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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

*Item #1*

RECEIVED FROM <i>Alfred Sattler</i> AND MADE A PART OF THE RECORD AT THE COUNCIL MEETING OF <i>May 15, 2012</i> OFFICE OF THE CITY CLERK CARLA MORREALE, CITY CLERK
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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.

## **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.

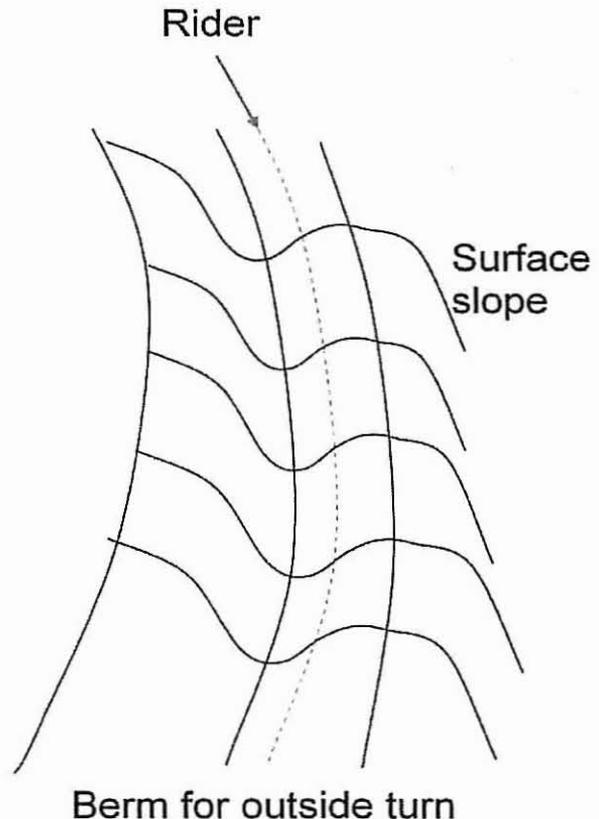
**Ishibashi Trail:** This trail, currently designated multi-use, is perhaps the most dangerous trail in the Preserve due to its configuration paired with its heavy use by all user groups. It will become even more dangerous when the dense stands of lemonade berry that were burned down in the fire of August 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.

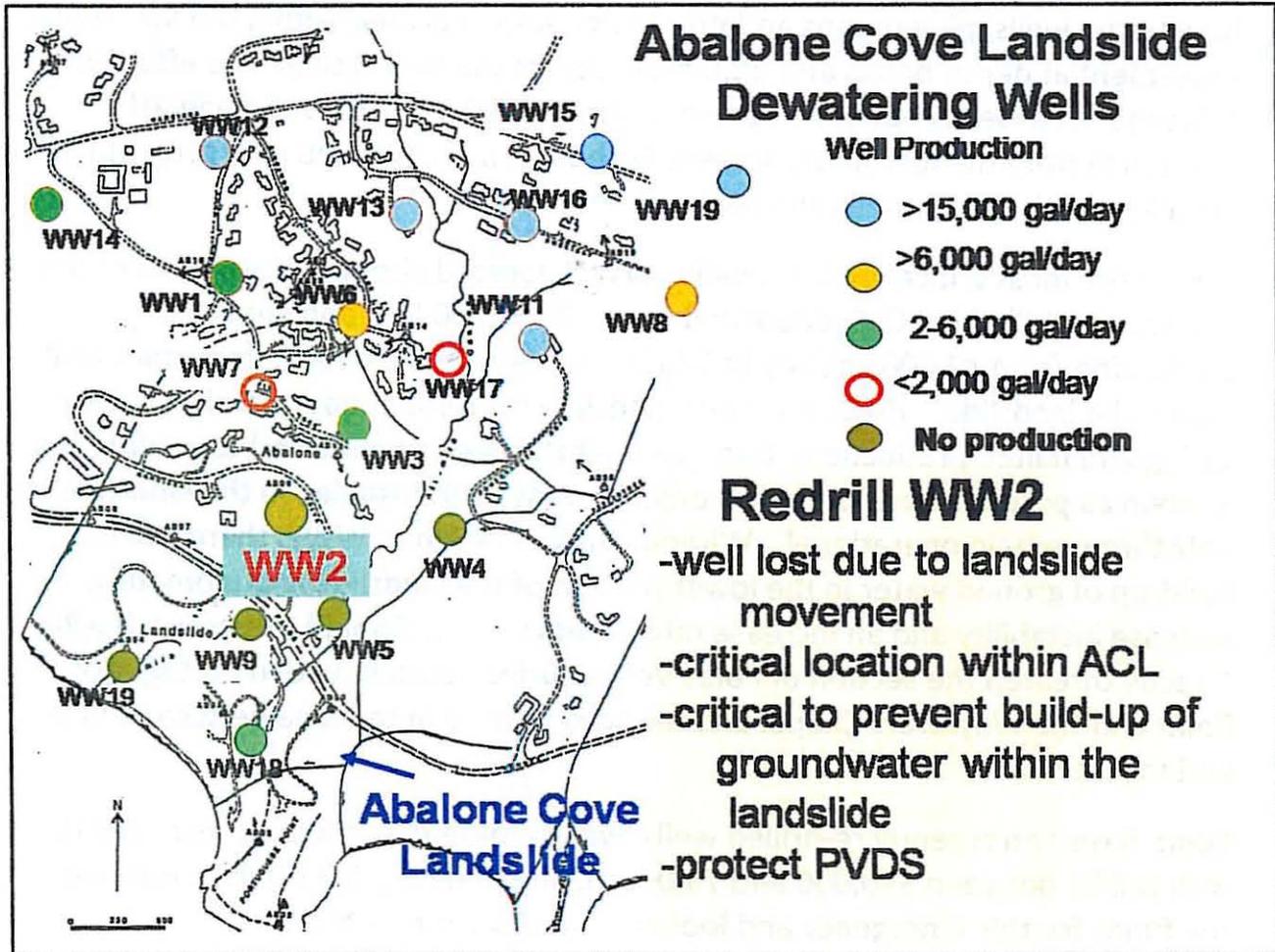
**Jack's Hat Trail:** It's not clear to us which of the trail segments in this area make up part of Jack's Hat Trail on the proposed trail map for Filiorum. Many of the segments in this area are wide with good line-of-sight. The trail going south from the top of Jack's Hat is steep and characterized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

# Request for Funds to Drill a Dewatering Well

Submitted by: Robert Douglas, Chairman of the Board of Directors, Abalone Cove Landslide Abatement District



Location of the dewatering wells within the Abalone Cove Landslide Abatement District. Highlighted is well WW2 for which funds are being requested for its redrilling and the reasons why it is critical to continue the operation of this well within the ACL.

**Background:** The removal of groundwater to prevent the build-up of water-pore pressure in the subsurface is the most effective abatement method for slow, continuously moving landslides such as the ones in the greater Portuguese Bend area. To this end, ACLAD currently operates 15 dewatering wells that produce about 175,000 gal/day and an additional nine wells/boreholes that monitor the variations in groundwater elevation and movement. These efforts have reduced

*Item #3*

RECEIVED FROM Robert Douglas  
 AND MADE A PART OF THE RECORD AT THE  
 COUNCIL MEETING OF May 15, 2012  
 OFFICE OF THE CITY CLERK  
 CARLA MORREALE, CITY CLERK



# RANCHO PALOS VERDES

**TO:** HONORABLE MAYOR & CITY COUNCIL MEMBERS  
**FROM:** CITY CLERK  
**DATE:** MAY 15, 2012  
**SUBJECT:** ADDITIONS/REVISIONS AND AMENDMENTS TO  
AGENDA\*\*

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

<b>Item No.</b>	<b>Description of Material</b>
A	Email from Barry Hildebrand
1	Replacement pages for Attachment 1-2, Attachments 1-4, Attachments 1-15 through 1-19; Ranger Activity Report; Emails from: Ann Shaw; Allan Stansbury; Lowell R. Wedemeyer; Troy Braswell; Yvetta Williams; Laura Duffy; Jennifer Isé; Kathy Snell; E. and I. Fielser

Respectfully submitted,

  
Carla Morreale

**\*\* PLEASE NOTE: Materials attached after the color page(s) were submitted through Monday, Monday May 14, 2012\*\*.**

W:\AGENDA\2012 Additions Revisions to agendas\20120515 additions revisions to agenda.doc

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**From:** bjhilde@aol.com

**Sent:** Monday, May 14, 2012 8:37 PM

**To:** CC@rpv.com

**Subject:** E- mergency sewer repair; Something's wrong!

Dear Mayor Misetich and City Council:

I see that the following item is on the agenda for 5/15/12:

A. Abalone Cove Sewer Pump Station Repairs (Dragoo) Recommendation: Review and reconfirm by four/fifths (4/5) vote, the City Council's previous action taken on **February 21, 2012**, authorizing staff to continue with the actions taken to **perform emergency repairs** to the Abalone Cove Sewer Pump Station located within the Abalone Cove Shoreline Park.

Might I strongly suggest that the word "emergency" be reserved for use when there is one. This item has been cooking for almost 3 months now and cannot by any reasonable person be considered an emergency. The County Fire Folks refer to emergencies as events that must be handled in minutes, and sometimes in seconds. Law enforcement talks in terms of seconds also. Medics run around hospitals like sprinters when that word or its medical equivalent is mentioned. So, something that's been running for over 11 weeks and not complete yet cannot seriously be considered an emergency.

Barry H.



# Upper Filiorum Reserve Draft Trail Map

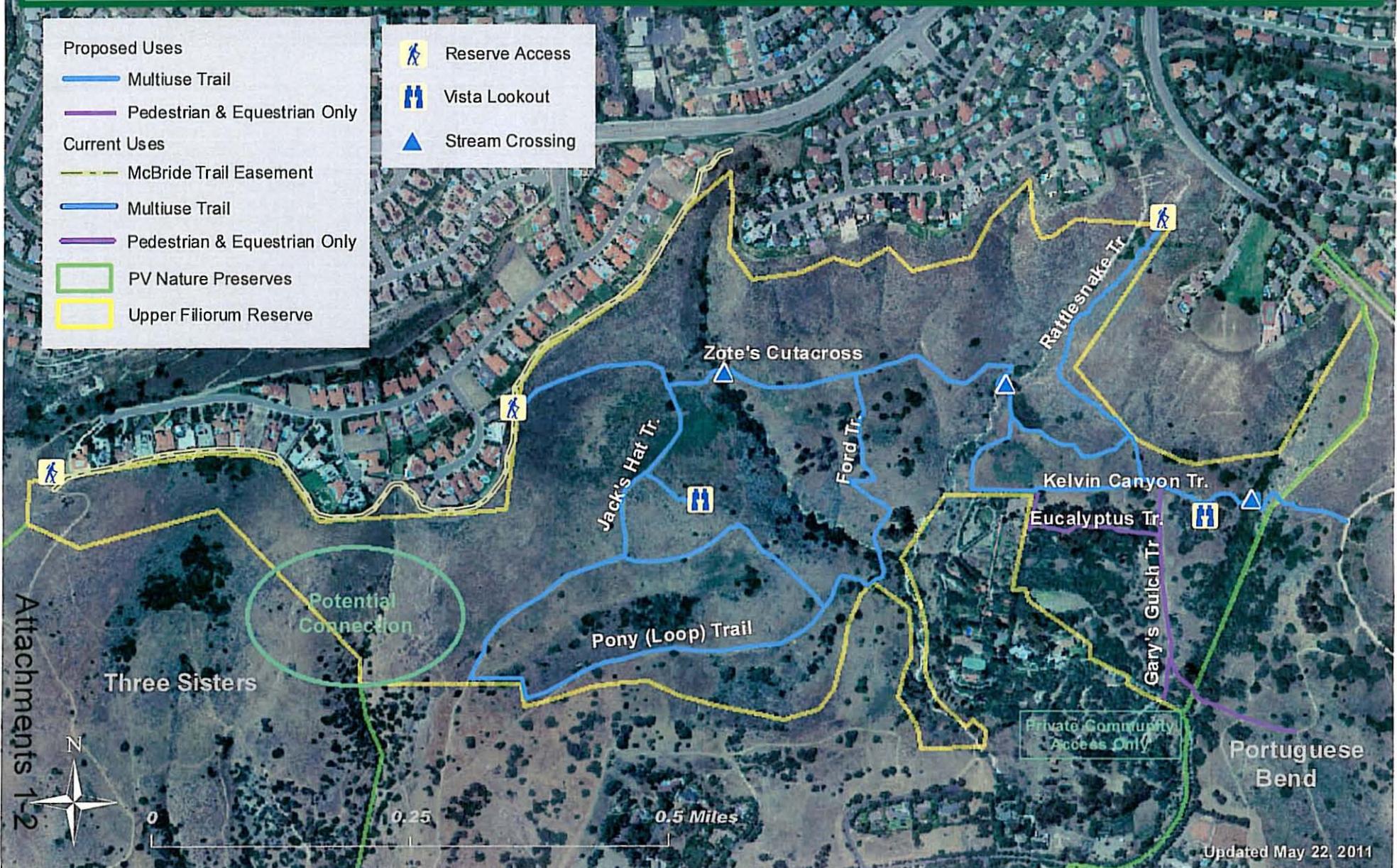
### Proposed Uses

- Multiuse Trail
- Pedestrian & Equestrian Only

### Current Uses

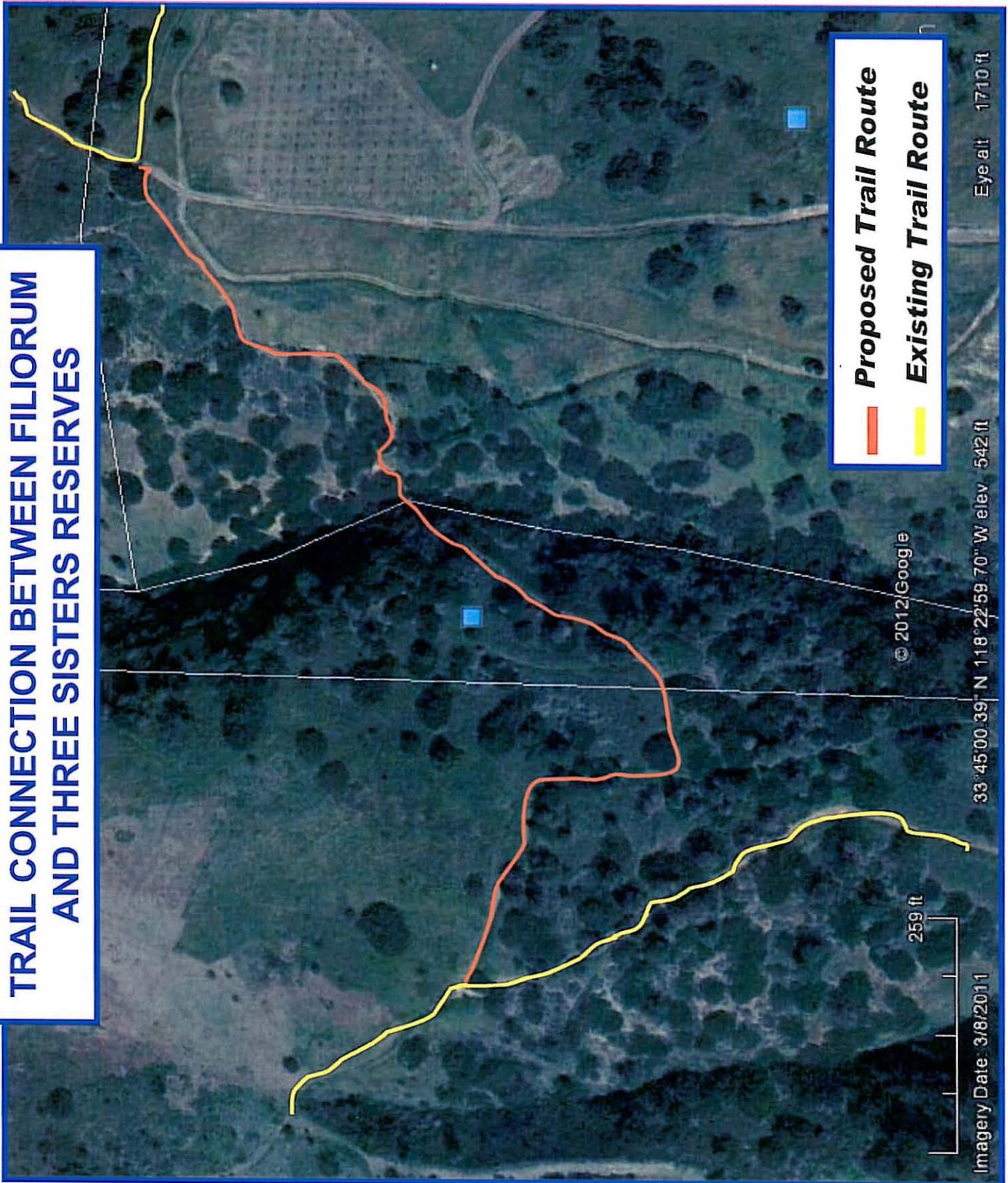
- McBride Trail Easement
- Multiuse Trail
- Pedestrian & Equestrian Only
- PV Nature Preserves
- Upper Filiorum Reserve

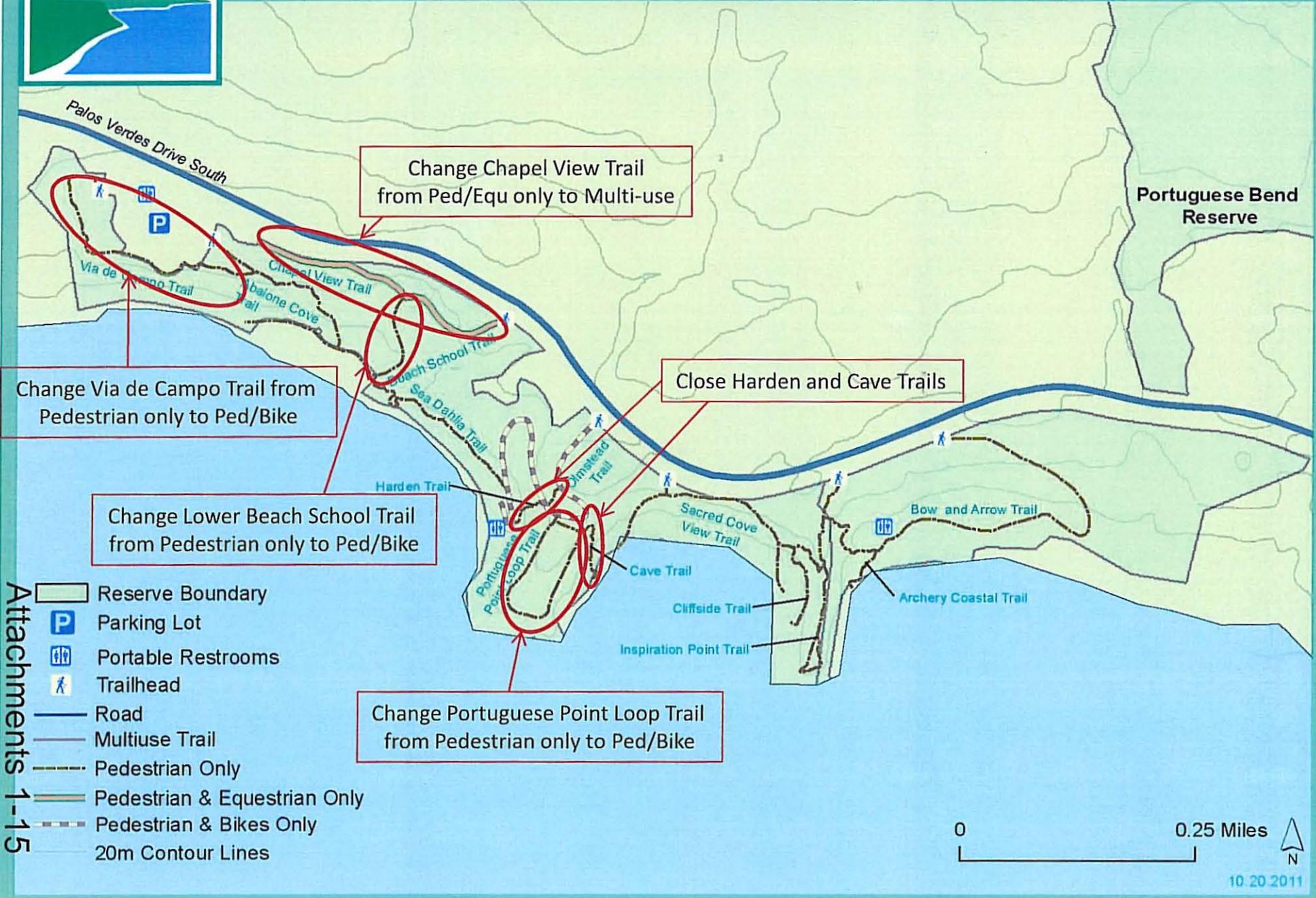
- Reserve Access
- Vista Lookout
- Stream Crossing



Attachments 1-2

# TRAIL CONNECTION BETWEEN FILIORUM AND THREE SISTERS RESERVES



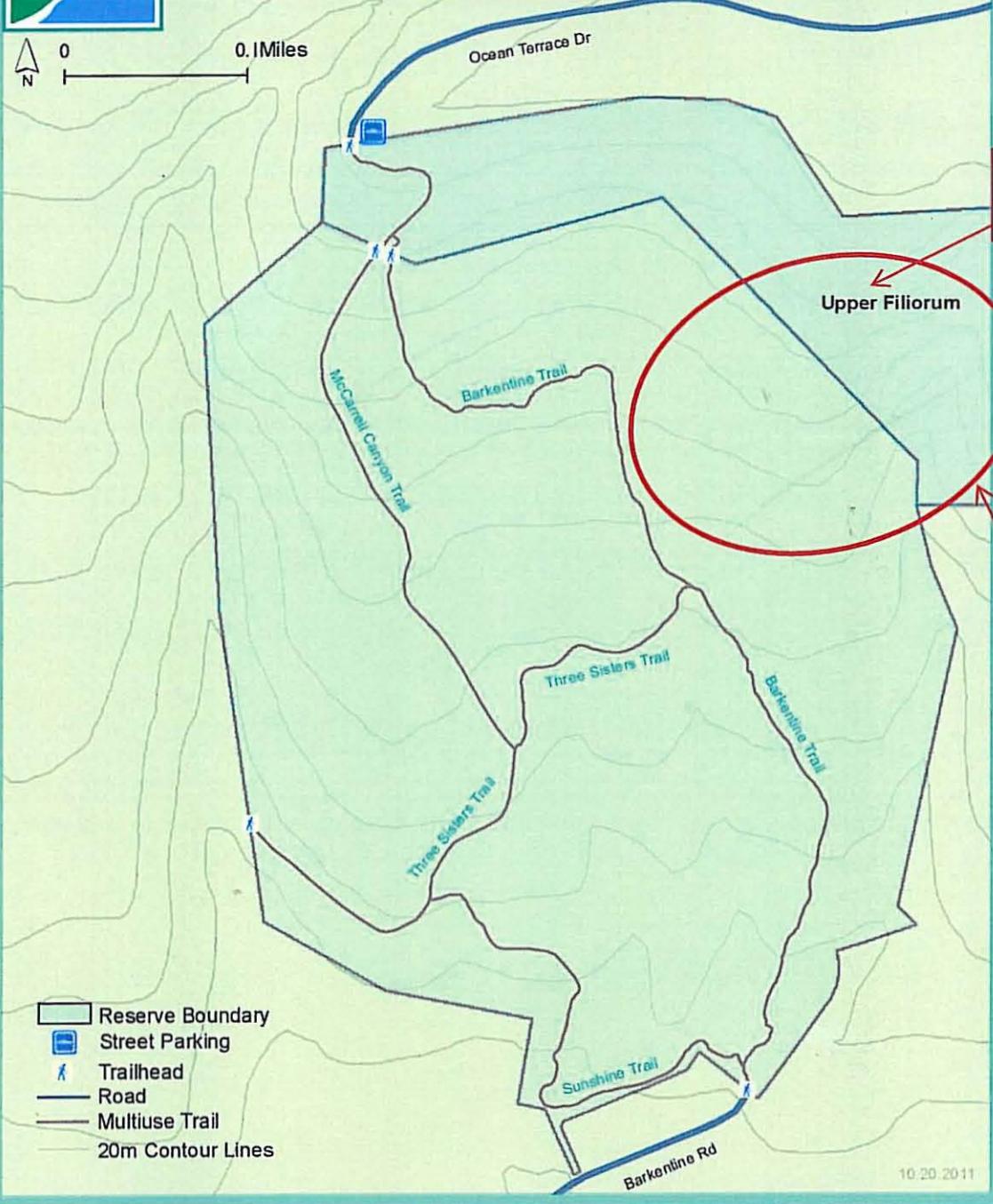


Attachments 1-15



# Three Sisters Reserve Palos Verdes Nature Preserve

0 0.1 Miles



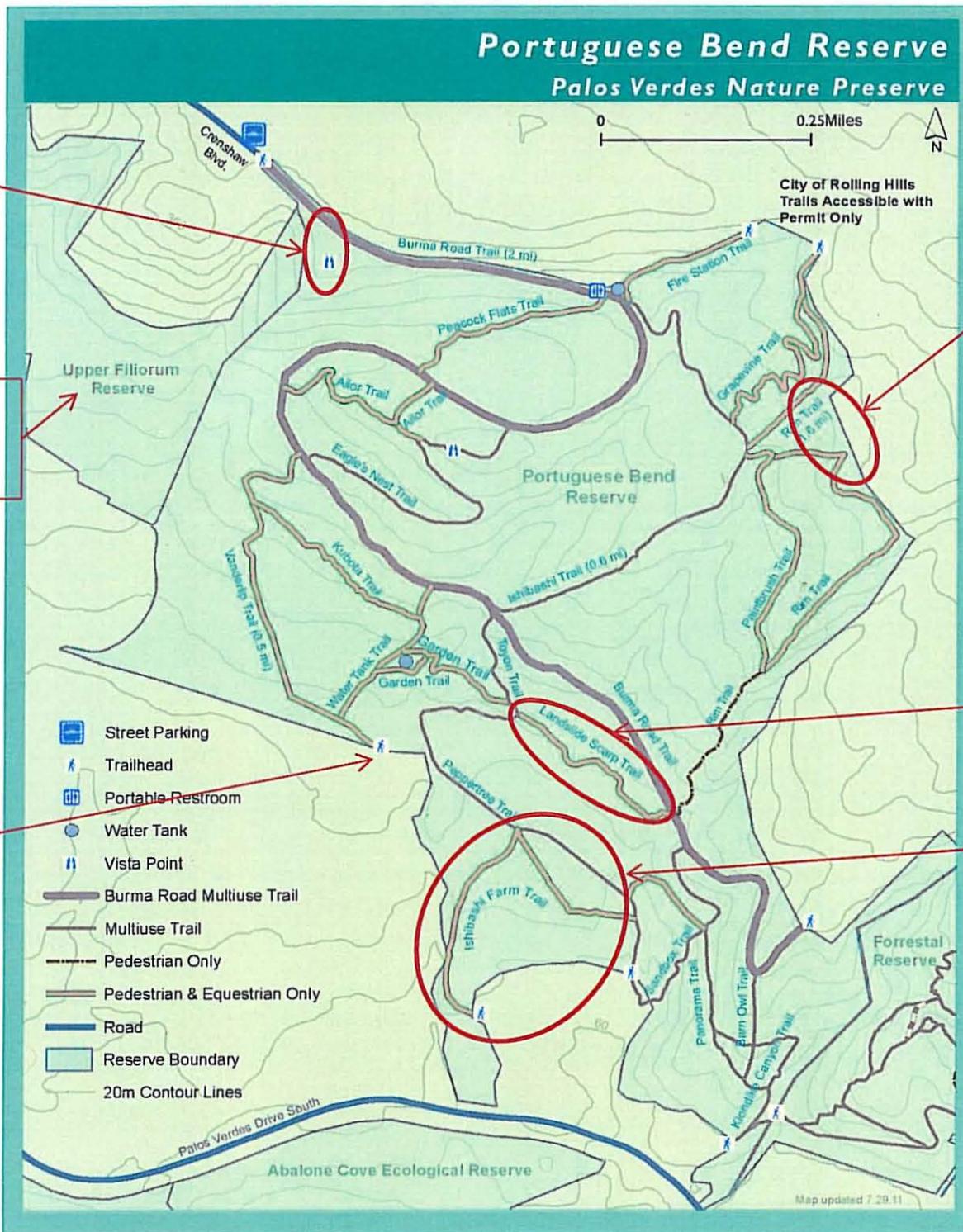
Change Reserve name from Upper Filiorum to Filiorum

Area of future trail connecting Three Sisters and Filiorum Reserves

- Reserve Boundary
- Street Parking
- Trailhead
- Road
- Multiuse Trail
- 20m Contour Lines

10.20.2011

# Portuguese Bend Reserve Palos Verdes Nature Preserve



Create multi-use trail to overlook

Change name of Reserve from Upper Filiorum to Filiorum Reserve

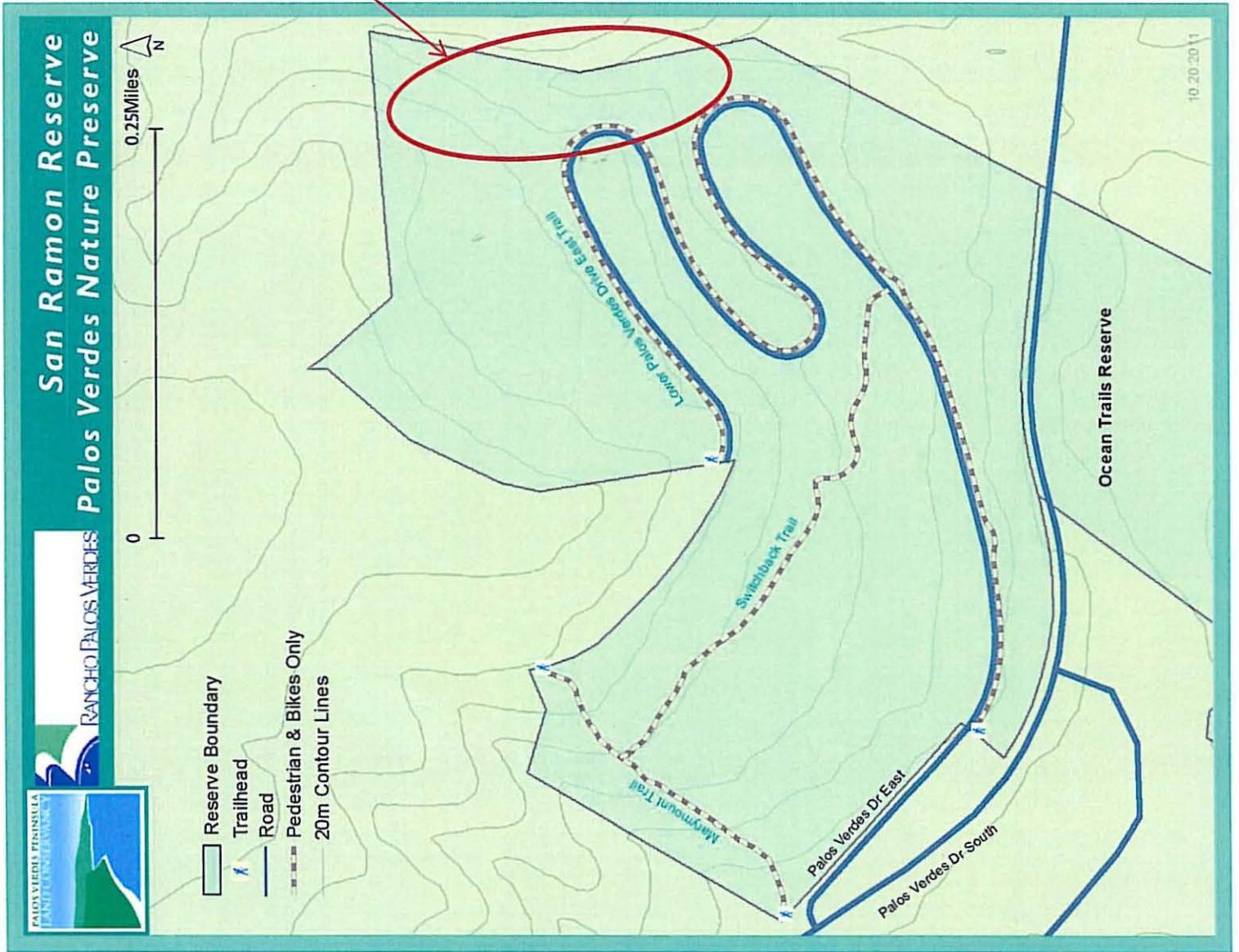
Rim Trail rerouted

Change Landslide Scarp Trail from Ped/Equ only to Multi-use

Change Ishibashi Farm Trail from Ped/Equ only to Multi-use

Private community. Access by permission only

Attachments 1-17







MOUNTAINS RECREATION & CONSERVATION AUTHORITY  
Sooky Goldman Nature Center  
2600 Franklin Canyon Drive  
Beverly Hills, California 90210  
Phone (310) 858-7272 Fax (310) 858-7212

## MEMORANDUM

DATE: April 26, 2012  
TO: Katle Howe, City of Rancho Palos Verdes  
FROM: Jewel Johnson, Mountains Recreation and Conservation Authority  
RE: Ranger Services

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### Park Visitor Contacts

- January 1, 2012 – March 31, 2012
- 646 Patrol Hours
- 82 Interpretative Hours
- 7 Rangers patrolled the reserves during this period
- 3 Rangers | 1 Interpretative staff conducted Interpretative programs

### Citations Issued

#### JANUARY - 3

- Abalone Cove (Sacred Cove)
  - Dog off Leash (RPV Ordinance)
  - Dog Prohibited Area (LA County Code)
- Portuguese Bend Nature Reserve
  - Parasail (RPV Ordinance)

#### FEBRUARY - 3

- Portuguese Bend Nature Reserve
  - Dog off Leash (RPV Ordinance) (2)
- Forrester Nature Reserve
  - Nudity (RPV Ordinance)

#### MARCH - 6

- Founders Park
  - 2 Dogs off Leash
- East Portal Trail
  - 3 Dogs off Leash
- Portuguese Bend Nature Reserve
  - Dog off Leash



MOUNTAINS RECREATION & CONSERVATION AUTHORITY  
Sooky Goldman Nature Center  
2600 Franklin Canyon Drive  
Beverly Hills, California 90210  
Phone (310) 856-7272 Fax (310) 856-7212

### Court

#### Portuguese Bend Nature Reserve

- o 12.16.080 (b) RPV Ordinance | Mountain Bikes unauthorized trail use (3) – found guilty

#### Abalone Cove State Marine Park (Sacred Cove)

- o 12.16.050 RPV Ordinance | Dogs off Leash – found guilty (2)

### Interpretative Programs

#### 2012 RPV / MRCA JUNIOR RANGER PROGRAM

- o January
  - o 28<sup>th</sup> | Introduction to the Junior Ranger Program
- o February | Outdoor Preparedness and Trail Safety
  - o 11<sup>th</sup> | Hiking Essentials
  - o 25<sup>th</sup> | Pathfinders
- o March | Recycling the Outdoors
  - o 10<sup>th</sup> | 10 items or less
  - o 24<sup>th</sup> | Talking trash on the Trails

#### WHALE OF DAY

- o MRCA Ranger | Interpretative Table

### Park Maintenance

- Dismantled "stone cabanas" | Sacred Cove – January / February
- Picked up trash around the trash containers
  - o Sacred Cove
  - o Abalone Cove
  - o Forrestal
  - o Portuguese Bend



MOUNTAINS RECREATION & CONSERVATION AUTHORITY  
Sooky Goldman Nature Center  
2600 Franklin Canyon Drive  
Beverly Hills, California 90210  
Phone (310) 858-7272 Fax (310) 858-7212

### Forrestal Nature Reserve

- The soccer field has been locked and posted "no dogs allowed" Dog walkers are now using the lower soccer field accessed from Ladera Linda parking lot or driving vehicles into Forrestal.
- Fossil trail needs barriers to prevent unauthorized vehicle use.
- Citation issued for nude sunbathing off the Quarry trail. The violator is a regular at Sacred Cove.

### Portuguese Bend Nature Reserve

- Meeting with Ara Michael Mhuranian, City Deputy Director of Community Development and Danielle LeFer, PVPLC, Conservation Director to discuss the newly installed signage and barriers on unauthorized trails adjacent to the Garden | Peppertree. Due to the damage to signs and barriers, we continue to patrol this area in the reserve.
- Ranger Slawter transported Engine 56 personnel to lookout post during "York" property fire and initiated hiker evacuation.
- Continued to educate the mountains bikers about the importance of staying on authorized trails.
- Advised park visitors of the access closed to the Fire Station from the "fire station" trail.

### Abalone Cove State Marine Park

- (Sacred Cove) Due to weather, increased patrols and dismantling of the "stone cabanas" the nude sunbathing activity has decreased.
- The "stone cabanas" had to be dismantled twice during this period.
- (Sacred Cove) There has been an increase of dogs on and off leash. We have warned and advised at least five (5) people attempting to go down to the beach with their dogs. Two (2) have been cited for "dog off leash" and "dog in prohibited area".

### Three Sisters Reserve

- Received a report in February regarding a commercial dog walker with 10 dogs walking them off leash. We were able to make contact with him before he entered the reserve and advised of the "dog on leash" ordinance.

### Rancho Palos Verdes Beach / Shoreline Park

We found no evidence of a homeless camp or dead seals or dead dogs on the beach.

See attached March 27, 2012 report.



MOUNTAINS RECREATION & CONSERVATION AUTHORITY  
Sooky Goldman Nature Center  
2600 Franklin Canyon Drive  
Beverly Hills, California 90210  
Phone (310) 858-7272 Fax (310) 858-7212

### Other enforcement issues

Met with Department of Fish and Game (DFG) wardens to discuss the new fishing regulations and boundaries.

Received three (3) calls on our MRCA Ranger service line regarding after hour activity and signs being vandalized in Portuguese Bend Nature Reserve.



# MOUNTAINS RECREATION & CONSERVATION AUTHORITY

Franklin Canyon Park  
2600 Franklin Canyon Drive  
Beverly Hills, California 90210  
Phone (310) 858-7272 Fax (310) 858-7212

## MEMORANDUM

**DATE:** March 27, 2012  
**TO:** Katie Howe  
**FROM:** Jewel Johnson  
**RE:** Rancho Palos Verdes Beach Patrol Assessment

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### CITATIONS:

- Shoreline Park @ Twin Harbors trailhead
- Founders Park

### WARNINGS

- Hikers with dogs attempting to access beach below Shoreline Park (3)

The main activities at Shoreline Park, Founders Park, and adjacent trails are hiking, dog walking, yoga, and the beginning point for cyclists. The main access points are the designated parking lot in the main portion of Trump National Golf Course, the La Rotonda parking lot, and the terminus of Twin Harbors. Park visitors using the main Trump parking lot are mainly using Founders Park and the Sunset Trail to access RPV Beach. The park visitors coming from La Rotonda and Twin Harbors parking areas are using the Ocean Trails Reserve (former Shoreline Park) and the Sunrise Trail to access the beach and the beaches below Shoreline Park.

The weekends are the busiest times, which is consistent with general park use. There were a few days of rain and we had several cool temperature days during the beginning of March. Saturday and Sunday were the busiest days with a consistent flow of park visitors throughout the day, averaging 35 people and 15 dogs with up to 60 people and 35 dogs on the few warm days. Generally, the busiest times were between 10:00am and 3:00pm. On the weekdays the park visitors were there primarily for beach use between 1:00pm – 5:00pm and averaging 15 people and 15 dogs. Founders Park saw very little use. The activity was consistent in Shoreline Park before 10:00am and after 4:00pm with hikers and hikers with dogs. This was also the time when we observed the most dog activity on the beach below Shoreline Park.

We did not receive any reports of dog fights, injuries, or major incidents. I believe we can include the coverage of Founders Park, Shoreline Park, and the adjacent trails at our current 45 hours per week.

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**From:** Ann Shaw [anndshaw@gmail.com]  
**Sent:** Monday, May 14, 2012 8:57 PM  
**To:** cc@rpv.com  
**Subject:** PTP amendments

Dear Council members,

I served on the PUMP committee during its two years of existence. Our job was to decide where the trails should be and who should use them. There were three groups, a well-organized cyclist group, CORBA, headed by Troy Braswell who wanted all the trails to be multi-use (bikes, horses and hikers). Others were hikers or equestrians who desired their own trails. The PUMP committee made a sincere effort to balance the needs of these various user groups with their final recommendations.

All groups had used the preserve for many years without supervision. Many areas of the preserve were a mess with multiple trails, some running in close proximity and criss-crossing, multiple jumps and berms created by bikers for thrills, even including two very high jumps (about a 10 foot drop), again built and used by bikers. The wear and tear on the preserve was laying waste to the natural environment. The staff report mentions the "time-out" on all trail use from November 2007 until June of 2008. This is why.

During the 23 meeting held by the PUMP committee we heard testimony from all the users. It was eye opening. Several facts were inescapable. Horses are flight animals and can be spooked very easily, causing possible harm to their rider or anyone else close by. They are easily startled. Many bikers are courteous and considerate riders. Others are not and are interested in going as fast as they possibly can, endangering anyone or anything that gets in their way. There were pictures of rabbits that had been beheaded by fast moving bikes. Some bikes ridden in the preserve were only designed to go downhill, too heavy to be ridden up-hill again.

My conclusion is that any multi-use trail becomes a bike trail. Horse riders and many hikers will be afraid to use these trails. Please keep this in mind if you change the designated use of these trails. You will be essentially denying hikers and equestrians the use of these trails.

Ann Shaw

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**From:** Stansbury, Allan [AStansbury@TorranceCA.gov]

**Sent:** Tuesday, May 15, 2012 7:12 AM

**To:** 'cc@rpv.com'

**Subject:** Palos Verdes Nature Preserve Trail Changes

To Whom It May Concern:

I am a contributor to the Nature Conservancy which aided in preserving the area in question and am a regular hiker of the PV Nature Preserve. I thoroughly enjoy the Natural Beauty AND Serenity of the Preserve Trails. I have been on the trails prior to mountain bike restrictions being enforced and have had many near misses by unheeding bikers barreling around a corner or over a rise in the trail. I have to say the reactions of some as well as my own have averted disaster but there are those that just don't care about sharing the trails or preserving the natural growth that they plow through in dodging around hikers such as myself.

Please DO NOT accept the current recommendations being presented.

Thank You for your consideration.

Allan

*Allan Stansbury*

IT Specialist - CIT Dept.

City of Torrance | 3031 Torrance Blvd. | Torrance, CA. 90503 | (310) 781-7685 |

astansbury@TorranceCA.gov | [www.TorranceCA.gov](http://www.TorranceCA.gov)



*Celebrating our Centennial 1912-2012*

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**From:** Lowell R Wedemeyer [lowell@transtalk.com]  
**Sent:** Monday, May 14, 2012 7:20 PM  
**To:** cc@rpv.com  
**Subject:** Council Meeting, May 15, Nature Preserve Trails

Hon. Mayor Misetich and Council Members:

The written presentation I submitted last Friday concerning erosion on Nature Preserve trails has been submitted solely in my individual capacity as a citizen and not on behalf of any group, entity or organization.

Lowell R. Wedemeyer  
13 Clipper Road  
Rancho Palos Verdes

**From:** Troy [troy@eworld-media.com]  
**Sent:** Tuesday, May 15, 2012 8:14 AM  
**To:** Ara Mihranian; RPV City Council  
**Subject:** Project List recommendations

Honorable Mayor and Council Members,

I support the PVPLC 2012 Trail Project List but see the need for additions to the Portuguese Bend list. Here are my personal recommendations.

Thank you,  
Troy Braswell

### **Portuguese Bend Reserve Projects**

Omissions in staff recommendations

1. Extend Kelvin Canyon trail into Portuguese Bend Reserve.
2. Extend Gary's Gap trail into Portuguese Bend Reserve.

Popular trails not included in plan that should be added. See map.

3. Add "Lucky Baldwin" (suggested name) trail - not adapted by PUMP but heavily used by Portuguese Bend Community.
4. Add old Ishibashi (rename) to accommodate and disperse increased number of users.
5. Add Lemonade Berry to disperse users.
6. Add Burma Track to disperse users. Parallels Burma Road.
7. Add short trail (Little Badlands) - Popular bike trail left off trails plan (map). Trade for deletion of North Sandbox and Pine Grove (trade off).

PUMP recommended trails that disappeared from council approved trails plan without public oversight.

8. North Sandbox
9. Pine Grove

Trails that should be built or closed.

10. Close upper Paintbrush - extremely steep, unsustainable fall-line trail.
11. Replace with old farm road diagonal from Ishibashi up to Grapevine (map). Tread base already exists. Could be done with volunteers.
12. Build Fire Station connector to bypass private property.



RANCHO PALOS VERDES

# Portuguese Bend Reserve Palos Verdes Nature Preserve

## Recommended Trail Changes 2012

0.25 Miles



6. Add Burma Track

12. Build Fire Station bypass  
Trail Only

1. Extend Kelvin Canyon

11. Restore old trail

9. Delete Pine Grove

10. Close steep trail

Upper Fillorum Reserve

2. Extend Gary's Gulch

4. Restore old Ishibashi

3. Add Lucky Baldwin

5. Add Lemonade Berry

Street Parking

7. Add Little Badlands

8. Delete N Sandbox

- Trailhead
- Portable Restroom
- Water Tank
- Vista Point

- Burma Road Multiuse Trail
- Multiuse Trail
- Pedestrian Only
- Pedestrian & Equestrian Only
- Road
- Reserve Boundary
- 20 ft. Contour Lines

Forrestal Reserve

Abalone Cove Ecological Reserve

Map created 5/16/2010

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**From:** Yvetta Williams [yvetta2@gmail.com]  
**Sent:** Tuesday, May 15, 2012 10:52 AM  
**To:** cc@rpv.com  
**Subject:** Sierra club guidelines seem reasonable

## Sierra Club Off Road Bicycle Policy Excerpt

Trails and areas on public lands should be closed to all vehicles unless

1. determined to be appropriate for their use through completion of an analysis, review, and implementation process, and
2. officially posted with signs as being open.

The process must include

1. application of objective criteria to assess whether or not environmental quality can be effectively maintained, and whether the safety and enjoyment of all users can be protected;
2. a public review and comment procedure involving all interested parties; and
3. promulgation of effective implementing regulations where impacts are sufficiently low that vehicle use is appropriate.

Trails and areas designated for vehicular use must be monitored periodically to detect environmental damage or user interference inconsistent with the above criteria. Where this occurs, the trail or area must be closed to vehicles unless effective corrective regulations are enforced.

*Adopted by the Board of Directors, May 7-8, 1994*

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**From:** Laura Duffy [laurad506@verizon.net]  
**Sent:** Tuesday, May 15, 2012 10:11 AM  
**To:** cc@rpv.com  
**Subject:** mountain bikers on horse trails.....BAD IDEA

Mountain bikers are not compatible for multiple use with equestrians.  
From the standpoint of demographics and psychographics, these are the "extreme" guys of cyclists.  
They ride fast and aggressive, like to get airborne and crash for fun. and they scare horses.  
Please see numerous videos online from people who call themselves names like KUNGFUGREG. Enough said. Evidence is everywhere.  
And they dont really yield. In short, they dont share well.  
Evidence from sharing the hillside parcel adjacent Howlett Park Prudent equestrians dont go up there when the mountain bikers are present.  
Equestrians have largely lost the use of Peacock Flats area...  
the road is no longer safe for horses unless they are completely bombproof.  
Sad because I road up there 40 years ago. Horses should be given priority on sheer length of occupation alone!

The problem in the largest sense is enforcement and identification.  
The City cannot afford people to patrol trails...a low priority budgetwise.  
The dog beach was a failure largely because of failure of enforcement.  
There is no enforcement when it comes to reckless use and no way to identify or cite the offenders.  
It's irresponsible to put mountain bikes on equestrian trails.....PERIOD.

Unfortunately RPV City Council will be tempted to be friendly to the idea since mountain bikers are vocal and it's a popular.  
Responsibiilty is rarely popular. Mixed use is a lovely notion but in this case imprudent.  
Equestrians can share with hikers and dog walkers easily but when it comes to mountain bikers....NO!

Laura Duffy  
PVE

**From:** Jennifer Ise [jenlouise27@gmail.com]  
**Sent:** Tuesday, May 15, 2012 11:51 AM  
**To:** cc@rpv.com  
**Cc:** Jennifer Ise  
**Subject:** Comments on mountain bike trail proposals

**Attachments:** Oppose More Bikes\_Preserve\_5-14-12.pdf; ATT00001.txt



Oppose More ATT00001.txt (249  
likes\_Preserve\_5-1.. B)

Hello -

Attached is my letter to the RPV City Council for tonight's hearing on the requests for additional biking trails.

Can you please only print / include my attached letter (not this email) in the record of comments? Thank you! Also, do you need my address?

Jennifer

May 14, 2012

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

Dear City Councilmembers:

I am a resident of Rancho Palos Verdes and am writing to urge you **NOT to open more trails to mountain biking** in the Palos Verdes Nature Preserve. I do not support the staff recommendation to open additional trails to mountain biking. I regularly use the trails for hiking and for horseback riding. On numerous occasions I have had negative encounters with mountain bikers in the Preserve.

**Real Risks of Collisions:** I frequently hike the Preserve trails with my dog. Many times we have both jumped off the trail to avoid bikers speeding down the trails and flying around turns.

I want to ride horses in the Preserve more but am worried about bikers flying around a turn or speeding by, particularly in groups, and startling the horses. On cliff trails a misstep by a startled horse could send us off the ledge or the biker off the ledge in order to avoid us (the latter situation happened to a friend).

**I support creating a connecting trail between Fire Station Trail and Rim Trail:** I used to ride horses on the trail behind 14 Crest Road West, Rolling Hills, and adjacent to the fire station and Preserve. Because bikers were disrupting the peace, however, the owner closed the trail, which ran through private property. Now horse riders are forced to go on crowded trails heavily used by bikers, thereby increasing safety risks. I support the staff recommendation to create a new connecting trail in this area and it should be for **pedestrian and equestrian use only**.

**Risky Cyclists Listening to Music:** Adding to the risk, I regularly see cyclists wearing headphones to listen to music while biking, making them oblivious to warning sounds from other trail users. One day a cyclist blasted music from his radio, which drastically disrupted the peace that people, myself included, go to the Preserve to experience. It undoubtedly disturbed the animals, also. His music could be heard even at a far distance.

**Increasing Numbers of Bikers / Crowded Trails:** The number of mountain bikers seems to have dramatically increased in the last few years. The trails are more crowded, especially on weekends, and so is parking at trailheads. It is likely that many bikers are coming to RPV from other cities in the South Bay.

**Consistency:** These are some of the same issues that the Council considered in closing Rancho Palos Verdes Beach to dog access. I hope the Council's decision-making on this issue will be fair and consistent – protect the environment and ensure that the outdoor experience is safe and enjoyable for all users. Just as some beach users did not want to encounter dogs, some trails users don't enjoy – even worry about – encountering groups of speeding mountain bikes on the trails, blasting music, and the high risk of getting hit by a bike.

There are plenty of other bike trails on the Peninsula, including in Rolling Hills Estates' Ernie Howlett Park and in Palos Verdes Estates. Please **REJECT** proposals to open additional trails to biking. Keeping many of the trails closed to bikes in the nature Preserve is the logical, reasonable, and balanced solution.

Thank you.  
J. Isé  
RPV Resident

2

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**From:** ksnell0001@aol.com

**Sent:** Tuesday, May 15, 2012 12:32 PM

**To:** anthony.misetich@rpv.com; brian.campbell@rpv.com; susan.brooks@rpv.com; jerry.duhovic@rpv.com; jim.knight@rpv.com

**Cc:** Ara Mihranian; dlefer@pvplc.org; cityclerk@rpv.com; joel.rojas@rpv.com; planning@rpv.com; citymanager@rpv.com

**Subject:** Amendments to the Approved Preserve Trails Plan #1 Agenda on May 15, 2012

The original name of the East Fork of Altimira Canyon, as told by Mr. Ishibashi in one of the first NCCP meetings, is "**Indian Well Canyon**".

The NCCP meeting that Mr. Ishibashi attended was conducted by Joel Rojas. Mr. Ishibashi explained how, as a child, he road on the back of his father's water wagon up to the Indian Well Spring to bring back water.

Much later, the Vanderlip's called the canyon Kelvin Canyon.

Please protect our heritage and affix the proper name to that canyon of **Indian Well Canyon** to honor our Indian heritage.

Thank you for your consideration.

Kathy Snell  
8 Vanderlip Dr

310-707-8876

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**From:** SBSaHD [sbsahd@yahoo.com]

**Sent:** Tuesday, May 15, 2012 1:37 PM

**To:** cc@rpv.com

**Subject:** Palos Verdes Nature Preserve trail use (tonight's public meeting)

Dear City Council Members,

We urge you NOT to accept the recommendations from the mountain biking community regarding expansion of bike access to the trails of the Palos Verdes Nature Preserve. Biking in the Preserve is only safe and acceptable on broad fire roads that offer a long line of sight and opportunities to avoid collisions with other trail users and other accidents. Allowing bikes to use "single-track" trails is unsafe, and often leads to the creation of "new trails" that degrade the natural environment which the Preserve is to preserve.

Thank you for taking our input into consideration.

E. and I. Fiesler  
Torrance, CA 90505



# RANCHO PALOS VERDES

**TO: HONORABLE MAYOR & CITY COUNCIL MEMBERS**  
**FROM: CITY CLERK**  
**DATE: MAY 14, 2012**  
**SUBJECT: ADDITIONS/REVISIONS AND AMENDMENTS TO AGENDA**

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Attached are revisions/additions and/or amendments to the agenda material received through Monday afternoon for the Tuesday, May 15, 2012 City Council meeting:

<b>Item No.</b>	<b>Description of Material</b>
1	Emails from: CORBA Palos Verdes Steering Committee- Bob & Katy Endicott, Greg & Louisa Scarich, Mark & Michelle Mathews, Troy & Ruth Braswell, Mike Jost, Wes Prunkle, Brad House; Barry Holchin; Sunshine; Scott Barnard; Nancy Wildman; Troy Braswell; Jessica Leeds; Michele McCarthy; Noel Park; Philip Cuenco; The Ohlaker Family; John Wessel and Judith Herman; Judith Herman; Al Sattler
1	Letter from Lowell Wedemeyer
2	Email from Ken DeLong
3	Revised Page 3-7

Respectfully submitted,

  
\_\_\_\_\_  
Carla Morreale

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**From:** CORBA PV [info@mtbpv.org]  
**Sent:** Thursday, May 10, 2012 10:21 AM  
**To:** Ara Mihranian  
**Cc:** RPV City Council  
**Subject:** CORBA PV trails plan recommendations  
**Attachments:** CORBA PV presentation May 2012.pdf  
Ara Mihranian,

The attached document contains trails plan recommendations compiled by the *Concerned Off-Road Bicyclists Association of Palos Verdes*.

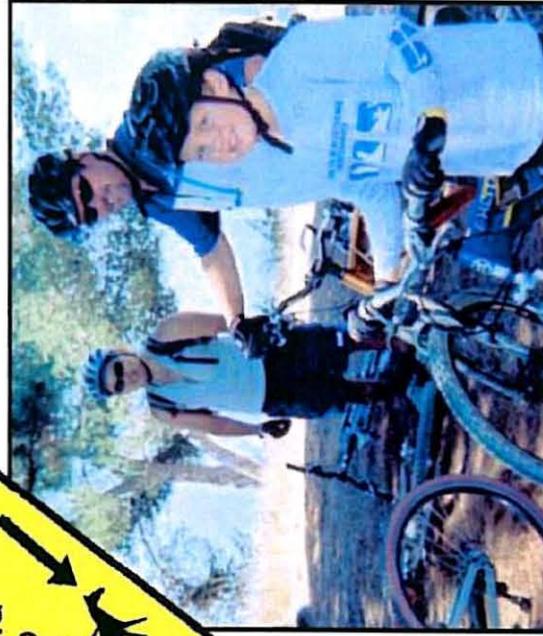
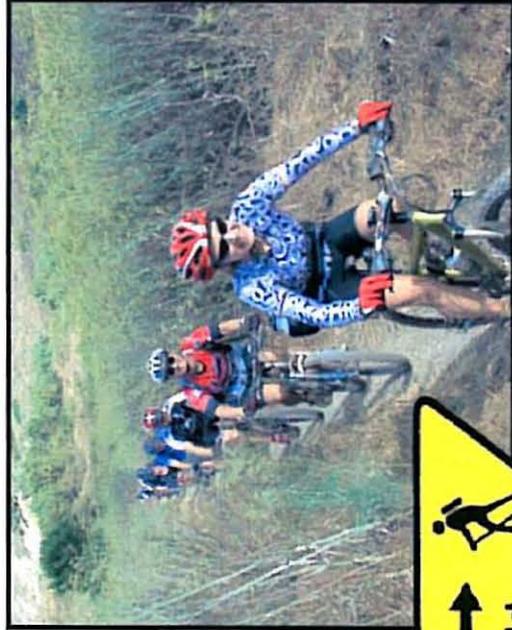
If you have questions, please send inquiries to [info@mtbpv.org](mailto:info@mtbpv.org).

Thank you,  
CORBA Palos Verdes Steering Committee  
Bob & Katy Endicott  
Greg & Louisa Scarich  
Mark & Michelle Mathews  
Troy & Ruth Braswell  
Mike Jost  
Wes Prunkle  
Brad House

# Palos Verdes Nature Preserve

Bicyclist Recommendations

Prepared by CORBA Palos Verdes May 2012



# Palos Verdes Nature Preserve

## Concerned Off-Road Bicyclists Association of Palos Verdes

### Introduction

CORBA PV is a volunteer-based group dedicated to promoting sustainable trail access for mountain bicyclists, and to maintaining the trails on which mountain bicyclists ride. We support the conservation of open space and are committed to educating mountain bicyclists to ride sensitively and responsibly, thereby protecting the natural environment and the experience of other trail users. We are committed to support the city of Rancho Palos Verdes, the Palos Verdes Peninsula Land Conservancy (PVPLC) and other community groups to protect and enhance local habitat.

#### Volunteer

- Trail maintenance workdays - recruit volunteers.
- CORBA PV volunteer trail crew - carry out approved trail projects.
- Work with and assist enforcement agencies.
- Offered to provide a formal trail patrol along with other trail users groups.
- Serve on Rancho Palos Verdes committees and advisory boards.
- Apply for grants to purchase tools for trail repair and maintenance.

#### Outreach

- Website and mailing list notify bicyclists of important news, events and volunteer opportunities.
- Trail brochure that emphasizes trail etiquette and respect among all trail users.
- Face-to-face conversations between CORBA PV and cyclists.
- Distribute important information to local bike shops.
- Activities designed to promote the responsible use of public trails by mountain bikers.
- Serve as a communication link for the community and other organizations.

#### Position

- Trails should be accessible to all appropriate users.
- Trails designated multi-use assures that all users have equal opportunity to use public trails.
- Dedicated use trails are only appropriate if there is alternative access to the same areas.
- Access to trails should be based on objective, measured data gathered through an impartial process and reviewed periodically.
- When issues arise, mitigation measures should be the first step in resolving any perceived problems.
- If a trail is closed to bicycles, the reason for closure should be clearly defined for future remedy and reopening.

3

# Palos Verdes Nature Preserve

## Bicyclist Recommendations

Prepared by CORBA Palos Verdes May 2012

### Summary

#### Portuguese Bend

- Grapevine - change to multiuse.
- Landslide Scarp - change to multiuse.
- Rim & Paintbrush loop - change to multiuse.
- Vanderlip & Water Tank - change to multiuse.
- Ishibashi Farm - change to multiuse.

#### Forrestal

- Quarry - change to pedestrian/bicycle.
- Exultant - change to pedestrian/bicycle.

#### Ocean Trails

- Sagebrush Walk - change to pedestrian/bike.
- Sunrise - change to pedestrian/bicycle.

#### Abalone Cove

- Chapel View - change to pedestrian/bicycle.
- Beach School - change to pedestrian/bicycle.
- Sea Dahlia - change to pedestrian/bicycle.
- Portuguese Point Loop - change to pedestrian/bicycle.
- Sacred Cove View - change to pedestrian/bicycle.
- Cliffside - change to pedestrian/bicycle.
- Via de Campo - change to pedestrian/bicycle.

#### Filiorum

- Accept workshop recommendations with changes.
- Eucalyptus (Possum) - change to multiuse.
- Gary's Gulch - change to multiuse.
- Jack's Brim - Keep as multiuse.
- Three Sisters connector - add as provisional route.

**Keep Current Plan in other reserves**

8

# Palos Verdes Nature Preserve

Bicyclist Recommendations

Prepared by CORBA Palos Verdes May 2012

## Portuguese Bend Reserve Details

### Grapevine - change to multiuse

- PUMP Committee recommended bike use on this trail.
- Trail does not go into Rolling Hills.
- Grapevine is a favorite trail for bicyclists.
- Low user density with good line of sight.
- Easiest route up and down.

### Landslide Scarp - change to multiuse **Staff recommendation**

- Historically favorite bicyclist route from PV Drive South.
- Easiest route from Peppertree trail to Burma Road.

### Rim & Paintbrush loop - change to multiuse

- Restores a popular loop for well conditioned cyclists.
- New realignment avoids Rolling Hills.
- Very low user density.

### Ishibashi Farm - change to multiuse **Staff recommendation**

- Adds an alternate route to Toyon trail. All fire roads should be multiuse.

### Vanderlip/Water Tank - change to multiuse

- Restores a popular loop.
- Allows Portuguese Bend cyclist to access reserve
- Adds a connection to Filiorum Reserve.
- Water Tank is a wide fire road. All fire roads should be multi-use.
- Very low user density

### Portuguese Bend Community privacy - educate public

- There have never been signs indicating private community .
- A few signs will keep all users from entering from reserve.
- CORBA PV will alert cyclists and add special markings to maps.
- CORBA PV will distribute information to local bike shops.





# Palos Verdes Nature Preserve

Bicyclist Recommendations

Prepared by CORBA Palos Verdes May 2012

## Filiorum Reserve Details

### Accept Staff Recommendation with changes

#### Eucalyptus Trail – designate multiuse

- Unique eucalyptus grove experience.
- Popular low speed twisting trail.
- Extremely low user density with good line of sight.
- Use entry from Kelvin Canyon/Rattlesnake trails

#### Gary's Gulch Trail – designate multiuse

- Completes loop to Vanderlip (open on trial basis).
- Access point for Portuguese Bend Community cyclists.
- Alternate entrance to Filiorum Reserve.
- Does not cross private property

#### Jack's Brim Trail – keep as multiuse

- Reroute north portion to avoid gnat catcher population
- Offers easiest way around Jack's Hat.
- Not redundant, offers unique views of Vanderlip Canyon.

2

# Palos Verdes Nature Preserve

Bicyclist Recommendations

Prepared by CORBA Palos Verdes May 2012

## Filiorum Reserve



# Palos Verdes Nature Preserve

Bicyclist Recommendations  
Prepared by CORBA Palos Verdes May 2012

## Forrestal Reserve Details

### Quarry Trail – change to multi-use

- Easiest bike route to Mariposa and Flying Mane trails.
- Popular low speed twisting trail.
- Low user density.
- Cyclists have done much repair work on this trail.

### Exultant Trail – change to multi-use

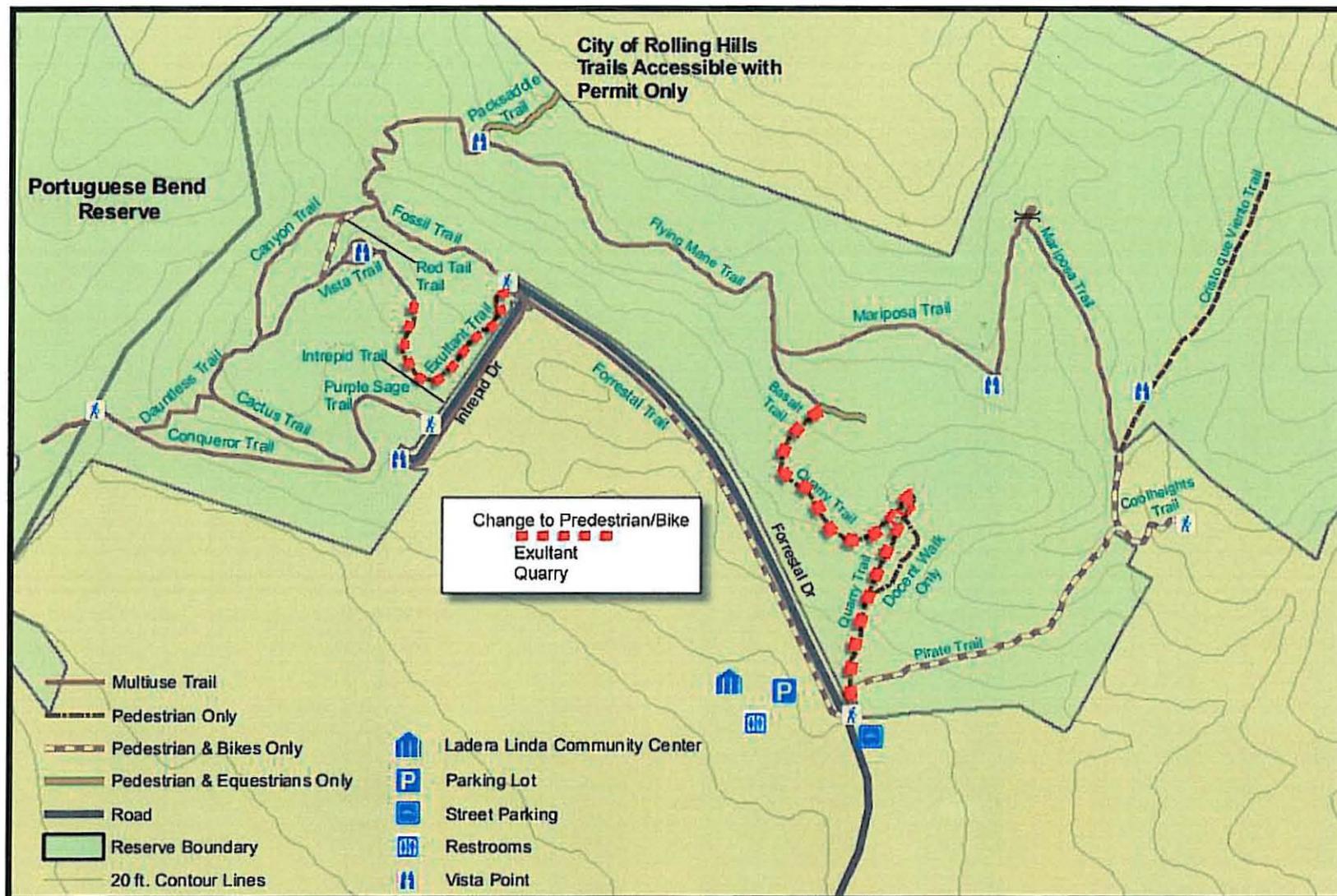
- Completes loop to Dauntless Trail.
- Alternate access to Vista Loop.
- Popular route up Fossil Hill. Low user density.
- Not too narrow. **There are no trail width standards.**
- Users on designated trails have same habitat impacts.
- Next to busy soccer field.

6

# Palos Verdes Nature Preserve

Bicyclist Recommendations  
Prepared by CORBA Palos Verdes May 2012

## Forrestal Reserve Map



# Palos Verdes Nature Preserve

Bicyclist Recommendations

Prepared by CORBA Palos Verdes May 2012

## Ocean Trails Reserve Details

### Sagebrush Walk – change to pedestrian/bicycle

- Staff recommended use
- Access to overlook picnic area & coastal access trail.
- Very wide trail – suitable for vehicles.
- Low user density.
- Already has bike rack at end.

### Sunrise Trail – change to pedestrian/bicycle

- Only access to ocean.
- Very wide trail – wide enough for vehicle
- Can accommodate pedestrians and a few bikes.
- Excellent line of sight
- Trail is not erosive
- Trail is steep but rideable.
- User density is light most of the time.

11

# Palos Verdes Nature Preserve

Bicyclist Recommendations

Prepared by CORBA Palos Verdes May 2012

## Ocean Trails Reserve Map

21



# Palos Verdes Nature Preserve

Bicyclist Recommendations

Prepared by CORBA Palos Verdes May 2012

## Abalone Cove Reserve Details

### Via de Campo – pedestrian/bicycle

- Staff recommended use
- Flat easy trail for kids and families
- Unimpaired line of sight

### Chapel View/Beach School - pedestrian/bicycle

- Staff recommended use
- Access to Abalone Cove beach
- Wide roadway with unimpaired line of sight

### Sea Dahlia Trail - pedestrian/bicycle

- Access to Olmstead Trail
- Incredible views

### Portuguese Point Loop Trail- pedestrian/bicycle

- Staff recommended use
- Access to Abalone Cove beach
- Wide roadway with unimpaired line of sight

### Sacred Cove View Trail - pedestrian/bicycle

- Access to Cliffside Trail
- Incredible views

### Cliffside Trail - pedestrian/bicycle

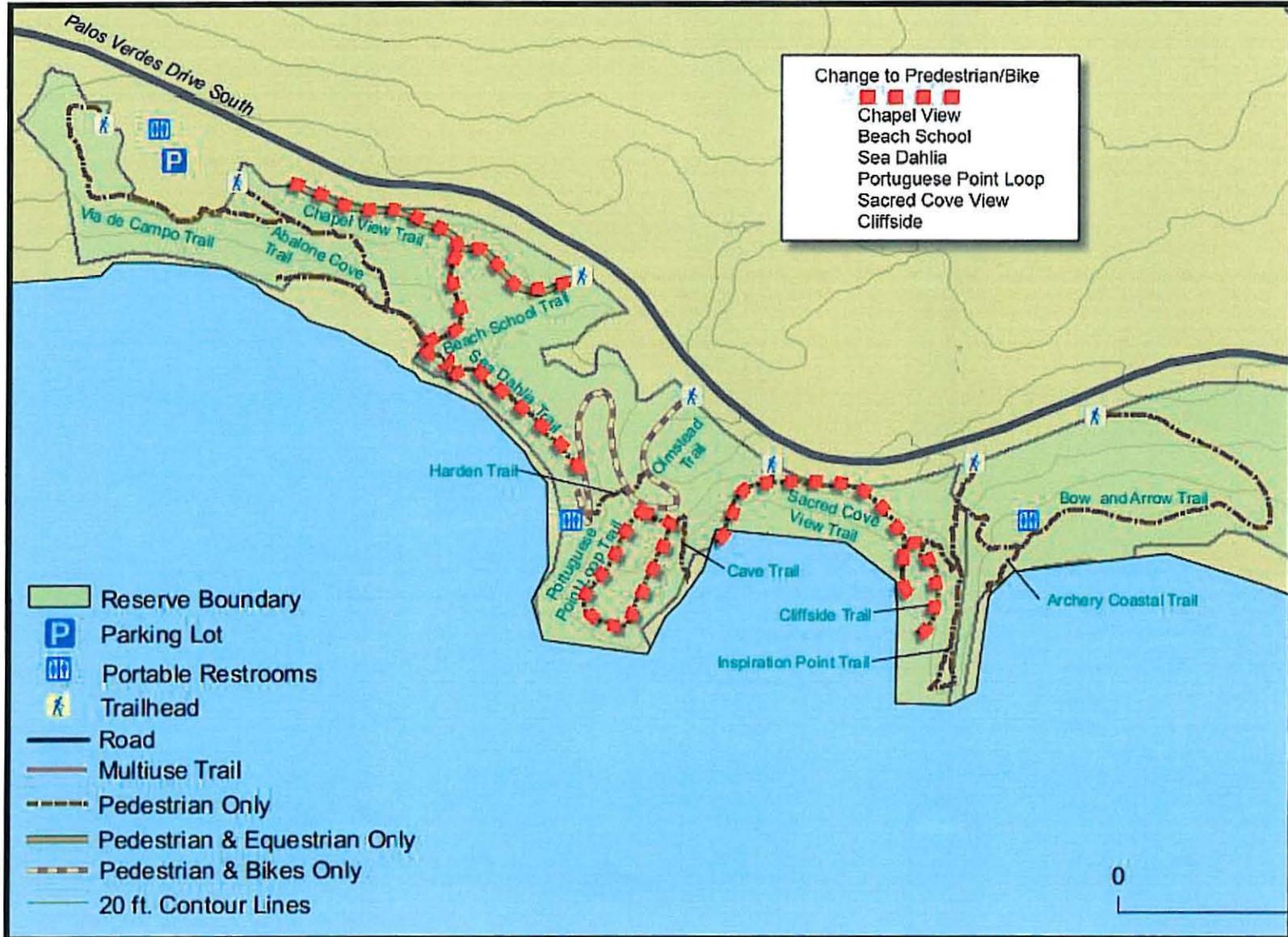
- Easiest access to Sacred Cove Beach
- Recently repaired and stabilized by trail crew
- Incredible views
- Cyclists have done extensive volunteer work

# Palos Verdes Nature Preserve

Bicyclist Recommendations

Prepared by CORBA Palos Verdes May 2012

## Abalone Cove Reserve Map



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**From:** Barry Holchin [bholchin@cox.net]  
**Sent:** Wednesday, May 09, 2012 5:56 PM  
**To:** cc@rpv.com  
**Subject:** Comments re. approving recommended amendments to the overall Preserve Trails Plan

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 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

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**From:** SunshineRPV@aol.com  
**Sent:** Wednesday, May 09, 2012 11:49 PM  
**To:** rpvlistserver@rpv.com; cc@rpv.com  
**Subject:** Priorities Re: Monthly Pet Adoptions at Hesse Park Cancelled

While Staff is exploring the City's options to partner with another organization in the future to continue this valuable program, what are they not doing to continue off-road emergency and recreation circulation?

Seriously, with the pressure of Los Serenos Docents, I adopted two City Hall dumpster kittens directly from the RPV R&P people. Why would we need to spend time/money on looking for another organization to get them from? ...S

In a message dated 5/9/2012 7:51:51 P.M. Pacific Daylight Time, rpvlistserver@rpv.com writes:

Monthly Pet Adoptions at Hesse Park Cancelled

The City of Los Angeles' Harbor Animal Care Center has notified the City that the monthly Saturday pet adoption events at Hesse Park have been cancelled due to departmental changes. We sincerely appreciate the community's past support and are proud of the fact that many pets have found new homes through these adoption events over the last two and a half years. Staff is exploring the City's options to partner with another organization in the future to continue this valuable program.

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#### BREAKING NEWS

City staff occasionally posts other important non-emergency information on the Breaking News page of the City's website located at: <http://www.palosverdes.com/rpv/breakingnews>

Be sure to go to the List Server page and subscribe to receive email messages whenever a Breaking News article is posted to the City's website. You can join at: <http://www.palosverdes.com/rpv/listserver>

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Please do not reply directly to this message. The correct contact for each Listserv message topic is included in the message. We welcome your comments and suggestions, please send them to: [comments@palosverdes.com](mailto:comments@palosverdes.com)

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This Listserv program is one of many services created, hosted, and provided by Palos Verdes on the NET, a non profit 501c3 community service organization serving our communities by providing computer technology support to the City, educational internships and animation training to kids, workforce training to adults, free classes for seniors, and free web pages to non-profit organizations since 1995. Click here for information about free classes to residents. Contact us by email at [information@palosverdes.com](mailto:information@palosverdes.com)

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**From:** scottthedroid@gmail.com on behalf of Scott Barnard [scott@scottbarnard.com]

**Sent:** Thursday, May 10, 2012 9:31 AM

**To:** CC@rpv.com

**Subject:** Expand Multi-use Trail in PV

Council Members-

As a resident of Manhattan Beach I ride my mountain bike on the current multi-use trails in the PV preserve twice a week. As a hiker I am able to access even more trails that would lend themselves to multi-use status. Please approve more trails for multi-use at your next council meeting. During my 5+ years hiking and biking in PV I have never encountered a problem of any sort, both when hiking or biking.

Thank you,

Scott Barnard  
1012 Johnson Street  
Manhattan Beach, CA 90266

5/10/2012

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**From:** Nancy Wildman [wildman312@cox.net]

**Sent:** Thursday, May 10, 2012 12:02 PM

**To:** cc@rpv.com

**Subject:** Palos Verdes Nature Preserve Trails Plan Recommendations

Have you considered limiting the days or hours that cyclists can use the trails? I am an equestrian and since the cyclists began using the preserve I have almost stopped riding there. It's just too dangerous to have my horse and speeding bicycles on the same trails at the same time. I believe this to be true for the majority of horses, not just mine. I'm sure the cyclists would not be happy to have their time limited, however, it would sure please me to know that I could ride without having to worry about colliding with a cyclist or having my horse bolt in fear of one. This could be a fair solution to the conflict and one which might also limit some of the damage caused by cyclists simply as a function of the amount of time available for them to ride. Is this something that's been proposed or considered in the past?

Sincerely,  
Nancy Wildman

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**From:** Troy [troy@eworld-media.com]  
**Sent:** Thursday, May 10, 2012 1:42 PM  
**To:** RPV City Council  
**Cc:** Ara Mihranian  
**Subject:** RPV trails committee

Honorable Mayor, City Council Members

We are indeed fortunate to have a wonderful network of trails in our city. We have developed a working management plan that is still evolving. I want to propose the addition of a trails committee or advisory board to make sure the public has direct involvement in the management and oversight of our trails.

While the conservancy has developed several ways to collect information about trails, the public is not a party to subsequent discussions and decisions. This is done with conservancy and city staff in non public (private) meetings. In the absence of openness, I often have to take an assertive role to make sure I get important information and that my comments are received.

This is not the case for most open space agencies. For example, the 12,800 acre Conejo Open Space, located in and around Thousand Oaks California ([map](#)), has had a trails committee for nearly forty years. The manager, Kristin Foord has offered to give a presentation to anyone in Rancho Palos Verdes who is interested.

My recommendation for a trails committee comes from my experience on the Forrestal Advisory Board. We were tasked with implementing the first open space trails plan. It was immediately apparent that the plan would evolve as we went. We were fortunate to have a diverse group of individuals who knew the trails and associated issues very well. Most of the members were group or outing leaders; Barry Bonnicksen (Sierra Club), John Nieto (Docent), Jess Morton (Audubon Society), Bob Mucha (Ladera Linda HOA), and myself (CORBA PV). The collective network provided feedback from hundreds of trail users, not just five individuals. I want to emphasize that board members had decades of experience on RPV trails and were typically out there multiple times each week. In engineering terms, lots of data points.

I recognize the reluctance to make things more complicated but I honestly believe we can do better if we have more public involvement in decision making.

Thank you,  
Troy Braswell  
30551 Palos Verdes Dr E.  
Rancho Palos Verdes, CA 90275  
310-519-0758

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# *Conejo Open Space Conservation Agency*

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COSCA is a joint powers agency between the  
City of Thousand Oaks and Conejo Recreation and Park District



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**From:** jessica [jessboop@cox.net]  
**Sent:** Thursday, May 10, 2012 3:20 PM  
**To:** cc@rpv.com  
**Subject:** CC meeting May 15, 2012 RE: Mountain Bikes/Trails

Dear Mayor and Council, In regards to this agenda item. If you have ever walked on a trail when a mountain biker flies by, you will know that the two do not mix. A calm walk on a trail, and a fast moving cycle just don't seem compatible. In addition, it appears that there is not one biker, but numerous all at once, just as sometimes there are many hikers..there is not the space for all!

Why not designate some trails as walking/jogging and some trails, mountain bikes only, or, enlarge the trails and divide off the space for each. I suppose if you would do the latter, it would be necessary to put a fence between the two so that one group or another would not take over both both lanes! This type of plan is approved for the Trump National trails that circle the Driving Range, an 8 ft. class II bike trail adjacent to a 4ft. walking/hiking trail divided by a fence!

Please do not combine the two together, the bikers and the hikers, it would be like golf carts on a street with cars..they don't mix!

Thank you,  
Jessica Leeds

**From:** Michele McCarthy [michelemspt@gmail.com]

**Sent:** Thursday, May 10, 2012 5:01 PM

**To:** Brian McCarthy

**Cc:** CC@rpv.com

**Subject:** Re: Rancho Palos Verdes Trails Plan Review

City Council Members,

I am writing in regard to the upcoming Rancho Palos Verdes Trails Plan Review. I fully support the recommendations CORBA Palos Verdes has made to allow bicycle access on more trails. I contributed to the original fund to purchase the Portuguese Bend Reserve land, I have volunteered at several trail work days in Portuguese Bend, and I regularly hike and mountain bike in the area. Whether on my mountain bike or hiking with my 2 yr old son, I have enjoyed the existing multi-use trails in Rancho Palos Verdes. Making more trails multi-use will only make the various reserves better places.

original fund to purchase the Portuguese Bend Reserve land, I have volunteered at several trail work days in Portuguese Bend, and I regularly hike and mountain bike in the area. Whether on my mountain bike or hiking with my 2 yr old son, I have enjoyed the existing multi-use trails in Rancho Palos Verdes. Making more trails multi-use will only make the various reserves better places.

Michele McCarthy  
2615 W 154th St  
Gardena, CA 90249

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Michele McCarthy, MSPT, OCS, CHT  
President / CFO

Made to Move Physical Therapy, Inc.

615 N Nash St., Ste # 306

El Segundo, CA 90245

(310) 535.0008

(310) 535.0009 FAX

[www.madetomovept.com](http://www.madetomovept.com)

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**From:** NOEL PARK [noel@jdcorvette.com]  
**Sent:** Saturday, May 12, 2012 9:35 AM  
**To:** cc@rpv.com; Carolyn Lehr; Ara Mihranian  
**Subject:** Item 1 Council Agenda for 5/15/12 Amendments To Trails Plan

Noel Park  
6715 El Rodeo Road  
RPV 90275  
(310) 377-4035 home  
(562) 413-5147 cell

I sincerely hope that you will approve the plan as put forward by City staff and the PVPLC. There has clearly been a robust and transparent public effort on the part of these good folks to craft a solution which best serves the needs and desires of all concerned.

I have been a member of the PVPLC for many years. Our family contributed as much as we could to the purchase of both the Portuguese Bend and the Filiorum properties. We maintain a strong interest in the care, maintenance and restoration of same. If I had my way, there would be no bicycles or even horses allowed on the preserves. On the other hand, the bicycle enthusiasts wish that there were more trails open to them. I have always been taught that, when both sides are equally unhappy with the deal it must be pretty fair. So I strongly endorse the work of staff and the PVPLC as undoubtedly the best compromise achievable under the circumstances.

Again, please accept and adopt this plan as presented.

Very best regards, and thanks for all that you do.

Noel Park

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**From:** Philip Cuenco [philipcuenco@mac.com]  
**Sent:** Saturday, May 12, 2012 2:25 PM  
**To:** CC@rpv.com  
**Subject:** Palos Verdes Mtn. Biking  
**Importance:** Low

Hello,

I am writing in regards to the Mountain Biking meeting on Tuesday May 15th, 7PM at the Fred Hesse Community Center.

I have lived in the South Bay for 31 years. Year after year, traditional "fun" activities and "hobbies" have started to become limited in the recreation of free activity of location access. We can't throw a frisbee at the beach anymore. We can't photograph most public places anymore unless we have a \$275 permit. We can't climb trees in most communities now.

We can't just setup some garbage cans on our street and play some roller hockey with our friends like we used to.

We can't race RC cars anywhere within 20 miles of Los Angeles. (have to go to Tustin or the middle of no where)

Now, the thing I hold most dear to my quality of life is being limited, mountain biking.

I ride Palos Verdes trails from Del Cerro/Portuguese Bend almost every weekend. Though, I am new to Mtn. Biking, I have hiked it numerous times in the past.

It is my exercise, my fun, and my place to get my mind off a hectic city. It takes me away from the L.A. mentality and I feel like I am away from everything.

My passion is mountain biking. The only 2 spots to freely ride a "California adventure" in our vicinity is Palos Verdes or Santa Monica.

#### Health & Discovery.

In recent years, I have gotten friends and family to start riding with me.

Mountain Biking in PV is saving my life. I was morbidly obese, and now into my mid-30s, I have found a passion I enjoy and because of it, I have lost over 30lbs, and I am still losing more. I lose this weight mountain biking Del Cerro because I love it. I am now starting to get people from work to exercise and ride with me as well.

The best part about is that after a ride, we can grab a bite to eat at one of the local restaurants while we look at some of the pictures and video we took from our adventure that day.

I also have a friend who has started riding with me, who had a past surrounded by demons. He is sober now and mountain biking contributed a huge part to getting his mind and body off drugs and into a better a life.

#### Social Dynamic & Community.

I have also started to get my cousins to start coming with me.

Some Mountain Bike. Some just walk and hike. They will hike while we ride, and at the end of a session, we meet up and walk back up the fire trail together.

Along these walks, I have met many other great people we would not have met otherwise.

5/14/2012

1 of 2

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It brings community and a social dynamic which is dying due to the technology world. I can actually talk and interact with someone IN PERSON... without having them have to whip out their Android or iPhone and look at the internet while riding out here. We can appreciate the moment and beautiful scenery and at the same time, get a rush of excitement when going down hill.

Friendships have been made running into other riders and hikers on my mountain biking rides. I now have friends whom I can visit up to Arizona and Utah I can ride with in the future. I am sad to say that my whole life I never took advantage of having fun more in life. And I found it here in my 30s.

### **Chain Reaction.**

Please don't make Santa Monica Mountains the only last option to Mountain Bike responsibly in nature in the Los Angeles area. Because that eventually will take double the amount of riders if Palos Verdes bans our riding. If that happens, then Santa Monica will eventually start limiting riding access as well due to congestion...

Where would we go as Mountain Bikers from there?

### **The Experience.**

Whenever my family comes into town from out of state, I take them to ride PV... "Part of the California Experience".

The pictures and articles they read about California is what we see off the California coast every day. Granted, most of

us get spoiled by it when we live here. It's a great feeling to share that experience with family and friends who have never seen it.

Riding it brings an exhilarating experience.

Please, let riders be responsible and give us what remaining options we have left for fun and freedom of where to ride.

If Mountain Bikers are limited to ride in the mountains, you might as well limit Road Bikers on the streets too. At least Mountain Biking in a trail won't cause car accidents in 45 MPH traffic

Regards,

-Philip Cuenco

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**From:** JoNeen Ohlaker [bugs.buni@verizon.net]  
**Sent:** Saturday, May 12, 2012 5:01 PM  
**To:** aran@rpv.com  
**Cc:** CC@rpv.com  
**Subject:** PV Trails  
**Attachments:** Magnus Ohlaker Trails Ltr.docx

Please find the attached letter regarding denied community access to PV trails.

Thank you,  
Magnus & JoNeen Ohlaker

**Professor Ohlaker**

- ↺ Los Angeles Harbor College - Child Development*
- ↺ National University - School of Education*
- ↺ Phone: 310/809-2425 Email: [JoNeen.Ohlaker@natuniv.edu](mailto:JoNeen.Ohlaker@natuniv.edu)*

There are only two ways to live . . . one is as though nothing is a miracle . . . the other is as if everything is.  
*It's your choice ~*

**Ara Mhhranian**  
E-mail  
[aran@rpv.com](mailto:aran@rpv.com)

**RPV City Council**  
E Mail  
[CC@rpv.com](mailto:CC@rpv.com)

Magnus Ohlaker  
84 Narcissa Drive,  
Portuguese Bend,  
Rancho Palos Verdes.  
CA 90275.

May 12, 2012

RE: Portuguese Bend Nature Reserve Trails

To whom it may concern:

I live in Portuguese Bend with my family and treasure the fact that we are so close to the Nature Reserve. My family and I regularly walk or ride the trails on our bicycles, it's a special place away from the hustle and bustle of city and street noise and a chance to exercise and enjoy nature.

With that said it is ridiculous and **unacceptable** for us **not to have bicycle access** from our street to the reserve. There are two main fire roads leading off into the reserve just **across the street from my house on Narcissa**, but technically, we are not allowed legally access the fire roads with our bicycles from Narcissa, **why is this?** We **put up with all kinds of strangers coming in** and renting/lodging horses etc in our neighborhood that have **free access** to all trails **yet my family do not**. This makes no sense.

We are bringing up our two **young boys** to **enjoy the outdoors and all of its options**, rather than to sit indoors playing computer games like so many others that are less fortunate. Moreover, the **Healthy People Act of 2020 strongly advocates for community support of access to environmental resources which promote physical activity**. There are even grant funding opportunities available to support endeavors which promote healthful activities in communities. <http://healthypeople.gov/2020/default.aspx>

We strongly urge you to reconsider, so that we may continue to legally access to the trails across from our home with our bicycles, a right that promotes our family's health and community enjoyment.

Sincerely,

The Ohlaker Family

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**From:** John Wessel [wesselj@cox.net]  
**Sent:** Saturday, May 12, 2012 9:13 PM  
**To:** cc@rpv.com; Ara Mihranian  
**Cc:** PVPLand Conservancy  
**Subject:** Trails  
**Attachments:** Trails-Sierra Club City Council May 2012f.pdf

Honorable Mayor, City Council Members, City Staff:

Recently City Staff recommended that City Council name and authorize trails in the newly acquired Filiorum Reserve and recommended designating a number of trails for multiuse. Some of these are newly designated and others are changed designations. Whereas we appreciate Staff's detailed responses to comments by participants of the Trails Workshop, We disagree with many of the trail uses recommendations. We believe that they may lead to undesirable safety and environmental compromises.

Participants in the Trails Workshop were not representative of community interests. Mountain biking interests predominated. Environmental protection and restoration are the principal mandate of the Preserve; passive activities consistent with nature appreciation are secondary. Aggressive mountain biking is incompatible with the Preserve's mandate.

Primary concerns with the recommendations are safety hazards and environmental damage associated with aggressive downhill mountain biking. We hike trails of the Portuguese Bend Reserve and the Filiorum frequently. Often we observe abusive riding by a small minority of mountain bikers. Although ranger patrols help reduce abusive activities, their limit patrols are only partially effective. Downhill bikers travel rapidly, over large distances on small trails that the rangers visit infrequently. Increased ranger enforcement is not likely to be a cost effective way to achieve reasonable compliance.

We suggest that physical controls be implemented at critical areas on problem trails. A study of the most abused mountain biking trails leads me to believe that they are constructed to accommodate fast downhill mountain biking. This is unacceptable for a Nature Preserve. If biking is to be permitted, it must be conducted as a responsible passive activity. The accompanying document describes how banks and berms on Preserve trails encourage fast downhill biking. Banks and berms that assist high speed turns should be regraded to minimize downhill speed. Where more control is needed on downhill trail segments, speed bumps or diversions should be installed.

Until effective control measures are implemented, mountain biking should be curtailed on problem trails in the Portuguese Bend Reserve. These include Ishabashi, Toyon, and Landslide Scarp (which is currently pedestrian/equestrian). Recent off trail activity south of Landslide Scarp Trail also indicates this area should be closed. Some trail segments in the Filiorum and Three Sisters areas are subject to abuse. These should be closed until the trails are made unsuitable for fast biking. The attached document provides additional trail recommendations, which parallel those proposed by the PV/South Bay Sierra Club Chapter.

Sincerely yours,  
John Wessel and Judith Herman

5/14/2012

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# **Trail Use in the Palos Verdes Nature Preserve**

John Wessel  
Rancho Palos Verdes  
May 8, 2012

# Trail Use in the Palos Verdes Nature Preserve

## History

- The Palos Verdes Nature Preserve was principally established to be a nature preserve with passive recreation permitted as long as it is compatible with the environment.
- The area had suffered unacceptable environmental degradation due to uncontrolled use prior to 2007.
- In 2008 City Council adopted trail plans for Palos Verdes Nature Preserve. The adopted plans incorporated many PUMP Committee recommendations.
- ③ •The PUMP Committee members were selected to represent diverse groups: mountain bikers, equestrians, hikers and residents adjacent to the Preserve. Their deliberations were comprehensive, long, and contentious.
- During deliberations PUMP committee members brought attention to problems of environmental damage and threats to safety. City Council in Nov 2007 temporarily closed most Portuguese Bend trails to public access in order to curb abuses and allow environmental recovery. This was moderately successful.
- Subsequently, authorized trails were opened to uses specified in the Trails Plan authorized by City Council in 2008. Ranger patrols were implemented, and signs and barriers were added to discourage use of unauthorized trails.
- Since then, some users continue to damage environment and threaten visitor safety.

# Trail Use in the Palos Verdes Nature Preserve

- Aggressive mountain biking represents the largest threat to safety and environment.
- Many trails are designed for high-speed biking, which threatens riders, pedestrians, vegetation, and wildlife.
- Although most mountain bikers are responsible, the aggressive behavior of a few requires control. Web publicity invites increasing use and associated problems.
- Rangers are a great idea, but their effectiveness is limited by geography and time. Experienced mountain bikers use trails inaccessible to ranger vehicles and rapidly ride out of range.
- Preserve users frequently observe abusive behavior that rangers cannot see.
- Therefore, additional controls are needed.
- The following slides show why the trails are attractive to aggressive downhill mountain bikers and suggest physical approaches that can reduce the attractiveness of trails to abusive riders.



# Biker on Banked Turn

## Ishabashi Trail



Ishabashi and Toyon Trails were recently rerouted and graded. They are highly popular with mountain bikers.

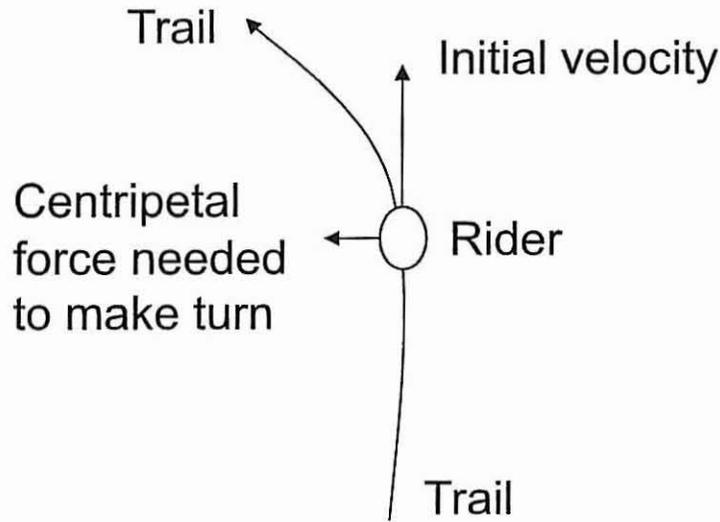
## Berm on Ishabashi



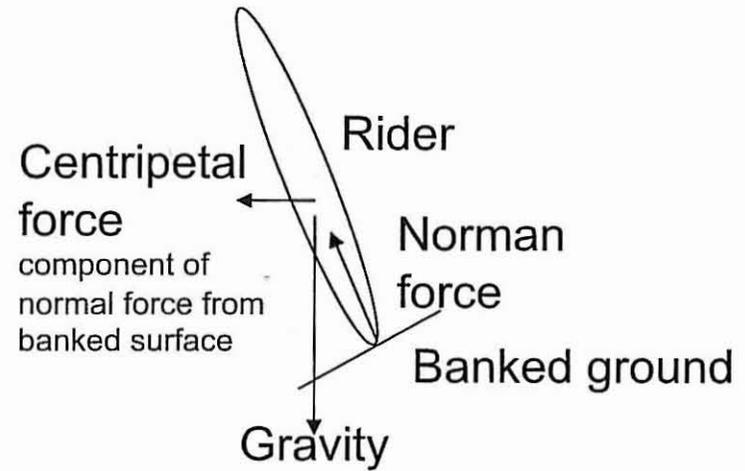
Steep berms encourage erosion. On this curve, a well designed trail would slope naturally, slightly inclined over the side of the canyon in the background. Then run-off down the trail would be dispersed over the side canyon side, minimizing erosion. Instead, the installed berm channels water down the trail, increasing water speed and accelerating erosion.

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# How Banking Supports Fast Turns



Path of rider as viewed from above



Horizontal view of rider going down trail

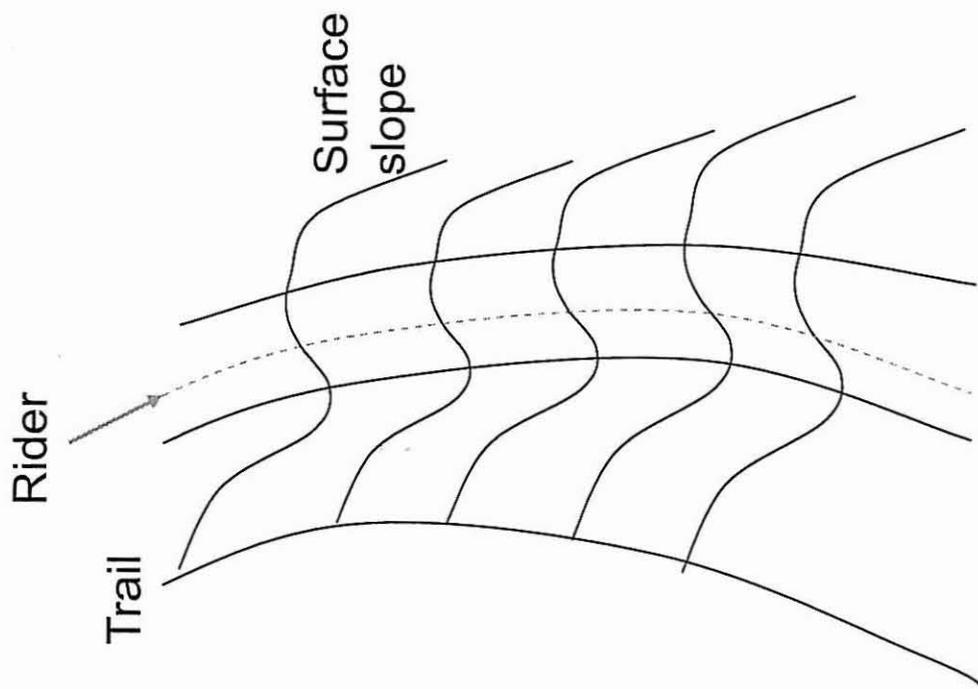
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# How Banked Trails Facilitate Speed

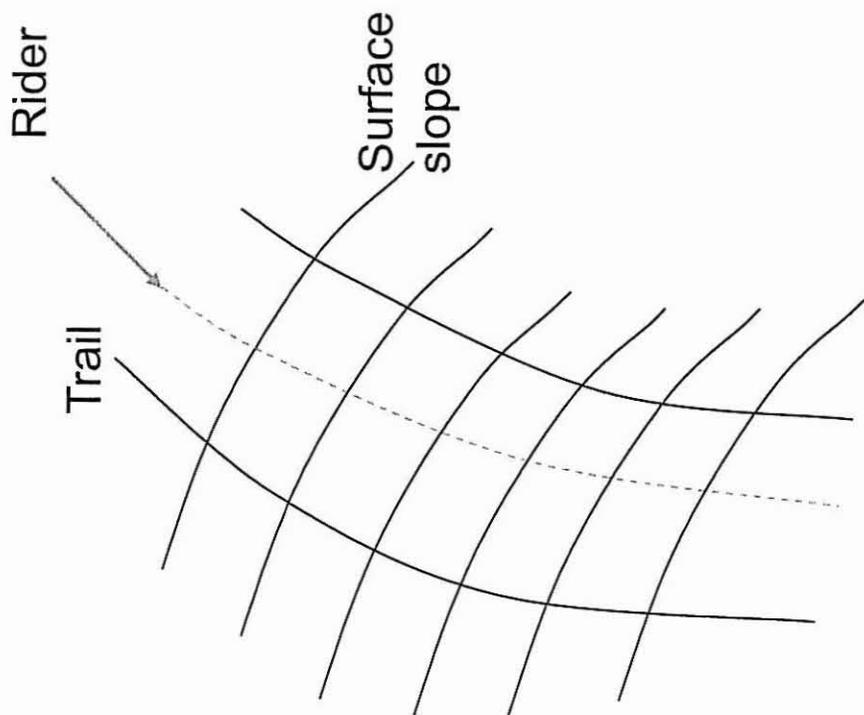
- When a bicycle turns on a curve, centripetal force is needed to prevent the cyclist from continuing on a straight path and falling sideways. The principles are illustrated on the next slide
- The force necessary to remain upright while executing a turn is exerted by contact between tires and ground, in a direction perpendicular to forward motion.
- There are two alternatives to provide the turning force while avoiding falling sideways on a curve. Friction between tire and ground can prevent sideways sliding, or the cyclist and bicycle can lean so that they are perpendicular to a banked surface. In the latter case, there is no sideways force component along the surface.
- When speed is high enough to overcome sideways friction, the ground surface can be banked steeply, for example, using a berm. Otherwise tires will slip and the cyclist will fall. Banked roads assists cars in the same way on steep curves.



# Bank and Berm



Berm for outside turn



Banked slope for inside turn

# Fast Banking

- This bank on Ishabashi Trail is optimized for about 30 mph



# Upper Filiorum

- Upper Filiorum trails are generally less problematic with respect to mountain bike use
  - They are less used than Portuguese Bend Reserve
  - Many are relatively flat with reasonable visibility
  - The trails have not been engineered for high speed, unlike Ishabashi and Toyon Trails
  - There are exceptions:
    - A steep slope on Kelvin Canyon Trail at Kelvin Canyon is narrow and has extremely poor visibility. We were nearly hit by bicyclists several times while hiking here.
    - A long steep slope on Zote's Cutacross at Altamira Canyon is unsafe due to poor visibility. In addition, bikes are a threat to diverse native species here.
    - The safest alternative is to close both trails to biking. At minimum, bikers should be required to walk down steep trails in this area.
    - Berms should not be constructed on these trails. If these trails are open to biking trails should be sloped to discourage speed.
    - Rattlesnake Trail is narrow and has a steep bank to one side. Downhill bikes reach dangerous speeds in proximity to pedestrians here. It should be closed to downhill biking or redesigned to limit speed.

(=)

# Upper Filiorum



Mountain biker crashes to avoid collision with hikers in steep chute where Kelvin Canyon Trail descends into the canyon. In previous near-collisions bikers smashed into native vegetation to avoid hitting us.

(12)

# Palos Verdes Nature Preserve

- Trail use recommendations
  - Ishabashi, Toyon Trails, and Landslide Scarp should be closed to mountain biking. At minimum, they should be regraded and equipped with speed bumps or pinch points.
  - Until means to curtail trail proliferation are implemented, trails below Burma Trail should be closed to biking.
  - Trails in Filiorum and Three Sisters should be closed to mountain biking until objective impact analyses are evaluated and extreme mountain biking is controlled in other areas.
  - Trails in Abalone Cove-Shoreline Park should be closed to mountain biking to protect pedestrians.
  - Cove Trail should be pedestrian only.
  - Holden Trail should be closed due to erosion.

13

# Palos Verdes Nature Preserve Summary

- It is fundamentally a NATURE preserve
- It is not a mountain bike skills development area and speedway
- Enforcement in the Preserve is currently inadequate. Increased ranger enforcement is not likely to be cost effective
- Trails should not be optimized for aggressive mountain biking
- Trails should be redesigned to be compatible with a nature preserve
- Where necessary, grading should prevent excess bicycle speed.
- Future community trails workshops should be designed to represent the entire community, as opposed to the special interest groups that prevailed at the National Parks hosted workshop.

(4)

# More Details on Berms and Banks

- Berms and banks are used many types of race tracks. See:

<http://www.flickr.com/photos/physicsclassroom/galleries/72157625230331260/> for photos and details

- For any given speed and radius of curvature, there is a specific banking angle where the vector sum of gravitational and centrifugal force will be aligned normal to the surface:  $v = (R \cdot G \cdot \tan(\theta))^{1/2}$  where R is radius, G gravitational constant, and  $\theta$  the tilt angle measured from vertical, in radians.

- A typical berm on Ishabashi Trail has  $R = 5\text{m}$ , and  $\theta = 1$  radian. This is 19 mph, which is fairly high considering turns are probably slow segment of a ride. For physics details see:

[http://www.batesville.k12.in.us/physics/phynet/mechanics/circular%20motion/banked\\_no\\_friction.htm](http://www.batesville.k12.in.us/physics/phynet/mechanics/circular%20motion/banked_no_friction.htm)

- Mountain Bike PV posted 1-30-11 shows fast riding on Burma and Ishabashi and crash on Landslide Scarp Trail: [http://www.youtube.com/watch?feature=player\\_embedded&v=4swKQCsk0T8#t=3s](http://www.youtube.com/watch?feature=player_embedded&v=4swKQCsk0T8#t=3s)

- Palos Verdes Mountain Biking from 3 years ago has some good views of berm use: [http://](http://video.search.yahoo.com/video/play?_ylt=A0S00MqS9p1PYyQAsQv7w8QF_ylu=X3oDMTBrOGN2Zzc5BHBvcwMxBHNsawNyZXMEc2VjA3Ny?fr=yip-t-701&fr2=piv-web&c=0&p=mountain+bike+palos+verdes&vid=46ddba7ec2759f112cd0197c336844d5&dt=1237705200&li=210&turl=http%3A%2F%2Fis2.mm.bing.net%2Fvideos%2Fthumbnail.aspx%3Fq%3D4991624416198845%26id%3D588fd7bb6a402719342c9f40cb50cd87%26bid%3DVz8sBgQBYrj5Qw%26bn%3DLargeThumb%26url%3Dhttp%253a%252f%252fwww.myspace.com%252fvideo%252fvid%252f54475159&rurl=http%3A%2F%2Fvids.myspace.com%2Findex.cfm%3Ffuseaction%3Dvids.individual%26VideoID%3D54475159&tit=Palos+Verdes+Mountain+Biking&sigr=12djn52li&newfp=1)

[video.search.yahoo.com/video/play?\\_ylt=A0S00MqS9p1PYyQAsQv7w8QF\\_ylu=X3oDMTBrOGN2Zzc5BHBvcwMxBHNsawNyZXMEc2VjA3Ny?fr=yip-t-701&fr2=piv-web&c=0&p=mountain+bike+palos+verdes&vid=46ddba7ec2759f112cd0197c336844d5&dt=1237705200&li=210&turl=http%3A%2F%2Fis2.mm.bing.net%2Fvideos%2Fthumbnail.aspx%3Fq%3D4991624416198845%26id%3D588fd7bb6a402719342c9f40cb50cd87%26bid%3DVz8sBgQBYrj5Qw%26bn%3DLargeThumb%26url%3Dhttp%253a%252f%252fwww.myspace.com%252fvideo%252fvid%252f54475159&rurl=http%3A%2F%2Fvids.myspace.com%2Findex.cfm%3Ffuseaction%3Dvids.individual%26VideoID%3D54475159&tit=Palos+Verdes+Mountain+Biking&sigr=12djn52li&newfp=1](http://video.search.yahoo.com/video/play?_ylt=A0S00MqS9p1PYyQAsQv7w8QF_ylu=X3oDMTBrOGN2Zzc5BHBvcwMxBHNsawNyZXMEc2VjA3Ny?fr=yip-t-701&fr2=piv-web&c=0&p=mountain+bike+palos+verdes&vid=46ddba7ec2759f112cd0197c336844d5&dt=1237705200&li=210&turl=http%3A%2F%2Fis2.mm.bing.net%2Fvideos%2Fthumbnail.aspx%3Fq%3D4991624416198845%26id%3D588fd7bb6a402719342c9f40cb50cd87%26bid%3DVz8sBgQBYrj5Qw%26bn%3DLargeThumb%26url%3Dhttp%253a%252f%252fwww.myspace.com%252fvideo%252fvid%252f54475159&rurl=http%3A%2F%2Fvids.myspace.com%2Findex.cfm%3Ffuseaction%3Dvids.individual%26VideoID%3D54475159&tit=Palos+Verdes+Mountain+Biking&sigr=12djn52li&newfp=1)

- Palos Verdes MTB is a good example of visibility issues on Toyon-Ishabashi Trails:

<http://video.search.yahoo.com/video/play?fr=yip-t-701&fr2=piv-web&c=2&p=mountain+bike+palos+verdes&vid=50c9251b2eb8d98d1e20290048b2abdb&dt=1296000000&li=194&turl=http%3A%2F%2Fis3.mm.bing.net%2Fvideos%2Fthumbnail.aspx%3Fq%3D4705850187514090%26id%3Dc34628678f47a7c26c1de2c92b509307%26bid%3D0YrsR04523afq%26bn%3DLargeThumb%26url%3Dhttp%253a%252f%252fwww.youtube.com%252fwatch%253tv%253dlqSzHyUQ1Y0&rurl=http%3A%2F%2Fwww.youtube.com%2Fwatch%3Fv%3DlqSzHyUQ1Y0&tit=Palos+Verdes+MTB&sigr=11ayd3n9r&newfp=1>

**From:** Judy Herman [mailto:judyherman@cox.net]  
**Sent:** Sunday, May 13, 2012 8:54 PM  
**To:** cc@rpv.com; Ara Mihranian;Carolynn Petru; Carolyn Lehr  
**Subject:** Reassessment of trails

Honorable Members of the City Council and Staff:

As I noted in my email of March 6, a cover story in the Easy Reader talked about the campaign of mountain bikers to open more trails to bikes in the Palos Verdes Nature Preserve. Here's the link. <http://www.easyreadernews.com/46928/the-price-of-preservation/>

The author admits, "Mountain biking...offers a chance for heart pounding exercise, high rates of speed with looming dangers around every corner..." He continues, "Bikers may have altered the landscape at Portuguese Bend but they also provided hikers with new routes." New routes are not what we need in a nature preserve.

The article makes a glancing mention of the Public Use Master Plan (PUMP) Committee. It fails to explain that this group of citizens (including the primary source for the article, biking advocate Troy Braswell) met intensively over the years 2006 through 2008 to hammer out a compromise among the competing interests involved with the Nature Preserve.

Now some bikers want to sabotage the PUMP Committee's long years of effort. Bikers would like to have the Preserve as their playground, but the decisions of the PUMP committee have already balanced bikers' interests against those of hikers and equestrians who want to enjoy the Preserve peacefully and safely.

Bikers were over-represented in the workshop convened by the National Park Service and they are likely to pack the City Council meeting because, unlike hikers and equestrians, they are backed by an industry. No one is luring hikers and equestrians to the Council meeting with valuable discount coupons for tires.

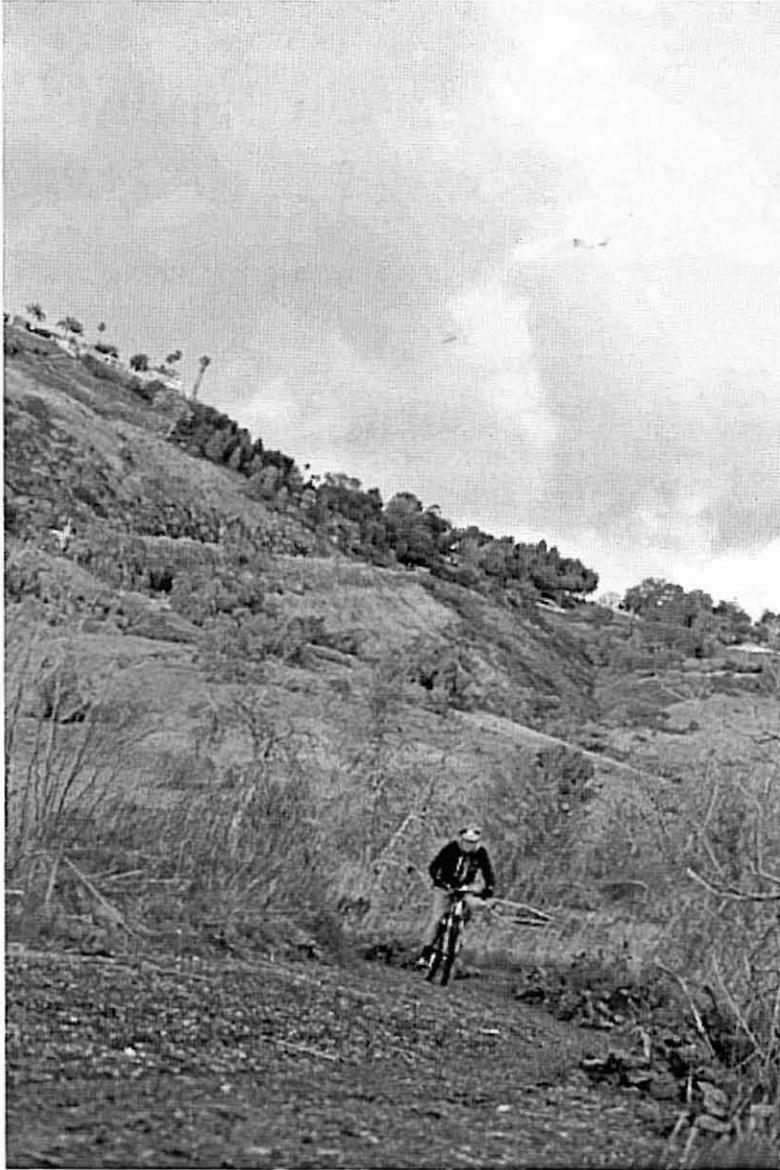
As the PUMP Committee learned, more trails are not the answer. It's true that some trails that bikers established were eliminated, but that was essential to preserve habitat. The more trails slicing through the rare coastal sage scrub and other vegetation the less habitat for endangered and other animals to hide from predators. Some bikers like the thrill of blazing new trails through brush, but that abuse of the privilege of riding the the Preserve causes erosion, threatens the safety of users on foot or on horseback and creates expense for the City and the Conservancy who must repair the damage and restore the habitat.

My husband and I have barely escaped serious injury from speeding bikes numerous times on the trails. I am disturbed that the City is considering opening more trails to bicycle use and discarding the careful planning of the PUMP Committee to avoid "danger around every corner."

Sincerely,  
Judith B. Herman

# Mountain bikers struggle for their piece of the trails at Portuguese Bend

## The price of preservation



Mountain biker Tim Vaughan rides in the Portuguese Bend area of the Palos Verdes Nature Preserve. Photo by Kathalina Rodriguez

Bill Ailor looked out over the Palos Verdes Nature Preserve on a recent weekday and grinned. A broad-rimmed hat shielded the sun. Catalina Island stretched across the sea. And the rolling hills that he worked years to preserve descended toward the cliffs below.

The dream Ailor and his wife Barbara shared more than 25 years ago – when he founded the Palos Verdes Peninsula Land Conservancy – had officially come true. Supporters unveiled a monument in February at Del Cerro Park to commemorate the last section of the 1,400-acre preserve, a 190-acre plot acquired in 2009 known as Upper Filiorum.

Brian Campbell, mayor pro tem of Rancho Palos Verdes, told a few dozen of the group's many supporters gathered that day he was proud to know the land will remain untouched for generations.

“Not too long ago we were walking along the trail here and I was able to tell my son that this view we're looking at today, you're going to be able to walk it someday, many years from now, and it's going to look just like this,” Campbell said.

When Ailor moved to the hill from Indiana in 1974, the Portuguese Bend area had already earned a reputation as one of the few places around with any open space.

“We saw it gradually getting chipped away by development,” Ailor said. “We wanted to take it out of play. And the way to do that was to find willing sellers and buy from them. You know, the American way.”

It largely worked out the way he planned. The Conservancy's efforts have made the Palos Verdes Nature Preserve the biggest coastal preserve in California south of Santa Monica, at a total cost for the land at about \$30 million.

These days, the trails are well marked, rangers patrol the area and native habitat is being restored. But with preservation came a few drawbacks.



Supporters of the Palos Verdes Peninsula Land Conservancy dedicate a 190-acre section of the PV Nature Preserve at Del Cerro Park. Photo by David Rosenfeld

Mountain bikers, which began riding the trails since the early 1980s, saw access to their favorite runs denied under a new trail use plan adopted in 2008 by the City of Rancho Palos Verdes, which owns the property.

Bikers were blocked from all but seven trails where an estimated 42 existed previously. Troy Braswell, who's led group rides through the area for 30 years, calls it "the Portuguese Bend massacre."

"It was a sweeping condemnation of bikes and the blanket assumption that all bikers were bombing down hills and terrorizing people. It was really sad," Braswell said. "The habitat folks are pushing for fewer trails and we are pushing for more trails. We don't want it to be a free-for-all where it turns into a motor-cross track. So we should meet in the middle somewhere."

The Conservancy, which manages the property, wants to strike that balance as well, said the organization's executive director, Andrea Vona.

"We're trying to work toward providing a safe haven and refuge for these species and also great access for people," said Vona, who acknowledged there are trade-offs. In order to leverage wildlife funds, restoring habitat for rare species like the Palos Verdes Blue Butterfly remains the primary focus.

"That's part of the equation," Vona said. "It's really fun and really challenging, but I think in the end we can go to bed at night knowing that our grandchildren will be able to explore and enjoy that space. With that comes some formalities, but it's ultimately an amazing achievement."

**From:** Al Sattler [alsattler@igc.org]  
**Sent:** Sunday, May 13, 2012 5:43 PM  
**To:** cc@rpv.com  
**Subject:** Fwd: Attend the RPV Trails Plan Meeting and Receive Tire Discounts  
Rancho Palos Verdes City Council:

I thought you should be informed about this commercial effort to encourage mountain bike supporters to attend Tuesday's City Council meeting.

--Al Sattler

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

**Subject:** Attend the RPV Trails Plan Meeting and Receive Tire Discounts  
**Date:** Wed, 02 May 2012 22:10:30 -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](#).

Shar



**BICYCLE  
CENTER**  
PALOS VERDES

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

### RPV City Council Meeting May 15th To Determine Future Trails



Come Join us at the RPV City Meeting **7:00 PM Tuesday 15th**, to Determine Our Legal trails for mountain biking

We would like to keep as many as possible here for Mtn Biking. Palos Verde Nature Preserve a meeting is our LAST chance to a say as local cyclists. If you love Mtn Biking as much as we do, come join us so we can make presence, show our support, and have a say whether our not we have a place to ride close to h

CORBA (Concerned Off-Road Bicyclist Association) has Proposed allowing bike more trails for all of us to ride, in turn **PV Bicycle Center** would like to offer **25% off any pair off mountain bike tires, and 50% suspension service labor**, for anyone who shows up to the meeting. We will be handing out the

5/14/2012

①

coupons to whomever approaches a shop staffer after ATTENDING the meeting  
with us as a thank you for helping us keep our trails ticket free.

Meeting takes place at: **Fred Hesse Community Center**  
**29301 Hawthorne Blvd**  
**Rancho Palos Verde, CA 90275**

You do not have to speak at the meeting, just simply attend with us to show your support!! You may also write the Rancho Palos Verde City Council at [CC@rpv.com](mailto:CC@rpv.com).  
Please write to them in a thoughtful POSITIVE manner to help us expand our trail network.

Some of the changes include making these trail Multi-Use,(legal for everyone,horses,bike,hikers)

**Grapevine Trail**  
**Landslide Scarp**  
**Rim and Paintbrush Loop**  
**Ishibashi Farm**  
**Vanderlip/Water Tank**

#### **FILORUM RESERVE TRAILS**

**Eucalyptus**  
**Gary's Gulch**  
**Jack's Brim**

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

This email was sent to [alsattler@iqc.org](mailto:alsattler@iqc.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.

Mayor & City Council  
City of Rancho Palos Verdes



RE: City Council Meeting, Tuesday, May 15, 2012  
Filiorium New Trails Plan  
Amendment to Preserves Trail Plan

Mayor Misetich and Council Members:

I am appending a number of labeled photos from the Upper Filiorium and Three Sisters Preserves to illustrate the trail-erosion issues discussed below.

1. I urge the Council to establish an explicit, permanent City policy that structural control of erosion on trails is a high **routine management** priority in all Nature Preserves. I am referring to the heavy, chronic erosion that eventually renders trails unsafe and impassable. As always, this comment addresses a general issue of public policy. It is not a criticism of any member of City Staff, the Land Conservancy or the Council.
2. Nearly all existing trails in the Preserves were adopted from pre-existing, unplanned trails that the City Staff calls "historic" and "social" trails. No thought was given to erosion control because these old trails arose from habitual use. The traffic burden on these "social" trails has massively increased since the City acquired the land and opened it to the public.
3. Many segments of these old trails are literally unsustainable in the face of chronic erosion. There never will be sufficient money to pay for continuous, active repair of chronic erosion that is caused by poorly situated, poorly designed "social" trails. It is poor economic planning to spend money sustaining badly sited, unplanned trails. It is much cheaper (and more effective) to restructure and re-route trails than it is to continuously fight and lose to Mother Nature. These unsustainable trail segments inevitably will be lost to erosion anyway.
4. Therefore, it should be an explicit, continuing **management** goal to structurally modify existing trails to eliminate chronic erosion where ever feasible. Chronic erosion should be combatted by:
  - Re-routing trails along land contours, using switchbacks;
  - Adjusting or eliminating trail uses that aggravate erosion.
  - Closing trail segments where chronic erosion cannot feasibly be structurally controlled.
5. Key Preserve trails should be identified as fire-control access trails. Most of the wild fires experienced in recent years have been in the Preserves. Severe erosion threatens to render these fire-control routes impassable in emergencies. These key, fire-control access routes should be explicitly identified, in cooperation with the Fire Department, and purposefully maintained to serve fire access objectives. City Public Works should become involved to the limited extent of overseeing fire-control access into the Preserves because roads require Public Works' expertise, which Community Development and the Land Conservancy do not have. Potential liability issues for users of these semi-improved roads can be managed. It is

a far lesser financial issue than is the potential for impaired control of wild fires that could escape the preserves into residential areas.

6. The City Council itself does not have time to manage erosion control in the preserves. The City Staff and the Land Conservancy should be expressly delegated authority, and should be instructed by the Council, to implement a continuing process of minimizing erosion by restructuring and re-routing of trails. Erosion control should be a permanent, routine, management process and mind-set. If ground-level decisions can be made only by the Council after years-long public hearings, then the trails will erode away before anything is done. It is no answer to say that the Staff and Land Conservancy already have the authority – which is open to debate. If such authority already exists, then why is severe, crippling erosion running uncontrolled? This is not just an issue of money, although there is some cost. It primarily is an issue of management priorities. Lots of low-hanging fruit can be picked at minimal cost in the erosion-control area. A few hours with a shovel can do wonders, especially if the working staff is trained and managed to notice and address erosion issues as part of *routine* Preserve maintenance. Currently the working staff in the preserves spends hundreds of hours whacking weeds but does nothing about obvious erosion issues at their feet. Effectively, the working staff has been trained to ignore erosion. Yes, erosion is a very big problem, but a lot can be done routinely, one small condition at a time.

7. Appended are two sets of labeled color photos. They illustrate two case studies showing how chronic erosion renders trails impassable on large and small scales.

The first set of photos concerns large-scale erosion on the McCarroll Trail / Road that traverses the Three Sisters and Upper Filiorum Preserves. This is a road that has historically provided fire-control access. It was so used as recently as the fire of January 9 -10, 2012. McCarroll Road is at imminent risk of becoming impassible to fire-control vehicles.

The second set of photos shows how a segment of "historic", "social" trail (that has been adopted and named Barkentine Trail) could easily be re-routed along an elevation contour line at minimal cost to avoid an intractable, chronic erosion problem.

These two case studies are illustrative. Similar issues and solutions readily can be identified in all of the Preserves.

8. As the appended photos illustrate, trails can more easily and cheaply be planned and designed with visual images that accurately depict the sharp elevation changes in the steep terrain characteristic of the City's Preserves. It is archaic to plan trails as abstract lines either on two-dimensional, low-detail maps, or on high-altitude, low-definition, birds-eye photos that lack elevation perspectives. Such methods inevitably fail to address predictable erosion issues when trails are being planned. Trail planning has consumed many thousands of dollars of Staff time, hundreds of hours of City Council Members' time, and thousands of hours of members of the public. All of this effort would be made more productive and efficient if elevations were properly depicted during the trail-planning process.

9. The City Council, voters and the general public are entitled to **visual** disclosure of the sharp elevation changes of proposed trails. It is not sufficient to say that un-named members of the City Staff have personally visited the sites of proposed trails, without depicting the actual terrain to the Council and the Public.

Lowell R. Wedemeyer

# McCARROLL TRAIL/ROAD TRAVERSING UPPER FILIORUM AND THREE SISTERS PRESERVES.



UPPER FILIORUM

Barkentine Trail

THREE SISTERS

McCARROLL TRAIL/ FIRE ROAD

Ancient Rocky Terraces

4

# McCARROLL ROAD VIEWED FROM UPPER FILIORUM LOOKING TOWARDS PV DRIVE S.



FIRE HOSE FOUND ON McCARROLL ROAD IN BURNED AREA ON JANUARY 11, 2012, FOLLOWING WILD FIRE OF JANUARY 9, 2011. IT SHOWS FIRE DEPARTMENT USE OF McCARROLL ROAD FOR FIRE-CONTROL ACCESS.

6

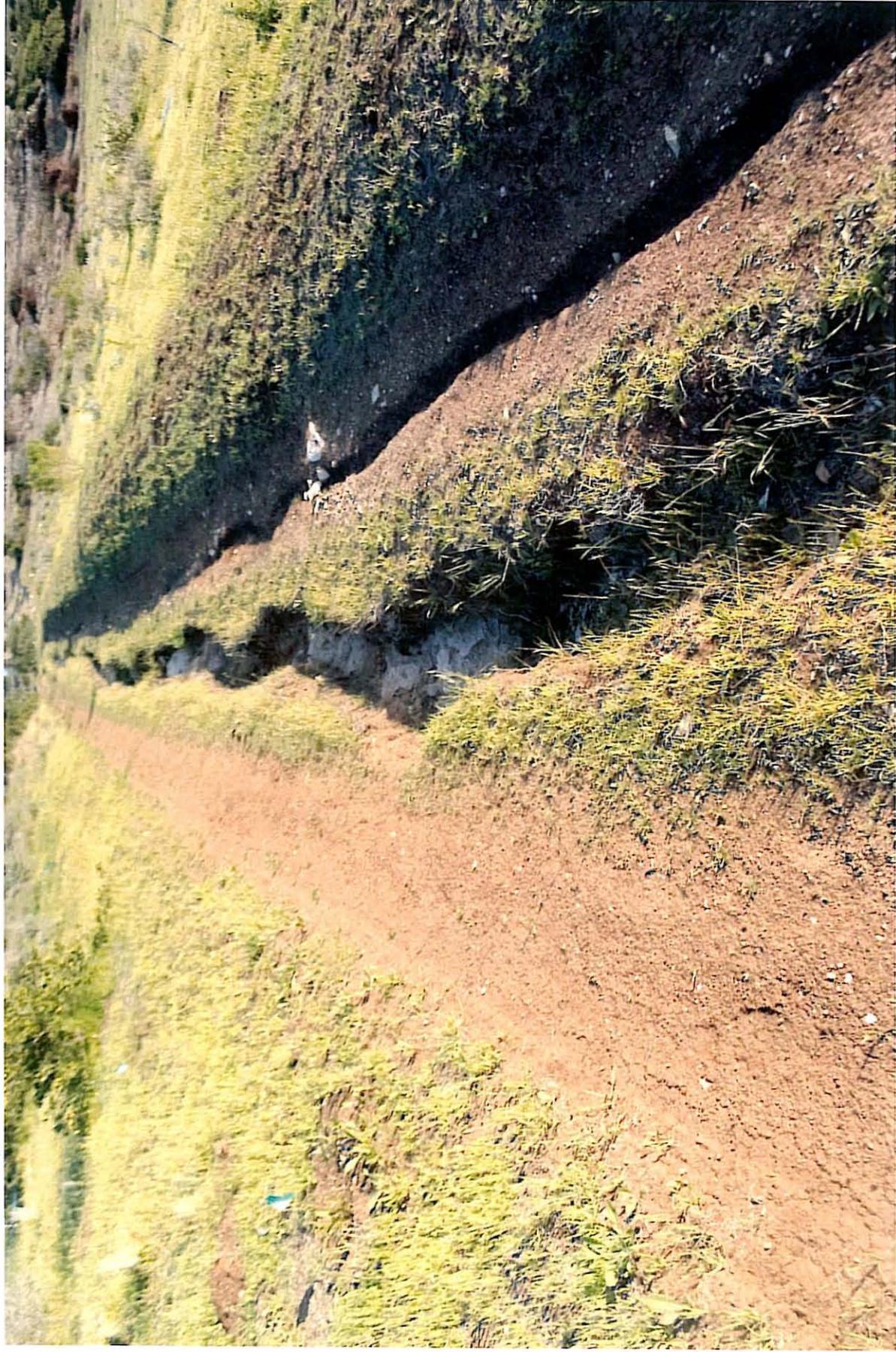


FULLY ESTABLISHED EROSION CHANNEL ON McCARROLL ROAD, VIEWED FROM THREE SISTERS MESA LOOKING NORTH TOWARDS UPPER FILIORUM, APRIL 16, 2012. THIS IS THE LOWER END OF CONTINUOUS CHANNEL THAT BEGINS IN UPPER FILIORUM.

7



**EROSION CHANNELS, MCCARROLL ROAD  
LOOKING UPHILL FROM THREE SISTERS  
MESA, 2012-04-16**



CHANNEL ERODED INTO McCARROLL ROAD. STEEP CHANNEL WALLS NOW WILL COLLAPSE, WIDENING CHANNEL SO IT WILL BECOME INCREASINGLY DIFFICULT FOR VEHICLES TO STRADDLE CHANNEL.

(Photo date 2012-04-15. Channel depth about 2.5 ft., using camera tripod for scale)



(b)



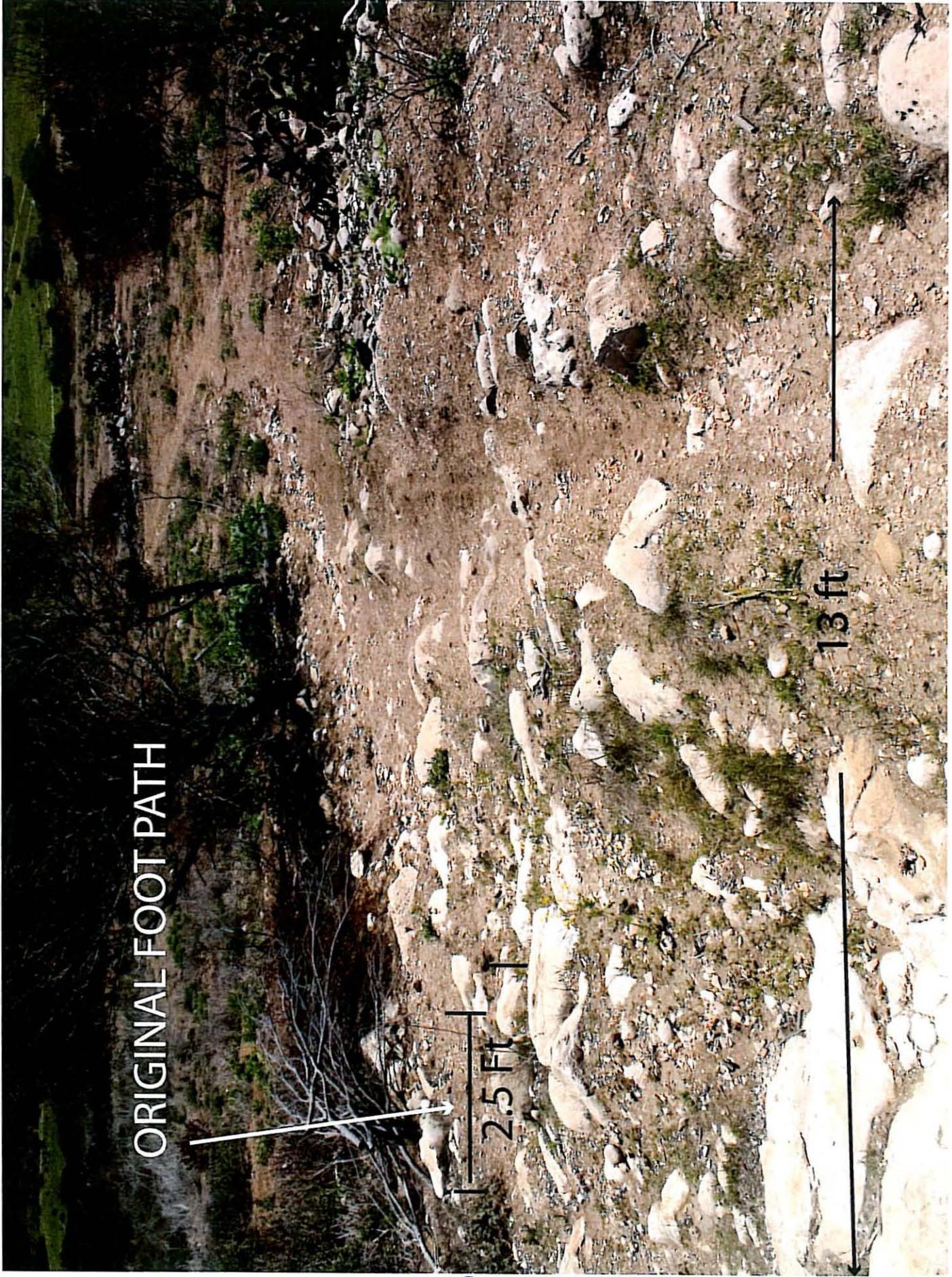
# UPPER BARKENTINE TRAIL & EXISTING CROSS TRAIL TO McCARROLL TRAIL AFTER FIRE



Prior objection to re-routing Barkentine Trail, that valuable habitat would be impacted, no longer applies after fire destroyed habitat.

VIEW DOWNHILL OVER ERODED ROCKY TERRACE SHOWS WHY BICYCLISTS CUT NEW TRAILS TO AVOID IMPASSABLE BOULDERS EXPOSED WHEN LOOSENEED SOIL AND ROCKS ERODE AWAY.

ORIGINAL FOOT PATH



12

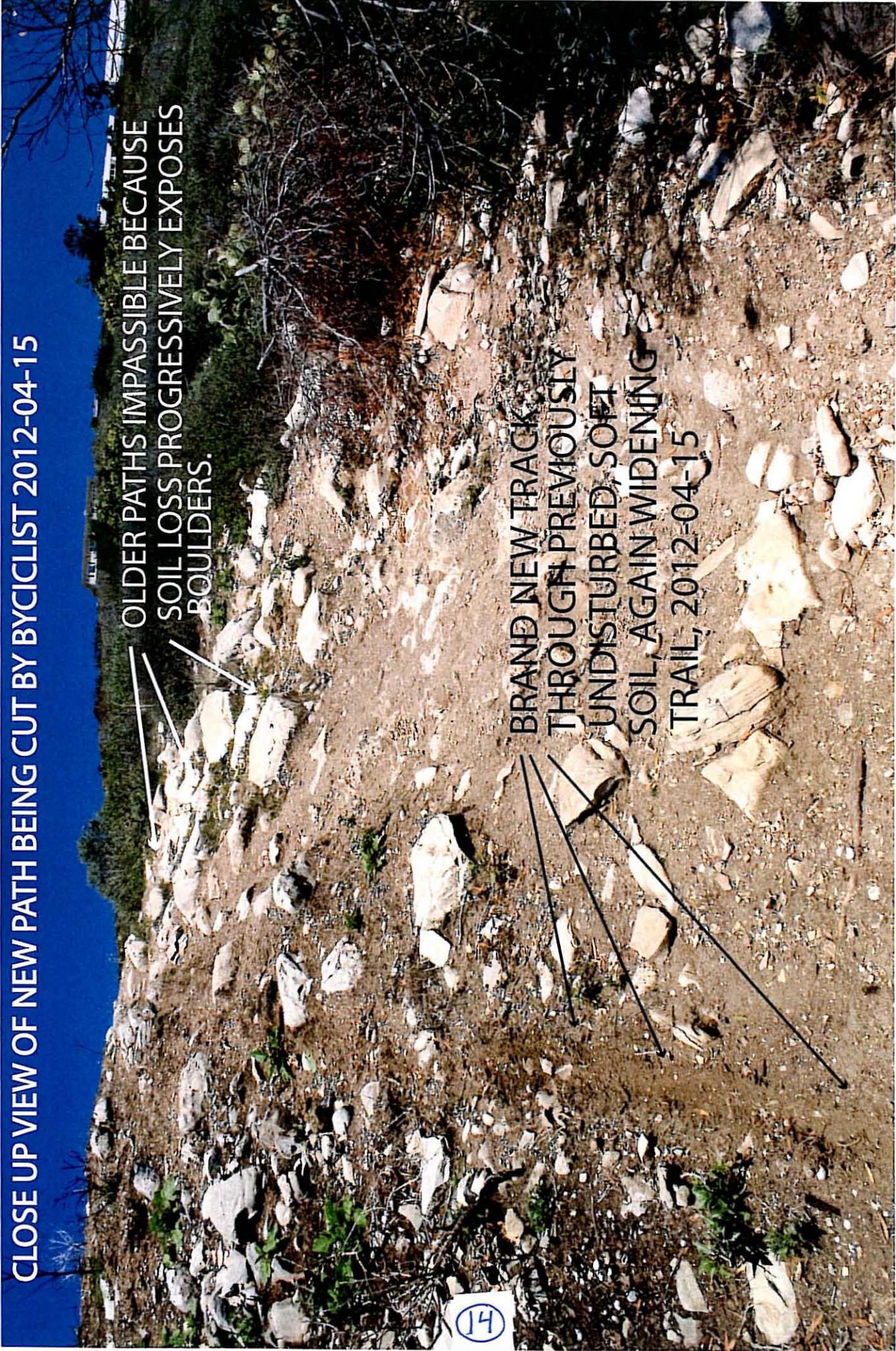
BICYCLIST CUTTING YET ANOTHER NEW PATH  
AFTER SOIL DESTRUCTION BARED ROCKS AND  
RENDERED PRIOR PATHS IMPASSABLE TO BIKES



**CLOSE UP VIEW OF NEW PATH BEING CUT BY BYCICLIST 2012-04-15**

**OLDER PATHS IMPASSIBLE BECAUSE  
SOIL LOSS PROGRESSIVELY EXPOSES  
BOULDERS.**

**BRAND NEW TRACK  
THROUGH PREVIOUSLY  
UNDISTURBED, SOFT  
SOIL, AGAIN WIDENING  
TRAIL, 2012-04-15**



ANCIENT ROCKY TERRACE  
IS COLLAPSING UNDER  
MOUNTAIN BICYCLE  
TRAFFIC AND EROSION

UNDISTURBED  
TERRACE ROCKS

ROCKS KNOCKED LOOSE  
AND TUMBLED DOWN  
SLOPE BY TRAFFIC AND  
EROSION.



**ORIGINAL  
FOOT PATH  
NO LONGER  
USABLE DUE TO  
ERODED CHANNEL  
INITIATED BY  
MOUNTAIN BIKES**

**MOUNTAIN BIKES  
CUT A NEW PATH,  
TRIPLING THE  
WIDTH OF OLD  
FOOT PATH, AND  
INITIATING A  
NEW EROSION  
CHANNEL.**

**TRAIL EROSION AND WIDENING INITIATED BY MOUNTAIN BIKES  
AUGUST, 2009 TO APRIL, 2012. AFTER CITY CLOSED PORTUGUESE  
BEND TRAILS AND OPENED BARKENTINE TRAIL IN THREE SISTERS.**

New path likely also will be eroded and unusable by May, 2013.

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**From:** Ken DeLong [ken.delong@verizon.net]  
**Sent:** Friday, May 11, 2012 1:39 PM  
**To:** cc@rpv.com  
**Cc:** Carla Morreale  
**Subject:** May 15th RPV Agenda - #2  
Concerning May 15th agenda #2 – Performance Audit

It appears that this recommendation has "the cart in front of the horse" by *going to bid* before deliverables and costs are better defined. How can staff write a bid specification when the Council is unclear in its direction?

RPV MC 2.44.060 provides exception to bid processes for Specific Professional Services. Would not the taxpayers be better served if a Council Committee was tasked to meet with some three or four known firms that have personnel evaluation expertise who could provide some better understanding of what services might be provided and likely costs that would be incurred? Using a business like process has a much higher probability of obtaining quality results than the usual rushing off to bid that some seem to prefer.

Ken DeLong

## Carla Morreale

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**From:** Kathryn Downs  
**Sent:** Monday, May 14, 2012 11:11 AM  
**To:** Carla Morreale; Teri Takaoka  
**Subject:** Late Correspondence

**Attachments:** 20120515\_Late Correspondence\_Correction.pdf

I have an item of late correspondence for the May 15, 2012 City Council agenda, item # 3 (FY12-13 Budget Meeting No. 2).

The attached page is a replacement for page 3-7 in the agenda packet. The replacement page has been updated to correct the FY10-11 expenditures for Building & Safety Plan Checks & Inspection (from \$31,625 to \$48,828).

Thanks,  
Kat

Kathryn Downs  
Deputy Director of Finance & Information Technology  
(310) 544-5216  
<http://www.palosverdes.com/rpv/>



RANCHO PALOS VERDES

**HYBRID ZERO-BASED BUDGETING MENU ITEM JUSTIFICATIONS**  
**Attachment B**

**Increased Expenditures (more than 5% & \$25,000)**

Public Works Right of Way Inspections \$55,000

Inspections for encroachment permits, traffic projects and right-of-way maintenance projects have been consolidated into one budget program. Permit fees collected as General Fund revenue partially offset the cost of this program. This item was originally included in the two-year document with a cost of \$80,000. Staff proposes a reduction of the FY12-13 budget to \$55,000.

Catch Basin Maintenance \$32,000

The City's compliance with National Pollution Discharge Elimination System (NPDES) requirements necessitates this expenditure. The line item includes catch basin cleaning and maintenance of inserts in streets and city-owned parking lots. A five-year history of expenditures follows.

**Expenditures**

FY10-11	11,394
FY09-10	8,632
FY08-09	11,697
FY07-08	11,591
FY06-07	13,933

The City contracts with the County for catch basin maintenance; but due to limited County resources, work has fallen behind. Staff is planning to solicit outside bids for catch basin maintenance in FY12-13, and expects that the entire proposed budget of \$32,000 will be needed.

Building & Safety Plan Checks & Inspection \$65,000

The estimated cost for engineering plan check services (structural and drainage) of \$40,000 is offset by plan check fees that are charged to the applicants. This item also includes inspection services as needed, for a contract amount not to exceed \$25,000. A five-year history of actual expenditures follows. Prior to 2008, inspection services were entirely performed by a contractor. Subsequently, inspection services were performed in-house. Recently, due to staff vacancies, contract work has increased and is expected to reach the proposed expenditure of \$65,000 for FY12-13.

**Expenditures**

FY11-12 est.	60,000
FY10-11	48,828
FY09-10	48,070
FY08-09	53,499
FY07-08	246,482

Geotechnical Consultant Services \$150,000

Geo-technical consultant services to review and make recommendations regarding the need for, and/or adequacy of, privately initiated project geo-