Cheeseboro Accessible Trail and Parking Area Enhancement

Item	Comment	Response
1	Insufficient equestrian parking spaces	Additional equestrian parking spaces were added to the outer parking area that, in combination with the inner lot, will accommodate current regular use and anticipated growth. In addition, the Agoura Hills Equestrian Park can serve overflow parking for special equestrian events. Additional equestrian parking is also available at the Victory Trailhead off Valley Circle Blvd. In the future, additional equestrian parking will be available off Las Virgenes Road.
2	Insufficient water accessibility	Water faucets, spigots and drinking fountains have been added to the final plan to address drinking water and equestrian water needs.
3	Equestrian parking needs to side load.	Equestrian parking spaces have been widened and lengthened.
4	Accommodate 25 equestrian spaces.	Expanding the proposed footprint of the parking area to accommodate 25 addition equestrian parking spaces would significantly impact existing oak trees and is further constrained by steeper terrain. Additional equestrian parking spaces have been added to the outer parking area. See response to item 1.
5	Accommodate goose-neck trailers, with larger turning radii.	The consulting architect/engineer confirmed that turning radii for the equestrian parking area will accommodate goose-neck trailers, as well as large fire engines. The National Park Service will field test the layout during the construction development phase.
6	Air brakes and children frighten our horses. Please relocate bus stop.	The original site for the bus unloading zone has been relocated approxmately 200 feet from the equestrian parking area.
7	Visitors need more parking at the site, including after hours.	The final design more than doubles current parking capacity in the main lot, and provides for additional parking in the lower lot. This increase will accommodate current regular use and anticipated future growth.
8	Aisle widths and lengths of parking stalls need to accommodate larger vehicles.	See response to item 3.
9	Trail users are being impacted by lack of parking, especially at desirable times of the day.	See response to item 7.

10	Eliminate trees to increase parking.	The existing valley oak trees are a significant natural and cultural resource that provide scenery, shade, and habitat for wildlife. Public comments provided during the Simi Hills Comprehensive Design Plan preparation indicate a strong public desire and scientific interest in preserving the trees. The plan proposes planting additional oak tress to enhance shade, scenery, and habitat values.
11	Can you include additional equestrian pull-through spaces at the outer lot?	Two pull-through spaces have been added to the parking configuration at the outer lot.
12	How will the Park deal with the additional enforcement issues?	Regularly scheduled patrols will be maintained and additional patrol assistance will be provided by volunteer mountain bike and equestrian units. Finally, the park will continue to maintain signing and informational brochures to help promote a safe and enjoyable outdoor experience.
13	Will the contact station be open every day?	The contact station will be open on the weekends when visitation is highest.
14	Have you addressed improving safety for the local residents?	The final design provides for the safety and privacy of adjacent residents by moving trails and parking away from the residential edge and by providing additional on-site parking to alleviate roadway congestion.
15	The road is tight and curvy, site distance is short. This poses a serious safety concern	Additional signs will be added along with speed bumps to mitigate high vehicle speeds.
16	Why tamper with such a pristine portion of parkland?	The final design fits within the existing footprint of the current facility and does not expand into sensitive resource areas. The park's mission is to provide for visitor use and enjoyment of the park. The final plan accommodates visitors without impairing the natural or cultural resources of the area.
17	The access trail should be no less than four feet wide, more if possible so two chairs can pass one another.	The trail width has been designed to accommodate passing. In addition, the final plan provides for adequate turn-outs and rest areas with interpretive media along the trail.
18	Make the designated accessible parking stalls large enough to accommodate large, senior-oriented vehicles.	The accessible stalls meet accessibility standards for ADA parking.

19	How are the requirements for the number and type of parking spaces determined?	Parking requirements were determined through visitation data collected by traffic counters, visitor surveys conducted periodically, and observations obtained through regular ranger patrols. In addition, site constraints posed by sensitive natural and cultural resources may affect the design of visitor parking facilities.
20	Is there empirical data on the number and type of Cheeseboro Park users?	The park service uses a traffic counter to track the number of visitors using the park. In addition, a visitor use survey is conducted periodically to collect information on visitation patterns, preferences, demographics, and quality of visitor experience.
21	Will the Park consider the Trails Council's plan amendments?	The Council's proposal was reviewed by the National Park Service and it's architect/engineer consultants. We greatly appeciate the advice of the Council on all matters affecting the trail system and related facilities. Many of the comments were adopted as indicated in comments above. The most significant amendment, which involved flipping the location of the equestrian and general parking lots, was not adopted. After evaluating the proposal with the architect, the Park Service concluded that flipping the parking lots would result in a reduction in general parking and would require terrain alterations that impacted existing valley oak trees. The final plan provides for some additional equestrian parking spaces, including additional width and length for loading and off loading. See comments above for additional changes.