Santa Clara River Loop Trail
– An Introduction

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What is the Santa Clara River Loop Trail?
An investment in our area...

...to elevate quality of life
...to preserve the area’s natural character
...to stimulate positive economic benefits
The Santa Clara River Loop Trail is a multi-use path to unify communities and enrich their relationship with the Santa Clara River.
Trail users experience the River’s natural setting, discover and learn about its environmental functions, and are inspired to protect and preserve its quality.
The SCRLT is a safe pedestrian and bicycle route that promotes alternative transportation modes and healthy outdoor recreation.
SCRLT Project Area + Concept Alignment
What’s Done

✔ Fits with existing and proposed larger trail network

✔ Supported by city, county, and state agencies
What’s to Come

- No Emissions
- Transportation Route
- Climate Change Solution
- Educational Resource
Steps Toward a Santa Clara River Loop Trail
Current Actions

Santa Clara River Loop Trail Planning Grant

Won by Friends of the Santa Clara River & Sierra Club

Led by National Park Service - Rivers, Trails, and Conservation Assistance Program (NPS-RTCA)

- NPS providing technical assistance
- Non-monetary grant award
- 1-2 year duration
Planning Grant Goals

Central Core Team to synthesize existing work, identify gaps and provide technical and environmentally feasible solutions.

Key Related Existing Efforts

● City of Ventura Bike Master Plan
● City of Oxnard Park Master Plan
● City of Oxnard Santa Clara River Trail Master Plan
● Ventura County SCR1 Levee Rehabilitation
● Ventura County Transportation Commission Santa Paula Branch Line Rail-to-Trail
Planning Grant Goals

- Reach out to local stakeholders and residents to engage in process
- Analyze range of opportunities and challenges
- Develop vision, goals, and trail recommendations
- Produce report to apply for funding of next steps
Overview of Opportunities & Constraints
- Incorporate new near term City bike projects
- Take advantage of existing infrastructure
- Cross Harmon Barranca to get onto TNC property
- Allow for beach extension downstream of Hwy 101
Segment 2

- Hug existing north bank farm road for best experience
- Anticipate and design for high water elevations
- Incorporate public access point at Montgomery
- Build upon existing basic approval with TNC
Segment 3 - Use river-closest farm road for best experience if possible
- Connect to city neighborhood path at Kennebec St.
- Use existing trail and bridge over Clark Barranca
- Incorporate public access point at N. Bank & Petit
Segment 4

- Alt. trail along Rio Grande St closer to river for views
- New segment along Cabrillo Village (County WPD)
- Public access point at Saticoy dead end
- Collaborate with SPBL for northerly route to Hwy 118
- Or use existing and proposed trails in housing areas
Segment 5

- Collaborate with SPBL for route to Hwy 118
- Alternative through housing and Nardo St. (County)
- New bike lane on Hwy 118 (CalTrans)
Why Build It
Alternative Transportation
Commute & GHG reduction

Commuter routes between Met, Bus, and Job locations.
By mapping real estate transactions, researchers have been able to show that bike facilities can have positive, statistically significant impacts on home values.

Communities that have fostered that [bicycling] popularity by providing bicycle infrastructure for transportation and recreation have seen considerable economic benefits by attracting businesses, tourism, and active residents.

Bicycling Means Business:
The Economic Benefits of Bicycle Infrastructure

By Darren Flusche
Policy Director
League of American Bicyclists
“The trip and equipment expenditures of $41 billion in 2011 generated $107 billion in total industry output across the United States. Total industry output includes the direct, indirect, and induced effects of the expenditures associated with bird watching.”
Education

Santa Clara River Loop Trail South Bank

Proposed Access at Rio Del Sol Academy
Education

Informational Kiosk

- Water Conservation
- Plants & Animals
- Native American Culture
Regional Connectivity

INTEGRATE AND VISUALIZE WITH FUTURE CITY AMENITIES

• Trailhead Park & Johnson Apts
• Olivas Pk Dr Ext Earth Berm
How to Build It
Overcome Jurisdictional Barriers

CITY

COUNTY

PRIVATE

EASEMENTS
MOUs
JPAs
PARTNERSHIP

TOP DOWN?

GROUND UP?
Construction Funding

- AGENCY LEADERSHIP
- LOCAL MATCH
- DISADVANTAGED COMMUNITY
- PUBLIC OUTREACH
Maintenance Funding

“$7,500 per mile of concrete bike path annually based on similar trails in the state”

“Includes: labor, supplies, amortized equipment costs for weekly trash removal, monthly sweeping.”

“Includes: repair patrols for cleaning and patching, repairs to crossings, trash removal, landscaping, underbrush and weed abatement.”

“Costs can be greatly reduced if volunteer crews are used or a local organization assumes some of the responsibilities.”

Santa Clara River Trail Master Plan Maintenance Estimate, 2011
HOW CAN BAC HELP?

CALLING ALL EXPERTISE!
Assist Drafting Chapters:
Bike Economy Revenue
Ridership Projections
Public Health Benefits
Greenhouse Gas Reduction
Bike Trail Economic Data

Find and Reference Quality Studies
Analyze data and apply to SCRLT
Tourism, Property Value, etc.
Draft findings (3-5 pp)
Ridership Projections

Reference Oxnard SCRTMP & Other Studies
Analyze data and apply to SCRLT
Draft findings (3-5 pp)
Public Health Benefits

Find formulas and studies
Apply to SCRLT
Discuss with local authority (County Health)
Draft findings (3-5 pp)
Greenhouse Gas Reduction

Find formula and apply to SCRLT
Discuss with local authority (County APCD)
Draft findings (3-5 pp)
More Info and Contacts

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