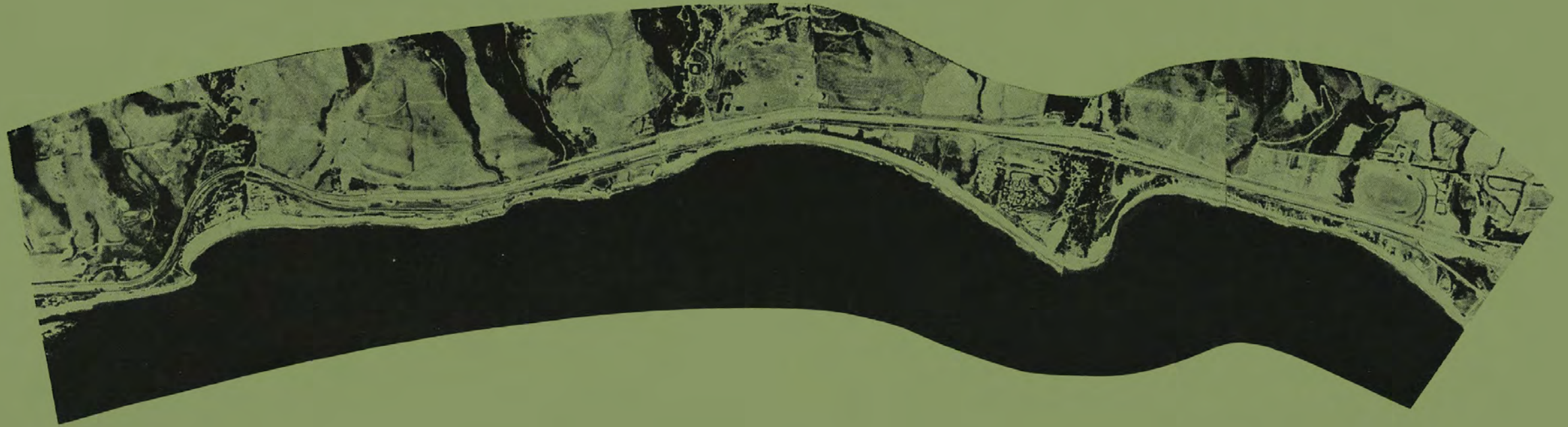


SANTA BARBARA COUNTY COASTAL TRAILS SYSTEM

PROPOSED

MISSION TO MISSION TRAILS for BIKERS, HIKERS and EQUESTRIANS



SANTA BARBARA COUNTY
COASTAL TRAILS SYSTEM
MISSION TO MISSION TRAILS
for BIKERS, HIKERS and EQUESTRIANS

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93110.

Contributions for this project are tax deductible; please make checks payable to:
Santa Barbara County Parks Foundation.

PROPOSED



I. FOREWORD

In June of 1972, the Director of the California Department of Parks and Recreation, William Penn Mott, Jr., spoke to a meeting sponsored by the Santa Barbara County Trails Council and urged citizens to prepare a plan for a riding, hiking, and biking trail system linking the Santa Barbara, Santa Ynez and La Purisima Missions.

From those attending the meeting, a working group formed. It was composed of private citizens, representatives of the County Trails Council, various riding, hiking and biking groups, the UCSB Campus Planning Office, and the Isla Vista Community Council.

Their need for information and assistance led them to coordinate with Santa Barbara County departments and agencies, City departments and agencies from Santa Barbara and Lompoc, State of California departments, The Bureau of Outdoor Recreation, and the Los Padres National Forest.

Without the enthusiastic cooperation of the staffs of these departments and agencies, the following plan could not have been completed. Without the inspiration of William Penn Mott, Jr., it would never have been started — to them and to him, it is dedicated.



William Penn Mott, Jr. (right) speaks in Santa Barbara pictured with Ken Kolsbun, Executive Director of Friends For Bikecology.

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Santa Ynez Triple-Use Trail

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Goleta to Gaviota Coast

III. ENDORSING ORGANIZATIONS AND AGENCIES

American Association of University Women of Lompoc, Beleaguered Earth Group
 Audubon Society of Santa Barbara
 Bicycle Touring Club of Santa Barbara
 Bureau of Outdoor Recreation, Department of Interior
 California Congress of Parents and Teachers, 15th District
 California Department of Parks and Recreation
 California Recreational Trails Committee
 Citizens Planning Association of Santa Barbara County, Inc.
 City of Santa Barbara
 Community Arts Association, Plans and Planting Committee
 Community Environmental Council
 County of Santa Barbara
 Equestrian Trails, Inc., Corral 39
 Equestrian Trails Inc., Corral 60
 Friends for Bikeology, Santa Barbara Chapter
 Girl Scouts, Tres Condados Council
 Goleta Valley Citizens Planning Committee
 Hope Ranch Riding and Trails Association
 La Purisima Mission State Historic Park Advisory Committee
 League of Women Voters of Santa Barbara
 Lompoc Valley Riders
 Santa Barbara County Parks Foundation
 Santa Barbara County Riding Club
 Santa Barbara County Trails Council
 Sierra Club, Los Padres Chapter
 U.S. Forest Service, Department of Agriculture



IV. SUMMARY

Goals of the Triple Use Trail Plan

Throughout the nation, the demand for recreational activities has increased dramatically. The desire for recreation has awakened a new interest in California's remaining undeveloped areas.

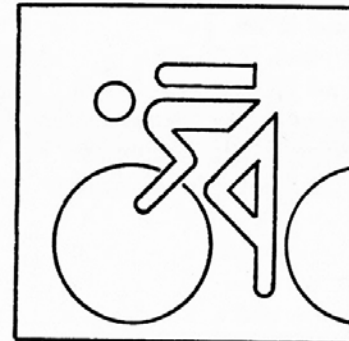
In addition, many people are now considering alternative forms of transportation. The "return to nature" has also returned Californians to a desire for simpler, more healthful, non-polluting forms of transportation, primarily biking, hiking and horseback riding.

Santa Barbara, with its year-round equable climate and matchless scenic beauty between the Channel Islands, ocean and Santa Ynez Mountains, is an ideal location for a model triple-use trail. The movement is a healthy one for both the individual and society. It should be supported and encouraged by state and local governments. The scenic and historic resources of this county can be enjoyed without damaging the environment if trails are well designed and access is limited to non-motorized means.

The supporting groups and agencies propose a Santa Barbara County Coastal Trails System — a triple use recreational trails system linking the Santa Barbara, Santa Ines and La Purisima Missions.

The trails system was designed with the following goals in mind:

- * To interconnect four units of the State Park System.
- * To establish a model for triple-use recreational trails.
- * To establish a link in the State of California Pacific Coast Trail System.
- * To provide for the special needs of hikers, bicyclists, and equestrians in the design of the trails system.
- * To establish sites for overnight, day use, and environmental observation at appropriate locations.
- * To maximize recreational and wilderness opportunities.
- * To protect the natural and historic environment.



Concepts of the Triple Use Trails Plan

The trails system advocated would be designed to accommodate hikers, bikers and riders on separate trails each with appropriate surfacing. At some points, however, terrain will force the trails to converge.

The planning of these trails has been guided by one basic concept: to design a practical trails system which is feasible to build and to which the public has easy access. This basic idea has led us to the following corollary concepts:

The trail should take maximum advantage of existing trails and plans for trails.

It should be located, whenever possible, on existing public rights-of-way and easements.

The Mission to Mission Trails are essentially a system designed to link existing and planned trails (see maps). The trails themselves are designed as the first link of the Pacific Coast Trail.

The trails should be accessible to a regional population. The coastal portion of the trails is adjacent to the AMTRAK route. At present, AMTRAK would link the trails system with Los Angeles, Glendale, and Oxnard to the south, and Oakland, San Jose, and Salinas to the north. Special stops could be arranged and perhaps round-trip fares could be subsidized by the State Park System for low income groups in the urban areas.

There is also easy access from the highway and freeway system and the trails lie only one and a half hours from the City of Los Angeles.

The trails should qualify for State Bikeway funding from the Dept. of Transportation in all its portions adjacent to State highways. Eligibility for these funds will be established through:

- proper bikeway design
- conformance with the plans of the Department of Transportation
- on-going coordination with Department of Transportation, San Luis Obispo office, in the planning stage
- adoption of the Mission Trails by the County Board of Supervisors and the cities of Santa Barbara, and Lompoc as an element of their General Plans



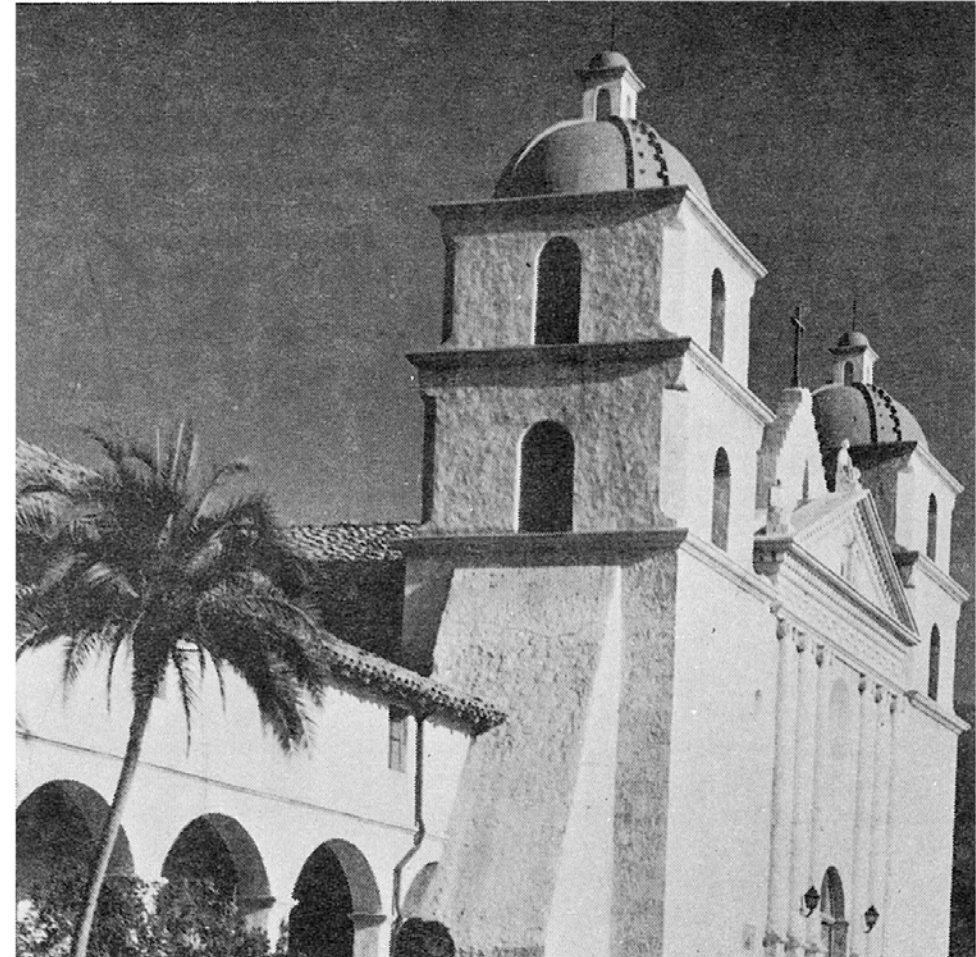
Proposed trail connecting El Capitan and Refugio State Beaches

The trails should provide alternative access to public facilities. The proposed trail system links 27 parks and beaches, 10 historic sites and trails, 16 scenic roads and corridors, 21 schools, and other public facilities. This multitude of recreational, historical, and educational resources and facilities makes the Mission to Mission Trails unique in the State of California. Educational and scenic opportunities will make it especially attractive to city dwellers and school children. It is anticipated that areas of unique historical, geological or biological character will be designated as environmental sites and trail manuals will be developed to provide background information to the trail users.

Priorities of the Triple Use Trails Plan

Planning priorities have been established upon the following criteria:

1. Achieve the trails system goals
2. Obtain planning, funding, and construction commitments
3. Maintain coastal orientation
4. Connect public beaches and parks, both existing and proposed
5. Connect the missions: Santa Barbara, Santa Ines and La Purisima
6. Connect Las Cruces Adobe and other historic sites and trails
7. Develop triple use hiking, riding and biking (HRB) trails
8. Develop double use hiking and riding (HR) or hiking and biking (HB) trails
9. Use the existing public rights-of-way where possible
10. Coordinate with existing federal, state, county and city trail plans
11. Connect private recreation areas and special facilities with wilderness preserves, major peaks, and other environmental sites, schools, and other public facilities
12. Include major population areas and trail transportation corridors



Mission Santa Barbara Bell Towers

V. AUTHORIZATION

A. Local

Bikeway element to the Santa Barbara General Plan adopted by the Board of Supervisors in 1968 and revised in 1972 and 1973 as the Non-Motorized Bicycle Ways and Hiking Trails Plan for the Goleta Valley area.

Equestrian and Hiking Trails Element of the Santa Barbara County General Plan adopted in 1969.

Interim Open Space Element of the Santa Barbara County General Plan adopted in 1972.

Santa Barbara County Zoning Ordinance 661, Sec. 7 Open Spaces in Subdivisions.

Santa Barbara County Ordinance 2394 to allow horseback riding on Arroyo Burro County Beach Park from November first to May first and before 10:00 a.m. and after 5:00 p.m. from May first to November first.

B. State

The following are pertinent clauses from State of California Publications that directly affect this triple-use trails plan:

California Outdoor Recreation Resources Plan, January 1972

p. 125 California Coastline Preservation Resources Plan

“Certain major acquisitions are presently needed for certain specialized recreational activities . . . development of a bicycling and hiking trail along coastal railroad rights-of-way which are not in use. It is also recommended that (there be) a chain of hostels along the coast.”

p. 134 Trails

“Public interest has grown in California for bicycling, riding and hiking trails . . . Efforts by the Department of Parks and Recreation are being directed toward the development of a Pacific Coast Trail. It is envisioned that such a trail would extend north and south along the coastal ranges with lateral trail connections to the Pacific Crest Trail.”

p. 135 “Trail development within State parks or linking parks is the primary role of the State. The California Recreational Trails Committee is fostering a number of local trail groups to work on the local basis. The Committee is appointed by the Governor and serves as a policy group on all trail matters.”



State Senator James Mills, author of bicycle facilities legislation, passing through Santa Barbara on coastal bicycle tour.

In the planning and development of trails strong consideration must be given to utilizing whatever access-ways may be available . . . as well as historic and scenic points of interest. Such access-ways as abandoned railroad lines, levees, easements and utility rights of way should be considered in the layout of a trail system.

Hostel facilities should be provided at specific trail locations to accommodate the increasing number of over-night hikers.”

California Recreational Trails Act SB 684
Statutes of 1969 Chapter 674, Secs. 5070 et seq., Public Resources Code)

In order to provide for the greatly increasing outdoor needs of a rapidly expanding California population, and in order to provide for public access to, travel within and enjoyment and appreciation of the out-of-doors areas of California and for the conservation development and use of the natural resources of this for purposes of health and recreation; to encourage increase in riding, hiking and bicycling as influences for the improvement of the health and welfare of the people; To implement the foregoing, and as additional purposes of this act, trails shall be established and maintained by the state within and outside of units of the State Park System and whenever feasible, to interconnect units of the state park system, but not limited to such and to perpetuate and provide use of and access to regions and trails of special or historic interest within the state and by local governmental agencies to serve the requirements of the urban population centers of the state: to encourage the multiple use of public rights-of-way and utilize to the fullest extent existing and future scenic roads, highways where feasible for recreational trails use . . .”

Statutes of 1935 (Sec. 951, Streets and Highways Code)

Permits a county to set aside a side path on any county highway which can be separated for the use of pedestrians, horseback riders, and bicycle riders.

SB 1100
Statutes of 1971 Chapter 1553, (secs. 105.7, Streets and Highways Code) Department of Public Works, Division of Highways

Authorizes the Department to construct and maintain bicycle paths and lanes paralleling any State highway and justifies the expenditure of highway funds, together with the power of eminent domain.

SB 265
Statutes of 1971 chapter 1361, (Sec. 5079.1, Public Resources Code)

Requires the department to consult with the Department of Parks and Recreation in establishing design criteria, together with the advisability of including bicycle paths adjacent to roadways.

SB 36
Statutes of 1972 Chapter 1092 (sec. 100.13, Streets and Highways Code)

Requires the California Highway Commission and the Department of Public Works to set aside in each of its annual budget reports an amount not less than \$350,000 for the construction of bicycle facilities to be used in conjunction with the State Highway system.

SB 325 Transportation Development Act of 1971
Statutes of 1971 Chapter 1400, (sec. 99200, Public Utilities Code)

A county board of supervisors may establish a local transportation fund from revenues derived from sales and use taxes on gasoline. The county share of this sales tax can be used to acquire right of way and construct bicycle lanes on county roads and separate bicycle paths, not within county road right of ways when these paths would eliminate traffic hazards and increase motor traffic capacity.

Farr Act – Open Space and Scenic Land Acquisition
Statutes of 1959 chapter 1658, (secs. 6950-6954, Government Code)

California Land Conservation Act – Williamson Act
Statutes of 1965, amended 1967 chapter 1371 (sec. 1, Government Code)

California Constitution Article 28 Open Space Conservation, added 1966

When open space lands are subject to the sole use of recreation, for the enjoyment of scenic beauty, for the use of natural resources, or for production of food or fiber, such lands shall be valued for assessment purposes on such basis as shall be consistent with such restriction and use.

Quimby Act Taxation on new construction-subdivisions
Statutes of 1965 chapter 1809 (sec. 11546 Business and Professions Code)

Permits counties to require dedication of land or payment of fees in lieu thereof for park or recreational purpose as condition precedent to approval of final map.

Open Space Easements
Statutes of 1969 chapter 762, (secs. 51050 et seq. Government Code)

Open Space Element
Statutes of 1970 chapter 1570, (secs. 65563 Government Code)

Requires all California counties and cities to have prepared and adopted an Open Space Element, including an action program to implement it.

State Beach, Park, Recreational, and Historical Facilities Bond Act of 1974 AB 392 Z'berg-Collier Park Bond Act.
Statutes of 1972 chapter 912 (sec. 5096.71 Public Resources Code)

Authorizes the issuance of \$250,000,000 in bonds to provide funds to acquire and establish beaches, parks, recreational facilities, and historical resources after submission to the voters at the 1974 Direct Primary Election.

Chapter 740, Statutes of 1973
(Modification of Public Utilities Code)

Sets aside 2% of local sales tax revenues which are earmarked for transportation purposes to the construction of bicycle lanes. Can provide up to \$3.2 million yearly to local transportation organizations to build new bikeways wherever they are needed.

C. Federal

National Trails System Act, Public Law 90-543, S 827, 1968

“In order to provide for the ever-increasing outdoor recreation needs of an expanding population . . . trails should be established (1) primarily, near the urban areas of the Nation. The Secretary of the Interior and the Secretary of Agriculture are directed to encourage States and local agencies and private interests to establish such trails. Such trails may be designated and suitably marked as parts of the nationwide system of trails . . . ”

Land and Water Conservation Fund Act of 1964

State and Local Financial Assistance Act of 1972 – Revenue Sharing

Provides for 5 year total of \$30.2 billion to be allocated to state and local governments. \$3 million in SB in 1972.

Federal Highway Administration Policy, 1973

Encourages the provisions of bicycle trails as part of Federal-aid highway projects wherever conditions are favorable and a public need is served. Separate facilities for pedestrians and equestrians may be included where they constitute reasonable proper parts of a highway project.

Federal Highway Act of 1973 appropriates \$120 million over the next three years for bicycle facilities and authorizes a \$5 million study on bicycle safety by Department of Transportation.



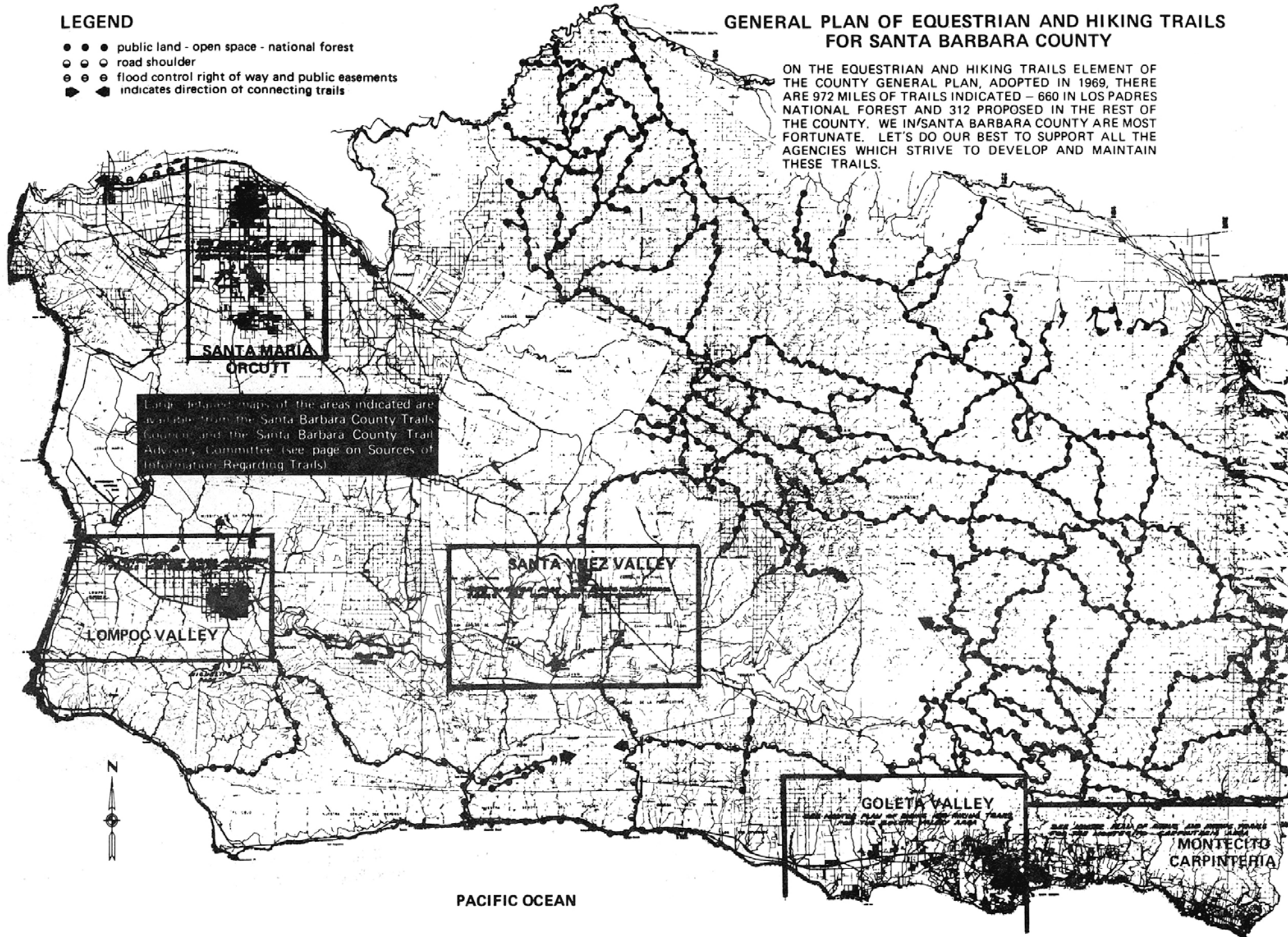
Trail in Agua Caliente Canyon, west of Gaviota State Park. Proposed acquisition.

LEGEND

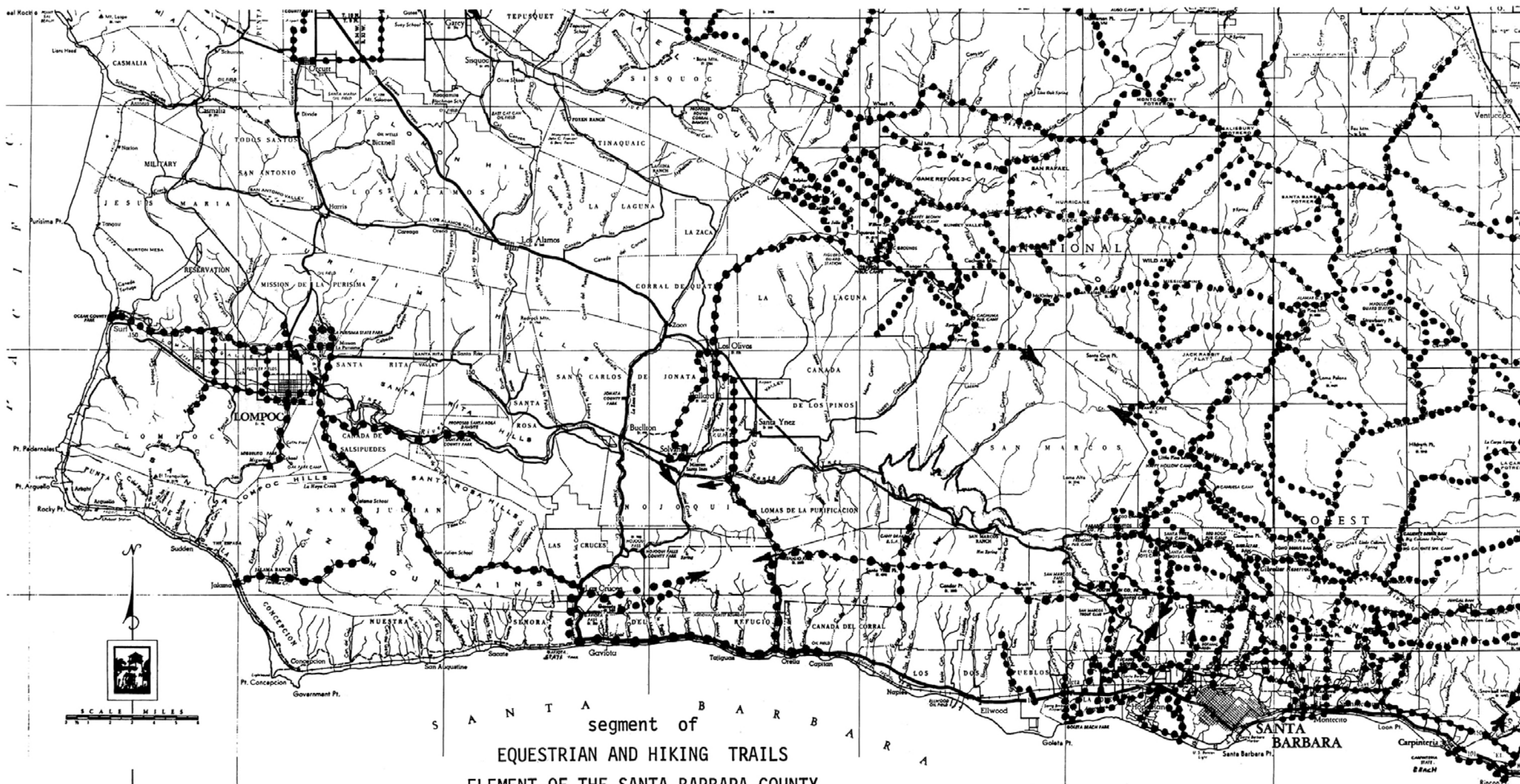
- ● ● public land - open space - national forest
- ○ ○ road shoulder
- ⊖ ⊖ ⊖ flood control right of way and public easements
- ▶ ◀ indicates direction of connecting trails

GENERAL PLAN OF EQUESTRIAN AND HIKING TRAILS FOR SANTA BARBARA COUNTY

ON THE EQUESTRIAN AND HIKING TRAILS ELEMENT OF THE COUNTY GENERAL PLAN, ADOPTED IN 1969, THERE ARE 972 MILES OF TRAILS INDICATED - 660 IN LOS PADRES NATIONAL FOREST AND 312 PROPOSED IN THE REST OF THE COUNTY. WE IN SANTA BARBARA COUNTY ARE MOST FORTUNATE. LET'S DO OUR BEST TO SUPPORT ALL THE AGENCIES WHICH STRIVE TO DEVELOP AND MAINTAIN THESE TRAILS.

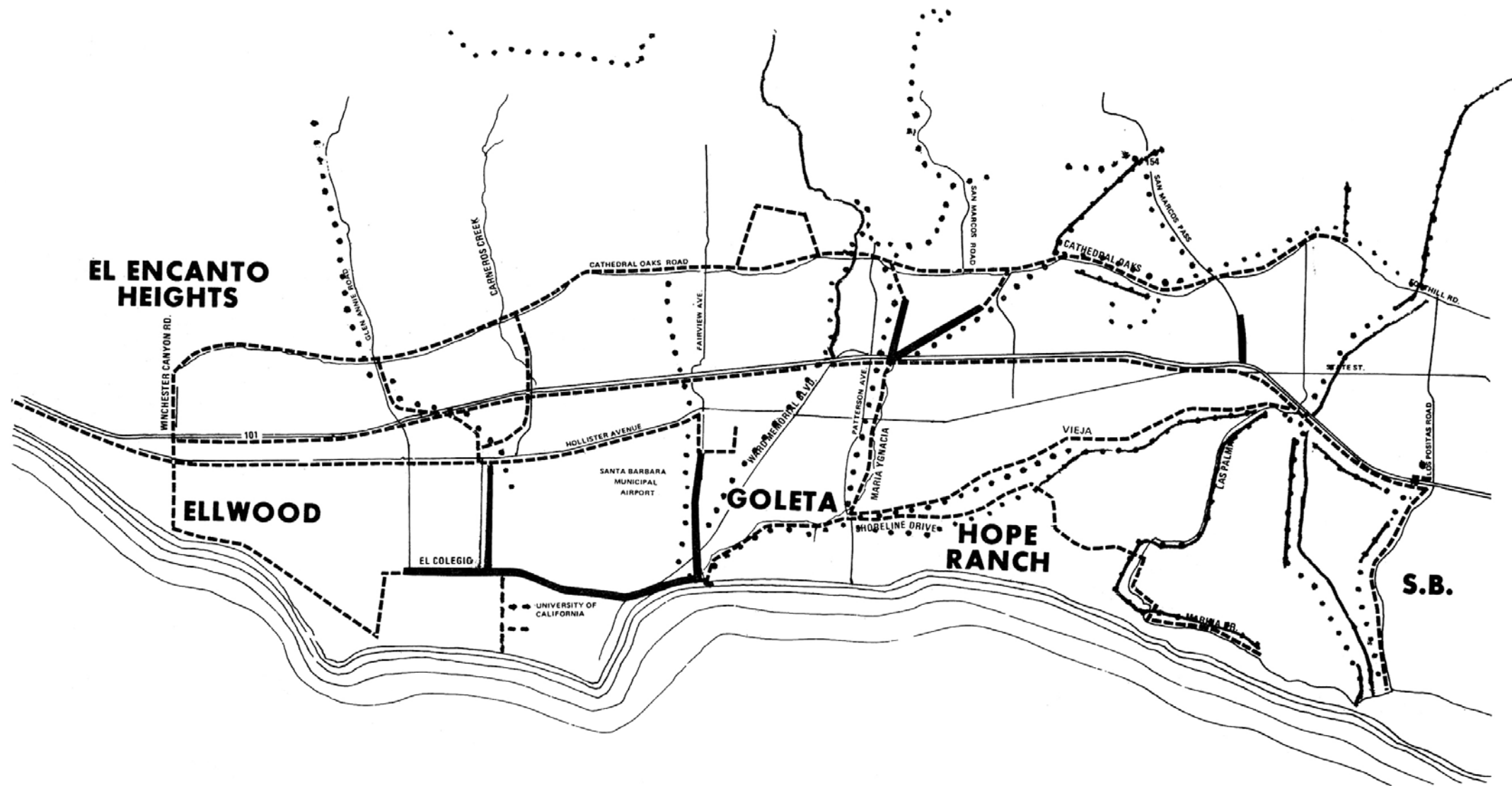


Large detailed maps of the areas indicated are available from the Santa Barbara County Trails Council and the Santa Barbara County Trail Advisory Committee (see page on Sources of Information Regarding Trails)



S A N T A B A R B A R A
 segment of
 EQUESTRIAN AND HIKING TRAILS
 ELEMENT OF THE SANTA BARBARA COUNTY
 GENERAL PLAN

C H A N N E L



SANTA BARBARA COUNTY
 GENERAL PLAN OF
 NON-MOTORIZED BICYCLE WAYS AND
 HIKING TRAILS FOR THE GOLETA VALLEY AREA
 AUGUST, 1973

GENERAL PLAN OF
 EQUESTRIAN AND HIKING TRAILS
 FOR GOLETA VALLEY
 AUGUST, 1969

LEGEND

- EQUESTRIAN AND HIKING TRAILS
- - - BIKEWAY AND HIKING
- EXISTING BIKEWAYS
- EXISTING TRAILS

VI. EXISTING CONDITIONS

The approximately 400 miles of trails proposed in this plan form a network which connects many of Santa Barbara's finest recreational, scenic, and educational facilities.

The trail passes through 3 city parks, 10 county parks and beaches, 4 state parks or beaches, 1 federal park, 7 private recreational areas, and 17 special facilities, wildlife preserves and major peaks.

For those interested in the history of Santa Barbara County, the trail provides access to 3 of the original California missions, 4 pioneer trails, and 7 historical sites and monuments.

Santa Barbara County has always been noted for its coastal and mountain scenery. The variety of scenic resources are displayed as the trail follows 14 county scenic roads and 2 officially adopted state scenic corridors.

It is hoped that after portions of the trail are completed, "environmental sites" would be established to display unusual geologic/geographic or plant and wildlife characteristics. Such sites would provide valuable educational resources and would be easily accessible to the school age population of the County.

Major Facilities Along the Trail Route

Beginning at Santa Barbara Mission, the trail traveler could join a tour of the splendid twin-towered church and rooms filled with artifacts of early mission period and walk along the paths of the Mission Historical Park. In the city of Santa Barbara are parks and beaches and such points of interest as the El Presidio de Santa Barbara State Historic Park, Santa Barbara Historical Society Museum, Santa Barbara County Court House, El Paseo, and the Santa Barbara Museum of Art. Near Rocky Nook Park and the Mission is the Santa Barbara Museum of Natural History.

In Mission Canyon is the Santa Barbara Botanic Garden leading to the Tunnel riding and hiking trail. At Skofield Park is a staging area for those going up Rattlesnake Canyon trail. Farther west is a California Riding and Hiking Trail, the Jesusita. These trails take the user to the very peak of the Santa Ynez Mountains providing a majestic overlook of the entire South Coast and access to 600 miles of trails in Los Padres National Forest.

The County Equestrian Park offers trails and a public show ring and a possible staging area to the many trails in San Antonio Canyon Park with possible access to Los Padres National Forest in the future.

Goleta Beach Park with a pier for fishing and launching small boats and parks in Isla Vista are maintained for day use. Ellwood pier has recently been acquired for public use.

The University of California has 5 miles of bikeways on the campus, a summer recreation program, and a riding school and stable managed by the University Recreation Department. Indian artifacts, art works, and varied displays can be seen in public exhibits and galleries.



Pier at Goleta Beach County Park



El Capitan State Beach

Along the Santa Barbara Coast are five units of the State Park System; Carpinteria State Beach, El Capitan State Beach, Refugio State Beach, Gaviota State Park and Point Sal State Beach. At Gaviota State Park, fishing, swimming, camping and guided trails are popular. Here, the pier is used for fishing and boat launching. Hiking and riding trails lead to a portion of Los Padres National Forest.

Private facilities are available at El Capitan Ranch Park campground, Circle Bar-B Guest Ranch and Alisal Ranch. Nojoqui Falls Park offers winter camping and trails.

In the Santa Ynez Valley the Old Mission Santa Ines, undisturbed in its rural setting, is open to visitors. Almost 2 miles of a triple-use trail (bikeway, hiking, and equestrian) has been developed along Highway 246 and just beyond is Santa Ynez Park. Also for day use is the Hans Christian Anderson Park in the Danish community of Solvang.

On the coast 15 miles from Highway 1 camping is allowed at Jalama Beach but not at Ocean Park and Point Sal State Beach farther west.

North of the city of Lompoc, where flower fields produce more than half the world's supply of garden flower seeds, is La Purisima Mission State Historic Park. This reconstruction is the only example of a complete mission in California. The entire mission complex includes chapel, shops, quarters, residence, gardens, and water system. The museum exhibits, 12 miles of equestrian and hiking trails, and 1½ miles of bikeway contribute to a rewarding visit.

Flora, Fauna and Climate

As one rides or hikes the trail that runs from Goleta to Gaviota and up to the crest of the Santa Ynez Mountains, the plant and animal life that may be observed provides a unique experience. The climate along the coastal area of Santa Barbara County is in general very mild, temperature averages 65° - 70° during the year, with rains of about 17" per year occurring in winter, some fog in summer, gentle southerly winds and abundant sunshine 250 days throughout most of the year.

Along the beach, there is the fun of seeing the shorebirds feeding or resting; the off-shore birds such as the double-crested cormorant, western grebe, loon and scoters resting on the water or diving for food; seagulls flying by; or pelagic forms such as the shearwaters flying just above the waves; of hearing the sea lions and harbor seals as they forage or play in the kelp beds or climb up on the off-shore rocks, and at the winter season, see the gray whales surfacing to blow. On the cliffs that rise above the beach grow sand verbenas and other sand loving plants and those that cling to the cliff walls are unique to Santa Barbara County.

On the mesa, one is in a savannah or tree-grassland habitat. Here the coast live oak is the native tree, but one can see rows or stands of the eucalyptus trees that were introduced from Australia in the early days and many are now winter assembly areas for the Monarch butterfly. Out on the rolling grassland, a watchful approach might be rewarded with a glimpse of a brush rabbit or a jack rabbit, or a striped skunk or a gray fox on its way to its



Refugio State Beach

den. On a warm midday, one of the four kinds of lizards or one of the five of snakes might be seen. In the barren spots one might see the horned lark or pipits, in the deeper grasses the meadowlark or the brewer or redwinged blackbirds feeding, and overhead or perched on the utility poles or wires the American Kestrel and the red-tailed hawk.

When the trail leads down into a mountain canyon with its stream which carries water from the mountains to the sea, one enters the riparian woodland habitat. Along the banks of the stream grow the native sycamores with their mottled bark and large deciduous leaves, the arroyo willow and the alders along with the coast live oak and California bay. In the late winter or spring after the rains, the little tree frog might be seen and heard croaking in or near the quiet shallow pools. Forty or more species of birds live here in the trees and shrubs. High in the trees should be the red-shafted flicker and acorn woodpeckers. On the ground one should see the Oregon junco, hermit thrush, and the towhees. In the mud at the edge of the stream there might be the tracks of opossum, raccoon, skunk or deer. In the spring the canyon will echo to the lovely songs of the blackheaded grosbeak, several kinds of warblers, vireos and wrens, and others. Away from the stream and up the canyon wall, one might see the workings of a mole or the diggings of a badger.

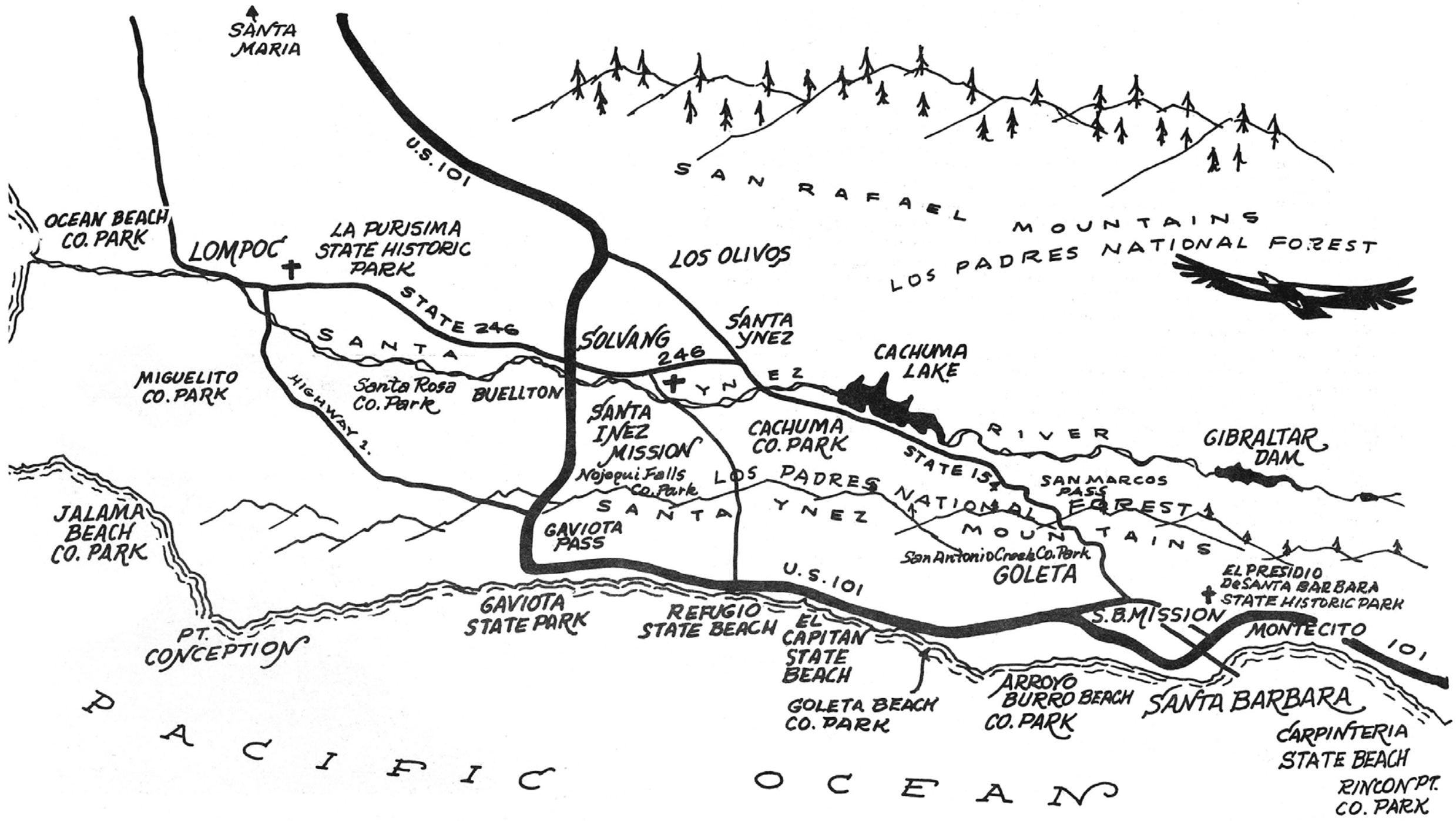
As the trail goes higher on the slopes, the grassland gives way to shrubs, known as the soft chaparral, with its complement of low growing sages and other plants. A look out over the ocean to the islands when visible on a clear day is a beautiful sight.

Still higher, the slope steepens and steps have to be chiseled out of the rocks to give safe footing and trails cut to permit passage through the dense brush, or hard chaparral, that covers the higher steep, rocky slopes. The hard chaparral is a plant community made up of some 150 different species of plants with a few dominant ones and the members of the understory varying with the soil and the pitch and exposure of the slope. The famous high chaparral is the home of another group of animals. The wrentit, California thrasher, Bewick wren, and the rufous-sided towhee can be *heard* here. Overhead one almost certainly will see the turkey vulture and the red-tailed hawk, and possibly a golden eagle or even a California condor might soar by. In the base of some of the shrubs you should spot the 3-5 foot high mound of sticks which is the home of the wood rat and is built and used by a single individual or by a mother and her young family. On the ground one might see the trails or hiding holes of the deer mouse, tracks of a bobcat, or the scats of the gray fox, coyote, and other animals. Possibly you will see a deer emerging or returning to its resting place from the more open spaces where it browses on deer weed and other plants.

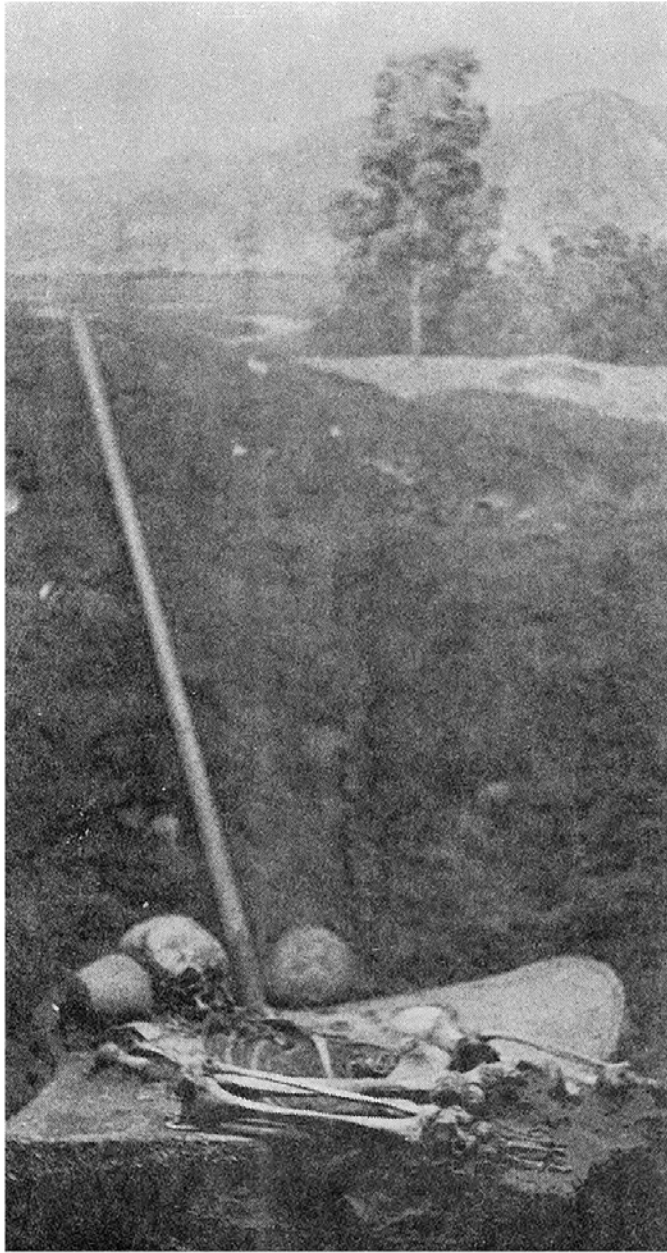
The Goleta-Gaviota trail is a beautiful ride or hike where the contact with unspoiled nature is an intimate experience for each individual.



El Capitan State Beach to Refugio State Beach



EXISTING FACILITIES



Display at the Santa Barbara Museum of Natural History of an Indian burial found on Mescalitan Island in the Goleta estuary.

Historic Sites

Following the original route taken by Gaspar de Portola, the coastal trails system leads from Santa Barbara to Lompoc through an area rich in 10,000 years of human history. Scattered over nearly every headland on the coast are sites of pre-Hispanic Chumash Indian communities which were described by members of Portola's expedition in 1769. Accompanying Portola were Father Crespi and Jose Francisco de Ortega, who became the first comandante of the Royal Presidio. Captain Juan de Anza led his colonization expeditions over the same route in 1774 and 1776. Large Mexican land grants later encompassed the entire area now known as Santa Barbara County.

Santa Barbara, Queen of the Missions, was founded in 1786 and has been continuously maintained by the Franciscans. Portions of the extensive water works built by Indian labor are evident in the Mission Historical Park. Old Mission dams are found in the Botanic Garden and Rattlesnake Canyon Park. The oldest building in Santa Barbara is El Cuartel, part of the Royal Presidio founded in 1782 and now El Presidio de Santa Barbara State Historic Park. Nearby are the Casa de la Guerra, and the Covarrubias and Carrillo adobes. Fernald House, Trussell-Winchester adobe and the Botillier adobe are other historical landmarks.

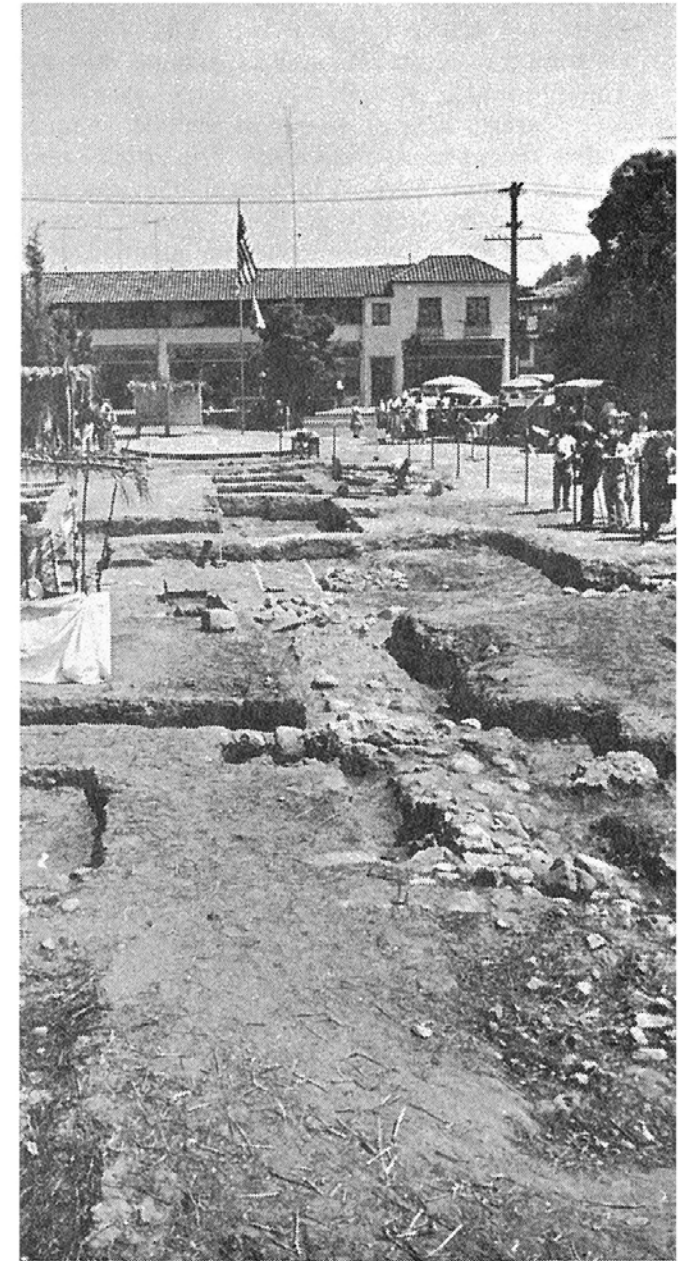
Located near the site of an early Indian village on Cienguitas Creek is the privately restored 1875 home of Thomas Hope, Indian agent. Stowe house built in 1872 is publicly owned and completely furnished in the Victorian period.

Around the Goleta Slough were five villages, a population center of the Chumash Indians. Goleta, Spanish for schooner, was named for a ship being built for Captain Jose de la Guerra.

Ellwood pier was the scene of the 1942 Japanese submarine attack on the oil fields. Shell and shrapnel holes are still evident on the structure.

Dos Pueblos, a land grant to Nicholas Den, was named for the two Indian villages on each side of the creek. Westward along the coast the guard tower still remains from the World War II camp where prisoners of war had a view of the sea.

Captain Ortega is memorialized in the name of El Capitan State Beach. Ortega was granted lands which he named Our Lady of Refuge. He died in 1798 while riding through the Indian village of Casil at Refugio Beach. Here American and Russian ships carried on lucrative smuggling. In 1818 the Argentine privateer, Hypolite de Bouchard, sacked and burned the Ortega ranch house as the Ortega family were royalists.



Chapel site at El Presidio de Santa Barbara State Historic Park. Excavations conducted by the Santa Barbara Trust for Historic Preservation.

Refugio Pass was the pathway of Franciscan Fathers and Indian converts traveling to Santa Ines Mission, founded in 1804, the last of the southern missions. A section of the ruins of the original Mission quadrangle, destroyed in the 1812 earthquake, can still be seen. The interior decorations of the chapel date from 1825.

Historic sites on the coast include Tajiugas Creek where Portola's chronicle mentions seeing 15 canoes at the village. The ranch house of Vincente Ortega, once a stage stop, is at Arroyo Hondo. Spanish for seagull, Gaviota was the site of an Indian village named Onomio.

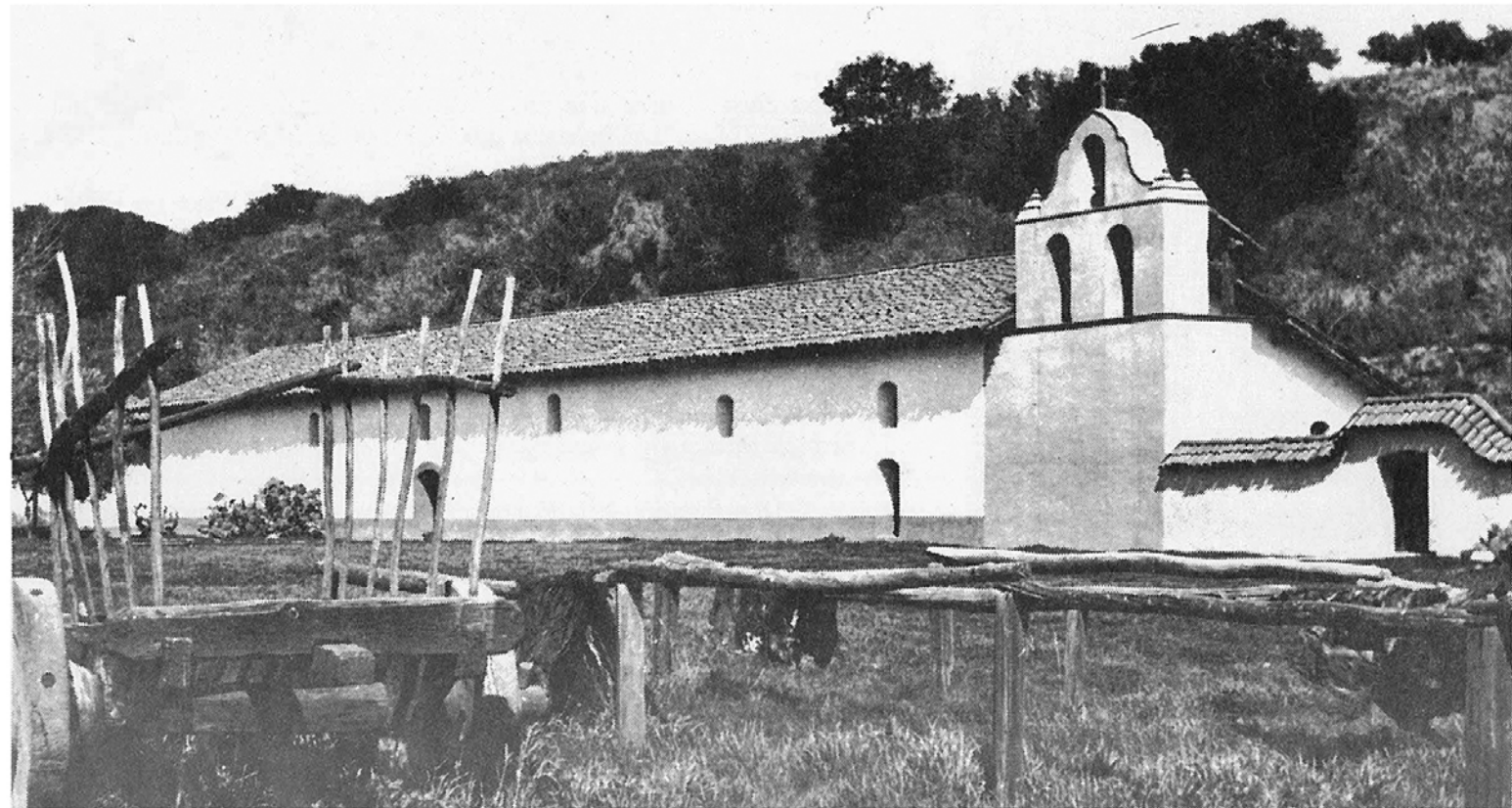
An adobe built in 1836 by Miguel Cordero, a Presidio soldier, is still standing. Located in Gaviota State Park, it is near the junction of Highway 101 and Highway 1.

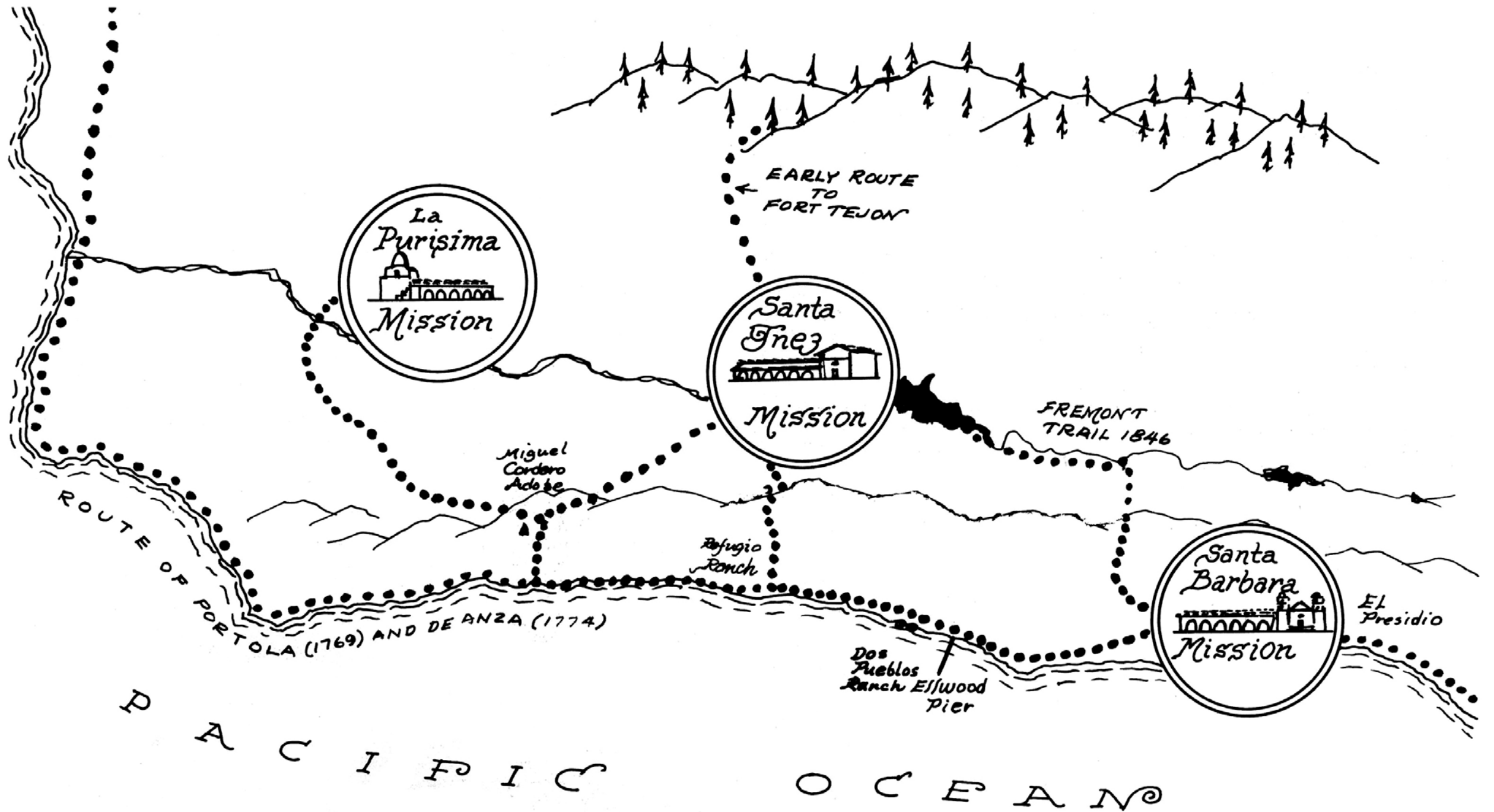
The route passes next by the San Julian ranch which supplied grain and cattle for the Presidio garrison. The descendants of Jose de la Guerra still own it.

Lompoc occupies part of two old Mexican land grants, the Lompoc and Mission Vieja, owned by Judge Joaquin Carrillo, a respected district judge but also a guerrilla bandito in the 1850's.

La Purisima Mission State Historic Park Outstanding example of authentic reconstruction

Founded in 1787 on the southern side of Lompoc, the mission was rebuilt after the 1812 earthquake and flood on its present pastoral site. Restoration, among the largest and most complete in the west, started in 1935 under the direction of the National Park Service. The work was done by the Civilian Conservation Corps supervised by the Works Progress Administration Staff.





THE MISSIONS *and* HISTORIC SITES

VII. PROPOSED TRAILS SYSTEM

This plan proposes a triple-use trail which will accommodate, where terrain permits, equestrians, bicyclists, and hikers in a single corridor. A portion of the trail will be surfaced for bikes and the rest left in its natural condition or packed and graveled for equestrians and hikers.

Hiking Trails

Of all the modes of transportation available to man, the most healthful, least expensive, and least damaging to the natural environment is hiking. The demand for hiking trails is rated first in California for future recreation activity growth.

In 1968 the National Trails System Act designated the Pacific Crest Trail as a national scenic trail. This proposed trail stretches from Canada to Mexico. The Pacific Coast trail would be parallel to and link with the inland trail. The Santa Barbara County Coastal Trails System will be the first section in the Pacific Coast trail.

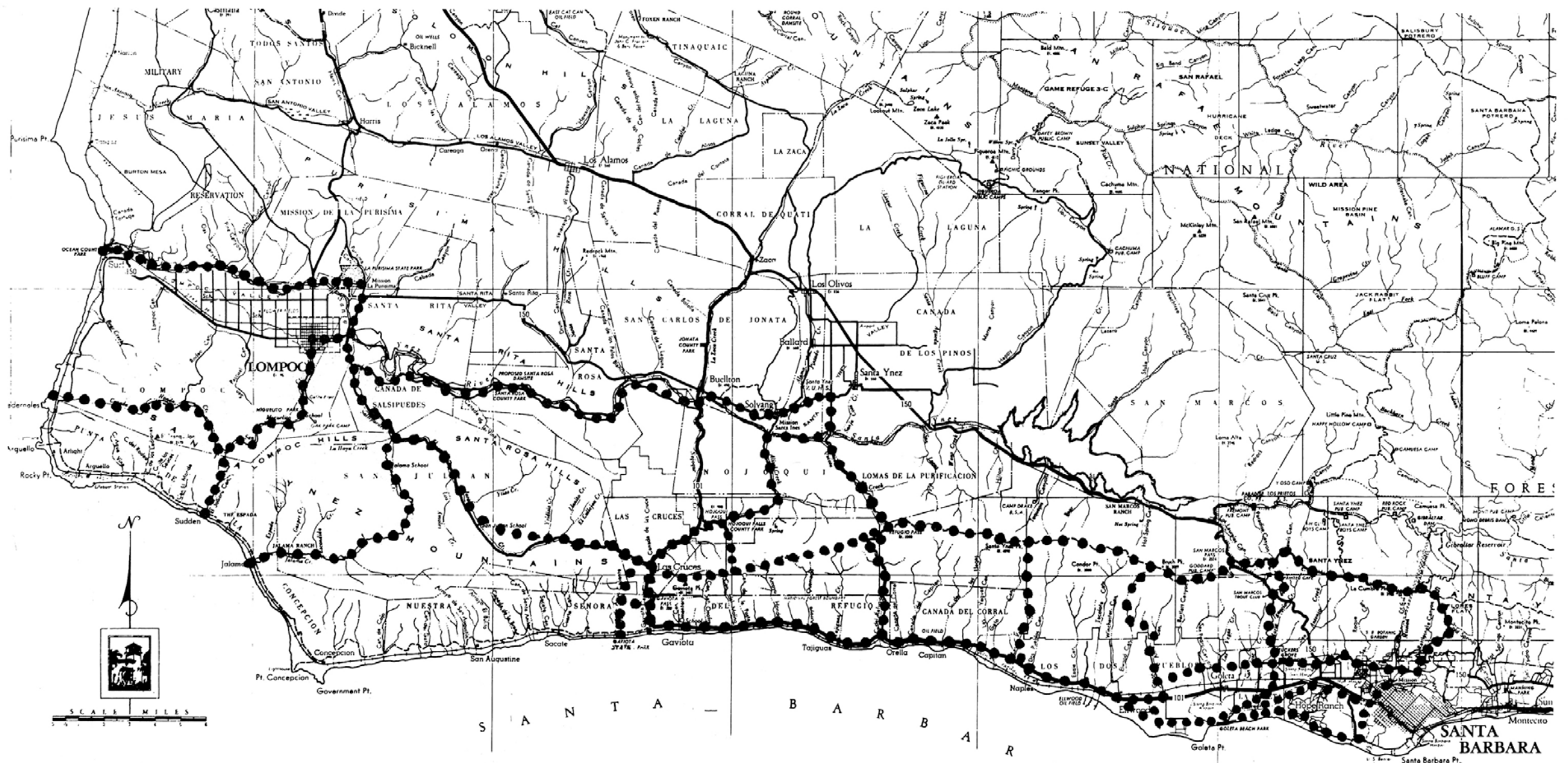
The primary advantages of the Coast link are:

- 1) The trail may be used throughout the year.
- 2) The trail lies in close proximity to major population centers of California.

The standards recommended for the hiking trail have been developed by the U.S. Forest Service and are found in the "Forest Service Trails Handbook" FSH 7709.12 published by the U.S. Department of Agriculture, U.S. Forest Service.

Gaviota Coast





SANTA BARBARA COASTAL TRAILS SYSTEM
 CONCEPTUAL ROUTES
 HIKING - EQUESTRIAN - BIKEWAY

C H A N N E L

Bikeways

Although more bicycles than automobiles were sold in the U.S. in 1972 and one-third of the nation's people own bicycles, the bicycle must still compete with the auto on the highway and little provision has been made for the touring cyclist.

In Santa Barbara County it is estimated that there are 30,000 bicycles ridden by about 40% of the population or 92,000 people.

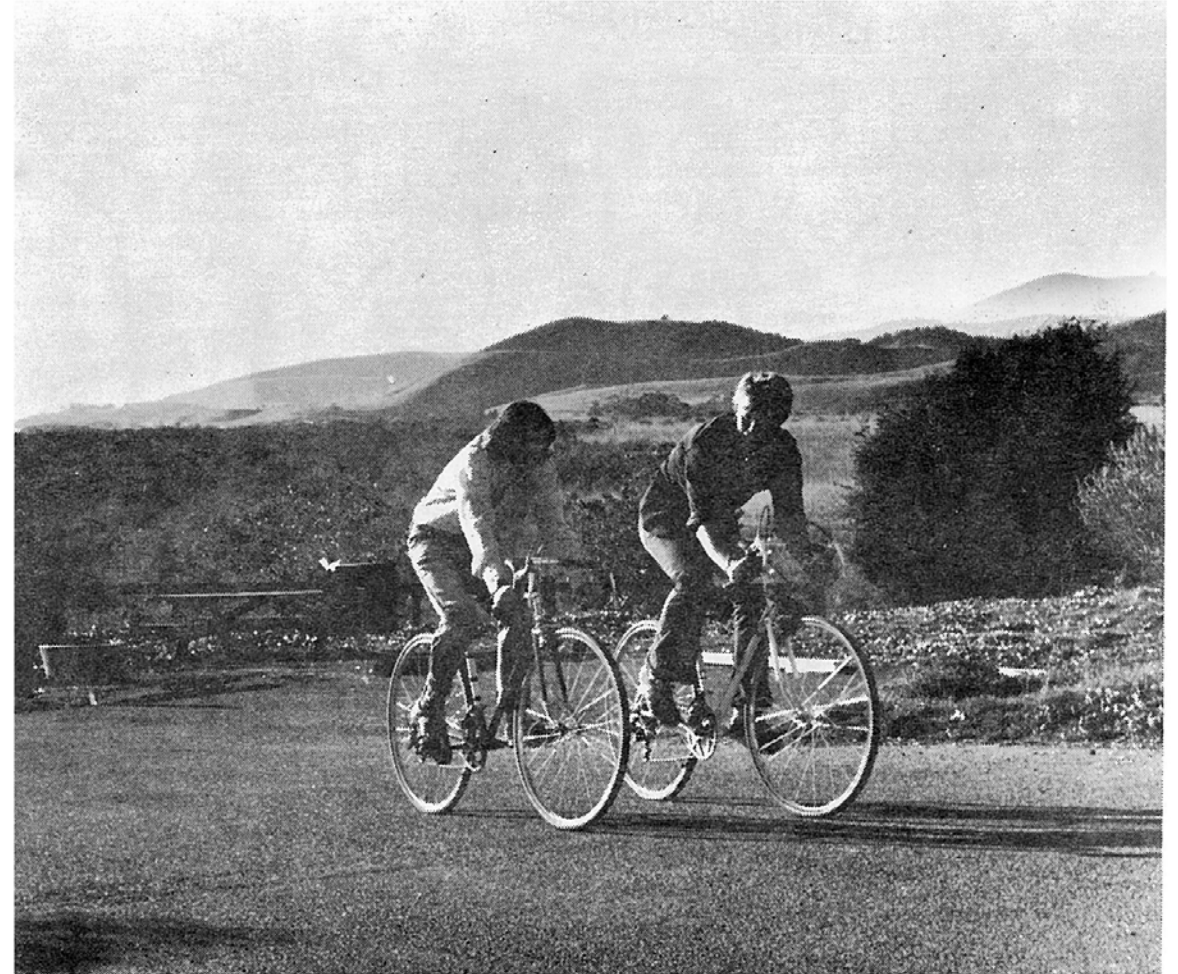
The bicycle is an ideal means of transportation contributing to the physical fitness of the rider and affording the cyclist a constant awareness of the environment while requiring no fuel and not adding to noise and air pollution. The space required to park and operate a bicycle is much less than a car; twelve bicycles can park in the space of one car.

The County of Santa Barbara has responded to the need for safe trails with the adoption of a Bike Trail element to the General Plan in 1968. The Plan was amended in 1972 and renamed "Non-Motorized Bicycle Ways and Hiking Trails" and considerably enlarged, however it includes only the area of Goleta Valley and from Ellwood to Gaviota. The acquisition of beach property from Refugio State Beach to Gaviota State Park would provide a necessary link in the overall plan.

The bikeways proposed in this plan will facilitate the use of the bicycle as both a transportation and recreational vehicle.

Bikeways proposed are intended to be built to criteria suggested in *Bikeway Planning and Criteria Guidelines* prepared by the Institute of Transportation and Traffic Engineering, School of Engineering and Applied Science, UCLA, April 1972, for the State Division of Highways.

El Capitan State Beach



Equestrian Trails

In 1965 there were 5,365 horses in Santa Barbara County. In 1971 the number had risen to 10,800. Paradoxically, while the number of horses has increased, open space and riding opportunities have decreased. Today, housing tracts cover once-vacant fields, street widening has eliminated many of the shoulders once used for riding, and public and private development has blocked beach access trails.

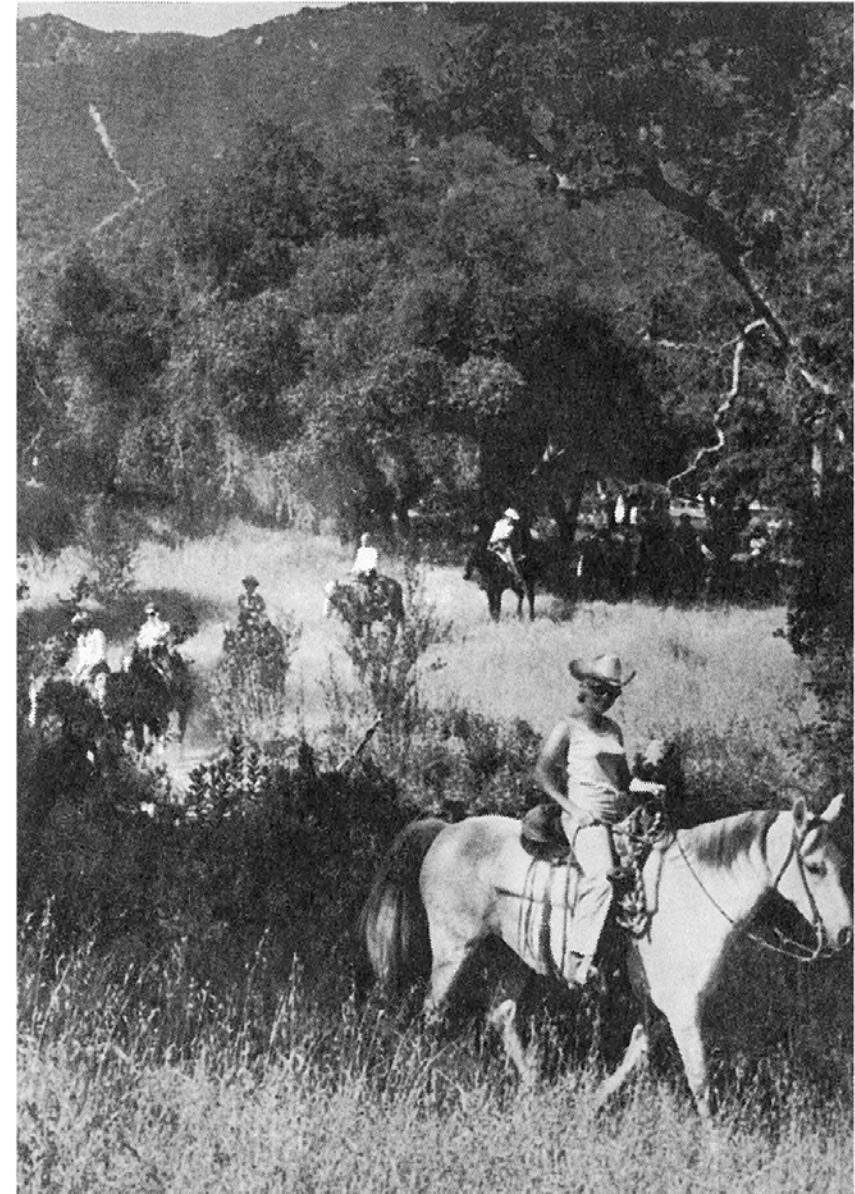
Much of the proposed trail is indicated on the Equestrian and Hiking Trails Element of the County General Plan adopted in 1969. San Antonio Canyon Park with miles of riding and hiking trails could join Los Padres National Forest with Goleta Beach using County acquired Open Space. This could form an ideal national recreation trail from "Sea to Cielo".

The trail from La Purisima Mission to Gaviota would fulfill a goal of the Lompoc Valley horsemen who seek a route to Los Padres National Forest. Riders and hikers from Santa Ynez Valley would like a route to the beach. Wading in sea water is extremely beneficial for horses and safe footing along the beach and glorious scenery make such a ride an unforgettable experience.

The acquisition of Agua Caliente Canyon as an addition to Gaviota State Park would provide this access from the equestrian center which has been considered by the California Department of Parks and Recreation. Here facilities for camping with horses would be supplied.

Especially necessary is a trail linking the 6000 acres of Los Padres National Forest adjacent to Gaviota State Park to the remainder of the National Forest in the Santa Ynez Mountains and to more than 600 miles of trails. This would also make possible a loop trail and join Gaviota State Park with the Santa Ynez Valley.

Trails are proposed in accordance with the criteria and standards developed in *Trails Manual* by Charles Vogel published by Equestrian Trails, Inc., 1971.



Trail riding at Gaviota State Park

D. Miguel Cordero Adobe at Las Cruces

The Cordero adobe, acquired in 1967, is one of only three owned by the California Department of Parks and Recreation that typifies an adobe ranch house and stage station. Its location in Gaviota State Park at the junction of Highway 1 and Highway 101 offers a great opportunity for development as part of a wayside camp program.

This adobe was built by Miguel Cordero, a claimant of 8,888 acres from the Mexican government in 1836. A soldier at the Presidio, Cordero was also major domo of the Santa Ines Mission. The building is substantially of original construction prior to 1836.

In the 1850's Salomon Pico (the fabled Zorro) and Joaquin Carrillo (identified with Joaquin Murrieta legend) and their riders stopped at the adobe during their forays robbing Americano cattle buyers. In 1847 after Major John Fremont had left Lt. Theodore Talbot in charge of the small garrison at Santa Barbara, the Spanish speaking population rose up and forced Talbot and his men to flee to the mountains. Tomas Romero, a former Presidio soldier, met them by chance and not knowing of the altercation in Santa Barbara, guided the Americans northward. About ten years later Romero was assassinated at this adobe by those who had not forgotten that he had helped the Americanos.

In the late 1860's the structure was ranch quarters for the property acquired by Col. William Wells Hollister. Later it became a stage station and store.



An adobe built in 1836 by Miguel Cordero, a Presidio soldier

Hostel Proposal

It is proposed that this building be restored and converted to the use of a hostel for hikers, bikers, horsemen, and all non-motorized travelers. It should include living quarters for caretakers and should resemble a working ranch house with very simple facilities. To have the opportunity to experience an historic building as a hostel would convey a feeling for early California, its history, and architecture.

VIII. ROUTES AND SEGMENTS REQUIRING STUDY

In order to establish the feasibility of trail construction, the following segments need additional study.

Beach, Coastal Bluffs, and Railroad Right-of-Way

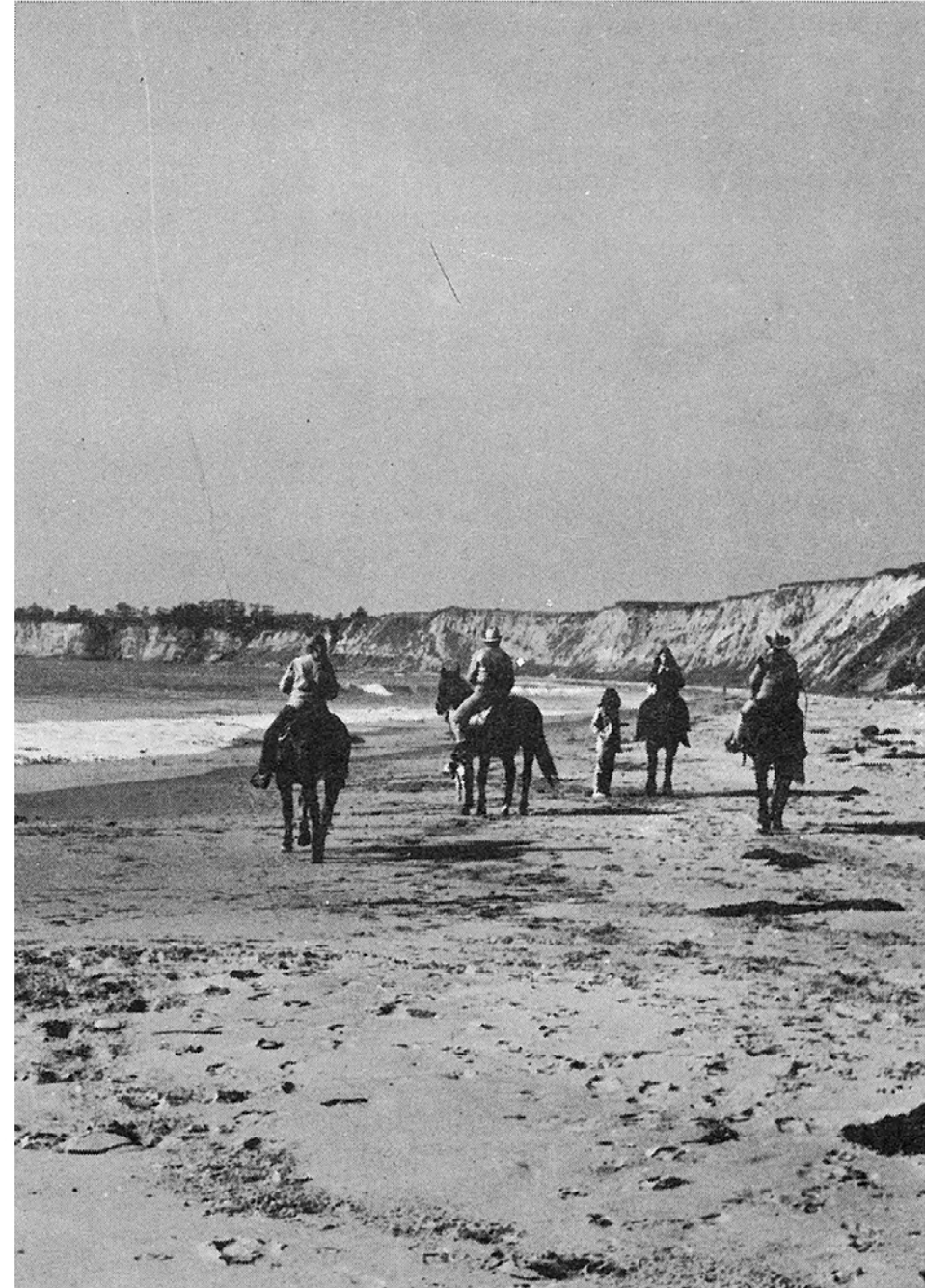
1. Horse Trails through beach/park areas
2. Crossing Goleta Slough Outlet
3. Through UCSB by permission
4. Ellwood Pier to El Capitan State Beach
5. Refugio State Beach to Rio Hondo
6. Agua Caliente Canyon
7. Government Point to Point Conception
8. Jalama to Surf
9. Use of R.R. right-of-way for bikeway
10. AMTRAK Recreational Trains feasibility

Scenic Road and Corridor Frontage and Foothill Laterals

1. Las Cruces to Refugio Pass
2. Foothill Road or Parallel trail from Mission Canyon to San Antonio Canyon Park
3. Miguelito Road to Sudden and Point Pedernales
4. Refugio State Beach to Gaviota State Park

Camping Sites for non-motorized travelers – Hostels

1. Distances between locations
2. Minimal facilities
3. Minimal accommodation fee
4. Adequate supervision and maintenance



IX. AMTRAK RECREATIONAL TRAIN

In order to make the coastal recreational areas and trail system accessible to the population and eliminate continuing dependence upon the automobile, a special recreational trail train is proposed to serve the coastal area between Santa Barbara and San Luis Obispo.

In the realm of advance planning, the train should consist of self-propelled rail cars, constructed in such a way for maximum carrying capacity of recreational equipment (surfboards, tents, bicycles, beach umbrellas, etc.). Stops would be frequent at areas of highest recreational activity (the method could be construed on the order of metropolitan street cars with a conductor and motorman). Scheduling would be early morning, mid-morning, mid-afternoon, and late evening during the summer months. Winter scheduling could be suspended or curtailed to weekends only. One nominal fare or pass covering the entire route, as in ski lift arrangements, might be considered.



AMTRAK train at San Onofre State Beach

X. IMPLEMENTATION

In order to insure that the Mission to Mission triple use trails become a reality, a four-pronged approach to implementation has been designed with provision for public support, agency support, general plan adoption, and State action.

A. Public Measures

Widespread public involvement in the planning effort — in order to obtain public support for the trails system, the planning group has solicited and received assistance on goal formulation, data collection, trails standards, and final trails locations.

The assumption has been that involvement in the planning process will foster commitment to the final plan.

A public education campaign will be launched at the completion of the planning effort to inform potential trail users of the benefits of the trails system.

The two steps outlined above will result in public support for the adoption of the plan when it is presented to the Board of Supervisors and City Councils of Santa Barbara and Lompoc.

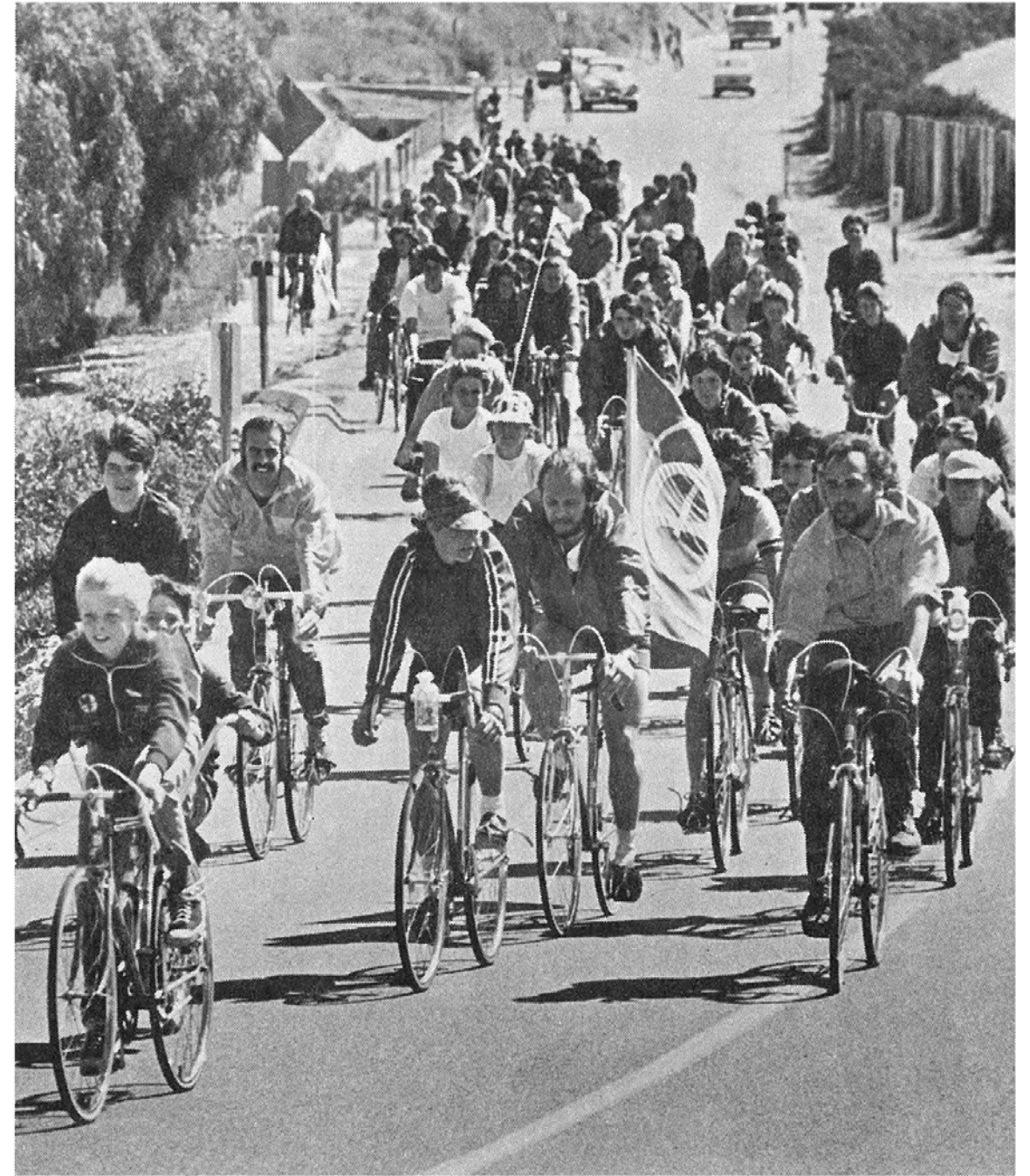
B. Agency Measures

In order to tap the expertise of local departments and agencies, contact was made at a meeting on October 5, 1972. Many of the departments and agencies present at that meeting provided valuable information and assistance.

Agency review: A draft of the planning document was sent to all agencies for review and correction. Changes were made to reflect the suggestions received.

C. General Plan Adoption by Santa Barbara County

In order to qualify the proposed trails for state and federal funds, the planning group will present the trail system as a General Plan element to the County of Santa Barbara and the cities of Santa Barbara and Lompoc.



A Bikeecology bike ride to raise funds to pay for ads promoting bikeways

D. State Action

The final adopted plan will be submitted to the State Department of Parks and Recreation as requested by William Penn Mott, Jr. It is anticipated that the Department will include it in its Pacific Coast Trail System Plan.

E. Federal Action

All or portions of the trail system could be designated a national recreation trail by the Department of the Interior.



William Penn Mott, Jr., Senator Robert Lagomarsino and Assemblyman Edwin Z'berg talking trails with George Dean, Chairman, California Recreational Trails Committee

XI. SANTA YNEZ TRIPLE-USE TRAIL

This trail was built by the Division of Highways in cooperation with local residents of Santa Ynez Valley. At the time that State Highway 246 was to be widened, the Division of Highways agreed to grade a strip 10-feet wide for a trail paralleling the highway in the right-of-way. Half of the width was paved for bicycle use and the remaining five feet was graveled for hikers and horses. The cost of surfacing the bikeway portion was provided by a coalition of many groups and individuals in Santa Ynez Valley. The Solvang Business Association was foremost in organizing the Bikepath Committee which successfully raised the funds. Among the contributors were such diverse groups as the Solvang Municipal Improvement District and Equestrian Trails, Inc.

Legislation to provide bikeways was passed when the bikepath was over half completed. Actually the widening of the highway had already started when the Bikepath Committee confronted the Division of Highways with their proposal. A "change order" was instrumental in providing the grading for the trail.



Mission Santa Ines

