincerely,

Deborah Davis
4 Goldring Place
Rolling Hills Estates, CA 90274
310-614-7106

p.s. I was raised in Rancho Palos Verdes, and attended Rolling Hills High School. My parents still own their home at 37981 Beechgate Drive, Rancho Palos Verdes, CA 90274. We moved here in the 1960's because of the beautiful rural equestrian feel of the area. We do not want racing cyclist creating major dust, clogging up our trails, and potentially hurting someone because they refuse to slow down and show courtesy to others. This is a quiet, rural type area, not a speed raceway.

9/27/2012

2

From: cicoriae@aol.com
Sent: Wednesday, September 26, 2012 3:25 PM
To: CC
Subject: Palos Verdes Nature Preserve Trails Plan
Attachments: The Problem Part I.pdf

Mayor Misetich, Mayor Pro Tem Campbell and Council Members Brooks, Duhovic and Knight,

Regarding the agenda item referenced above, we have a problem—well, we have two problems:

- One is the vast proliferation of trails in the Palos Nature Preserve which threatens the habitat conservation and restoration goals for the Preserve and scars up the lovely landscape.
- The other is the threat to the general public's safety within the Preserve.

In connection with the May City Council meeting at which the Preserve trails were discussed, I wrote in and spoke on what my observations have been hiking in the Preserve. I focused primarily on safety and you may recall that my observations (and the photos I shared from internet postings) were that far too many mountain bikers ride very fast and out of control, crashing and putting other Preserve visitors at risk of injury or worse. That behavior has not changed and I plan to send you a chronology of some of my personal experiences in subsequent correspondence. For now, I'd like to focus your attention on the trail proliferation problem.

I have attached photos of some of the most egregious unauthorized trail networks that have been formed in Portuguese Bend Reserve by mountain bikers and continue to be used by them. The damage is extensive.

I have also attached photos which illustrate the repeated attempts to block off several of these areas and photos which illustrate that those efforts have been thwarted repeatedly over the years by vandalism, creation of new access routes into the networks, and creation of additional trails. The allocation of resources to address the problem has been considerable.

Last, I am sending you photos to illustrate that the activity continues today. These photos were taken over the course of about an hour on Sunday, September 23, between about 10 AM and 11 AM.

- One series of photos is taken from Rim Trail. I observed one man ride down a closed trail (which itself is only accessible from a trail that doesn't permit mountain bikers) into the pillow lava area—an area that has been grossly degraded by mountain bikers exploiting its unique geological features for the sake of developing their technical riding skills.
- The other series of photos is taken from Panorama Trail, above Peppertree Trail. I observed three men ride off a nice, wide multi-use trail (Peppertree Trail) into the network of biker-created unauthorized trails that criss-cross the adjacent habitat.

In just one hour, four mountain bikers were observed breaking the rules and thwarting habitat conservation and restoration efforts—inconsistent with Mountain Conservation and Recreation Authority reports, but nevertheless the truth.

For whatever reason, the MRCA reports are not an accurate account of what is happening in the Preserve. The evidence is undeniable. Now we need solutions.

The only solution that ever proved effective was a time out. That time out prohibited access to all. I believe that you should consider a more limited time out—a time out that would allow access to the approved trails to everybody, would allow vegetation to grow back over some of these trail scars, and would allow City and PVPLC staff time to get a handle on the problem rather than chasing a moving target.

1

2.

What we have been doing is not working and continuing to throw money at what has proven to be an ineffectual solution is wasteful spending. A time out that temporarily prohibits bikes—not people—in the Preserve would be cost effective and produce desired results, while not excluding any person from access. It's worth a try.

Thank you for considering my comments.

Eva Cicoria

PS The photo files are too large, despite being compressed, so I'll send them in three parts, attached to three separate emails.

The Problem

3

The following are photos of some of the most egregious unauthorized trail networks that have been formed in Portuguese Bend Reserve by mountain bikers and continue to be used by them. The damage is extensive.



This is the view from above an unauthorized trail network that begins as a chute off of Garden Trail in Portuguese Bend Reserve.



This photo shows a newly forming access trail (off of Peppertree Trail) to the trail network below Garden Trail shown in the previous and subsequent slides.



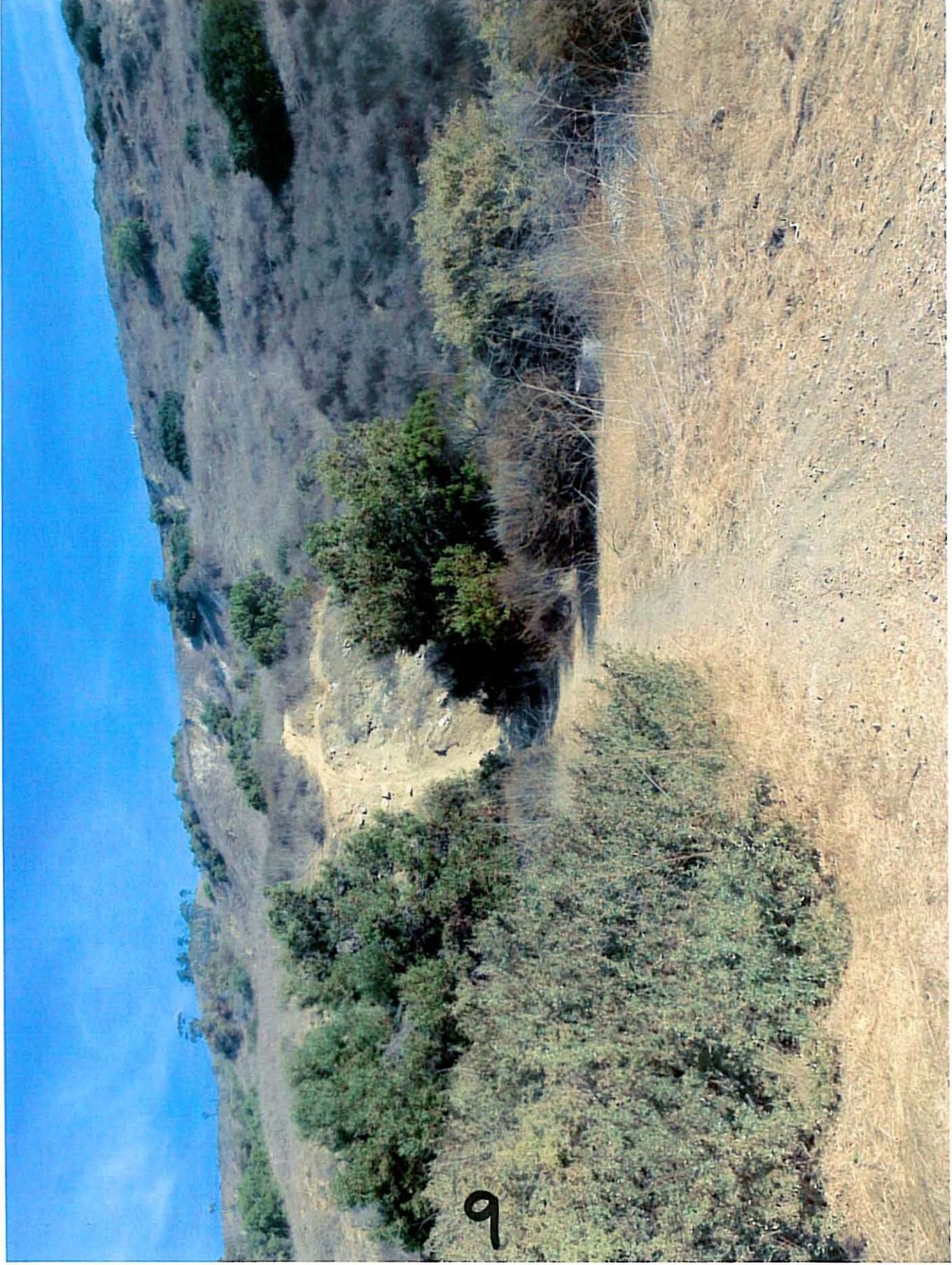
One of the more visible segments of the unauthorized trail network off of Garden Trail, with a newly forming access trail (foreground) off of Peppertree Trail.



Additional access points to the same trail network off of Peppertree Trail, below Garden Trail.



An example of the scarring these trail networks do to the landscape.



An exit from the unauthorized trail network shown in the preceding photos onto Peppertree Tr.



This is an extension of the unauthorized trail network off of Peppertree Trail (the wide, multi-use trail to the left), in the southcentral area of Portuguese Bend Reserve.



The single track in this photo is a continuation of the trail network shown in the previous slide, adjacent to the wide, multi-use Peppertree Trail, moving southeast across Portuguese Bend Reserve.



This photo, taken September 23, 2012, shows men continuing to use the unauthorized trail network instead of the available multi-use trail just a few yards away.



Moving further east across Portuguese Bend Reserve, you'll see another example of bikes carving unauthorized trails. This one runs across Panorama Trail.



This is one of the access points to the trail shown in the previous photo.



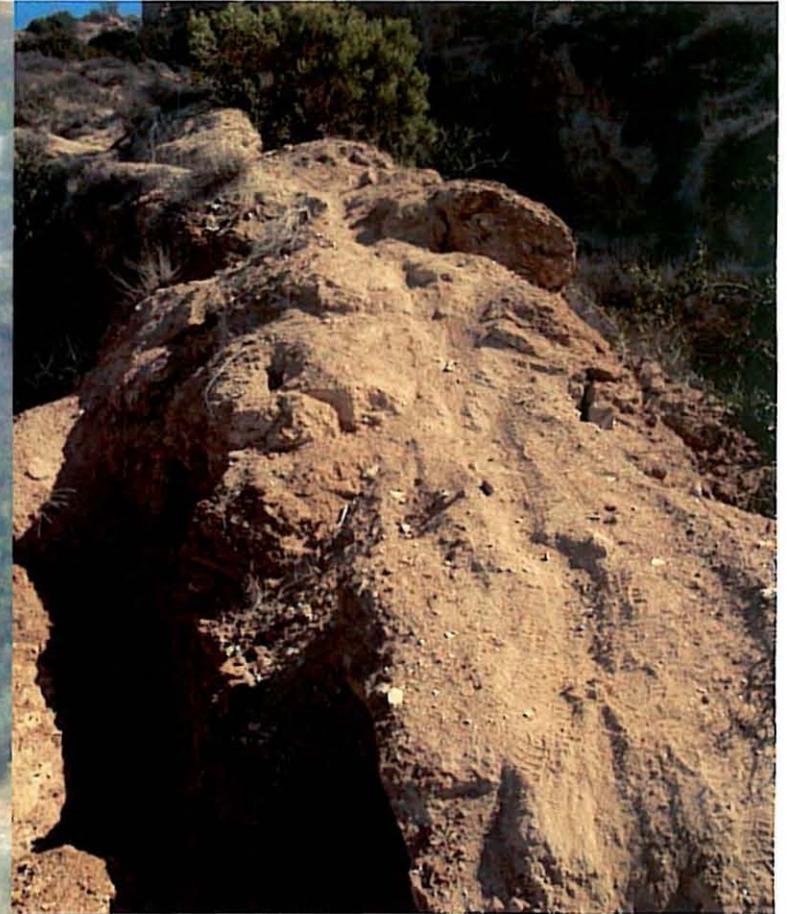
Another access point, this one off of Burma Road, to the trail network shown in the previous two photos.



These photos show the progression of damage from 2010 (left) to the present (right). The view is from Panorama Trail at one of the points where the unauthorized trails pictured in the preceding three photos cross it. The next photo illustrates.



The trail running up the photo is Panorama Trail. The trail coming in from the left, crossing Panorama, and running down the side of the hill is the unauthorized trail pictured in the preceding photos. This is an area that has not been blockaded, yet.



Moving north across Portuguese Bend Reserve from Panorama Trail we come to the pillow lava area. It is an area that has been grossly degraded by mountain bikers exploiting its unique geological features for the sake of developing their technical riding skills. These photos are a few years old, because I'm not able to enter the area to take current photos. It is posted closed.

This series of photos shows mountain bikers coming into the pillow lava area from trails closed to mountain bikers, then riding down into the pillow lava, in January, 2009.



The bike riders go down unauthorized trails, then into habitat.

They see me, then . . .





... they turn around. I
can hear the
vegetation being
crushed beneath them.





Yes, those were older photos, but the same behavior continues to occur today, as this photo shows. This photo was taken from Rim Trail September 23 of a man riding into the pillow lava area (pictured in the preceding photos) past the sign that indicates the area is closed.



Moving west from the pillow lava area, this is part of another unauthorized trail network off of Ishibashi Trail. And this isn't all. Please continue to Part II.

From: cicoriae@aol.com
Sent: Wednesday, September 26, 2012 3:30 PM
To: CC
Subject: PVNP continued

Attachments: The Solution Part II.pdf

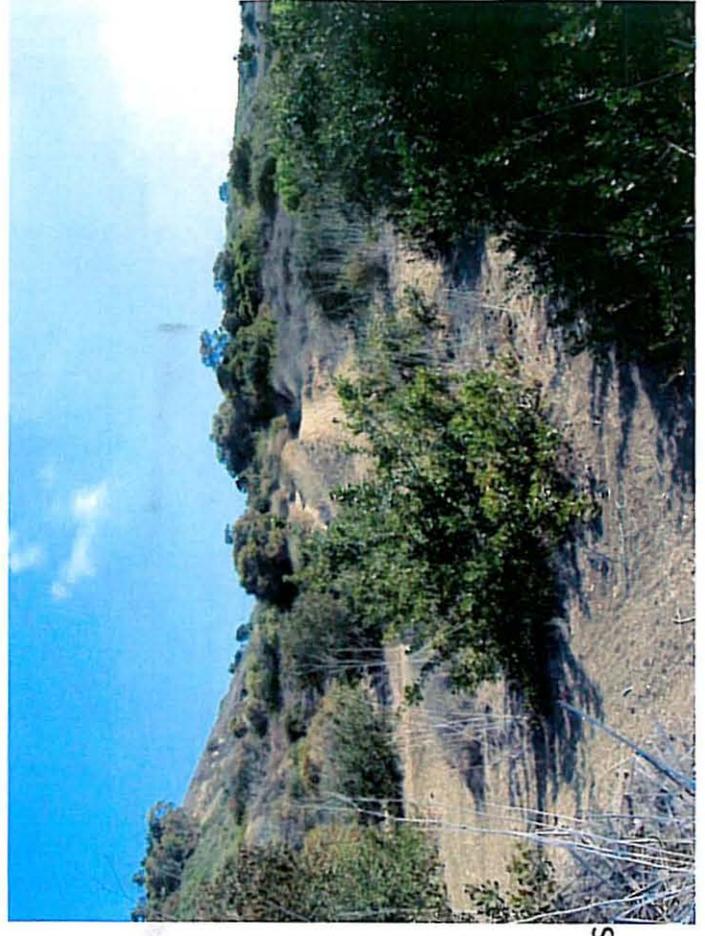
Part II of the photos to accompany my letter regarding the Palos Verdes Nature Preserve agenda item are attached.

The Solution?

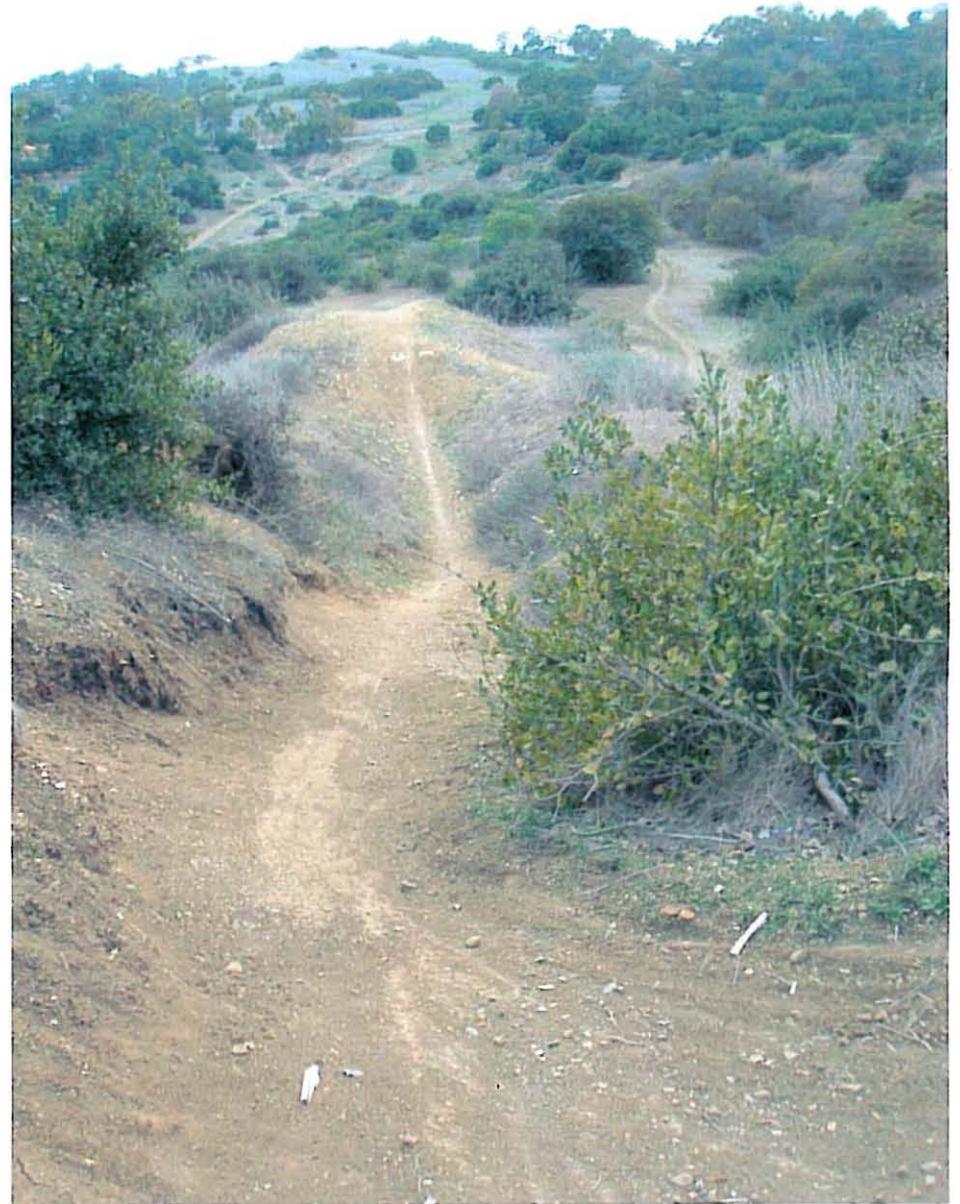
24

The preceding photos provide a snapshot of just some of the most egregious unauthorized trail networks that have been formed in Portuguese Bend Reserve by mountain bikers and continue to be used by them.

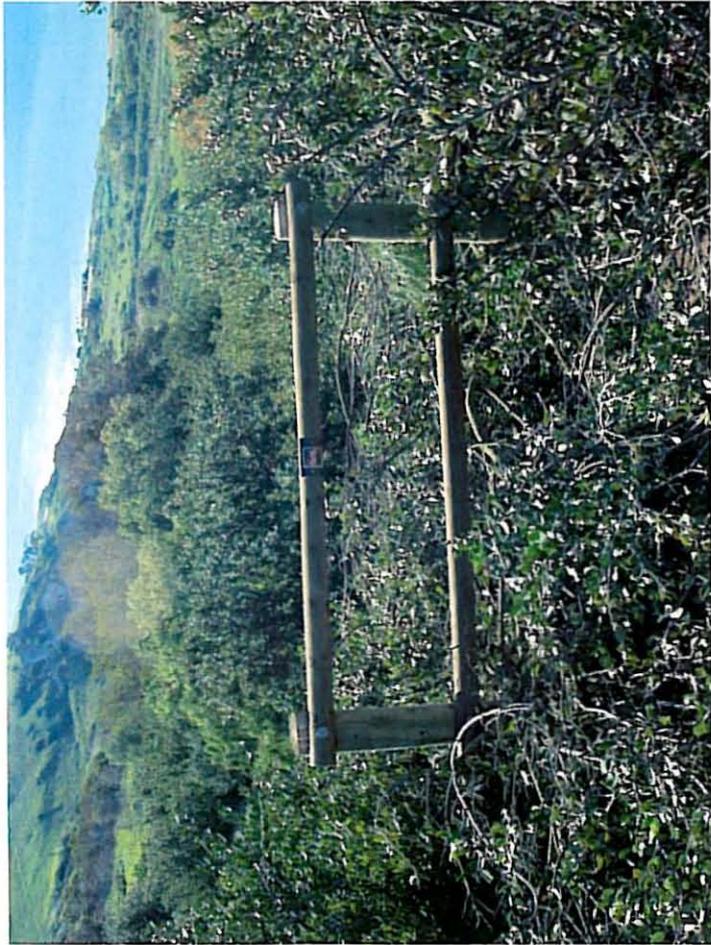
The next series of photos illustrate the repeated attempts to block off several of these areas and illustrate that those efforts have been thwarted repeatedly over the years by vandalism, creation of new access routes into the networks, and creation of additional trails. The allocation of resources to address the problem has been considerable.



These photos show the Toyon Trail area which was being degraded by multiple trails, so . . .



Efforts were made to close off the trails. Initial efforts were thwarted as the above photos show the changes from June 2008 (left) to January 2009 (right).



So more permanent blockades were installed.
Photos are from March 2010.



Yet unauthorized trails in the area continue to be used and additional trail networks were created in areas that weren't blocked off. This recent photo shows one such unauthorized trail in the Toyon Trail area.



Here's another unauthorized set of "trails" or "drop" off of Eagles Nest Trail onto Burma Road that was the focus of early attempts at closures, as shown in the next photos.



Early efforts to close off this unauthorized trail (in the preceding photo) at Eagles Nest Trail included piling rocks and vegetation cleared from other areas. When that failed repeatedly, post and rope was installed. When the rope was cut, it was repaired and cactus was planted behind the rope as an added deterrent.



Close up of vandalized cactus.

31

The cactus plantings were vandalized too. These photos show the progression of damage.





These days there's no sign of the cactus, but the trail continues to be used by mountain bikers for access to the drop onto Burma Road.



Similarly, this photo represents early efforts to block off the unauthorized trails that drop off of Ishibashi Trail.



34

Then, post and cable were installed at multiple access points off Ishibashi, only to be vandalized.



The post and cable were repaired, but mountain bikers simply go around.



36

And here is a series of photos showing damage to post and rope installed a few years ago to block access to a trail off Ishibashi Trail. At present all signs of the post and rope have been removed.



37

More recently, post and cable was installed to block off access to the network of trails below Garden Trail. When that installation was destroyed . . .

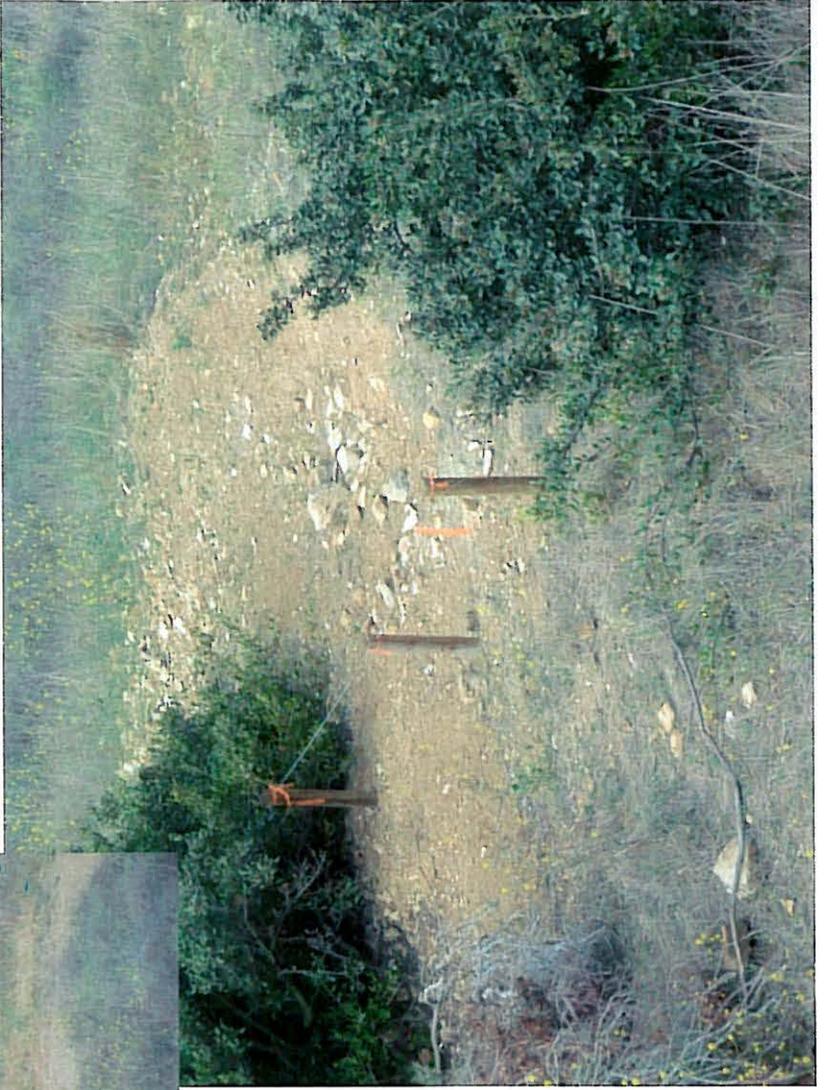


... double wide post and cable were installed.



39

And more post and cable were installed.



40

And more.

Are we willing to spend the resources to continue to install post and cable to block off access to these unauthorized trail networks?

Are we willing to continue to repair and replace these installations when, inevitably, they are vandalized?

And do we really want to have post and cable running the length of the authorized trails in Portuguese Bend Reserve?

17

The extensiveness of the problem suggests that's where we're headed.

Is that a viable solution?

Time out.

The only solution that ever proved effective was a time out. That time out prohibited access to all. I believe that you should consider a more limited time out—a time out that would allow access to the approved trails to everybody, would allow vegetation to grow back over some of these trail scars, and would allow City and PVPLC staff time to get a handle on the problem rather than chasing a moving target.

43

What we have been doing is not working. Continuing to throw money at what has proven to be an ineffectual solution is wasteful spending. A time out that temporarily prohibits bikes—not people—in the Preserve would be cost effective and produce desired results, while not excluding any person from access.

Perhaps that time out will help to instill in people an appreciation for what we have and what we stand to lose if we can't learn to enjoy it without damaging it.

It's worth a try.

42

“If the intent and tone of your trail system effectively conveys that your trails are for the respect and appreciation of nature, for the restoration of the soul, and for the public to be able to enjoy this place without damaging it, users will largely ‘buy into’ these intentions and behave in ways that reduce user conflicts.”

—Trails on Conserved Lands

From: cicoriae@aol.com

Sent: Wednesday, September 26, 2012 3:39 PM

To: CC

Subject: PVNP continued final

Attachments: Bike on Rim Trail.JPG; Biker coming onto Rim Trail from illegal trail.JPG; Bike on Rim Trail (2).JPG; Biker riding into pillow lava on closed trail.JPG; Bike one off Peppertree.JPG; Bikes 2 and 3 off Peppertree.JPG; Equestrian in vicinity of bikes.JPG; Bikes riding toward PVDS.JPG

Part III – additional photos to accompany my letter regarding the Palos Verdes Nature Preserve trail proliferation problem are attached.

44



45



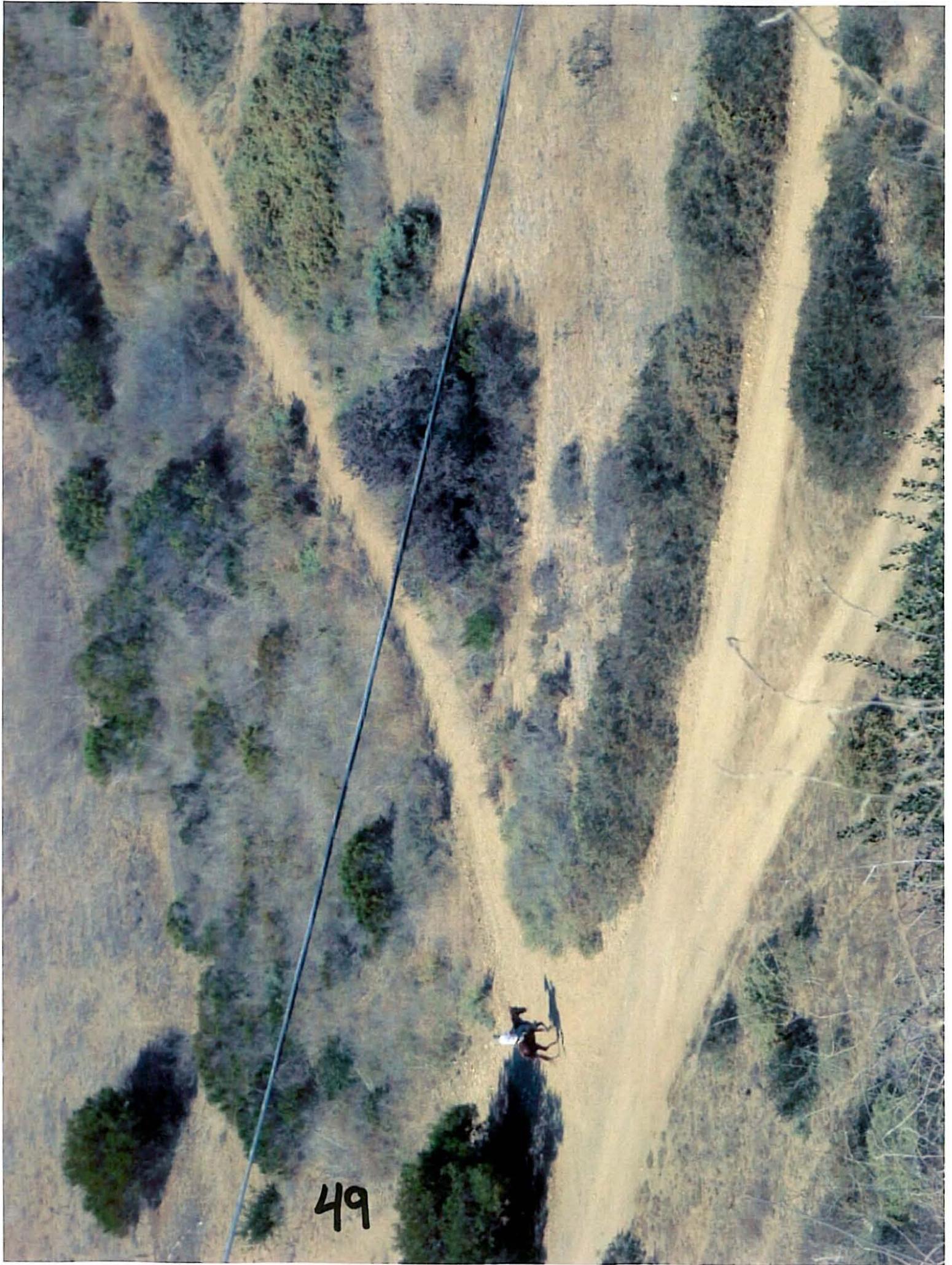
416



47



48

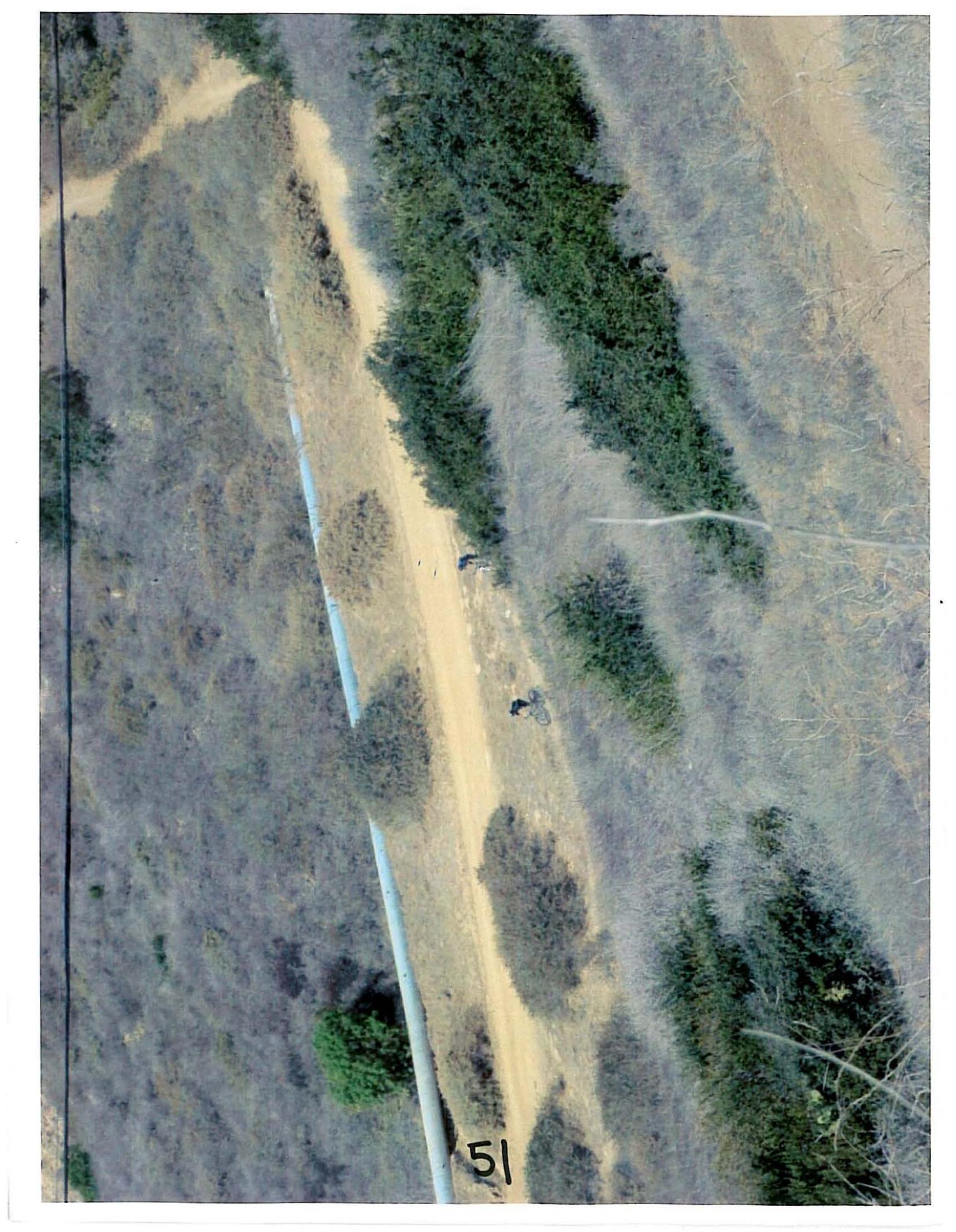


49

50

Trail name sign



An aerial photograph showing a dirt road winding through a landscape of dry, scrubby vegetation. A tall, light-colored utility pole stands on the left side of the road. A person is riding a motorcycle on the road, and another person is visible further down the road. The number '51' is printed in the bottom right corner of the image.

51

An aerial photograph showing a dirt road winding through a scrubby, hilly landscape. A power line runs diagonally across the scene. Several people are visible on the road. The number 52 is printed in the bottom right corner.

52

From: CORBA PV [info@mtbpv.org]
Sent: Wednesday, September 26, 2012 3:59 PM
To: Ara Mihanian
Cc: Andrea Vona; CC
Subject: CORBA PV Bell Program

CORBA PALOS VERDES

- ▶ Web Site
- ▶ Organization
- ▶ Forrestral Preserve
- ▶ Portuguese Bend Preserv
- ▶ Alerts
- ▶ Volunteer
- ▶ Join CORBA
- ▶ Contact Us / Email List

City approved maps: [Portuguese Bend](#) • [Forrestral](#) • [Three Sisters](#) • [Ocean Trails](#)
[San Ramon](#) • [Alta Vicente](#) • [Aqua Amarga](#) • [Abalone Cove](#) • [Vicente Bluffs](#) • [Vista Del Norte](#)

Concerned Off-Road Bicyclist Association of CORBA PV Applies for Trail Bell Grant

CORBA has applied for a [California Trails and Greenways Foundation](#) grant to purchase pleasant and nonthreatening way to alert other trail users while approaching. It's a way otherwise be surprised even by a friendly "hello". Loaner bells are being successfully throughout the country.

Loaner bells are to be placed at the Portuguese Bend and Forrestral reserves. The idea to a box located at the main reserve entrance. Along with the bell box will be an instruction. The box will be about 10 X 12 inches and placed in the same location as our trail etiquette.

CORBA PV is asking the City of Rancho Palos Verdes for permission to proceed with

Thank you,
CORBA PV Steering Committee



BIKE Mount:

- Take and attach
- Indicate your
- Always yield to
- users and ride

These free bells
Barbara Mountain
sponsors to help
system and trail
these trails and c

Tra
e

Santa Barbara Mountain Bike
Trail Volunteers

▶ Web Site	▶ Organization	▶ Forrestal Preserve	▶ Portuguese Bend Preserve
▶ Alerts	▶ Volunteer	▶ Join CORBA	▶ Contact Us / Email List

City approved maps: [Portuguese Bend](#) • [Forrestal](#) • [Three Sisters](#) • [Ocean Trails](#)
[San Ramon](#) • [Alta Vicente](#) • [Agua Amarga](#) • [Abalone Cove](#) • [Vicente Bluffs](#) • [Vista Del Norte](#)

Concerned Off-Road Bicyclist Association of Palos Verdes

CORBA PV Applies for Trail Bell Grant

CORBA has applied for a [California Trails and Greenways Foundation](#) grant to purchase trail bells. Bicycle bells offer a pleasant and nonthreatening way to alert other trail users while approaching. It's a way of showing respect to others who might otherwise be surprised even by a friendly "hello". Loaner bells are being successfully used in many parks and recreation areas throughout the country.

② Loaner bells are to be placed at the Portuguese Bend and Forrestal reserves. The idea is for bicyclists to use and return the bells to a box located at the main reserve entrance. Along with the bell box will be an instructional sign similar to the one below. The box will be about 10 X 12 inches and placed in the same location as our trail etiquette signs.

CORBA PV is asking the City of Rancho Palos Verdes for permission to proceed with the program.

Thank you,
CORBA PV Steering Committee



BIKE BELLS Mountain Bikers!

- Take and attach bell to handlebar. Indicate your approach to others!
- Always yield the trail to other trail users and ride responsibly!

These free bells are provided by the Santa Barbara Mountain Bike Trail Volunteers and sponsors to help sustain and improve our trail system and trail community. Please respect these trails and each other! www.sbmtv.org



Trail Etiquette

Yield to all others

- ▶ Stop for horses & move to the downhill side of the trail.
- ▶ Horses are easily frightened, so ask the rider what to do!
- ▶ Slow or stop for hikers. Ask if it's okay to pass.

Stay on trails designated for bikes

- ▶ Trail signs have been posted and sheriffs are patrolling.
- ▶ If there is no sign, the trail is closed to all users.
- ▶ Obey all reserve rules.
- ▶ All cyclists will be judged by your actions!

Do not make new trails or jumps

- ▶ This is an ecological reserve, not a vacant lot.
- ▶ Destruction of habitat will not be tolerated.

Never speed past anyone

- ▶ Make the trail experience enjoyable for everyone.

Leave no trace

- ▶ Pick up trash, yours and others'.

Set the example

- ▶ Earn the right to ride here.
- ▶ Volunteer for trail work. Help maintain the trails we ride.

(H)

From: Robin Cook [r.a.cook99@gmail.com]
Sent: Thursday, September 27, 2012 9:22 AM
To: CC
Subject: Horses and bikes

City Council,

It's come to my attention that RPV city council is to hold a hearing with regards to trail plans on the PV nature preserve and consider that bikes be allowed on the same trails as equestrians. I find it appalling that the city would even consider a decision that could have the increased potential of huge liability suits with budgets that are already tight.

It's common sense that bikers and equestrians should have a minimum and controlled contact due to safety of both participants.

My own personal experience from being a equestrian, is that horses are prey a animal. thus the fight or flight mechanism. A horse is not a car with instant reaction time, such as stopping. It has a mind of it's own which bystanders are unaware of or forget.

As of now, bikes/motorized or otherwise are suppose to not be allowed on the persevere trail. This has not been my experience and this is violated on a regular basis both at the preserve and many trails. Motorized being seen every evening at the preserve! When the individual was confronted they were indignant and hostile. While I'm sure not all bikers have an aggressive belligerent behavior towards others and horses that has been my experience with ALL bikers I've encountered on the trails. Bikers not only use the trails but defame the trails by setting up jumps. Can you imagine city council your daughter,son,wife or husband riding along on their horse and out of NOWHERE a biker comes zooming from around the corner causing the horse to rear, possibly flipping over with the rider, or from nowhere jumping a jump startling the animal with rider. ALL situations would be disastrous!!! I urge you to vote against allowing bikers on this trail.

Robin Cook
310-560-9809

From: Lynn Petak [barrettpetak@cox.net]
Sent: Thursday, September 27, 2012 11:22 AM
To: CC
Subject: Trail Usage

To the City Council Members of Rancho Palos Verdes:

As I am unable to attend the meeting where this important issue will be addressed, I would appreciate your taking the time to read my brief opinion on the subject. I am an 18 year resident of RPV living in an equestrian zoned neighborhood, I have served on the city's Equestrian Committee and I am an avid recreational rider as is my husband and ten year old daughter. It is imperative that the equestrian heritage of our city and the safety of our riders be maintained and you are in a position to see that this happens. My personal experience and a life spent working with horses allows me to see clearly that it is simply a reality that horses and off-road bicycles just don't mix. By maintaining and enforcing a designated trail system that reserves some trails for pedestrian and equestrian use only you are allowing us all to enjoy our very limited open space.

This is a very real issue for me as my daughter was recently riding our brave and sure-footed mule on one of the narrower trails and was spooked by an off-road cyclist. She did an emergency dismount as the mule scrambled for footing on the side of a steep hill as there was no room for both mule and bike. Everyone was ok but we were on a trail where that bike should not have been.

Please help us to keep the dream of riding safely in open space alive in our beautiful city.

Sincerely,
Lynn Petak
25 Sweetbay Road
Rancho Palos Verdes

From: Al Sattler [alsattler@igc.org]
Sent: Thursday, September 27, 2012 11:59 AM
To: CC
Subject: Fwd: Trail Changes, Elite Track Nationals, Cyclocross Season, and more events!

----- Original Message -----

Subject: Trail Changes, Elite Track Nationals, Cyclocross Season, and more events!
Date: Thu, 27 Sep 2012 18:23:56 -0000
From: PV Bicycle Center <info@pvbike.com>
To: alsattler@igc.org

If you're having trouble viewing this email, you may [see it online](#).

Share This:



**BICYCLE
CENTER
PALOS VERDES**

4B Peninsula
Corner of Hawthorne & Si
Rolling Hills Estates, C
(310) 377-7441 Toll free: (888)
Hours: Mon - Fri 10-7; Sat 9-6
MAP & DIR

Trail Changes, Elite Track Nationals, Cyclocross Season, and more e



IMPORTANT MEETING

Rancho Palos Verdes Trails Pla
Review

Tuesday Oct 2nd 7:00 PM
Fred Hesse Community Center ([map](#))
29301 Hawthorne Boulevard
Rancho Palos Verdes, CA90275

The Rancho Palos Verdes City Council
review and approve the final trails p

the Palos Verdes Nature Preserve. This is your last chance to ask for changes.

CORBA Palos Verdes has recommended allowing bike access on more trails ([List of recommendations](#)). For information email: info@mtbpv.org

We need your support. Attend the meeting even if you don't want to speak. Please let them know if you wish to speak.

CORBA asks that you write the Rancho Palos Verdes City Council, CC@rpv.com. Make the letter positive, no ranting please.

The **Concerned Off Road Bicyclist Association** is a non-profit volunteer based organization dedicated to promoting sustainable trail access for mountain bicyclists, and to maintaining the trails on which mountain bikers ride. CORBA supports the conservation of open spaces and is committed to educating mountain bicyclists to ride sensitively and responsibly in order to protect the natural environment and the experience of other trail users.

WEEKLY HILL CLIMBING CLINIC TUESDAY OCTOBER 2 5:00PM

Join us for our weekly hill training with Training Bible Coach Jeff Vicario. Gather in the parking lot of **PV Bicycle Center** around **5:15 for a 5:30** start. And remember: it's free! Click here for more details about the ride!

http://www.teamitri.com/tuesride_009



**USA CYCLING
ELITE TRACK
NATIONAL
CHAMPIONSHIPS**
SEPTEMBER 27-30, 2012
CARSON, CA

Starting tonight, see America's best track cyclists and US Olympians compete for the honor of being crowned 2012 US National Champion. There will be some exciting racing all weekend! Come check it out! [CLICK HERE](#) for more info.

IT'S TIME FOR CYCLOCROSS SEASON

The 2012-13 SoCalCross Prestige Series is scheduled to kickoff Sunday September 30th at Fairview Park in Costa Mesa
ADDRESS: 2525 Placentia Ave., Costa Mesa, CA, 92622

Event registration is open [HERE](#)
[Click here](#) for more info on the upcoming cyclocross season.



Also, for all you Palos Verdes locals, check out **Black Cat Cross** on Oct. 14 2012 in Palos Verdes. Come to the shop to pick up a flyer or [click here](#) for more info.

JOIN OUR GROUP RIDES

[MOUNTAIN RIDES](#)



Sundays 7:30am | meet at Del Cerro Park
Perfect for medium to advanced riders.
Check out our [MEETUP](#) page for more info.

ROAD RIDES

Saturdays 8am | meet at PV Bicycle Center
Parking lot

4B Peninsula Center
Corner of Hawthorne & Silver Spur
Rolling Hills Estates, CA 90274
(310) 377-7441 Toll free: (888) 377-7441
Hours: Mon - Fri 10-7; Sat 9-6; Sun 10-5
www.pvbike.com
MAP & DIRECTIONS

This email was sent to alsattler@jgc.org. To ensure that you continue receiving our emails,
please add us to your address book or safe list.

[manage](#) your preferences | [opt out](#) using TrueRemove®
Got this as a forward? [Sign up](#) to receive our future emails.

From: solution99pm@gmail.com
Sent: Thursday, September 27, 2012 2:53 PM
To: CC
Subject: Rancho palos verdes trail plan

As a 25 year resident of the hill I appreciate the care to open more trails for mt
biking. I look forward to many years of use of this trails and hopefully opening up more
in the future.

Thank you
Matt butler

Sent from my iPhone

From: David Wiggins [dwiggins252@gmail.com]
Sent: Thursday, September 27, 2012 4:50 PM
To: CC
Subject: Use of Trails in Portuguese Bend Nature Preserve

Dear Council Members --

As a lifelong user of the trails in the Portuguese Bend Nature Preserve, I support the positions and conclusions stated by the Sierra Club in its May 5, 2012 letter to the Council, and I strongly urge the Council to adopt regulations consistent therewith.

Thank you for your consideration of the foregoing.

Dave Wiggins

From: Barry Holchin [bholchin@cox.net]
Sent: Sunday, September 30, 2012 11:19 PM
To: CC
Subject: Comments re. approving recommended amendments to the overall Preserve Trails Plan

Dear RPV City Council Member,

I am resending an email I sent you in May of this year. I urge you to think about the primary reasons these lands were originally set aside for posterity and ask yourself if those criteria are currently being satisfied. It's not too late to change course. Thank you.

=====

Dear RPV City Council Member,

I understand the RPV CC will be discussing expanded use of trails next Tuesday.

I have lived on The Hill for 40 years, during which time I have run, led and participated in hikes on our trails for most of that time. During the early part of that time, I assumed responsibility for trail building and maintenance, sometimes under Sierra Club auspices. Believing there were more than enough trails, I stopped new trail construction - 15 - 20 years ago.

Sometime thereafter, I started noticing bike tracks on the trails and in a few years, a huge proliferation of new trails (~500%), which I attributed to mountain bikers. This was based on evidence I saw on the ground.

I have run and hiked hundreds if not thousands of miles on trails all over the world, and have had plenty of opportunity to see the destruction caused by mountain bikes (I assumed someone had been riding them). I have come to the conclusion that there's no place for biking on single track trails in any area purported to be a reserve (or preserve), period. On one occasion, during a trail maintenance activity under the direction of a PLPLC employee, volunteers were allowed to widen the trails to accommodate use of mountain bikes, in direct opposition to previous and existing guidelines. I objected and limited my effort to just work on constructing the rope fences to help prevent trail proliferation. Ironically, the biking community has been forthcoming in providing trail maintenance labor and unfortunately the hiking community has been woefully underrepresented in my opinion. At a PUMP meeting, I actually heard a mountain biker say they (presumably as a group) are environmentalists! Granting that many hikers don't contribute to trail maintenance and habitat restoration, habitat restoration following on the heels of habitat destruction does not an environmentalist make.

I have been responsible for trail maintenance on a portion of the PV Loop Trail near my house for many years. For 10 or more years, there was never an issue w/r trail erosion or trash along the trail. Then I started to see bike tracks and soon thereafter signs of heavy erosion and increasing trash along the trail. Of course, that was just the beginning. Soon there were tracks (trails) all over, many parallel to each other to the point of complete degradation of a wide area, involving shovel work and construction of multiple ramps, berms, etc. I believe this was almost all, if not all, done by mountain bikers. Can I prove it? No. But I do know what I think of this form of "passive recreation", and I find it difficult to be civil in my description. BTW, I recently picked up two shopping bags full of trash in that area. Regarding the Reserve, no amount of money spent on enforcement will be adequate to keep this type of habitat destruction and illegal trail use at bay, unless the consequences of getting caught were onerous. It's simple - if the probability of getting caught is low, then the consequences of getting caught need to be very high, or there's no incentive to obey the rules. Given the influence of CORBA and the mountain biking community, I doubt that will ever be permitted in this city.

If not a single trail were available to mountain biking, not one biker would be precluded from using every trail - on foot.

By the way, I have numerous photos which I believe confirm my contention that mountain

1

2

biking (by how many or how few, how old or how young) is deleterious to trails and habitat. I'd be more than happy to share them if anyone is interested.

Thanks.

Barry Holchin

From: Matt Matt [mfmbike@gmail.com]
Sent: Sunday, September 30, 2012 10:16 PM
To: CC
Subject: I support bikes on trails

Council Members,

I support bikes, horses and hikers on the trails. Anyone who uses the trails knows that most every person on the trails is a responsible user and this includes bikes, hikers, and equestrians. I urge you to rely upon the vast amount of data that has been collected from trail usage surveys, conflict surveys, Ranger reports, etc which have documented that user conflicts are very low. Please don't discriminate against bikes because of the inflammatory, exaggerated comments of a few self-serving people.

I have been using the trails as a mountain bike rider and hiker for 15 years and have never had a conflict. I have observed most people using the trails in a responsible manner and most of the usage has been concentrated on Burma Road (which I still call Dirt Crenshaw). I believe that you RPV Council Members are interested in representing all user groups in a fair and unbiased manner and I urge you to vote in favor of diversity of user experiences on the trails and keep the trails open to all user groups.

Controversial issues like this one can make it difficult to discern truth from lie; honorable intentions from self-serving deceit. I believe every one of RPV's Council Members has the character and integrity to not only know what is the right thing to do, but to DO that which is right.

Sincerely,

Mark Matthews
RPV resident

From: mdmbike@juno.com
Sent: Sunday, September 30, 2012 9:37 PM
To: CC
Subject: Longtime RPV resident in support of trail access for mountain bikers

Dear Council Members:

The reason I'm writing this letter is because I'm greatly concerned about future trail access for mountain bikers. I am a resident of Rancho Palos Verdes (RPV) and have biked on the trails in RPV for over 25 years. During that time, I've seen a substantial decrease in trail access for all users and an increase in use, primarily around Del Cerro Park and on Burma Road. We are very fortunate to live in such a great city where the trails are open to all users to experience the natural beauty of the area. I, personally, would greatly appreciate access to additional trails that have been closed to bikers.

I have ridden my bike, and to a lesser extent hiked, on most of the open trails in RPV. In all my years of trail use, I haven't come across a lot of other users on the trails unless I'm on Burma Road on the weekend. When I've met other users on the trails, I typically talk with them and have often had very enjoyable conversations. I've never had any negative interactions or conflicts. Whether trail users are on bikes, on foot or on horses, they all are enjoying the peacefulness, beauty and tranquility of RPV in the manner of their choosing.

Last week in the newspaper, I was concerned about a very inflammatory letter I read about mountain bikers in RPV. I was shocked because the letter was so far from the truth. The mountain bikers with whom I ride as well as those whom I've encountered on the trails are courteous and respectful to other trail users. They also help maintain the trails, educate other trail users and are actively involved in improving the area for all trail users.

I strongly encourage the city council to allow all trail users access to the trails. Thank you for your consideration.

Sincerely,
Michelle Dokter
Miraleste High School
Class of 1982

Woman is 57 But Looks 27
Mom publishes simple facelift trick that angered doctors...
<http://thirdpartyoffers.juno.com/TGL3131/50691eb5a470d1eb51f38st01vuc>

From: Ian Bisco [ianbisco@cox.net]
Sent: Sunday, September 30, 2012 10:32 PM
To: CC
Subject: Portuguese Bend Trails Use
To the RPV City Council:

I am writing to add my support for more trails for Mountain Bikers.

Trail Erosion

No doubt some complaints will be heard about trail erosion by bikes, but the facts are that bikes do not do more than any other use. Its the amount of use that causes erosion and I suggest that due to the fact that there is basically only one trail down the hill for bikers it is showing up as more erosion. If more trails were made available the loads of erosion would be spread out more equal to equestrian and hikers.

Scare tactics

At the last meeting equestrian scare tactics were used, something like "Somebody's going to get killed", In all the times I have been in the reserve I have only seen two horse accidents (if you can call them that) and neither involved bikes, both horses threw their riders for unknown reasons and galloped off. It makes me wonder what qualifications a horse rider needs to hit some of those tricky trails, just money to rent a ride and off they go?

Mandatory Helmet law.

I would like to see it compulsory that all bikers and horse riders be required to wear helmets whilst on the trails. As mentioned accident do happen with horses and bikes separately!

Train Horses Better

Equestrians already have somewhere near 40 miles of horse only trails on the Peninsula outside of the preserve, if they have unfriendly skittish horses they should use those trails and avoid conflict. I know for a fact that there are several riders that ride the reserve and these horses are fine with people and bikes I have witnessed it first hand and been told by the rider not to worry keep riding (I usually stop and pull over for them to pass).

Obesity is a growing concern in America.

Young kids are getting locked out of all the places we older examples had when we were young, cycling away from busy main roads is an excellent hobby for them to take up and enjoy. Not only do they stay fit but they get to learn about the beauty of nature as well. A trail ride not only brings scenic views but often the opportunity to see birds, butterflies, snakes, rabbits etc as well. I should also add that a growing number of us bikers are now over 50 and are finding it a healthy hobby in cycling the trails.

Reminder!

The land has been purchased by all of us for everyone's use, its not just for the rich and wealthy.

In closing!

PLEASE KEEP TRAILS OPEN TO BIKES AND GIVE US MORE TRAILS TO USE. I BELIEVE THE RANGERS WILL CONCUR THAT BOTH HORSES, HIKERS AND BIKERS CAN AND DO GET ALONG.

Thank you for your support.

an Bisco

From: Ruth [ruth@eworld-media.com]
Sent: Sunday, September 30, 2012 9:11 PM
To: Ara Mihranian; CC
Subject: Perception of trail user conflict

As an avid trail runner and occasional mountain biker, I would like to address the perception that only certain user groups are responsible for "cutting trails", using closed trails, creating new trails, and/or causing erosion of trails. The facts are that the vast majority of all trail users are very responsible. However, within each user group, there are people who, unfortunately, are not following the rules. If you take an unbiased look at the closed trails, new trails, and/or cut trails, you will see footprints, horse hoofs and bike tracks.

The fact is that ALL user groups have a few isolated members who are not following the rules. If these issues were primarily due to one user group more than others, we would see this reflected in the Ranger Data. However, it is clear from the Ranger Data and Hotline Log that this is not the case. In fact, the Ranger data indicates that there are a relatively small number of issues overall, with the biggest issue being dogs off-leash.

However, recognizing that there will always be concerns regarding Trail User Conflict and/or trail misuse, I recommend the creation of a volunteer Trail User Advisory Board that would include a recognized leader from each of the primary user groups, with a focus on cooperation between the user groups. This Trail User Advisory Board would participate in the existing monthly meetings when the Rangers meet with City Staff to review the Ranger Report and assist in developing mitigation plans to address any patterns observed when analyzing the Ranger data.

A similar situation exists with regard to erosion of the trails. This is unfortunately a situation that occurs during an extremely dry year such as we are currently experiencing. All user groups contribute to the erosion... hikers/runners due to the large number of users on the trails, horses due to the weight of the animals, and bikers due to the cornering on the trails. We need to recognize that this is a yearly cycle due to weather and the trails will recover after we get some rainfall. If conditions are deemed severe enough by our local trails expert, Kurt Loheit, some trails may need to be closed to all users for a period of time to allow for recover.

Ruth Braswell

From: eric [ecl.postbox@gmail.com]
Sent: Sunday, September 30, 2012 7:34 PM
To: CC
Subject: Mountain bike access: Palos Verdes Preserve
Councilman Duhovic, and Council Members,

I'm writing in support of mountain bikers retaining access to the trails in the Palos Verdes preserve areas.

I returned to my native Southern California in 2010, after completing engineering graduate school at Virginia Tech, and found work here in the South Bay. I was overjoyed to learn that we have the wonderful privilege of riding the Palos Verdes trails. I have since spent several hours, every week, riding and exploring these trails. It has improved my health, as my cholesterol and blood pressure have finally returned to healthy ranges after a few sedentary years.

As a part of learning about the PV trails and the Preserve, I became familiar with the challenge of balancing the expectations of the various groups that use the trails (i.e., equestrians, hikers, recreational walkers, view-seekers, and mountain bikers). I quickly read up on trail etiquette, and made it a part of my "ride" to greet people I met on the trail, as well as frequently stop to let others pass. The large group of folks I ride with (~25+ strong) hold the same values.

During the past year, I have made efforts to improve the relationship between mountain bikers, and other trail users. Here are two examples:

1) One hot day, far down on Burma trail, I came upon a couple walking with their dog, who was overheating. They were out of water, too. I told them I'd be back shortly, and rode the entire Burma road climb to fetch a relatively cool 1-gallon bottle of water from my trunk. They were very thankful to see me rolling toward them 20 minutes later. It would have taken the husband over 30 minutes just to reach their car at the top, twice as long to return with water (assuming he'd have had a large bottle to justify the trip).

2) On another hot day, I met a group of elderly walkers, one of whom had become fatigued and was laying in the shade. They had made an emergency phone call, and were waiting for help. However, their fluency with the English language appeared to limit their ability to help the responders locate them. I raced up Burma trail, and met a response truck at the access gate, about 15 minutes later. They didn't know where the group was located, within the Preserve. I was able to provide specific directions to help them quickly locate the group. The Preserve is relatively large for a single search truck; my directions saved them critical time to begin administering care.

Unfortunately, because of work, I am typically unable to join the volunteer groups for trail maintenance (I understand that they often perform work on weekday mornings). To compensate, I do these things to contribute to the experience of other trail users.

Interestingly, I have encountered a few instances of dangerous trail sabotage, as well. These include:

1) Large rocks (20" in diameter) placed behind blind corners, as well as similarly sized holes dug into the middle of trails. This has occurred on Burma trail, and Ishibashi trail.

2) Another dangerous and malicious act has been when the trail has been hacked to rubble in areas that are obscured until it's too late to stop (i.e., parts of Ishibashi).

While these acts pose a serious danger, I find that stopping to move the rock and proceeding with my ride is the best thing to do. In the case of a malicious hole, I have learned to ride with hightened attention, and treat it like a trail feature/challenge.

Now, in light the accusations made by hikers and equestrians, it's quite reasonable to assume that they perform these malicious acts. But, I realize that this behavior and sentiment is not representative of hikers and equestrians, as a whole. In fact, I exchange smiles and waves with nearly every hiker and equestrian I encounter. However, just like the occasional misguided mountain biker, who chooses to ignore a sign stating that a trail is off-limits: There typically are a few bad representative in every group. I wish we could single-out the trail saboteurs as well as the few disobedient riders. Perhaps an annual licensing for individuals to gain trail access is worth considering? This format seems to work in large systems, like automobile drivers, for instance. It would remind users that they are privileged to have access to this great resource.

In closing, us mountain bikers, hikers, equestrians, and view-seekers are all very similar: We are drawn to the Preserve because it provides a rare escape from the busy, paved world we live in. It's a wonderful privilege. The trails of Palos Verdes are what keep me and my wife in the area. Without mountain biking access to these trails, we would likely move down to the San Diego area, where accessible trails abound.

I hope these anecdotes and insights adequately express my wish that the trails be made available to all.

Respectfully,
Eric Lundgren

415 Herondo Street, 154
Hermosa Beach

From: Irene [irene_riedl@yahoo.com]
Sent: Sunday, September 30, 2012 6:57 PM
To: CC
Subject: We support mountain bikes

Dear Council,

We are writing in support of COBRA PV recommendations for shared use of trails with mountain bikes. As RPV residents and users (hiking and biking) of the trails since 1994, we have had only positive experiences with mountain bikers.

We believe that the impact of mountain bikes on the trails is minimal and that space is more than adequate to share with multiple user groups. Further, with the minimal athletic facilities available for young people in our community, these trails offer our children an opportunity to participate in exciting and challenging outdoor activities - a much better option than "hanging out at the mall"!

Unfortunately, our work and family schedule will not allow us to attend the Council meeting on October 2nd but please mark our family down as mountain bike supporters.

Thank you,
Peter, Irene, Ricky and Anna Riedl
4823 Browndeer Lane

From: Greg Scarich [greg@knobby.ws]
Sent: Sunday, September 30, 2012 6:57 PM
To: CC
Subject: Portuguese Bend and Filiorum Reserve Train Plans
Honorable City Council of the City of Rancho Palos Verdes

For over 25 years I've enjoyed the trails in the Portuguese Bend, Forestal, and Filiorum Reserves on foot and by bike with the Sierra Club and CORBA, and privately.

An immense amount of work went into developing the current trail plan. Many citizens, users, representatives from other land agencies, advocacy groups, city personnel, and city council members all contributed to developing the existing trail plan. Improvements made to the trails, information signs, and ranger oversight have all greatly enhanced the user experience. This has led to increased respect for other trail users and the preserves. People are using the trails—they are enjoying nature, the views, and getting some good exercise. I've observed an increase in hikers on Burma Road and low use on all the other trails. The trail improvements also seem to have reduced erosion. I recently talked to Jewel Johnson, one of the rangers, and she said that she observed no significant problems.

I respectfully request the City Council accept the staff recommendations with some changes requested by CORBA-PV as listed below.

Staff Recommendations for Portuguese Bend Reserve:

1. Change Landscape Scarp to multi-use. A good connection from Toyon/Peppertree to Burma Road.
2. Change Ishibashi Farm to multi-use.

I support CORBA-PV recommended changes for Portuguese Bend Reserve:

1. Change Grapevine to multi-use. A favorite of mine before it was closed to bikes. Not a heavily used trail with good line of sight.
2. Change (Upper) Rim and Paintbrush Loop to multi-use. Another favorite and again low use.

Accept staff recommendations for **Filiorum Reserve** with the following additional changes recommended by CORBA-PV:

Change the Eucalyptus Trail to multi-use. This is a nice slow windy trail through a small eucalyptus grove with low use.

Thank you for considering these comments.

Sincerely

Greg Scarich
Torrance, CA

From: leswestnz@aol.com
Sent: Sunday, September 30, 2012 6:24 PM
To: CC
Subject: Trails in Portuguese Bend Conservancy

Dear City Council of RPV,

As a long term resident of this Peninsula which we all love and as an avid equestrian I wanted to write in support of separate trails for separate activities of horseback riding and bikes. Years ago at the initial pump committee meetings I came often in similar support and the sad outcome was that only one prior councilman seemed to understand the serious risk of mixing those two activities. As a professional risk management advisor to the airlines he stated and I quote "it is not a matter of if, but when" there will be a serious accident or death. I hoped those powerful words would give pause to the other members and perhaps it did to some extent, but still multi-use is the result since the park for several years was unsupervised and without enforcement. Learning this I can tell you that after helping to purchase this gift of preservation to RPV I no longer ride there. I also find it difficult to attend your painful meetings and continually am disgusted by the slimy tactics of the bike riders who pretend to be so compliant when they clearly are not and continue to abuse their access. At some point I had to just resolve to ride elsewhere and not fund the land conservancy. I suppose when you take money for multi-use you have made a deal you are stuck with, but a creative management team I think would employ all means to protect all interests and this I do not see. I always have the hope that everyone will honor their use and once again the park will be welcoming and safe for equestrians who clearly rode the lands first for 50 years and did no ecological harm. The mandates of the preserve are in no way served by bikes and I think hiking and riding are the only preservation uses that should be considered.

Respectfully,

Leslie Stetson
Rolling Hills

From: Christine Campbell [christinecampbell407@gmail.com]

Sent: Sunday, September 30, 2012 4:26 PM

To: CC

Subject: Bike trails

September 30, 2012

Rancho Palos Verdes City Council

Rancho Palos Verdes City Hall

30940 Hawthorne Blvd

Rancho Palos Verdes, CA 90275

City Councilmembers:

I am writing to you about my concern for the current use of mountain bikes in the Palos Verdes Nature Preserve. I have read the May 12, 2012 letter from the Sierra Club concerning this issue and I agree with there findings and recommendations. This treasured area is of such great value to this community as well as to the entire area, and it is difficult to see such restorative nature be compromised by any disregard of its fragility.

Please look carefully to your duties as guardians of this great asset.

Sincerely,

Christine Campbell
13 Barkentine Road

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Be the change you want to see in the world.

From: Donna McLaughlin [ddmclaughlin@cox.net]
Sent: Sunday, September 30, 2012 3:17 PM
To: CC; Ara Mihranian; Anthony Missetich; Brian Campbell; Susan Brooks; Jerry Duhovic; Jim Knight
Cc: Ann Dalkey; Adrienne Bosler; info@pvplc.org
Subject: close Ishibashi and Landslide Scarp Trails to bikers

Dear City Council members

Bikers need to be kept off the Ishibashi and Landslide Scarp trails. These two trails are too steep going down hill and have too many blind curves.

As expressed before, especially by the National Parks representative, there are several trails in the Preserve that should be closed to bikers due to the hazards they present to hikers and horse riders. (too steep of a grade, blind curves) I don't know why more trails would be open to bikers when they already can cover lots of miles on their bikes. Hikers cannot cover the distances that the bikers can and we need some "safe" trails to hike on. Hikers cannot feel safe on the Ishibashi Trail and Landslide Scarp Trail. The bikers are already abusing these trails. The Ishibashi trail they speed down and hikers are at risk every time we hike those. Bikers are not allowed on the Landslide Scarp Trail now and they fly through that one, also...illegally. Why would the City reward them with another trail when they abuse the trails they already have access to? Hikers and horse back riders need some trails they feel safe walking on...not having to worry some speeding bike is going to hit them as they enjoy the Preserve. It is a hazard/danger. The City is putting themselves in a situation where they are liable for injury to hikers/riders. The bikers have plenty of trails....we need to separate the bikers and hikers/riders for enjoyment of all. The Preserve is becoming one big hazard area if the bikers get access to everything they want and the hiker/riders will be losing their sense of peace and enjoyment because of them. We do not enjoy peaceful solitude there.

The vision of the Land Conservancy is:

The mission of the Palos Verdes Peninsula Land Conservancy (PVPLC) is to "preserve land and restore habitat for the enjoyment and education of all."

The Conservancy preserves undeveloped land as open space for historical, educational, ecological, recreational and scenic purposes. Since its founding in 1988, the Conservancy has successfully preserved 1,600 acres of open space on the Palos Verdes Peninsula.

The Conservancy's vision is the creation and management of large blocks of natural open space where visitors may enjoy peaceful solitude, where children and adults can learn about the natural environment, and where native plants and animals can thrive.

The Rangers are never there enforcing anything....and if they are there they turn their heads when they see bikers abusing the trails.

The situation is a major accident waiting to happen. The bikers won't be hurt, but a hiker being hit by a speeding, heavy bike

10/1/2012

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faces serious, permanent injury. Children have no hope of surviving being hit by one of the speeding bikes. Please consider the safety of hikers/riders who want to enjoy the Preserve and don't be persuaded by the bold, disrespectful bikers.

Your main concern as a Council member is SAFETY. The trails are NOT safe now for hikers/riders.

What happenin to the idea of having a committee of hiker/biker/rider to work out some of the trail solutions?

Thank you.

Donna McLaughlin

From: Joan Taylor [jododge29@yahoo.com]
Sent: Sunday, September 30, 2012 2:13 PM
To: CC
Subject: Trail use

I would like to let you know that I do not support the plan for the increase of trails accessible to bikes in the land conservancy. I am an equestrian and though the majority of the bikers are considerate. there are still a younger component who have no respect for horses or for my personal safety. My horse and I are very experienced, we have over 1000 miles of endurance riding competition. However he still spooks and bolts when a bike comes at us at speed. I generally ride from the portuguese bend riding club up to the crest fire station at least once a week. At least twice a month I will encounter rude bikers who will not stop or they stop and then swear at me for asking them to stop. I have never sen the rnager take any action against any bikers, she only seems to focus on ticketing the off leash dog owners. I have been riding in this area for the last 20 years and hope to be able to for at least 20 more. I also live in Rancho Palos Verdes.I would appreciate ONE trail that could take me from Narcissa road in portuguese bend up to the fire station on crest without running into bikes. Currently I almost have a route but often the bikes go on trails that are designated not for bikes! I wish they would follow the rules and be respectful of others.

Thank you,
Joan Taylor
30615 palos verdes drive east
Rancho Palos Verdes, CA 90275
310-367-3301

From: Manuela Cerruti [ted@tedrad.com]
Sent: Sunday, September 30, 2012 1:59 PM
To: CC
Subject: Rancho Palos Verdes Trail Plan Review - Community Comment

This email is to request the City Council's caution in approving expanded trails for mountain bikers in the Portuguese Bend Nature Preserve. I have several types of personal experiences:

1) I ride my horse in the Preserve several times a week. Fortunately she's steady, because routinely we are nearly hit head-on by mountain bikers tearing through Landslide Scarp Trail. If I'm on my horse's back, I can hear the biker coming and call out, although they do not see or hear me. If I am hand-walking the horse, I do not hear or see them. The bikes have to skid to a stop, sometimes to the edge of the hill. If my horse (or any other horse) were to spook, everyone could sustain severe injuries, as there is no place to go except into dense brush and rocks and hillside. When I have mentioned that this is not a bicycle trail, most bikers ignore me, but I have also received rude denials although the prohibition is clearly marked.

2) Within the past year, I was hiking uphill on Rim Trail. Three mountain bikers came speeding down a curve. I quickly jumped off the trail to avoid a collision, standing next to a boulder that was taller than I am. The next thing I saw was the lead biker flying through the air over my head: he had used the boulder as a ramp. When I ran into him later and commented, he replied that since he had already broken multiple bones doing this activity, he felt the thrill was worth the risk. There seemed to be no awareness that he might have been putting an innocent hiker - me - at serious risk as well.

3) I acknowledge that when I'm on my horse on the larger trails, such as Burma, many of the bikers tend to be very polite and slow down, announce themselves, and pull over. If every biker exhibited this behavior, I'm sure there would be much less resistance from the community to their presence. Many others speed by quickly and silently, careening onto the main trails from the ones they have cut for themselves, without a thought to the fact that this might be extremely alarming to a horse, which is again a safety risk.

4) Since there has been increased mountain biking activity, I have seen many new trails cut on the steepest downhills. These are not used by hikers or equestrians (they're too steep for horses), only bikes. I suspect this may be detrimental to preserving habitat.

I would like to note especially that equestrians - whether as property owners, boarders, customers of riding facilities, or volunteers at local horse-related nonprofits - make important contributions to the area and have a very strong vested interest in maintaining the integrity and safety of community resources. I would simply like to use the trails as safely as possible.

Conversely, ignoring the safety issues raised in this letter and by others could open the City to lawsuits should there be injuries related to expanded mountain bike use on trails where it is clearly dangerous to do so.

Thank you for your consideration.

Manuela Cerruti

Carla Morreale

From: cicoriae@aol.com
Sent: Saturday, September 29, 2012 3:51 PM
To: CC
Subject: Amendments to the PTP
Attachments: For CC mtg 10 2 12.pdf

Mayor Misetich and Council Members,

It's appropriate, I suppose, that I write this letter today, National Public Lands Day. By now, you've probably seen the photos I sent in of some of the most egregious unauthorized bike trail networks that have been formed in Portuguese Bend Reserve by mountain bikers and continue to be used by them.

I, and many other members of the general public who love these lands, believe that the extensiveness of this problem is so great and the inadequacy of present "solutions" is so apparent as to warrant a time out for the vehicles that are responsible for it—that there should be no more areas and no more trails open for bikes; that the trails that currently permit bikes should temporarily be closed to bikes; and that closure to bikes creates an objective basis for enforcement that will protect both the lands and the general public from injury while long term solutions are developed.

Beyond a time out, I favor alternative 2 of the Staff Report: Approve a trails plan for the Filiorum Reserve and the Staff proposed corrections to the 2008 PTP, but make no further changes to the 2008 PTP. I believe that it is appropriate to decide on long term trail locations and use designations in Filiorum Reserve at this time, so that signage can be installed and rigorous enforcement commenced, and I support the corrections staff has highlighted for the PTP. I do not think any of the other proposed changes to the PTP are necessary and most of them are wholly undesirable.

Trails Plan for the Filiorum Reserve: I support the Staff's recommendations for trail locations in this Reserve. Regarding use designations, I support the Staff's "alternative" recommendation for this Reserve.

The Staff Report's first use designation recommendation for this Reserve is for 3.1 miles of trails to be multiuse and a mere half mile of trails to be pedestrian-equestrian. Based on my records of KEEPER reports to PVPLC for which I have counted hikers, bikers and equestrians each month for more than five years on different days and at different times, hikers using the Preserve trails outnumber bikers by something like 10 to 1. Let's not forget that hikers represent the general public. Let's also remember that when the Staff Report says that the public attended the workshops to determine trail use designations, while an accurate statement, the turnout at those workshops was not representative of the general public; rather it was overwhelmingly composed of mountain bikers.

The Staff Report states that the reason for their recommendations is "to provide multiuse connectivity to the surrounding Preserve as the currently approved PTP contains multiuse trails. . . ." I believe that is a legitimate goal. Look at the map of Filiorum Reserve and the proposed trail network, however, and you will see that goal can be achieved by the following:

Make the entire length of the most northerly route from Three Sisters (via McBride Trail, which is not named on your map but is the trail that borders the housing developments) multi-use. Most of the length of that trail is called "Zotes Cutacross". There are two steep segments on that trail that do present a problem for a multiuse designation, but I believe the problem can be ameliorated by installation of a couple of pinch points at the top of each steep segment, paired with signage requiring that cyclists dismount and walk their bikes down.

Even if you believe that the future trail connection between the Three Sisters trails and Filiorum should be multiuse because the Three Sisters trails are multiuse (and I don't agree with this because the Three Sisters trails are all long, steep stretches subject to degradation by the force and speed of many mountain bikes and therefore should not themselves permit mountain bikes), you can accomplish this by designating the future trail connection, one leg of the Pony Loop Trail, and the Ford Trail for multiuse.

I would keep mountain bikes far away from Jack's Hat. This is just the type of terrain that is likely to become degraded by off-trail riding once it becomes widely known.

Designate the remaining trails (Rattlesnake, Kelvin Canyon, Eucalyptus, and Garry's Gulch) for foot traffic only—two legged and four legged, in keeping with the approach that the Public Use Master Plan (PUMP) Committee took for Portuguese Bend Reserve: that there should be large areas (not just a half mile) where pedestrians and equestrians can avoid bicycle traffic.

Current PVPLC staff was not present during PUMP proceedings so they are unfamiliar, I believe, with the extensive public testimony we took during those proceedings. That testimony conveyed to us that the general public wanted to avoid bicycle traffic. Serving on the PUMP Committee, it was my impression that the Committee members were initially overwhelming in favor of trails being designated for multiuse. After all, there's something seemingly "fair" about the idea of multiuse—on its face, it provides equal access to all user groups. But what we found after months and months of testimony from a much broader segment of the general public than was represented at the more recent workshops was that the equestrian community overwhelmingly opposed bikes on trails that they would be using; that multiuse effectively denied access for horseback riding. As for the general, pedestrian public, there were some who testified that they had never encountered problems with mountain bikers and therefore had no problem with multiuse trails, but many, many others spoke of having been hit or of having had frightening close encounters with them; that they would avoid hiking when and where mountain bikers were about; that a multiuse designation on anything other than the wide fire road rendered the trail hazardous and undesirable for hiking and effectively denied access to a large segment of the general public.

Proposed Amendments and Corrections to the PTP

Abalone Cove Reserve: While I believe that Staff's assessment of the line of sight and trail tread on the trails recommended for trail use changes here is generally correct, I oppose opening trails in this area to bikes because introducing bikes threatens the fragile geology as well as other trail users. Recall the difficulty we have with enforcement as things stand now. Adding an entirely new area of bike trails at this time makes no sense to me. I would feel differently if I thought a certain type of bicyclist would be attracted to this area and that aggressive downhillers and freeriders (off-trail riders) would not be. I think there is far too much risk in this change of use—too much to lose and little to gain from permitting bikes on these trails. And, by the way, I ride my road bike past here quite often. I am absolutely fine with dismounting and walking my bike along the paths when I want to enjoy the scenery or go down to the beach.

Three Sisters Reserve: While I support the addition of a trail connection between Three Sisters Reserve and Filiorum, I believe that, when that trail connection is added, the Three Sisters trails should prohibit downhill biking—allow bikes to be ridden up, but the force and speed of downhilling is going to create ruts and erosion problems.

Portuguese Bend Reserve:

Rim Trail: I support the recommendation, but I think that with this rerouting and the closure of Fire Station Trail, we should acknowledge the loss of an important pedestrian trail link, especially for Preserve visitors who prefer to mix in some flatter trails and gentle slopes with the steep up and down trails that characterize much of the Preserve.

Pine Grove Trail: I support the recommendation and I concur that the only reason the PUMP Committee retained that trail so close to Burma Road was because of the pines.

Landslide Scarp Trail: I oppose the Staff recommendation to permit bikes on this trail. While there is a segment of this trail that doesn't have line of sight issues, there is a long segment that does, and I have encountered bikes on this trail many times (though they are riding illegally here), including just yesterday. Moreover, this trail provides safer passage for equestrians riding along Garden Trail and wanting to avoid multiuse Burma Road. During PUMP proceedings, the biking community favored a route down Toyon Trail to Peppertree Trail rather than Landslide Scarp to Peppertree as an access route to and from Gateway Park/PV Drive South and Burma Road.

The Staff Report indicates that the reason for the proposed change is MRCA rangers see it "as a way to minimize prohibited trail use on non-bicycle trails in the area." That sounds like nothing more than capitulating to bad behavior at the expense of the general public's quiet enjoyment of this lovely, relatively flat trail through dense habitat.

2

When the Preserve Trails Plan was adopted in 2008, and the then City Council directed City staff and the Palos Verdes Peninsula Land Conservancy to report back on the progress of implementation of the PTP, there was considerable concern about the damage the bikes were doing to the Preserve. The biking community said that they just needed a trails plan, to tell them what trails were permissible for them to ride on and we would see them complying. They would self monitor, they said. The response that City Council conveyed to the biking community was that they would take another look at the Plan after a year or so and, if bicyclists were not following the rules—were not staying on the Preserve Trails Plan trails, were cutting new trails through habitat, were riding recklessly, and were putting other trail users in danger—that City Council would consider closing additional trails to bicycle use. It's been four years and we're seeing the same destructive behavior, notwithstanding thousands of dollars spent on education and "enforcement."

Ishibashi Farm Trail: I oppose the proposal to permit bikes on this trail. Staff has accurately recited many of the concerns. In addition, this trail offers safer bike-free passage to Gateway Park away from multiuse Peppertree Trail. Again, the Staff Report indicates that this change is proposed because the ranger sees it: "as a way to minimize prohibited trail use on non-bicycle trails in the area." The MRCA rangers were engaged to enforce the rules. Why are they recommending eliminating rules so that there won't be so many rule violations?

San Ramon Reserve: I concur with Staff regarding San Ramon Trail.

Ocean Trails Reserve: While I believe that the PUMP decision to keep bikes off of this trail (and thereby protect the trail to the beach) is a better position, of the Staff recommendations regarding additional trails for mountain bikes, this is the least objectionable. If the use designation is changed for the lower segment, I believe the name of that segment of the trail should be changed to eliminate confusion regarding use of the remainder of Sagebrush Walk Trail which is entirely inappropriate for bikes.

Some things never change; some things do.

I've attached photos of mountain bikers out for a morning ride. They were taken a few years ago, but they aren't much different than some of what we see today. The May Staff Report acknowledges: "It should be noted that over the past several months, field observations by the City and the PVPLC have revealed that certain areas at the Portuguese Bend Reserve (particularly around the Peppertree Trail) are experiencing increased off-trail activity and vandalism to trail improvements that appears to be primarily by some bicyclists." It should not be surprising that the biking on authorized trails has become increasingly aggressive and reckless as well—even since the workshops held to determine trail locations and uses.

Yesterday, I was asked to go for a hike on the trails in Portuguese Bend Reserve. We went down Ishibashi Trail just after 8 AM and, a ways down the trail, here comes a biker riding very fast. We heard his tires scraping the trail first and were both startled. On these soils, you hear that sound of a tire scraping against dirt or rubble and you never really know how close they are, or how fast they are coming, or whether they have control at all over their bikes. In this case we were lucky—he saw us in time to put his foot down and scrape it along the dirt to help him slow a bit as he rode past us and told us there was another biker coming behind us. We stood to the side and waited for the other biker, not knowing how far behind he was, because we were at a point in the trail where the lemonade berry is beginning to grow back (since the fire), so there are some blind spots and we didn't want to be caught in one of them as he came upon us. This was certainly not the worst scare I've had on the trails, but it's also not an experience I like to repeat over and over to remind me of when I was hit.

Unfortunately, it's become the norm. More and more, I have made it a point not to hike in Portuguese Bend Reserve on days and at times when experience tells me that aggressive mountain bikers will be out. Nevertheless, for more than five years I have had a commitment to monitor a section of this Reserve as a KEEPER for PVPLC. That commitment required that I hike Ishibashi Trail at least once a month. Here's what I can tell you about my monitoring report hikes on Ishibashi Trail since the May 15 City Council meeting:

May 27, a Sunday morning. One couple and two single hikers on Ishibashi Trail asked how/where to go to get away from bikes. I personally had one extremely close call with a mountain biker as I hiked up Ishibashi Tr. that morning. The following is from that month's report: "I just happened to be coming up to a curve in the trail where there's a tall lemonade berry bush when I heard the sound of a bike but couldn't see anything. I screamed and threw up my arms and stepped back but there was no time to do more and he was just there. I could see in his eyes that my presence startled him as well. My heart was racing and my hands trembling for a long time after. Prior to that a group of a half dozen cyclists came down and one of the very vocal CORBA members saw me, stopped and went back up, talked with others and they all rode past slowly. After that, however, 5 other cyclists

(seemingly not together) sped by without slowing at all. One of them emitted a loud half roar/half laugh sound as he sped past me after I hollered at him to slow down." By the way, that cyclist later rode up Fire Station Trail to track me down and talk. He expressed his point of view—that so long as there are no speed limits, he should be able to ride as fast as he wants to. He was aware of the rule prohibiting reckless behavior, but said that it's "wide open to interpretation." Eventually, after discussing safety concerns, as he was riding off, a fire engine came down Burma Rd. Seeing it, the bike rider turned around and said something to me along the lines of, "Unfortunately, that's probably going to confirm your point of view." They know what they are doing is dangerous. We all do.

June 26, a Tuesday morning—uneventful.

July 30, a Monday morning—uneventful.

August 28, a Tuesday early evening. Again, I did my monitoring hike on a weekday, but circumstances required that I hike late in the day. I encountered one biker after another riding very fast up behind my daughter and me and passing us off the trail bed without slowing as we hiked down Ishibashi Trail.

I mentioned in my May correspondence that I was hit by a mountain biker who was speeding down Ishibashi Trail as I was hiking there on a Friday afternoon, September 4, 2010. I immediately called the Sheriff and I reported the incident to City and PVPLC staff. As far as I know, no action was taken, except perhaps to widen the trail.

Unfortunately, I do not have photo documentation of that or any of the many times that I have been startled by mountain bikers hurtling down the trail. Of course, it should go without saying that, if I had taken time to pull out my camera on those occasions, I'd have been more susceptible to injury.

Perhaps for these mountain bikers these encounters are all part of the thrill—the adrenaline rush—but for others of us the cumulative effect of these always disconcerting and sometimes frightening encounters is an avoidance response..

Thank you for your time,

Eva Cicoria



Remember, what the ranger and some visitors to the Preserve may see—a group of cyclists riding along at a slow pace, obeying all the rules—may be quite different



from what another visitor to the Preserve may see or experience. From this view, you can see the dust from the bikers flying down former Grapevine Trail.



and one of them loses control of his bike. Unable to negotiate the turn,



he veers off into the habitat.



Then another rider—same trip down the hill—is also unable to negotiate the turn and falls.



01

Fortunately, there wasn't anybody else out on this trail on this morning. These are not recent photos, but they illustrate that bike riders who may appear to be obeying trail rules when visible, may not be when out of sight. And let's not just blame it on the kids. These are full grown adults. This photo is on an earlier alignment of Ishibashi Trail.

From: Al Sattler [alsattler@igc.org]
Sent: Saturday, September 29, 2012 3:31 PM
To: CC
Subject: Palos Verdes Nature Preserve Trails

Attachments: PVNP_Trails_SC_LetterScan.pdf; Appendix_A_for_trails_letter_final.pdf



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Dear Rancho Palos Verdes City Council:

Attached is the Sierra Club letter and appendix addressing trails issues in the Palos Verdes Nature Preserve.

We are re-submitting the letter we sent May 5.

Thank you.

Al Sattler
Chair
Palos Verdes-South Bay Regional Group
Sierra Club



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CLUB
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Palos Verdes - South Bay Group / Angeles Chapter

May 5, 2012

Rancho Palos Verdes City Council
Rancho Palos Verdes City Hall
30940 Hawthorne Blvd
Rancho Palos Verdes, CA 90275

City Councilmembers:

We appreciate the time and effort that the Rancho Palos Verdes and Palos Verdes Peninsula Land Conservancy staffs (collectively, "Staff") put into eliciting, summarizing and responding to public comments on the state of the trails within the Palos Verdes Nature Preserve. Staff's responses to comments reflect a commendable effort to strike a balance between habitat protection and public access across the Preserve and non-preserve parkland. We support the Staff position that "[i]t is important to provide some trail access to all user groups, but not all trails to all users."

Which trails should be open for bicycle use?

The International Mountain Bicycling Association (IMBA) and the Sierra Club agreed, in 1994, "that **not all** non-Wilderness trails [such as those in the Palos Verdes Nature Preserve] **should be opened to bicycle use.**" [emphasis added] The Agreement goes on to indicate that bicycle use is not appropriate when and where it is not practiced "in an environmentally sound and socially responsible manner."

In an effort to implement the Agreement with IMBA, the Sierra Club, in collaboration with a Mountain Bike Task Force, established an Off-Road Bicycle Policy. The Policy provides that **trails should not permit mountain bikes unless**

1. Environmental quality can be effectively maintained;
2. The safety and enjoyment of all users can be protected;
3. The trail needs minimal enforcement, for example by relying on natural barriers and terrain features; and
4. Effective implementing regulations are in place.

Unfortunately, all too often, mountain biking in the Palos Verdes Nature Preserve is practiced in a manner that not only degrades the environment but threatens the safety and enjoyment of other Preserve users. Moreover, the structure of particular trails contributes to these adverse impacts to the environment and other users. Regulations, and enforcement thereof, have proven to be inadequate. Therefore, **we disagree with Staff recommendations regarding opening many additional trails for bicycle use.** In Appendix A to this letter, we address Staff recommendations on a trail by trail basis.

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What should be done in problem areas that currently permit mountain bike use?

The Sierra Club Policy provides that **where periodic monitoring of mountain bike use reveals environmental damage or interference with the safety and enjoyment of other users, the trail or area must be closed to mountain bikes** “unless effective corrective regulations are enforced.”

The Staff Recommendations indicate that City Council may consider “a trial period during which the rangers will monitor use of the Preserve trails.” Four years have already been spent as a trial period. No more time should be allowed.

As of March of this year, not a single citation had been issued by the MRCA rangers for speeding or reckless bicycle use in the Preserve. Until the March 2012 ranger report, there was not a single citation for mountain biking on trails not designated for bike use. And yet, bicycle tracks on trails and first-hand accounts from our members provide evidence that such infractions occur frequently.

Clearly, regulations are not enforced when it comes to bicycle use. Thus, one option for addressing the problem is to close the problematic trails or areas to bicycle use. Other options for addressing particular problematic areas, if the City is willing to allocate the funds to do so, such as in the area of Ishibashi and Toyon Trails are:

- Deconstruct those features of the trails that facilitate aggressive mountain biking and endanger others, such as inappropriate berms and banks, and restructure the trail in a manner that requires mountain bikes to slow down.
- Re-evaluate regulations and enforcement that appear to be inadequate to discourage reckless bicycle riding and environmental degradation.

In Appendix A to this letter, we offer some specific suggestions to address particular trail issues.

Trail Development and Trail Closure Recommendations

We oppose the Staff recommendation to close Cave Trail and we will address that further in our discussion of trails in the Abalone Cove Reserve in Appendix A. We support the closure of Harden Trail.

We support the Staff recommendation to open a trail connection between San Ramon Reserve and Friendship Park, although we are skeptical about the feasibility of a trail crossing San Ramon Canyon without using a bridge.

We encourage developing trail connections on Fire Station Trail and Rim Trail.

We address the Staff recommendations regarding trails in Upper Filiorum Reserve in Appendix A.

Conclusion

The Sierra Club Policy acknowledges that "[s]ingle track trails present difficult management, safety, and environmental protection issues." It also requires that "bicycle use should not be allowed where it would cause ... danger to the safety of bicyclists or other users because of bicycle speed, steep grades, steep terrain, sharp curves, slippery or unstable trail surfaces, or limited visibility."

We urge City Council to consider our comments carefully and to

- reject the recommendation of Staff to open additional trails to mountain biking as long as this use continues to degrade the environment and the Preserve experience for others;
- put a priority on restructuring those Preserve trails that currently permit bicycle use and have repeatedly jeopardized the safety of other users;
- evaluate whether the rules governing the Preserve are adequate for ranger enforcement; and
- insist on enforcement of rules to discourage thrill seeking by a few that endangers many.

Very truly yours,



Alfred Sattler
Chair
Executive Committee
Palos Verdes-South Bay Regional Group
Sierra Club

Appendix A

to the

Sierra Club Palos Verdes-South Bay Regional Group Letter to Rancho Palos Verdes City Council State of the Trails in the Palos Verdes Nature Preserve

The discussion, below, of trails in the Reserves is presented in the sequence of the maps posted on the RPV website as Recommended Changes PTP.

ABALONE COVE RESERVE

The Palos Verdes-South Bay Group of the Sierra Club has concerns regarding the Staff recommendations to open trails in the Abalone Cove Reserve to biking. Within Abalone Cove Reserve is the State's Abalone Cove Ecological Reserve, which requires special protection. We distinguish between trails in Abalone Cove Shoreline Park and those in the Abalone Cove Reserve in our comments, below.

Via de Campo: We agree that this bluff-top trail across the parkland has the potential to be wide enough for multi-use (although we do not believe that the trail should be so wide as to detract from the natural setting) and of course bicyclists coming off Palos Verdes Drive South should have access to this view (and bicyclists do have access by dismounting and walking this trail). Our understanding is that this trail is planned to be ADA accessible and, therefore, we encourage City Council to consider the ramifications of re-classifying this trail as multi-use and, if inclined toward this re-classification, impose a 5 mph speed limit.

Chapel View, Beach School and Portuguese Point Loop Trails: We don't deny that these trails are wide and have good line of sight. Those characteristics lend themselves to multi-use in many cases. Our greatest concern regarding opening these trails to biking is that the experience of the past four years shows that Preserve managers and the rangers do not have in place procedures proven to effectively curtail the mountain bikers' damage to the environment and risk to other users. Accordingly, **additional trails and additional areas of the Preserve, especially in an area as geologically and ecologically sensitive as Abalone Cove Reserve, should not be open to mountain biking.**

The question we would raise regarding the recommendation to change the use designation of these three trails is what population of bike riders does Staff foresee using these trails if they are opened up to bicycle use?

- Cyclists on road bikes coming off of Palos Verdes Drive South are unlikely to ride very far on dirt trails. Road cyclists have bike access to Abalone Cove Beach from Palos Verdes Drive South via the road, also known as Ohlmstead Trail.
- Small children have been mentioned as a possible group of riders in this area, but they are not likely to ride bikes on these trails because access to these trails, or the trails themselves, is too steep to retain control going down to the beach and too steep for most children to ride back up, not to mention that we think it is unlikely that parents would bring their kids to this beach park to ride bikes down to the beach and back.
- The remaining category is mountain bikers and we think that the area should be closed to mountain biking in order to minimize the likelihood of destructive riding in very fragile areas. (Bike racks can be installed to facilitate access to the beach and the views for those who arrive at this area on bikes.)

Cave Trail: We strongly oppose closing Cave Trail to hikers. We have hiked this trail for many years and, although rugged, to our knowledge it has not proven unsafe to hikers.

If City Council were to accept the recommendation to allow bicycle use on Portuguese Point Loop Trail, that would substantially increase the likelihood that mountain bikers will ride off Portuguese Point onto the adjacent steep, narrow trails, creating a hazardous situation. Moreover, introducing mountain bikes to this area is likely to lead to the creation of new trails in this ecologically and geologically fragile environment. We wonder whether Staff shares this concern and whether this concern is behind the Staff recommendation to close the Cave Trail to all users.

A better result is to maintain the status quo in this area.

PORTUGUESE BEND RESERVE

Portuguese Bend Reserve is the most heavily used Reserve in the Palos Verdes Nature Preserve. As such, trail use designations should be considered very carefully with regard to many variables, including bicycle speed, steep grades, steep terrain, sharp curves, slippery or unstable trail surfaces, and/or limited visibility.

In problem areas such as Portuguese Bend Reserve, at least until Preserve managers and the Ranger have in place procedures proven to effectively curtail the mountain bikers' damage to the environment and risk to other users, **additional trails and additional areas should not be open to mountain biking.**

Create Multi-use Trail to Overlook: While we support the formalization of the trail from Burma Rd to the el-Hefni Overlook, we oppose designating the trail for bicycle use unless and until Preserve managers and the Ranger have in place procedures proven to effectively curtail the mountain bikers' damage to the environment and risk to other users.

Reroute Rim Trail: We are unsure what is being considered for Rim Trail. The trail has been rerouted via Paintbrush Trail, apparently because the previous route crossed private property. The trail had been used for decades which arguably established a prescriptive easement.

Fire Station Trail: Although not addressed on the Map, the closure of Fire Station Trail deserves attention. Fire Station Trail has existed for decades. An easement from the fire station in Rolling Hills down to what was to be an extension of Crenshaw Blvd. (now known as Burma Rd.), served the fire station as well as equestrians and hikers. The trail was rerouted in the past because it crossed private property and then was reopened. Recently, it was closed again at the request of the property owner. Effort should be made to re-open Fire Station Trail for the connection to Rim Trail.

Landslide Scarp Trail: Much of Landslide Scarp Trail is narrow, single track with poor line-of-sight in several places making multi-use inadvisable. Bicyclists frequently use this trail in violation of the no-bikes trail designation and, typically coming off of Toyon Trail (or the illegal spurs off of Toyon Trail), they ride down Landslide Scarp very fast. Thick lemonade berry along the sides of sections of this trail means there is no place to go even if other users (hikers, equestrians, dogs on leash, etc.) were to attempt to escape the path of oncoming cyclists.

The State of the Trails comments indicate that the argument for allowing bikes on this trail is that it provides a connection to Burma Rd from PV Drive South because Toyon Trail is too steep for most riders. In the past, when the argument has been made that a trail is too steep for most bike riders and therefore should be selected as a pedestrian only or pedestrian/equestrian trail, the response from the mountain biking community has been that, if the hill is too steep, they can walk their bikes.



If it were not for the narrow segments and poor line-of-sight on Landslide Scarp Trail, we would be inclined to support opening Landslide Scarp Trail to mountain bike use while closing troublesome Toyon Trail to mountain bikes. This solution has some merit in that it might make the Preserve more inviting to those bike riders who are more likely to ride in an environmentally sound and socially responsible manner, while discouraging Preserve use by those who abuse its privileges. However, because there are line-of-sight issues on Landslide Scarp Trail and because we are reluctant to support bicycle entry into this area of dense coastal sage scrub habitat, we think a better solution would be to retain the existing trail use designation, pedestrian-equestrian, for Landslide Scarp and address the trail issues presented by Toyon Trail directly.

Toyon Trail: The upper portion of Toyon Trail, with its steep, sharp turns is a favorite with mountain bikers seeking to attack the trail's challenges. When it was rerouted not too long ago, it was not graded in a manner that would have discouraged reckless bicycling. We believe that this attractant is in part responsible for the trail proliferation and environmental degradation below Toyon and Garden Trails.

Toyon Trail would be a good candidate for installing pinch points (such as pictured here) at strategic locations in an effort to slow down bicycle riders.



Ishibashi Farm Trail: We oppose changing the designation of Ishibashi Farm Trail to multi-use. The argument for the change appears in the comments to be that it would provide bicycle access to the Preserve from PV Drive South. The Preserve map is somewhat misleading in this area as it does not show any trail accessing the Preserve from PV Drive South. Gateway Park is not within the Preserve, so trails that pass through Gateway Park don't appear on the Preserve map. Pepper Tree Trail already provides multi-use access to the Preserve from Palos Verdes Drive South though Gateway Park. Moreover, although Ishibashi Farm Trail appears in the map to be wider than Peppertree Trail, that is not the case. Pepper Tree Trail is a wide fire road with good line of sight from one end to the other. Ishibashi Farm Trail, on the other hand, has a single-track arm that is narrow, with a very steep section that, if re-designated to allow bicycle use, will attract bicyclists who seek out those features for jumps and trick riding.

While it is true that Ishibashi Farm Trail is lightly used at this time, it is reasonable to expect a significant increase in use by pedestrians and equestrians when parking is made available at or near Gateway Park and we believe there should be a separation in uses at this entry point for the safety of all.

Paintbrush, Rim, and Peacock Flats Trails: We agree with the Staff recommendations that the trail use designations for these trails should not be changed.

Ishibashi Trail: This trail, currently designated multi-use, is perhaps the most dangerous trail in the Preserve due to its configuration paired with its heavy use by all user groups. It will become even more dangerous when the dense stands of lemonade berry that were burned down in the fire of August 2009 grow back and amplify visibility issues. Characterized by many steep grades, curves, and slippery and/or unstable surfaces this trail offers challenges to mountain bikers who attack the straight-aways as well as the turns at high speed. Several of our members have been hit by mountain bikers on this trail, many others have had to leap into adjacent scrub to

avoid being hit by a mountain biker. Mountain bikers regularly lose control of their bikes and careen off trail and into the habitat here.

Recently, Ishibashi Trail was rerouted and efforts were made to close off multiple spur trails in the area. Unfortunately, within months of the re-routing, the trail bed took on characteristics that enhance aggressive mountain biking at the expense of endangering other users and increasing the potential for erosion. For example, berms have been engineered to allow bicycles to round corners at high speed. These features must be deconstructed for safety as well as to minimize erosion.

The diagram at right demonstrates the issue. Steep berms encourage erosion. A well designed trail would slope slightly toward the canyon thereby dispersing run-off over the side of the canyon rather than down the trail. Instead, the installed berm channels water down the trail so that its speed will increase and accelerate erosion. A natural bank sloped down the canyon would also prevent bicycles from executing high speed turns.

While we doubt that pinch points will be effective at this time on this trail because the currently low vegetation will enable bicyclists to skirt the pinch points, thereby creating additional damage to habitat, we believe that other modifications can and must be made to the trail to slow down cyclists.

SAN RAMON RESERVE

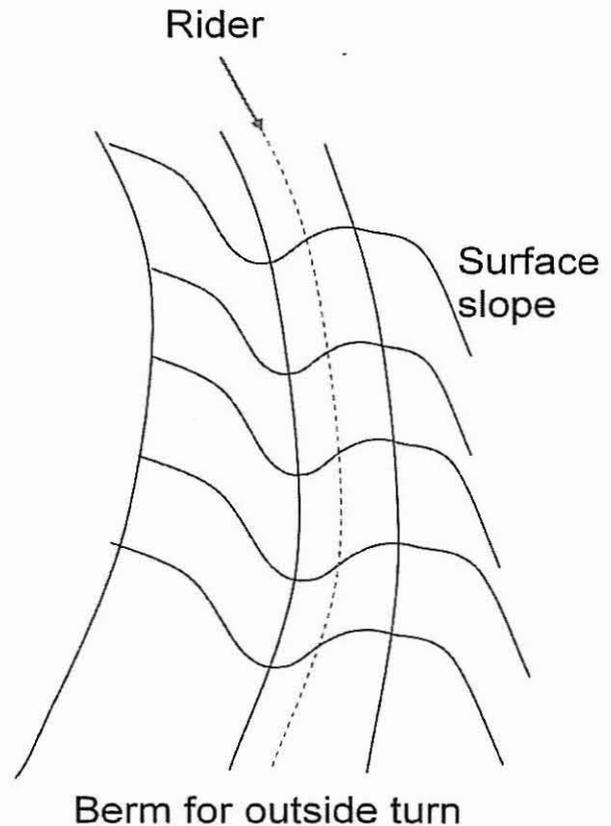
We support the recommendation to install a trail connection between San Ramon and Friendship Park, although we are skeptical about the feasibility of a trail crossing San Ramon Canyon without using a bridge.

OCEAN TRAILS RESERVE

Sagebrush Walk (up to the picnic bench from Shoreline Trail): We concur with Staff that the portion of the Sagebrush Walk Trail between the picnic bench and the East Boundary Trail is suitable for bicyclists because that portion is wide, has good line-of-sight, and does not share other characteristics of the segment that connects with Gnatcatcher Trail. We have concerns that mountain bicyclists will interpret this change in use designation as an invitation to ride down the steep, erosion-prone segment of Sagebrush Walk Trail, however, in order to complete a loop from Catalina and Gnatcatcher Trail down Sagebrush Walk Trail to Shoreline Park Trail. If City Council is inclined to allow bicycling on the portion of Sagebrush Walk Trail recommended by Staff, consider re-naming that portion to be an extension of Shoreline Park Trail.

UPPER FILIORUM RESERVE

The newly acquired Filiorum Reserve hosts several historical trails that are relatively level, have good visibility and, at present, receive moderate usage. Several areas within the Reserve host excellent native plant



communities. It is important to minimize the potential for off trail activities in these areas. Usage by all user groups will undoubtedly increase with public awareness of the Reserve and the installation of trail markers.

Until effective controls have been demonstrated in the Portuguese Bend Reserve, the best policy is to designate trails in Filiorum as suitable for pedestrian-equestrian use only.

The following comments reflect our recommendations for trail use designations after effective controls are in place.

Zote's Cutacross Trail: This is the longest trail in the area and it largely traverses slopes and plains between McBride Trail on the west and Kelvin Canyon Trail on the east. Direct proximity to native plants is minimal from the flatlands on the west to Vanderlip Canyon. The eastward slope down into Altamira Canyon is densely covered with seasonal natives. Downhill bicycle traffic, if allowed, must be controlled to prevent off trail damage and for the safety of other users. The Canyon below is host to a diverse community of native plants and deserves strong protection. If bicycles are permitted, they must be walked down the Canyon segment of the trail.

Kelvin Canyon Trail: This trail is mostly level to the west. It becomes a steep downhill channel as it approaches Kelvin Canyon from the west. It is extremely dangerous with respect to collisions between pedestrians and mountain bikes. Sierra Club members have been repeatedly threatened by high speed downhill riders in this section. Collisions are avoided by the bicyclists crashing into the vegetation to avoid pedestrians. Cyclists should be required to walk their bikes down the steep channel going into Kelvin Canyon from the west.

Rattlesnake Trail: This moderately steep trail goes up the west side of the Del Cerro promontory along the east side of Altamira Canyon, starting from the eastern end of Zote's Cutacross. Although visibility is good on this trail, downhill bicycle speeds are often high, representing potential danger to riders and pedestrians. Therefore, unless and until effective physical speed barriers are in place, this trail should be designated pedestrian only.

Ford Trail: This trail goes south from the middle of Zote's Cutacross and crosses Barkentine Canyon. Passing through native plants in one steep section, it then goes down a very steep slope into the Canyon. The trail challenges here will attract extreme bikers who would damage the terrain. Therefore, mountain bikes should not be permitted on this trail, until effective downhill speed controls can be implemented.

Jack's Hat Trail: It's not clear to us which of the trail segments in this area make up part of Jack's Hat Trail on the proposed trail map for Filiorum. Many of the segments in this area are wide with good line-of-sight. The trail going south from the top of Jack's Hat is steep and characterized by loose soils, however, and should not be open to bike use.

Pony Loop Trail: This trail traverses relatively open land with good visibility. Terrain ranges from level to moderate slope. In general the trail does not pass through or near well established native plant communities, so this would be an appropriate trail for a multi-use designation.

Eucalyptus Trail: A short stretch through a eucalyptus grove, the tranquil setting of this trail should not be disturbed. Therefore it should be designated for pedestrian-equestrian use only, so we support the Staff recommendation here.

From: Carole Lebental [clebental@aol.com]
Sent: Friday, September 28, 2012 11:21 PM
To: CC
Subject: Plan for Nature Preserve

Dear City Council members:

I support the Sierra Club's recommendations.

I had an experience while riding my horse on a steep narrow trail in the Portuguese Bend area where I barely escaped being hit by a speeding mountain bicyclist. He was insistent that he had the right-of way regardless of the trail rules. Many other times my horse was spooked by the unseen, scary noise of a mountain bike hurling down the steep trail. Narrow, winding trails should not be shared by mountain bikes and pedestrians and equestrians.

Carole Lebental, Rancho Palos Verdes resident since 1966.

Sent from my iPhone

From: Al Pakkala [bridge13@me.com]
Sent: Friday, September 28, 2012 10:25 PM
To: CC
Subject: Sierra Club trails recommendations

Dear Council Members:

I strongly support the recommendations made in the Sierra Club letter and appendices regarding trail designations and enforcement in the Portuguese Bend Reserve, the Abalone Cove Reserve and Upper Filiorum Reserve.

As an equestrian and hiker, I feel vulnerable on the trails in those areas when bicycles are present. So often they are ridden for the thrill of downhill speed and not for the same reasons that hikers and horse riders are out there.

Please keep the status quo trail designations and take the Sierra Club's well thought suggestions for providing safer trails.

Suzanne Pakkala
Rancho Palos Verdes resident

Sent from my iPhone

Carla Morreale

From: NOEL PARK [noel@jdcorvette.com]
Sent: Friday, September 28, 2012 5:48 PM
To: CC; Carolyn Lehr
Cc: cicoriae@aol.com
Subject: FW: Palos Verdes Nature Preserve Trails Plan

Attachments: The_Problem_Part_I.pdf

Ms. Eva Cicoriae has been kind enough to send me a copy of her comments to you concerning the Trails Plan item on your upcoming agenda. I too have observed many of the things which she discussed in her comments, and I find them to be DEEPLY troubling. I absolutely agree with everything that she has said, and I too believe that decisive action needs to be taken. I sincerely hope that you will take her recommendation to heart and that you will implement them immediately.

We have all worked too hard and sacrificed too much to allow this irresponsible degradation of the precious habitat to continue. We really need your help and leadership on this issue.

Very best regards to all,

Noel Park
 6715 El Rodeo Road
 Rancho Palos Verdes, CA 90275
 Home phone (310) 377-4035
 Cell phone (562) 413-5147

From: cicoriae@aol.com [mailto:cicoriae@aol.com]
Sent: Friday, September 28, 2012 4:09 PM
To: noel@jdcorvette.com
Subject: Fwd: Palos Verdes Nature Preserve Trails Plan

Hi Noel,

I'm sending you what I sent to City Council in hopes that you will write in and plan to attend the meeting Tuesday, Oct 2, and let them know that you no longer support the staff recommendation for changes to trails in Portuguese Bend. By the way, I just noticed in the May Staff Report that even staff acknowledged that there has been an escalation in bikers' bad behavior. "It should be noted that over the past several months, field observations by the City and the PVPLC have revealed that certain areas at the Portuguese Bend Reserve (particularly around the Peppertree Trail) are experiencing increased off-trail activity and vandalism to trail improvements that appears to be primarily by some bicyclists."

Guess I'll see you Sunday?

Eva

-----Original Message-----

From: cicoriae <cicoriae@aol.com>
To: cc <cc@rpv.com>
Sent: Wed, Sep 26, 2012 3:24 pm
Subject: Palos Verdes Nature Preserve Trails Plan

Mayor Misetich, Mayor Pro Tem Campbell and Council Members Brooks, Duhovic and Knight,

Regarding the agenda item referenced above, we have a problem—well, we have two problems:

- One is the vast proliferation of trails in the Palos Nature Preserve which threatens the habitat conservation and restoration goals for the Preserve and scars up the lovely landscape.
- The other is the threat to the general public's safety within the Preserve.

In connection with the May City Council meeting at which the Preserve trails were discussed, I wrote in

10/2/2012

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and spoke on what my observations have been hiking in the Preserve. I focused primarily on safety and you may recall that my observations (and the photos I shared from internet postings) were that far too many mountain bikers ride very fast and out of control, crashing and putting other Preserve visitors at risk of injury or worse. That behavior has not changed and I plan to send you a chronology of some of my personal experiences in subsequent correspondence. For now, I'd like to focus your attention on the trail proliferation problem.

I have attached photos of some of the most egregious unauthorized trail networks that have been formed in Portuguese Bend Reserve by mountain bikers and continue to be used by them. The damage is extensive.

I have also attached photos which illustrate the repeated attempts to block off several of these areas and photos which illustrate that those efforts have been thwarted repeatedly over the years by vandalism, creation of new access routes into the networks, and creation of additional trails. The allocation of resources to address the problem has been considerable.

Last, I am sending you photos to illustrate that the activity continues today. These photos were taken over the course of about an hour on Sunday, September 23, between about 10 AM and 11 AM.

- One series of photos is taken from Rim Trail. I observed one man ride down a closed trail (which itself is only accessible from a trail that doesn't permit mountain bikers) into the pillow lava area—an area that has been grossly degraded by mountain bikers exploiting its unique geological features for the sake of developing their technical riding skills.
- The other series of photos is taken from Panorama Trail, above Peppertree Trail. I observed three men ride off a nice, wide multi-use trail (Peppertree Trail) into the network of biker-created unauthorized trails that criss-cross the adjacent habitat.

In just one hour, four mountain bikers were observed breaking the rules and thwarting habitat conservation and restoration efforts—inconsistent with Mountain Conservation and Recreation Authority reports, but nevertheless the truth.

For whatever reason, the MRCA reports are not an accurate account of what is happening in the Preserve. The evidence is undeniable. Now we need solutions.

The only solution that ever proved effective was a time out. That time out prohibited access to all. I believe that you should consider a more limited time out—a time out that would allow access to the approved trails to everybody, would allow vegetation to grow back over some of these trail scars, and would allow City and PVPLC staff time to get a handle on the problem rather than chasing a moving target.

What we have been doing is not working and continuing to throw money at what has proven to be an ineffectual solution is wasteful spending. A time out that temporarily prohibits bikes—not people—in the Preserve would be cost effective and produce desired results, while not excluding any person from access. It's worth a try.

Thank you for considering my comments.

Eva Cicoria

PS The photo files are too large, despite being compressed, so I'll send them in three parts, attached to three separate emails.

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The Problem

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The following are photos of some of the most egregious unauthorized trail networks that have been formed in Portuguese Bend Reserve by mountain bikers and continue to be used by them. The damage is extensive.



This is the view from above an unauthorized trail network that begins as a chute off of Garden Trail in Portuguese Bend Reserve.



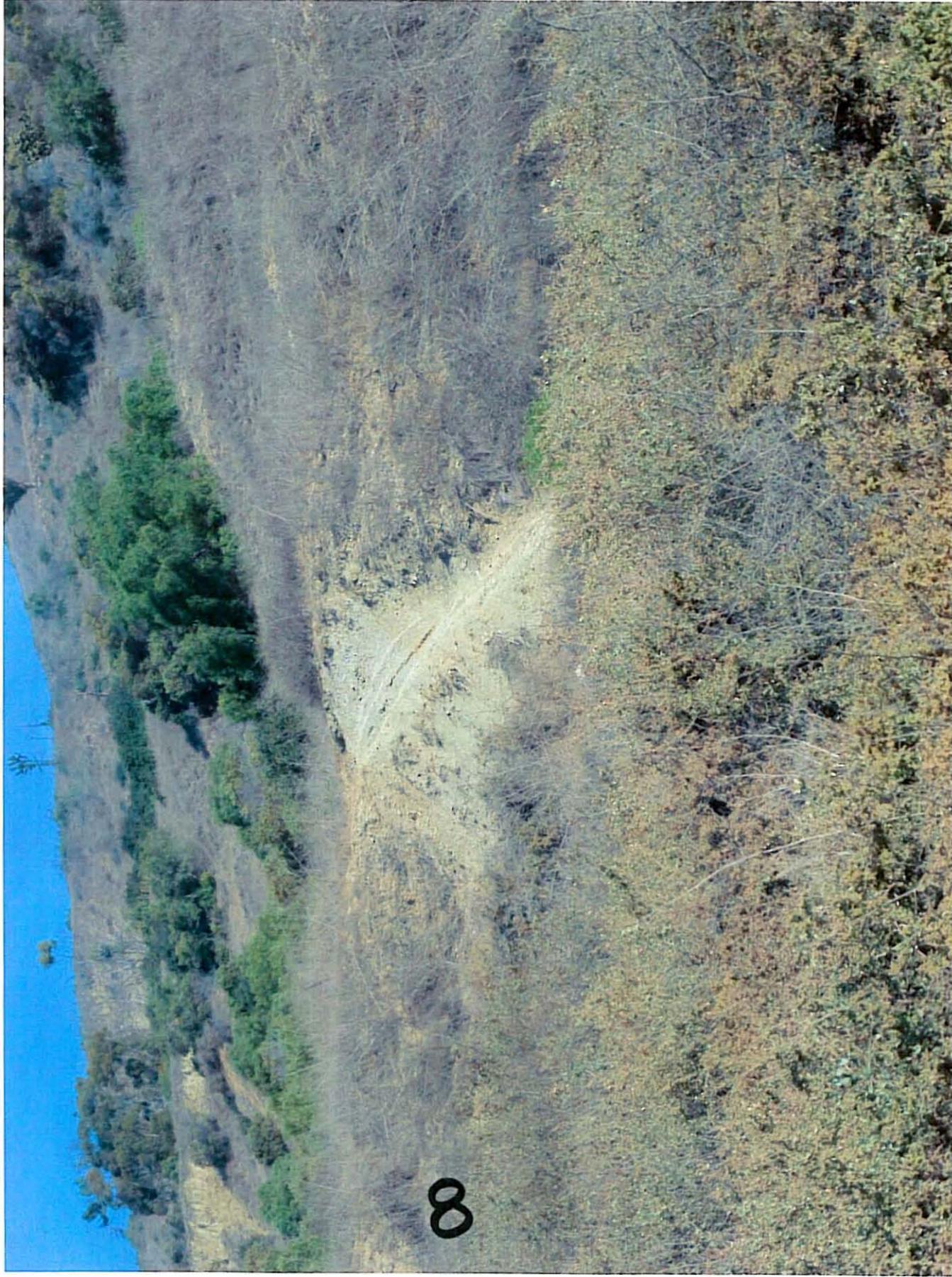
This photo shows a newly forming access trail (off of Peppertree Trail) to the trail network below Garden Trail shown in the previous and subsequent slides.



One of the more visible segments of the unauthorized trail network off of Garden Trail, with a newly forming access trail (foreground) off of Peppertree Trail.



Additional access points to the same trail network off of Peppertree Trail, below Garden Trail.



An example of the scarring these trail networks do to the landscape.



An exit from the unauthorized trail network shown in the preceding photos onto Peppertree Tr.



This is an extension of the unauthorized trail network off of Peppertree Trail (the wide, multi-use trail to the left), in the southcentral area of Portuguese Bend Reserve.



The single track in this photo is a continuation of the trail network shown in the previous slide, adjacent to the wide, multi-use Peppertree Trail, moving southeast across Portuguese Bend Reserve.



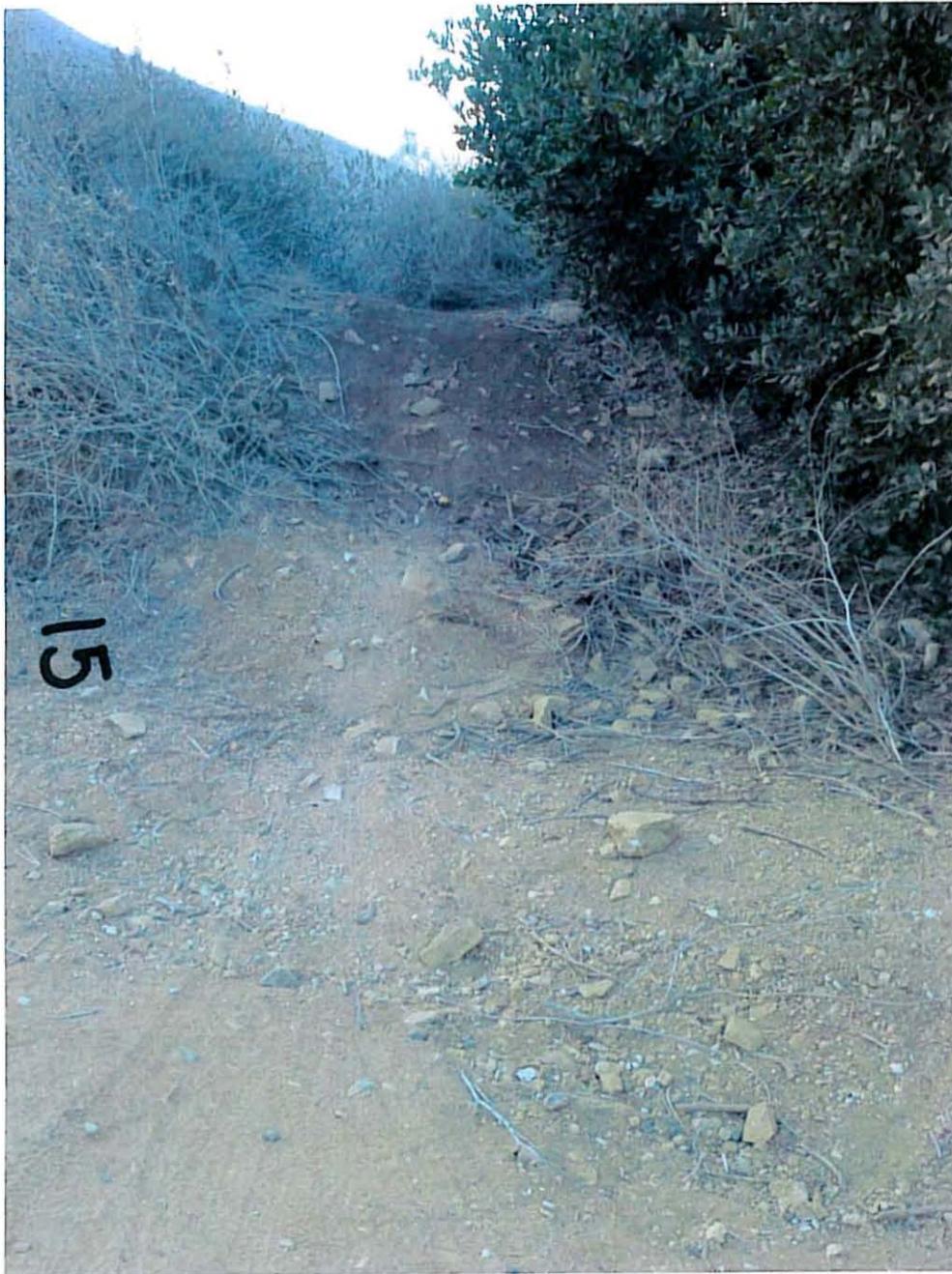
This photo, taken September 23, 2012, shows men continuing to use the unauthorized trail network instead of the available multi-use trail just a few yards away.



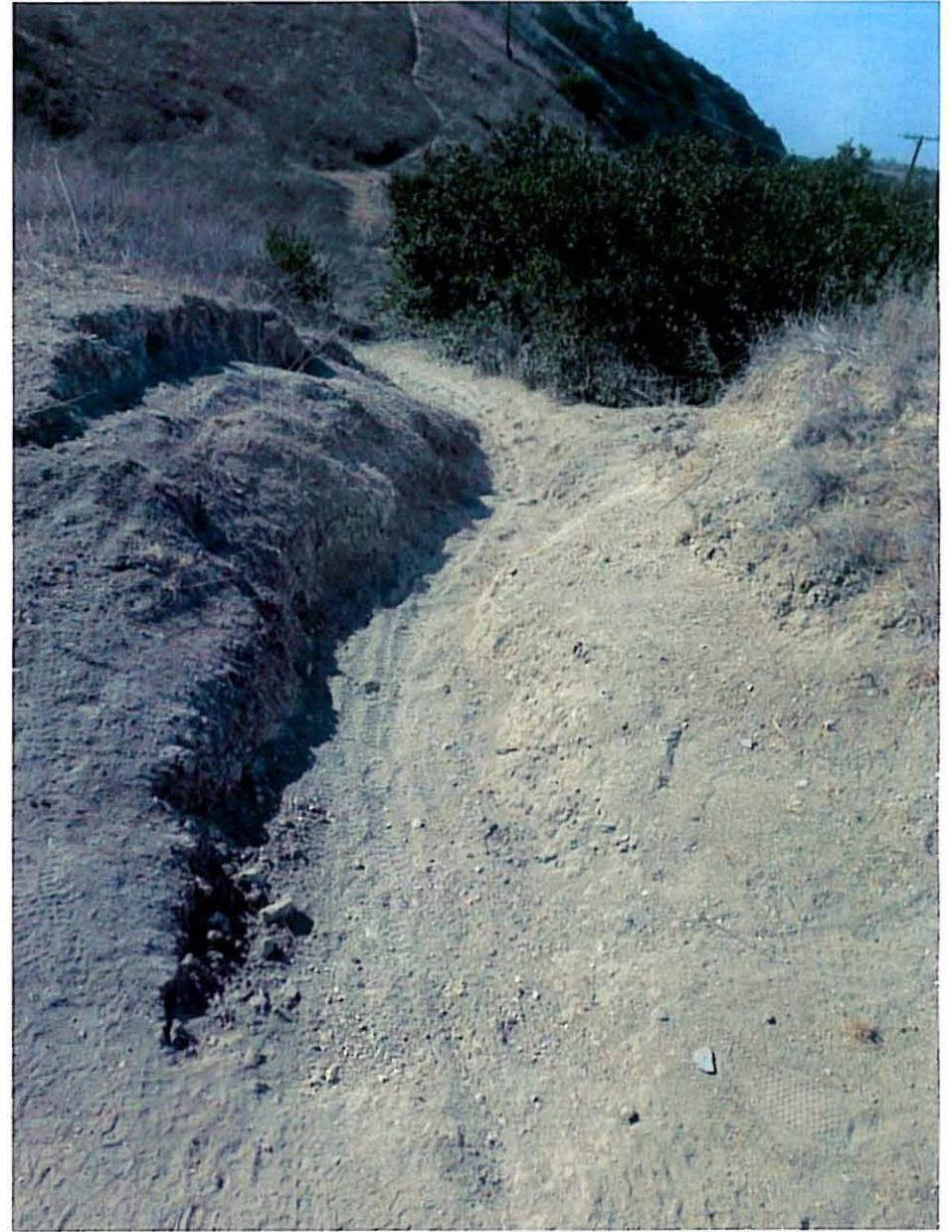
Moving further east across Portuguese Bend Reserve, you'll see another example of bikes carving unauthorized trails. This one runs across Panorama Trail.



This is one of the access points to the trail shown in the previous photo.



Another access point, this one off of Burma Road, to the trail network shown in the previous two photos.



These photos show the progression of damage from 2010 (left) to the present (right). The view is from Panorama Trail at one of the points where the unauthorized trails pictured in the preceding three photos cross it. The next photo illustrates.

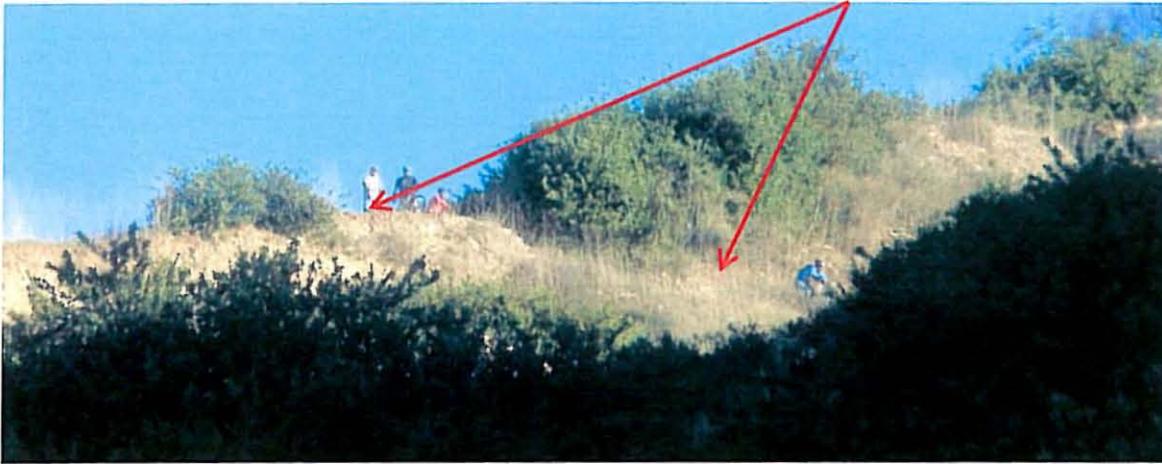


The trail running up the photo is Panorama Trail. The trail coming in from the left, crossing Panorama, and running down the side of the hill is the unauthorized trail pictured in the preceding photos. This is an area that has not been blockaded, yet.



Moving north across Portuguese Bend Reserve from Panorama Trail we come to the pillow lava area. It is an area that has been grossly degraded by mountain bikers exploiting its unique geological features for the sake of developing their technical riding skills. These photos are a few years old, because I'm not able to enter the area to take current photos. It is posted closed.

This series of photos shows mountain bikers coming into the pillow lava area from trails closed to mountain bikers, then riding down into the pillow lava, in January, 2009.



The bike riders go down unauthorized trails, then into habitat.

They see me, then . . .



... they turn around. I can hear the vegetation being crushed beneath them.





Yes, those were older photos, but the same behavior continues to occur today, as this photo shows. This photo was taken from Rim Trail September 23 of a man riding into the pillow lava area (pictured in the preceding photos) past the sign that indicates the area is closed.



Moving west from the pillow lava area, this is part of another unauthorized trail network off of Ishibashi Trail. And this isn't all. Please continue to Part II.

From: David Lukac [david.lukac@freshandeasy.com]
Sent: Friday, September 28, 2012 4:53 PM
To: CC
Subject: bike access to PV trails - for next city meeting
Attachments: PVNP_Trails_SC_LetterScan.pdf; Appendix_A_for_trails_letter_final.pdf

Dear City Council members,

I am writing to you to support the attached recommendation of the Sierra Club regarding bike trail access on the Palos Verdes peninsula.

Please consider this recommendation and the fact that a large part of the Palos Verdes peninsula is an equestrian community. Mountain bikes and horses do not mix very well on trails, even if equestrians are given right of way. Mountain biking usually involves high speed downhill riding. This is the thrilling part of that sport and the reason why mountain bikers want to use more trails in the hills of our peninsula.

Thank you for your consideration

David Lukac
RPV resident

----- Disclaimer -----

This is a confidential email.

Fresh and Easy may monitor and record all emails. The views expressed in this email are those of the sender and not Fresh and Easy. Fresh & Easy Neighborhood Market, Inc. 2120 Park Place, El Segundo, CA 90245

10/1/2012

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SIERRA
CLUB
FOUNDED 1892

Palos Verdes - South Bay Group / Angeles Chapter

May 5, 2012

Rancho Palos Verdes City Council
Rancho Palos Verdes City Hall
30940 Hawthorne Blvd
Rancho Palos Verdes, CA 90275

City Councilmembers:

We appreciate the time and effort that the Rancho Palos Verdes and Palos Verdes Peninsula Land Conservancy staffs (collectively, "Staff") put into eliciting, summarizing and responding to public comments on the state of the trails within the Palos Verdes Nature Preserve. Staff's responses to comments reflect a commendable effort to strike a balance between habitat protection and public access across the Preserve and non-preserve parkland. We support the Staff position that "[i]t is important to provide some trail access to all user groups, but not all trails to all users."

Which trails should be open for bicycle use?

The International Mountain Bicycling Association (IMBA) and the Sierra Club agreed, in 1994, "that **not all** non-Wilderness trails [such as those in the Palos Verdes Nature Preserve] **should be opened to bicycle use.**" [emphasis added] The Agreement goes on to indicate that bicycle use is not appropriate when and where it is not practiced "in an environmentally sound and socially responsible manner."

In an effort to implement the Agreement with IMBA, the Sierra Club, in collaboration with a Mountain Bike Task Force, established an Off-Road Bicycle Policy. The Policy provides that **trails should not permit mountain bikes unless**

1. Environmental quality can be effectively maintained;
2. The safety and enjoyment of all users can be protected;
3. The trail needs minimal enforcement, for example by relying on natural barriers and terrain features; and
4. Effective implementing regulations are in place.

Unfortunately, all too often, mountain biking in the Palos Verdes Nature Preserve is practiced in a manner that not only degrades the environment but threatens the safety and enjoyment of other Preserve users. Moreover, the structure of particular trails contributes to these adverse impacts to the environment and other users. Regulations, and enforcement thereof, have proven to be inadequate. Therefore, **we disagree with Staff recommendations regarding opening many additional trails for bicycle use.** In Appendix A to this letter, we address Staff recommendations on a trail by trail basis.

P.O Box 2464 • Palos Verdes Peninsula, California 90274

 Printed on Recycled Paper

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What should be done in problem areas that currently permit mountain bike use?

The Sierra Club Policy provides that **where periodic monitoring of mountain bike use reveals environmental damage or interference with the safety and enjoyment of other users, the trail or area must be closed to mountain bikes** “unless effective corrective regulations are enforced.”

The Staff Recommendations indicate that City Council may consider “a trial period during which the rangers will monitor use of the Preserve trails.” Four years have already been spent as a trial period. No more time should be allowed.

As of March of this year, not a single citation had been issued by the MRCA rangers for speeding or reckless bicycle use in the Preserve. Until the March 2012 ranger report, there was not a single citation for mountain biking on trails not designated for bike use. And yet, bicycle tracks on trails and first-hand accounts from our members provide evidence that such infractions occur frequently.

Clearly, regulations are not enforced when it comes to bicycle use. Thus, one option for addressing the problem is to close the problematic trails or areas to bicycle use. Other options for addressing particular problematic areas, if the City is willing to allocate the funds to do so, such as in the area of Ishibashi and Toyon Trails are:

- Deconstruct those features of the trails that facilitate aggressive mountain biking and endanger others, such as inappropriate berms and banks, and restructure the trail in a manner that requires mountain bikes to slow down.
- Re-evaluate regulations and enforcement that appear to be inadequate to discourage reckless bicycle riding and environmental degradation.

In Appendix A to this letter, we offer some specific suggestions to address particular trail issues.

Trail Development and Trail Closure Recommendations

We oppose the Staff recommendation to close Cave Trail and we will address that further in our discussion of trails in the Abalone Cove Reserve in Appendix A. We support the closure of Harden Trail.

We support the Staff recommendation to open a trail connection between San Ramon Reserve and Friendship Park, although we are skeptical about the feasibility of a trail crossing San Ramon Canyon without using a bridge.

We encourage developing trail connections on Fire Station Trail and Rim Trail.

We address the Staff recommendations regarding trails in Upper Filiorum Reserve in Appendix A.

Conclusion

The Sierra Club Policy acknowledges that "[s]ingle track trails present difficult management, safety, and environmental protection issues." It also requires that "bicycle use should not be allowed where it would cause ... danger to the safety of bicyclists or other users because of bicycle speed, steep grades, steep terrain, sharp curves, slippery or unstable trail surfaces, or limited visibility."

We urge City Council to consider our comments carefully and to

- reject the recommendation of Staff to open additional trails to mountain biking as long as this use continues to degrade the environment and the Preserve experience for others;
- put a priority on restructuring those Preserve trails that currently permit bicycle use and have repeatedly jeopardized the safety of other users;
- evaluate whether the rules governing the Preserve are adequate for ranger enforcement; and
- insist on enforcement of rules to discourage thrill seeking by a few that endangers many.

Very truly yours,



Alfred Sattler
Chair
Executive Committee
Palos Verdes-South Bay Regional Group
Sierra Club

Appendix A

to the

**Sierra Club Palos Verdes-South Bay Regional Group Letter to Rancho Palos Verdes City Council
State of the Trails in the Palos Verdes Nature Preserve**

The discussion, below, of trails in the Reserves is presented in the sequence of the maps posted on the RPV website as Recommended Changes PTP.

ABALONE COVE RESERVE

The Palos Verdes-South Bay Group of the Sierra Club has concerns regarding the Staff recommendations to open trails in the Abalone Cove Reserve to biking. Within Abalone Cove Reserve is the State's Abalone Cove Ecological Reserve, which requires special protection. We distinguish between trails in Abalone Cove Shoreline Park and those in the Abalone Cove Reserve in our comments, below.

Via de Campo: We agree that this bluff-top trail across the parkland has the potential to be wide enough for multi-use (although we do not believe that the trail should be so wide as to detract from the natural setting) and of course bicyclists coming off Palos Verdes Drive South should have access to this view (and bicyclists do have access by dismounting and walking this trail). Our understanding is that this trail is planned to be ADA accessible and, therefore, we encourage City Council to consider the ramifications of re-classifying this trail as multi-use and, if inclined toward this re-classification, impose a 5 mph speed limit.

Chapel View, Beach School and Portuguese Point Loop Trails: We don't deny that these trails are wide and have good line of sight. Those characteristics lend themselves to multi-use in many cases. Our greatest concern regarding opening these trails to biking is that the experience of the past four years shows that Preserve managers and the rangers do not have in place procedures proven to effectively curtail the mountain bikers' damage to the environment and risk to other users. Accordingly, **additional trails and additional areas of the Preserve, especially in an area as geologically and ecologically sensitive as Abalone Cove Reserve, should not be open to mountain biking.**

The question we would raise regarding the recommendation to change the use designation of these three trails is what population of bike riders does Staff foresee using these trails if they are opened up to bicycle use?

- Cyclists on road bikes coming off of Palos Verdes Drive South are unlikely to ride very far on dirt trails. Road cyclists have bike access to Abalone Cove Beach from Palos Verdes Drive South via the road, also known as Ohlmstead Trail.
- Small children have been mentioned as a possible group of riders in this area, but they are not likely to ride bikes on these trails because access to these trails, or the trails themselves, is too steep to retain control going down to the beach and too steep for most children to ride back up, not to mention that we think it is unlikely that parents would bring their kids to this beach park to ride bikes down to the beach and back.
- The remaining category is mountain bikers and we think that the area should be closed to mountain biking in order to minimize the likelihood of destructive riding in very fragile areas. (Bike racks can be installed to facilitate access to the beach and the views for those who arrive at this area on bikes.)

Cave Trail: We strongly **oppose closing Cave Trail to hikers.** We have hiked this trail for many years and, although rugged, to our knowledge it has not proven unsafe to hikers.

If City Council were to accept the recommendation to allow bicycle use on Portuguese Point Loop Trail, that would substantially increase the likelihood that mountain bikers will ride off Portuguese Point onto the adjacent steep, narrow trails, creating a hazardous situation. Moreover, introducing mountain bikes to this area is likely to lead to the creation of new trails in this ecologically and geologically fragile environment. We wonder whether Staff shares this concern and whether this concern is behind the Staff recommendation to close the Cave Trail to all users.

A better result is to maintain the status quo in this area.

PORTUGUESE BEND RESERVE

Portuguese Bend Reserve is the most heavily used Reserve in the Palos Verdes Nature Preserve. As such, trail use designations should be considered very carefully with regard to many variables, including bicycle speed, steep grades, steep terrain, sharp curves, slippery or unstable trail surfaces, and/or limited visibility.

In problem areas such as Portuguese Bend Reserve, at least until Preserve managers and the Ranger have in place procedures proven to effectively curtail the mountain bikers' damage to the environment and risk to other users, **additional trails and additional areas should not be open to mountain biking.**

Create Multi-use Trail to Overlook: While we support the formalization of the trail from Burma Rd to the el-Hefni Overlook, we oppose designating the trail for bicycle use unless and until Preserve managers and the Ranger have in place procedures proven to effectively curtail the mountain bikers' damage to the environment and risk to other users.

Reroute Rim Trail: We are unsure what is being considered for Rim Trail. The trail has been rerouted via Paintbrush Trail, apparently because the previous route crossed private property. The trail had been used for decades which arguably established a prescriptive easement.

Fire Station Trail: Although not addressed on the Map, the closure of Fire Station Trail deserves attention. Fire Station Trail has existed for decades. An easement from the fire station in Rolling Hills down to what was to be an extension of Crenshaw Blvd. (now known as Burma Rd.), served the fire station as well as equestrians and hikers. The trail was rerouted in the past because it crossed private property and then was reopened. Recently, it was closed again at the request of the property owner. Effort should be made to re-open Fire Station Trail for the connection to Rim Trail.

Landslide Scarp Trail: Much of Landslide Scarp Trail is narrow, single track with poor line-of-sight in several places making multi-use inadvisable. Bicyclists frequently use this trail in violation of the no-bikes trail designation and, typically coming off of Toyon Trail (or the illegal spurs off of Toyon Trail), they ride down Landslide Scarp very fast. Thick lemonade berry along the sides of sections of this trail means there is no place to go even if other users (hikers, equestrians, dogs on leash, etc.) were to attempt to escape the path of oncoming cyclists.

The State of the Trails comments indicate that the argument for allowing bikes on this trail is that it provides a connection to Burma Rd from PV Drive South because Toyon Trail is too steep for most riders. In the past, when the argument has been made that a trail is too steep for most bike riders and therefore should be selected as a pedestrian only or pedestrian/equestrian trail, the response from the mountain biking community has been that, if the hill is too steep, they can walk their bikes.

If it were not for the narrow segments and poor line-of-sight on Landslide Scarp Trail, we would be inclined to support opening Landslide Scarp Trail to mountain bike use while closing troublesome Toyon Trail to mountain bikes. This solution has some merit in that it might make the Preserve more inviting to those bike riders who are more likely to ride in an environmentally sound and socially responsible manner, while discouraging Preserve use by those who abuse its privileges. However, because there are line-of-sight issues on Landslide Scarp Trail and because we are reluctant to support bicycle entry into this area of dense coastal sage scrub habitat, we think a better solution would be to retain the existing trail use designation, pedestrian-equestrian, for Landslide Scarp and address the trail issues presented by Toyon Trail directly.

Toyon Trail: The upper portion of Toyon Trail, with its steep, sharp turns is a favorite with mountain bikers seeking to attack the trail's challenges. When it was rerouted not too long ago, it was not graded in a manner that would have discouraged reckless bicycling. We believe that this attractant is in part responsible for the trail proliferation and environmental degradation below Toyon and Garden Trails.

Toyon Trail would be a good candidate for installing pinch points (such as pictured here) at strategic locations in an effort to slow down bicycle riders.



Ishibashi Farm Trail: We oppose changing the designation of Ishibashi Farm Trail to multi-use. The argument for the change appears in the comments to be that it would provide bicycle access to the Preserve from PV Drive South. The Preserve map is somewhat misleading in this area as it does not show any trail accessing the Preserve from PV Drive South. Gateway Park is not within the Preserve, so trails that pass through Gateway Park don't appear on the Preserve map. Pepper Tree Trail already provides multi-use access to the Preserve from Palos Verdes Drive South though Gateway Park. Moreover, although Ishibashi Farm Trail appears in the map to be wider than Peppertree Trail, that is not the case. Pepper Tree Trail is a wide fire road with good line of sight from one end to the other. Ishibashi Farm Trail, on the other hand, has a single-track arm that is narrow, with a very steep section that, if re-designated to allow bicycle use, will attract bicyclists who seek out those features for jumps and trick riding.

While it is true that Ishibashi Farm Trail is lightly used at this time, it is reasonable to expect a significant increase in use by pedestrians and equestrians when parking is made available at or near Gateway Park and we believe there should be a separation in uses at this entry point for the safety of all.

Paintbrush, Rim, and Peacock Flats Trails: We agree with the Staff recommendations that the trail use designations for these trails should not be changed.

Ishibashi Trail: This trail, currently designated multi-use, is perhaps the most dangerous trail in the Preserve due to its configuration paired with its heavy use by all user groups. It will become even more dangerous when the dense stands of lemonade berry that were burned down in the fire of August 2009 grow back and amplify visibility issues. Characterized by many steep grades, curves, and slippery and/or unstable surfaces this trail offers challenges to mountain bikers who attack the straight-aways as well as the turns at high speed. Several of our members have been hit by mountain bikers on this trail, many others have had to leap into adjacent scrub to

avoid being hit by a mountain biker. Mountain bikers regularly lose control of their bikes and careen off trail and into the habitat here.

Recently, Ishibashi Trail was rerouted and efforts were made to close off multiple spur trails in the area. Unfortunately, within months of the re-routing, the trail bed took on characteristics that enhance aggressive mountain biking at the expense of endangering other users and increasing the potential for erosion. For example, berms have been engineered to allow bicycles to round corners at high speed. These features must be deconstructed for safety as well as to minimize erosion.

The diagram at right demonstrates the issue. Steep berms encourage erosion. A well designed trail would slope slightly toward the canyon thereby dispersing run-off over the side of the canyon rather than down the trail. Instead, the installed berm channels water down the trail so that its speed will increase and accelerate erosion. A natural bank sloped down the canyon would also prevent bicycles from executing high speed turns.

While we doubt that pinch points will be effective at this time on this trail because the currently low vegetation will enable bicyclists to skirt the pinch points, thereby creating additional damage to habitat, we believe that other modifications can and must be made to the trail to slow down cyclists.

SAN RAMON RESERVE

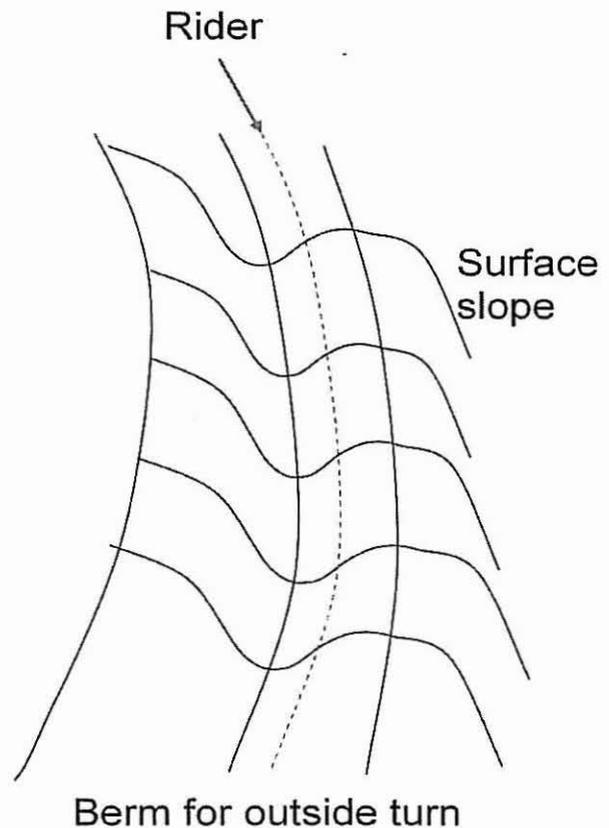
We support the recommendation to install a trail connection between San Ramon and Friendship Park, although we are skeptical about the feasibility of a trail crossing San Ramon Canyon without using a bridge.

OCEAN TRAILS RESERVE

Sagebrush Walk (up to the picnic bench from Shoreline Trail): We concur with Staff that the portion of the Sagebrush Walk Trail between the picnic bench and the East Boundary Trail is suitable for bicyclists because that portion is wide, has good line-of-sight, and does not share other characteristics of the segment that connects with Gnatcatcher Trail. We have concerns that mountain bicyclists will interpret this change in use designation as an invitation to ride down the steep, erosion-prone segment of Sagebrush Walk Trail, however, in order to complete a loop from Catalina and Gnatcatcher Trail down Sagebrush Walk Trail to Shoreline Park Trail. If City Council is inclined to allow bicycling on the portion of Sagebrush Walk Trail recommended by Staff, consider re-naming that portion to be an extension of Shoreline Park Trail.

UPPER FILIORUM RESERVE

The newly acquired Filiorum Reserve hosts several historical trails that are relatively level, have good visibility and, at present, receive moderate usage. Several areas within the Reserve host excellent native plant



communities. It is important to minimize the potential for off trail activities in these areas. Usage by all user groups will undoubtedly increase with public awareness of the Reserve and the installation of trail markers.

Until effective controls have been demonstrated in the Portuguese Bend Reserve, the best policy is to designate trails in Filiorum as suitable for pedestrian-equestrian use only.

The following comments reflect our recommendations for trail use designations after effective controls are in place.

Zote's Cutacross Trail: This is the longest trail in the area and it largely traverses slopes and plains between McBride Trail on the west and Kelvin Canyon Trail on the east. Direct proximity to native plants is minimal from the flatlands on the west to Vanderlip Canyon. The eastward slope down into Altamira Canyon is densely covered with seasonal natives. Downhill bicycle traffic, if allowed, must be controlled to prevent off trail damage and for the safety of other users. The Canyon below is host to a diverse community of native plants and deserves strong protection. If bicycles are permitted, they must be walked down the Canyon segment of the trail.

Kelvin Canyon Trail: This trail is mostly level to the west. It becomes a steep downhill channel as it approaches Kelvin Canyon from the west. It is extremely dangerous with respect to collisions between pedestrians and mountain bikes. Sierra Club members have been repeatedly threatened by high speed downhill riders in this section. Collisions are avoided by the bicyclists crashing into the vegetation to avoid pedestrians. Cyclists should be required to walk their bikes down the steep channel going into Kelvin Canyon from the west.

Rattlesnake Trail: This moderately steep trail goes up the west side of the Del Cerro promontory along the east side of Altamira Canyon, starting from the eastern end of Zote's Cutacross. Although visibility is good on this trail, downhill bicycle speeds are often high, representing potential danger to riders and pedestrians. Therefore, unless and until effective physical speed barriers are in place, this trail should be designated pedestrian only.

Ford Trail: This trail goes south from the middle of Zote's Cutacross and crosses Barkentine Canyon. Passing through native plants in one steep section, it then goes down a very steep slope into the Canyon. The trail challenges here will attract extreme bikers who would damage the terrain. Therefore, mountain bikes should not be permitted on this trail, until effective downhill speed controls can be implemented.

Jack's Hat Trail: It's not clear to us which of the trail segments in this area make up part of Jack's Hat Trail on the proposed trail map for Filiorum. Many of the segments in this area are wide with good line-of-sight. The trail going south from the top of Jack's Hat is steep and characterized by loose soils, however, and should not be open to bike use.

Pony Loop Trail: This trail traverses relatively open land with good visibility. Terrain ranges from level to moderate slope. In general the trail does not pass through or near well established native plant communities, so this would be an appropriate trail for a multi-use designation.

Eucalyptus Trail: A short stretch through a eucalyptus grove, the tranquil setting of this trail should not be disturbed. Therefore it should be designated for pedestrian-equestrian use only, so we support the Staff recommendation here.

From: NIETOENT@aol.com
Sent: Friday, September 28, 2012 2:42 PM
To: CC
Subject: Portuguese Bend Nature Preserve

To the RPV City Council,

I have been a Docent/Naturalist on the Hill for almost 16 years with the Los Serenos de Point Vicente & Land Conservancy and find that bicycles are not compatible in our open space. Most knowledgeable hikers stay away from the Preserve on weekends so as not to meet up with a bad experience on the trails. To date the erosion of trails is very sad to see. The biking crowd will tell you all day long that pedestrians and horses damage the trails just as much or more than bikes. The fact is self evident on the trails. The cupping of the trails at turns makes walking some trails very hard. You can see that the constant travel of bikes has dug the trails deeper than when just horses & pedestrians used the trails. The rains have been kind to us so far, but if this seasons El Nino is a bad one we will see major erosion on the multi use and the bike only trails. I do not see why we in RPV must be the destination for all Southern California's bikes. The CORBA folks are responsible enough but some out there just do not respect the open space. There have been so many new trails opened by bikes that some places are not recognizable anymore for those of us who remember what it looked like before the Preserve opened. If you had seen the area of the Pillow Lava before it became the fun zone it would make you cry out for revenge! If I were King I would ban bikes all together! I do not want to rant but someone must open your eyes to the destruction that is taking place out there! Please do not open any more trails to bikes and if you can close more trails to bikes.

God Bless You All,

John Nieto
RPV

From: Tajie Major [tajiem@msn.com]
Sent: Friday, September 28, 2012 2:42 PM
To: CC
Subject: biking

I strongly agree with Sierra Club letter against bikers on the trails for environmental and safety reasons. My experience as a horse rider on trails has been unsettling. I have found them hard to share the trails with due to their fast, aggressive riding.

Tajie Major

From: Alvin and Lorna [ayblain@pacbell.net]
Sent: Friday, September 28, 2012 1:01 PM
To: CC
Subject: Please keep the bike trails open for our use.....

Hello,

I live in the South Bay Area and love the out doors. All of my childhood and adult life has been spent at one time or another hiking or riding bicycles in the mountains of the Palos Verdes Nature Preserve Area . I have raised my children to enjoy this area as well , we now bike ride as a family and enjoy the trails on the weekends. Please keep the trails open and allow us to continue to enjoy them.

Thank you for your consideration on this matter.

Alvin Blain
1632 Fern Ave,
Torrance, Ca
310 - 533 - 0188

From: BJGleghorn@aol.com

Sent: Friday, September 28, 2012 12:31 PM

To: CC

Subject: (no subject)

Gentlemen of the City Council and Councilwoman Brooks:

Regarding your consideration of the trails network: Please know that we endorse the Sierra Club letter written May 5, 2012.

Your main consideration, we believe, is protection of habitat. Please limit usage that will be harmful.

Thank you for serving the best interests of city and region.

Barbara and George Gleghorn

From: Michelle Goodwin [mjgoodwin@cox.net]

Sent: Friday, September 28, 2012 12:02 PM

To: CC

Subject: Trails Plan Review

To All Concerned:

First, let me say that I live here and enjoy mountain biking *and* equestrian activities. It would be great if everyone that lived in our area enjoy our unique and beautiful landscape in a way they felt fit to use it. I can only be honest by saying that after mountain biking in other areas I have seen how our trails here are atypical from the ones we have here.

Our trails differ because we have horses and hikers in a dense area, so it can become a little crowded. Because trails are in backyards, we have more young kids riding horses than anywhere else I have biked, more hikers, and more hikers with babies on their backs or hiking with young children. Plus, many of our trails are in protected preserves, trails are appropriately narrow to preserve the enviroscape, the terrain is unstable, snake and rock hazards are a reality, (which is the case in a lot of mountain bike areas but, as I stated earlier, it is rare to come across hikers and horses and young riders so regularly as in our area). We also have busy streets very close to our trails, again, more than I have seen on other mountain bike trails particularly shared with horses.

In the areas where mountain biking is appropriate with similar circumstances the trails are really wide for maneuverability, safe bailouts and have broad enough vistas for humans, horses and mountain bikers to see other in ample time to slow down and avoid each other.

Aside from the obvious however, but combined with these differences, I have not heard much being mentioned about the scientific fact of a horses genetic instincts as prey animal and their ability to read body language of predators. Humans of course are a predator species. Horse's, are genetically programmed to be vigilant of their surroundings and of any movement towards or around them. They can see almost 360 degrees in all directions. They are easily frightened and can cause serious even deadly accidents to both equine rider and cyclist. Most cyclists are not aware of equine behavior or psychology and can easily provoke a threatening situation without even realizing what they may have done to cause it. Hiker's, don't not move like a predator, but bikes and bikers do. We are hunched over (similar to a lion ready to attack), hikers amble. Cyclist are direct line, visually intent on where they are headed (again as a predator would appear when going for its prey), hikers on the other hand, look around interested and distracted with the surrounding landscape. Therefore, horses don't perceive them as having the same intense purpose. Prey animals and predators can be seen together and at peace. At watering holes predator and prey can be side by side because the predators' body language, like a hikers' body language, tells the horse the hiker is not in that

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intense 'hunt' position.

Once a horse feel threatened or becomes frightened enough, it can become blinded by its' genetically programmed flight reaction. It can take some time even for the best rider, to gain control of their horse and slow it down. Running into a street, over a hiker or into a biker would be a 'normal' response for horse when scared. Personally, I do not mountain bike where there are known horse trails, and that is for *my* safety.

Looking at it from a horse and rider perspective, I have seen this first-hand on one of our trails, a horse fleeing from what it thought was a predator coming straight for it, leaving nothing behind it but dust and a rider on the ground. The bicyclist never saw the horse or the rider. It was over before he got near the spot where the horse and rider had been.

Let's avoid calamity or catastrophe, avoid law suits and do what we know is the right thing.

To the council, it is incumbent upon you to preserve our rural way of living and our fragile environment and protect hikers, riders, horses and mountain bikers.

Thank you for your time,

Michelle Goodwin
3524 Lariat Lane
Rolling Hills Estates

A personal note:

I understand that mountain biking is a lot of fun and it is sad that our country as a whole has not left enough open spaces for this sport to take place. I also understand that mountain bikers have to travel to get to places that are rugged and undulating enough for the mountain bike riding to be exciting. However, I must say to those who want to mountain bike in larger areas with more trails, 'If you really love it as much as we do in my family, we go to the places that embrace that activity and it is safe. Is it an inconvenient? Of course it is! Was inconvenient for me to move to this city just because I enjoyed equestrian activities? Of course it was! Is it inconvenient for people to trailer their horses to our city to ride? Unfortunately, yes it is. If we want to keep mountain biking alive and well, we need to do our sport in appropriate places and deal with the inconveniences. We should consider that this community had hiking and equestrian activities long before mountain bikes arrived.

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From: Rebecca Cicoria [rebeccacicoria@att.net]
Sent: Friday, September 28, 2012 11:20 AM
To: CC
Subject: Trails in preserve

Dear Mayor & City Council,

My friends and I hike PVPLC trails before dawn every weekday. Greeting the day surrounded by such loveliness is literally heaven on earth. We share the dawn with hardly a soul -- except of course an occasional coyote, numerous cottontails, and a plethora of awakening birds ...

cool morning air and wonderful aromas of sage and sea air nourish us through the rest of our day.

At the early hour my friends and I are out on the trail, it's rare that we encounter bicyclists. But it's quite impossible not to be aware of them. Tire tracks heading off trail accompanied by decimated habitat on either side often makes us feel like we're walking through some pathetic vacant lot instead of a "nature preserve". Once these new pathways crisscross the landscape, they don't seem to ever disappear -- they only get added to and by summer's end, the trails are trashed.

Unfortunately, there seems to be no way to prevent this type of destruction anywhere bikes are allowed. I think we all need to accept that it's just the nature of the sport of mountain biking and nothing will ever change that. Permitting mountain bikes on even more trails means that natural habitat is just not a priority for those in charge of making these trail designations.

Fun and exhilarating as riding bikes on these trails is, it's just a plain fact that it's totally incompatible with the concept of habitat preservation and restoration.

I urge you to please walk some of these trails yourself and you'll clearly see the damage. Then take a trail ride in Rolling Hills where no bikes are allowed -- the difference is stark.

Thank you for your time and consideration.

Sincerely,
Rebecca Cicoria

From: Kristin Klug [kak902662005@yahoo.com]

Sent: Friday, September 28, 2012 11:02 AM

To: CC

Subject: trail use changes in PB Reserve

Please consider that I support the changes presented in the letter from the Sierra Club (May, 2012). I am a boarder at PBRC and am very concerned about bike riders being allowed access on all the trails...not safe for hikers or equestrians. The bike riders have abundant access currently not to mention they out number hikers/equestrians so their support in larger numbers could easily sway decision making. Please do not let their sheer numbers sway your decisions. There are many others, equally as important, just not as big a group that enjoy these trails daily.

The bike riders being allowed access to some of these trails has the potential to cause more damage environmentally as well as accidents to hikers and equestrians. Their activity does not blend with the tranquility of enjoying these trails on foot or by horseback.

Thank you for your consideration.

Kristin Klug

Boarder,

PBRC

From: Laura Duffy [laurad506@verizon.net]
Sent: Friday, September 28, 2012 9:18 AM
To: CC
Subject: Mountain Bikes CORBA plan

Gentlemen

The proposed changes to open up the Landslide Scarp, Ishibashi Farm Trail and trails in the Filiorum Reserve are not advisable for RPV.

You must understand that mountain biking and equestrian have never been particularly compatible for mixed use. And that putting these two together, completely compromises the safety of hikers, who dont want to be mowed down by the bikes or trampled by horses spooking from them. The Sierra Club letter supports this view...horses and hikers are fine together but NOT MOUNTAIN BIKES.

Please be prudent and preserve these areas for horses and hikers, as they have been used forever and are most suitable.

Laura Duffy
PVE

From: Muis [muis@pacbell.net]
Sent: Friday, September 28, 2012 8:59 AM
To: CC
Subject: Trail Use in Portugese Bend Nature Preserve

To Whom It May Concern:

I am writing to express my **full support** of the issues addressed to the Rancho Palos Verdes City Council by the **Sierra Club** in their letter of **May 5, 2012** regarding trail use in the Palos Verdes Nature Preserve.

Regards,
Carolina Kroon
26512 President Ave
Harbor City, CA 90710

From: ebryan377@aol.com

Sent: Friday, September 28, 2012 7:19 AM

To: CC

Subject: Re: preserve trails

As an equestrian, I am concerned with the mountain bike interactions and horses. Unfortunately when something comes up behind us quickly, my horse, who is a pretty solid mount I might add, will spook. I find this unsettling and know this mix is a disaster waiting to happen. I agree with the Sierra Club's take on trail use.

Erin Ryan
27115 Travis Lane
PVP, CA 90274
(310) 413-4679

From: Leslie [lesliemosteller@earthlink.net]
Sent: Friday, September 28, 2012 6:33 AM
To: CC
Subject: mountain bike use on trails

Dear City representatives,

I write to tell you that I support the statements in the Sierra Club letter dated May 5, 2012. I plan to attend the council meeting on Oct. 2. I think you need to understand how many people in this community value our trails for ALL purposes. It is critical to me - and many others - that I continue to enjoy the trails without concern for being hit or having horses spooked by mountain bikes.

Most recently, my dog was almost hit by a bike coming around a corner at a very fast downhill speed. When I think of the near miss and the possibility of my best friend dying needlessly while out enjoying time with nature, or of that accident occurring with a child, a horse, or me (!), it makes my blood boil to think of my city representatives need to protect these trails for ALL uses.

Thank you,
Leslie

From: C M Tabellario [cmtab46@sbcglobal.net]

Sent: Friday, September 28, 2012 5:41 AM

To: CC

Subject: Mixed use Trails - Against

City Council Members of Rancho Palos Verdes:

Please be mindful equestrians and bikes on the same trail is cause for serious injury for both riders. As an equestrian, having to deal with bikes on the same trails would become a frightening ordeal. I am in support of the Sierra Club letter of May 5, 2012.

Thank you,
Chris Tabellario
26141 Marina Drive
Rolling Hills Estates 90274

From: Jeanine Gigi Greene [greenegigi@aol.com]
Sent: Thursday, September 27, 2012 10:14 PM
To: CC
Subject: trails use
Attachments: youtubebikinginpv.docx

PLEASE WATCH THE VIDEOS on the attachment from bicycle helmet camera's using our preserve as a race park. Note the speeds they travel.

I agree with and support the Sierra Club views on the trail use in our preserve. I am appalled at the idea that the city is even CONSIDERING allowing the abominable abuse & misuse of our "Nature Preserve" by mountain bikers whose main objective in general is to race from Del Cerro downward.

Please find attachment with YOUTUBE videos advertising our preserve as a playground. I am very concerned about the strong voice from bicycle enthusiasts desiring to overtake the preserve. A nature preserve by definition is a natural peaceful environment. Does the city walk these paths to see for themselves the destruction of our trail ways? Deep grooves, wheel blemishes on and off all trails which erode & SCAR the landscape.

The bicycling crowd who frequent this area are not casual meandering bicyclists out for a Sunday ride. They network the preserve on YOUTUBE as the Ultimate in "downhill" racing. Their voice has gained momentum due to they're networking. Most of the videos posted have upwards of several hundred views ranging into the thousands of viewers, interested in discovering for themselves new places to ride.

Crowds of hopeful racers descend upon our preserve due to their discovery of the area online through youtube. I have posted just a handful of the countless YOUTUBE videos captured by their own helmet cams, for your viewing. Several show the accidents they are in, speeds, trail names, music, foul use of words, etc. The general crowd of bicyclists are young, thrill seeking speed junkies whose objective is to make record time from Del Cerro to PV Dr. South in under 12 minutes regardless of who else may be on the same path.

Horse enthusiasts on the other hand are not advertising. The average rider is a woman aged between 45-54. They do not post videos advertising out trails, therefore we do not have the sheer numbers of voices speaking up for our right to use the trails SAFELY. The number of bicyclists are greater than horseman riding the same trails. This does not mean we should share the trails as it can be very unsafe. You will see on the video's depicting average speeds on thin blind cornered trails, that if a horse were on any of the trails, there indeed would be a horrific accident. I see night riders nearly every evening descending the hills behind my home at 6 Sweetbay Rd, using navigating in the dark with lights. There is a cerfew I believe, yet the rules are broken nightly. I see bikers on trails that do not allow bikers daily as well.

This peninsula was founded on a horses back as was the Los Angeles area. There are NO signs of destruction or erosion due to hoof prints anywhere on this

peninsula. On the contrary, bicycle paths are marring & eroding the trails and creating deeply grooved trails which are unsafe for horse travel. This is not a bicycle park, but a nature preserve. PRESERVE our right to enjoy quiet safe trail rides by disallowing bicycles on most trails. definition of preserve. A nature reserve (natural reserve, nature preserve, natural preserve, bioserve) is a protected area of importance for wildlife, flora, fauna or features of geological or other special interest, which is reserved and managed for conservation and to provide special opportunities for study or research.

Jeanine Gigi Greene

pacificfriesianrescue.com

Pacific Equine Rescue 501 (c) 3 Non Profit Org.

310-591-6995

facebook : <http://www.facebook.com/pages/Pacific-Equine-Friesian-Rescue/119700088144807>

<http://www.youtube.com/watch?v=umDK1YAj4aY>

3/31/12 A.M. 356 views, ishibashi & Toyon & pepper tree trail in 13 minutes from De cerro pv dr. south several peds, no horses, excessive speeds. posted by okram4

sept 20, 2011, 95 views, 2 minutes 30 secs, Burma mostly, 5 riders

<http://www.youtube.com/watch?v=IxXjiZqbCZY>

<http://www.youtube.com/watch?v=Qy5d1rSkKWU&feature=related>

Nov 8, 2010, 8 minutes

1771 views, 3 riders, del cerro to bottom in Ishibashi, toyon & **landslide scarp trail (no- bikes allowed)** posted by greygooserider

<http://www.youtube.com/watch?v=c9Lp6rzsp8k&feature=related>

Nov 3, 2010, 2minutes, **NON BIKE TRAIL**-slipped off very steep hill
727 views posted by KAUSTER

<http://www.youtube.com/watch?v=4swKQCsk0T8&feature=related>

jan 30, 2011, 5 minutes, **504 views**, 2 accidents , Toyon trail and landslide area posted by motoridin fool

<http://www.youtube.com/watch?v=0KiNCRW52Ng&feature=related>

may 19, 2009, 2095 views, 6 minutes, 2 crashes, ishibashi trail, posted by bluejeep1981-put to music

<http://www.youtube.com/watch?v=k7d8DtLdCK4>

<http://www.youtube.com/watch?v=kFXdQ2XmbA4>

2007 created jumps, crashing, short 45 second video

2,165 views called a "MOUNTAIN BIKE PARK" by the MC- who is advertising PV Bike center and our preserve

<http://www.youtube.com/watch?v=dCHFU0HXqA8>

Aug 2012

<http://www.youtube.com/watch?v=H04PEYAkq6Y&feature=fvwp&NR=1>

248 views,

From: Ann Shaw [anndshaw@gmail.com]
Sent: Thursday, September 27, 2012 6:42 PM
To: CC
Subject: Preserve Trails Plan

Mayor Misetich and Council Members:

I will be out of town on October 2 so am unable to attend the Council meeting.

I served on the PUMP committee and we spent two years hearing from various trail users before developing our plan for the location and designation of the trails throughout the preserve. There was a very vocal and well-organized bicycle group, CORBA. Also, hikers and equestrians spoke as individuals. The plan we developed and sent to the Council was a compromise between the competing user groups.

After hearing all the testimony and seeing the multitude of trails including jumps created by and for the biking community several things were crystal clear. A multiuse trail will become a bike-only trail very quickly. Horses are easily spooked by bikes and even, on occasion, the slower moving hiker. Some bikers are no doubt very courteous but others are only out for thrills and have little or no regard for other users.

This is a Preserve, which should be open to all who respect its primary purpose, which is preservation of wildlife and native vegetation. There need to be large, contiguous areas that are not broken up by parallel or multiple trails to accomplish this overriding purpose. Some of the bikers understand this but far more look at the trail system as a motocross for speed and thrills.

There has been organized destruction of barriers built by the PVPLC volunteers to close off extraneous trails. This is a waste of volunteer time and RPV's and the Conservancy's money. Signs saying No Bikes are routinely ripped off. I have not witnessed who has destroyed the barriers and signs but it is easy to draw a conclusion.

Eva Cicoria has proposed a moratorium on bikes in the Preserve. I urge you to seriously consider this. Everyone will still have access to this beautiful area and everyone will be able to enjoy its tranquility without fearing for his or her safety.

Ann Shaw

From: Mark Langton [markmtb@roadrunner.com]
Sent: Monday, October 01, 2012 10:16 AM
To: Ara Mihranian; CC
Cc: Troy Braswell
Subject: Unfounded reports about mountain bikers

Dear Charge of Public Interest,

It has come to our attention that there are those opposed to cycling on RPV open space trails who are reporting unfounded (untrue) incidents regarding mountain bikers.

As your own ranger statistics indicate, there have been few reports of cyclists behaving improperly. The fact is that the majority of cyclists riding on public open space trails are responsible and courteous. We see this evidence in virtually all local and regional public open space areas including National Forest Service (Santa Barbara, Ojai, Pasadena), Santa Monica Mountains National Recreation Area, Los Angeles County, and Conejo Open Space Conservation Agency.

Please do not be swayed by unfounded and untrue statements, and instead look at the facts and behavior of the mountain bike community that has for years worked to seek a balanced and fair approach to shared use in your public open space.

Sincerely,

Mark Langton
President
Concerned Off-Road Bicyclists Association, a Chapter of the International Mountain Bicycle Association
www.corbamtb.com

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Ranger Hotline Log June 18, 2012- Sept. 23, 2012

Rangers do not report onsite to all hotline calls. Data received is used to establish patterns of use in the Preserve to assist Rangers and City staff tailors patrols to most effectively provide enforcement and education. Rangers consider the logistics of responding to calls and prioritize reported issues and respond onsite to higher prioritized incidents, such as homeless encampments and poaching.

Statistics: June 18, 2012- Sept. 23, 2012	
Report of missing hikers	1
Hiker struggling with heat/exertion	2
Homeless in Preserve	1
Preserve user w/bows & arrows	1
Poaching/Disturbing Wildlife	2
Hanggliders in Preserve	1
Mountain bikers misuse of trails	2
Dogs off-leash in Preserve	4
Dogs off-leash at park sites	36
Dogs on RPV Beach	4
Illegal parking issue	1
Illegal camping in Preserve	1
After hours Preserve use	2
Missing/vandalized signage (Preserve)	1
Missing/vandalized signage (Park)	1
Lifeguard requesting assistance	1
Request for info and Ranger call back	8
Misc./Not Preserve Related	2
TOTAL	71

From: wesselj@cox.net
Sent: Monday, October 01, 2012 10:12 AM
To: CC
Subject: Palos Verdes Nature Preserve Trails Plan

October 1, 2012

To: Rancho Palos Verdes City Council and City Staff

From: John Wessel and Judy Herman

Subject: Palos Verdes Nature Preserve Trails Plan

City Staff proposes expanding mountain biking on trails in the Palos Verdes Nature Preserve. Unfortunately too many mountain bikers use the Preserve in a manner that is incompatible with nature and hostile to other users. Steep downhill trails with berms and banks are magnets for aggressive riders. Trails need to be closed to biking until they can be re-graded to discourage aggressive high-speed biking.

The PVPLC, rangers and City staff feel indebted to mountain bikers for their many hours of volunteer service building trails. The agencies think they are saving money, but it's a bad bargain. It's easy to observe many trails with berms and banks designed for maximum speed on steep slopes and around blind curves. The International Mountain Biking Association advocates that kind of trail design for development of expert biking skills, but a bike skills course is a threat to a nature preserve.

Some bikers are careful and courteous, but too many are thrill seekers, heedless of plants and animals the Preserve was designed to protect and of hikers and equestrians who would like to enjoy nature. PVPLC tries to limit the number of trails in order to give endangered animals a large enough patch of habitat to hide from predators, but spur trails with bicycle tire marks are continually appearing. PVPLC wages a constant, costly battle to block spur trails, but barriers are vandalized. Reckless biking causes erosion and destroys habitat, making the Conservancy's job harder and more expensive. Once again, volunteer trail builders who care more about speed than about nature are a bad bargain.

Unfortunately, self-enforcement by CORBA and sporadic ranger enforcement has proven inadequate. It is too easy for bicyclists to avoid enforcers. Therefore, we believe that passive enforcement by engineering trails to make them unattractive for speed is the most promising option. Otherwise, mountain biking should be excluded from the Preserve.

We can substantiate the claim that riders on Ishabashi Trail often intimidate hikers. It has happened to us several times, although because of the problem, we don't visit the trail often. We have seen this problem spread to other trails, such as a steep section of the Kelvin Canyon Trail where we have nearly been hit twice by out-of-control mountain bikes. We have encountered a number of hikers who are intimidated by mountain bikers and so either avoid certain trails or curtail their visits to the Preserve.

Mountain biking interests have exerted undue influence on recent public discussions involving trail use. This is a result of strong organization, devoted interest, and backing by a powerful national organization. Decisions regarding use should not be strongly tied to

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such special interests when principles including environmental preservation, public safety, and general visitor experience are severely compromised. Therefore, we urge City Council to consider closing steep downhill trails and trails that provide access for destructive trail proliferation, to mountain biking until the trails are altered to discourage abusive use. This would involve closing, at minimum, the following Portuguese Bend and Filiorum Preserve trails to mountain biking:

Ishabashi—due to steepness, erosion, proliferation, and blind curve safety issues

Toyon—due to proliferation, erosion, and blind curve safety issues

Landslide Scarp—due to proliferation, erosion, and blind curve safety issues

Zote's Cutacross due to steepness, blind curve safety issues in and near Altamira Canyon

Ailor—due to steepness and blind curves on the west bluff

Ishabashi Farm Trail—due to proliferation

Rim—due to steepness and erosion

Kelvin Canyon--due to steepness and blind curves

Rattlesnake--due to steepness and erosion

Sincerely yours,

John Wessel and Judy Herman

Rancho Palos Verdes

From: bob endicott [b.endicott@att.net]
Sent: Monday, October 01, 2012 10:06 AM
To: Ara Mihranian
Cc: CC
Subject: Please support staff recommendations for trails

Mr. Mayor and City Council members:

Many years of work have gone into the current staff recommendations for trails. I have attended meetings, participated in workshops, and generally just been involved in this process for a long time now. Your staff has done their best to come up with a plan that will work best for everybody.

Nobody will be 100% happy with the trails plan. It seems that everybody just wants what is best for them, and forgets that other users have different wants and needs. We all need to live together, and work together to make the trails an enjoyable place for everybody.

At the City Council meetings in the past, there are always the same few people that have lobbied together trying to ban bikes and/or horses from the trails. Very few of the people that come to these meetings say that they don't have a problem with other users, yet of the people that I talk to on the trails, by far most of them are happy just the way it is and support multiuse trails where possible.

I hope that you will support the staff recommendations, and not let the few vocal people that come to the meeting Tuesday evening change all of the hard work your staff has done.

Sincerely,

Bob Endicott
San Pedro

From: Katy Endicott [katyendicott@att.net]
Sent: Monday, October 01, 2012 9:40 AM
To: Ara Mihranian
Cc: CC
Subject: Support staff recommendations for trails

Mr. Mayor and City Council members:

Please approve the staff recommendations for trail changes. Your staff has many years of first-hand experience with these issues as well as being trail users themselves. This experience resides within their recommendations.

1. Water is the #1 cause of erosion, well supported by fact. Water combined with an informal trail system in an area that dries into virtual powder each season will create significant erosion whether or not humans or horses use the trails.
2. The Dept of Fish and Game has physically viewed our trails and approved the trail changes, as far as I know.
3. Trails are a valid component of the reserves. Much open space exists for plants and animals. If we spend our energies educating and enforcing appropriate trail use, the fledging reserve system will grow into a healthy and happy place. The politics of exclusion are tearing the user base apart.
4. I can't handle the politics, exaggerations and emotional testimonies of this process. Plenty of bicyclists are responsible and courteous. I resent the possibility of losing trail access because a few bicyclists may not be. No naysayers want to work together with bicyclists to improve things. They simply want all bikes out. Things truly aren't as bad as they make it sound, but they know the words to place doubt in your minds. Please use facts to decide, or pursue facts you don't have.
5. Perfection is impossible to attain. Every trail area in the world has its issues and occasional incidents. What we can do is work together to minimize them as much as possible.

I don't envy you as the decision makers. No matter what you decide, not everyone will be happy. Good luck to you.

Sincerely,

Katy Endicott
San Pedro

From: Brian Haag [bjhaag@gmail.com]
Sent: Monday, October 01, 2012 11:37 AM
To: CC
Subject: Trail Access

It was so nice to read the recent article in the Easy Reader regarding the Councils leaning towards accepting staff recommendations regarding trail access in the Preserve. I'm sure this position resulted in numerous, and likely, erroneous missives from the often vocal anti-bike coalition. However, these folks were given their time during the lengthy PUMP committee meetings where these recommendations were born. I believe the PUMP committee recognized these contrivances for what they were and I can only hope the current City Council comes to the same conclusion.

Respectfully,
Brian Haag
PVE Resident (former RPV resident)

From: Ian Bisco [ianbisco@cox.net]
Sent: Monday, October 01, 2012 12:04 PM
To: CC
Subject: Bike Collisions or exaggerated story tellers!

To The City council members:

Sorry I could not let this one go as I feel these collision stories are highly exaggerated, here's a couple of my experiences, whilst out bike riding.

Head phones are an issue with hikers,

I witnessed a lady slowly walking down Burma playing with her I-Pod, not looking where she was going she inadvertently stepped on a rock and stumbled to the right, As luck would have it a rather nervous young cyclist was very slowly (almost stopped) approaching her from behind and had already decided the right side was his clear path, of course there was almost a collision and the startled walker immediately started ranting wrongly blaming the poor young cyclist. Was that the bikers fault?

One time I was riding down the single track paralleling Burma watching an Asian lady come up walking towards me with head phones in and looking at the ground completely oblivious to the world around her. I got to the point where I stopped and she pretty much walked into me not realizing I was there until about 2 feet away. Was that the bikers fault?

Ian Bisco

From: Liz Jacobowitz [runningwalk@gmail.com]
Sent: Monday, October 01, 2012 2:49 PM
To: CC
Cc: pvpha.membership@gmail.com
Subject: Equestrian Trail Use ...

Dear Council Members,

I am writing to you from Connecticut where I moved after the death of my husband, Marc Jacobowitz.

Marc fought tirelessly for safe, dedicated trails for riders and walkers to peacefully and, most importantly, safely enjoy the glorious landscape which is Palos Verdes. One of the greatest pleasures in his short life was riding his beautiful palomino Tennessee Walking Horse, Misty, on the local trails. And, to this end, he spent countless hours away from his law practice attempting to protect and preserve the beautiful local trails and the walkers and riders who use them. Marc sincerely felt that it was equitable for the mountain bikers to have their own trails as well.

My story happened in March of 2007 while riding my horse, Dreams, who was a parade horse, as was Misty. Over the course of 2 hours we encountered 3 different speeding bikers, one coming straight down a steep hill not too far below Crest Road straight at us. I was so exhausted after the trauma of controlling Dreams on the narrow trails with the bikers that on our ride home just below the Caballeros Ring in Rolling Hills, he tripped. Instead of pulling him up and emergency dismounting him, I just went down with him, severely lacerating my right leg around the knee. This necessitated emergency surgery at Torrance Hospital ... and calling Marc back from a business trip in San Francisco to be with me in the hospital.

Had we been on separate trails, my gentle horse and I would have had an uneventful and beautiful day riding with my friend, Carla Routt, and her horse, Chance.

I do hope that our stories may encourage people to seriously consider the gravity of having totally multi-use trails in Rancho Palos Verdes.

Respectfully submitted,

Elizabeth Jacobowitz

From: dena friedson [dlfriedson@gmail.com]
Sent: Monday, October 01, 2012 2:02 PM
To: CC; Ara Mihranian; dena friedson
Subject: Preserve Trails -- Public Hearing on October 2, 2012

To: Mayor Anthony Misetich and City Council Members Brian Campbell, Susan Brooks, Jerry Duhovic, and Jim Knight and
To: Ara Mihranian

From: Dena Friedson

Re: Preserve Trails -- Public Hearing on October 2, 2012

Recommendations in the staff report for multiuse trails are contrary to standards shown in existing City documents. These documents indicate that "existing trails should be preserved in their natural state and trails should not adversely impact rare or endangered wildlife and vegetation habitat." (See page 2-7.) After a workshop in 2004, the City Council agreed that "trail standards may result in unintended consequences such as potential impacts to biological resources, particularly habitat, and may preclude certain user groups unless trails are widened, which is discouraged." (See page 2-8.) The staff does not recommend trail standards because, "In determining trail criteria for various user groups, the common sense approach should be used as it pertains to line-of-sight, grade, physical/visual barriers, exposure, and tread width." (See page 2-8.)

As an alternative to its first recommendation, staff has suggested that all of the proposed trail routes be approved but with fewer multiuse trail designations. (See pages 2-3, 2-12, and 2-13.)

The alternative proposal has merit. Pedestrians, bicycle riders, and horses are a frightening mix. Many pedestrians have been forced off trails by the sudden appearance of a bike rider. Horses have reacted badly. Apologies by a biker do not cure a sprained ankle, an injured animal, or damaged habitat. Bike riders should be allowed only on very wide, existing fire roads or the Burma Road, where there is enough room for different groups to pass each other safely. Bicycle use should not be permitted on narrow, constantly eroding trails with poor line-of-sight -- like Scarp Trail and Ishibashi Farm Trail.

Please do not vote for the proposed recommendations. Direct the staff to find a few wide roadways for bicycle riders. Please require most trails to be designated for pedestrians only, or equestrians only, or pedestrians and equestrians only. THE PALOS VERDES NATURE PRESERVE WAS ACQUIRED FOR THE PUBLIC TO ENJOY NATURE IN ITS NATURAL STATE AND NOT FOR THE EXCITEMENT OF BICYCLE RIDERS. Thank you for your consideration of this common sense approach.

October 1, 2012

Dear Mayor Missetich, Mayor Pro-Tem Campbell, Council members Brooks, Duhovic and Knight

I am strongly opposed to any expansion of mountain bike access to our city preserves. In fact, I feel that most of the trails should be restricted to hiking and equestrian only. Many of the trails now being used by bikers are totally inappropriate for that use due to lack of a line of sight, narrowness and steepness. Because of the downhill speed of bikes we have dangerous situations with blind curves and virtually no room for hikers and equestrians to move off the trail in many places. With post fire vegetation regrowth the situation will become increasingly worse. The bike use on the steeper trails has led to extensive erosion because bike tires churn the soil turning it to a fine powder that then erodes away leaving a chasm which in turn causes the users to encroach into the habitat. I have hiked in the hills of the Portuguese Bend area since about 1950 and some of the familiar trails remained basically the same 2' wide foot/horse path for about 50 years, until the heavy bike use widened them into 10'-15' eroded scars. A few years back, after a mild El Nino winter, there was one area in Portuguese Bend that eroded so badly that you could walk into a gully that was well above head high. I never saw anything like that in 1984 when we had a major El Nino that dropped over 30" of rain. I appreciate the trail work of CORBA, but most of their work has been repairing damage done by their bikes.

According to my dictionary, the definition of a preserve is "An area set apart for the protection of wildlife and natural resources". When my family donated to PVPLC in order to preserve the Palos Verdes Nature Preserve, we envisioned the passive recreation of hiking and horseback riding, the ability for folks to get out into nature to enjoy the sights, sounds and scents of our Coastal Habitat, and a place where our birds, mammals, reptiles, insects and flora would have a safe refuge. What we currently have off the main trails is an X Games training area where guys (mostly) can zoom down from Del Cerro Park through the preserve (often into habitat) to P.V. Drive South and have a pickup waiting for them to ferry them back up to the top to do it again. When hiking, one must always have eyes in the back of ones head and be ready to jump off the trail. Many equestrians simply are afraid to ride up in the Preserve now.

I would like to remind the RPV staff and the City Council that much of the funding and approval came from wildlife agencies in order to protect flora and fauna. I would like to see the City uphold the mandates and restrict aggressive active recreational uses to those areas for which it is appropriate such as fire roads.

Thank you for your consideration.

Tony Baker
16 Limetree lane
Portuguese Bend
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