

9 ROAD AND TRAIL DECISION MAKING PROCESS

This chapter describes the decision process that will be used by the MCOSD to evaluate and prioritize road and trail projects. In addition to managing more than 200 miles of roads and trails, the MCOSD receives multiple requests each year to construct new trails, re-construct existing trails, and decommission others. When considering both internal and external requests for projects, the MCOSD has many more projects than it can either fund or complete in any given year. To assist the MCOSD evaluate and prioritize road and trail projects, a six-step decision model has been developed as set forth in a RTMP Conceptual Decision Making Flow Chart (see Figure 9-1).

Use of decision models in the road and trail management review process assists in the organization and evaluation of large amounts of data, and in making considered, consistent, and well-documented decisions. As defined in the Glossary of Terms (Chapter 10), decision models consist of a variety of components, including criteria, metrics, domains, weights, and scores. In this case, the decision-making tool will be used in two decision making processes: 1) in the determination of the designated road and trail system; and 2) in the MCOSD's annual budget development process.

The flow of decision making, as outlined in the Figure 9-1, consists of six steps, with the final output being a prioritized list of evaluated, feasible road and trail management actions to be implemented by the MCOSD in each fiscal year and/or multiple years. Decision making process steps include:

1. Identification of potential management, maintenance, and/or road and trail construction projects.
2. Initial screening of road and trail projects for fatal flaws.
3. Establishment of a select list of proposed road and trail projects determined by priority screening.
4. Evaluation of priority projects to determine proposed actions by road and trail segment.
5. Review of the results of Steps 1-4 by the Road and Trail Committee (see Section 9.6), MCOSD staff, and the Parks and Open Space Commission.
6. Final screening of identified projects during the annual budget preparation process.

Step 1 consists of the MCOSD receiving suggestions for road and trail management projects from both internal and external sources. Public participation is encouraged in Step 1.

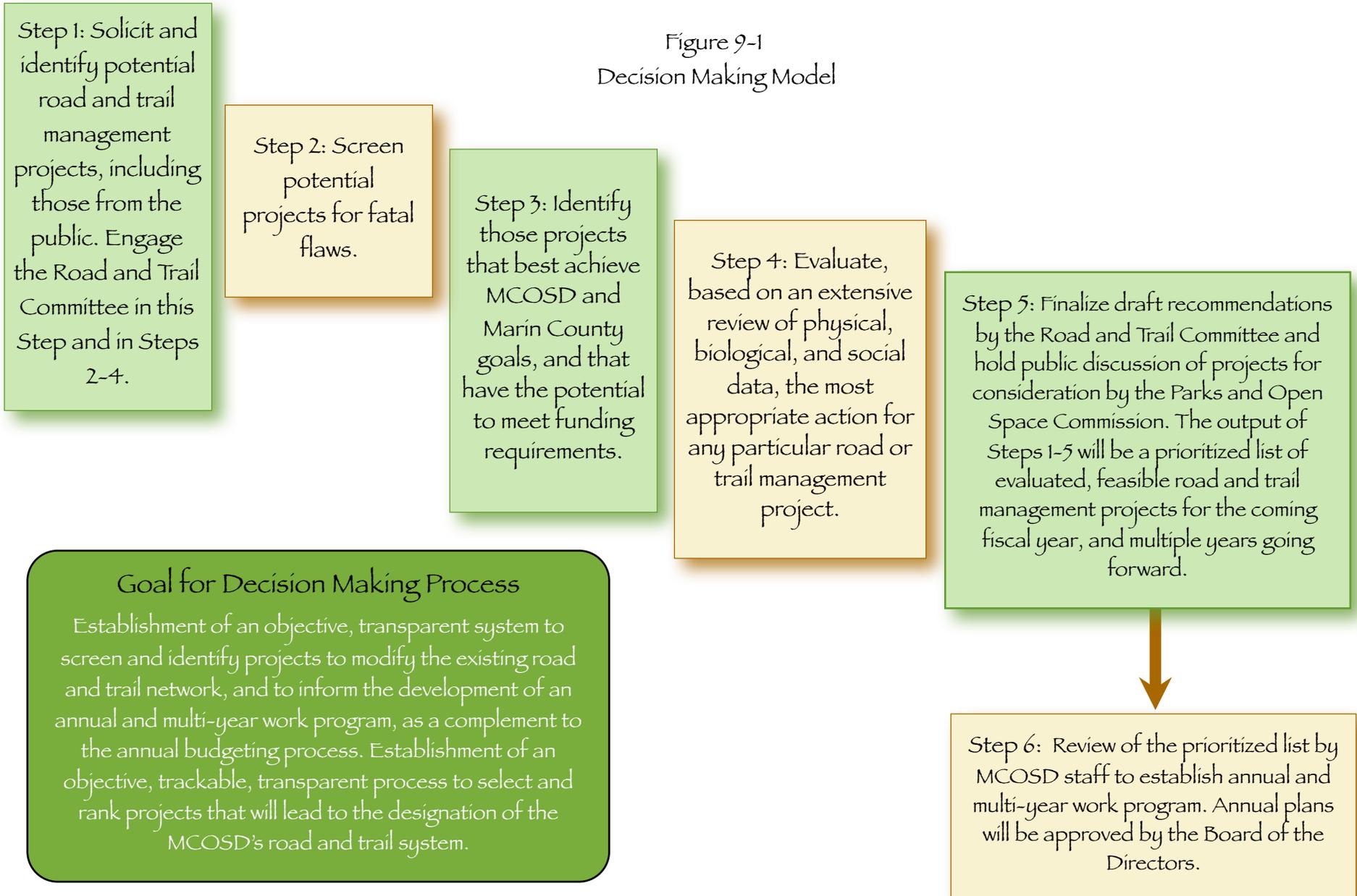
Steps 2, 3, and 4 involve the evaluation and screening of potential road and trail management projects. The types of information to be used in the three steps differ.

Step 2 would be based on professional judgment and evaluation of a proposed project against MCOSD road and trail management policies and selected broad-scale environmental factors to identify fatal flaws. Projects surviving the evaluation in Step 2 would be advanced to Step 3.

Data to be used in Step 3 would be generated by professional consideration and judgment. The data would tend to be non-spatial, and broadly applicable, thereby limiting the number of data points necessary to evaluate an individual project, or to inform a comparison among a group of projects. Those projects identified in Step 3 as best meeting MCOSD goals and financial constraints would be advanced to Step 4.

In contrast to the previous steps, the data used in Step 4 would be spatial, quantitative, and abundant. Environmental, physical, and biological condition (for existing facilities), social, use, and regulatory data would be applied to each segment of a proposed road or trail management project to determine the proper management action(s) that would be recommended. The number of data points would be large, and the relationships between the types of data would be complex. Decision models appropriate to Steps 2, 3, and 4 are discussed below. Interpretation of model results is set forth on page 9-14.

Figure 9-1
Decision Making Model



Step 5 involves the review of the inputs and results from Steps 2 – 4 by the working Road and Trail Committee and MCOSD staff. In this Step, identified projects will also be reviewed and approved by the Parks and Open Space Commission. Public participation is an important component of Step 5. The output of Step 5 will be a prioritized list of evaluated, feasible road and trail management actions for the coming fiscal year and multiple years.

Step 6 consists of MCOSD staff review of the prioritized list of projects within the context of the MCOSD's existing, standard budget review and development processes.

9.1 Identifying Potential Road and Trail Management Projects (Step 1)

No decision tool is employed during this step. Rather, Step 1 consists of a process by which the MCOSD will accept project suggestions from both internal and external sources, including the public. Project ideas and suggestions will be accepted by the MCOSD throughout each year; however, the screening steps will be tied to the MCOSD's annual budgeting process. Screening will be initiated in the fall of each year, and completed prior to the drafting of the MCOSD's draft budget in spring of the following year. Projects will be approved, and funded by the MCOSD Board of Directors prior to the start of the MCOSD's July 1 budget year.

Because screening steps 2 through 4 require that proposed projects contain sufficient location information to be accurately plotted on a map, proposed projects will not be accepted in Step 1 without this information. Additionally, the type of action proposed (whether a new road or trail, or an action contemplated for an existing facility) must be set forth. While Step 4, as outlined below, will result in the development of segment-by-segment project requirements, the information needs cited above would be necessary to initiate and complete Steps 2 and 3.

9.2 Initial Screening of Road and Trail Management Projects (Step 2)

Step 2 involves an initial screening of all submitted potential road and trail management projects to filter out those proposed projects that suffer from fatal flaws in their design, location, or consistency with the adopted goals and policies of the MCOSD. Potential fatal flaws include any of the following:

- Work on road or trail segments that have been rated as “poor” or “poor-fair” condition, unless the proposal is to decommission such facilities (except in cases where the road or trail is necessary under easement, lease, or license agreement with another agency or utility and the project is necessary to reduce adverse environmental effects);
- Work within Legacy Zones as defined in the draft Vegetation Management Plan (except in cases where the road or trail is necessary under easement, lease, or license agreement with another agency or utility and the project is necessary to reduce adverse environmental effects);
- Work within RTMP Visitor Experience Zones 1 and 2 without complying with the special management policies of those zones;
- Work that duplicates an existing adjacent facility providing a similar user experience, except if necessary to reduce adverse environmental effects;
- Work that places a new road or trail within a Stream Conservation Areas as defined by the Marin Countwide Plan; or

- Work that places a new facility within a buffered area of sensitive biological or cultural resources, or in a location that bisects a contiguous special habitat area.

Emergency projects as defined in Chapter 7 of this RTMP would not be subject to this level of review.

9.3 Project Priority Screening (Step 3)

The evaluation in Step 3 focuses on how well a suggested project meets MCOSD planning goals and constraints, including financial limitations. Data used in Step 3 evaluation would consist of:

- Defining the type of road or trail management project proposed and whether it furthers a desired future condition;
- How well the project meets the general and specific goals and standards of the RTMP, the MCOSD, and Marin County;
- Whether the project is fully or partially funded, and the source of funding; and
- Whether the project would require costly and time-consuming environmental permits and environmental review.

Table 9-1 on the following page illustrates the range of criteria to be evaluated within five domains. Criteria would be scored and normalized as set forth in the table. If appropriate, weights would be included in the model, potentially both between criteria and between domains.

For each applicable goal, policy, or implementation measure in decision domains 2 and 3, the MCOSD staff member completing the worksheet would insert an answer in the appropriate column consisting of “Yes, Neutral, No, or NA (not applicable).” If a project were consistent with a goal or policy, the answer entered would be “yes”; similarly, if the project were not consistent, the answer entered would be “no”. An “NA” answer would be used where the goal or policy was irrelevant to the proposed project (e.g., bay or marsh protection policies for an upland project). A “neutral” answer would be applied in those situations where a goal or policy, while not clearly inapplicable, would neither affect, or be affected by, a proposed project. In such cases, no other answer would be appropriate.

At the completion of Step 3, projects would be ranked by Priority Screening Score. Those projects receiving the highest scores would be those that advance the most MCOSD goals, meet the greatest number of needs, and are most affordable. Once proposed projects have been ranked, the highest scoring projects would be advanced to Step 4 to determine the specific construction and management actions that would be applied to each road or trail segment. A project would need to meet minimum score to be considered for further evaluation in Step 4. For example, a project for which minimal or no funding is available would not make the “priority project list” in a given year.

Emergency projects as defined in Chapter 7 of this RTMP would not be subject to this level of review.

Table 9-1 Step 3: Domain and Criteria Definition, Scoring, and Weighting

Decision Domain	Decision Criterion	Discussion of Criterion	Decision Metric (scoring within a criterion)	Criterion Weight (scoring between criteria)	Domain Weight (scoring between domains)
Project Type	Project Type	Identify the type of project (emergency, needed for regulatory compliance, needed for health and safety, needed to maintain system, needed to meet environmental commitments, needed to broaden user experience for all groups/one group)	Scored by how many of the project types are satisfied by an individual proposal.		
RTMP / MCOSD Consistency	RTMP - General	Evaluation of the consistency of the project with the general goals and policies of the RTMP	Yes/Neutral/No/Not Applicable for each relevant goal or policy; Scoring based on number of occurrences of Yes/Neutral responses		
	RTMP – Zone Specific	Evaluation of the consistency of the project with the zone specific goals and policies of the RTMP with respect to each VUMZ through which a project passes	Same as above		
	MCOSD Strategic Plan	Evaluation of the consistency of the project with the goals and policies of the Strategic Plan	Same as above		
Other Adopted Plan Consistency	Marin Countywide Plan	Evaluation of the consistency of the project with the relevant goals and policies of the Countywide Plan	Same as above		
	Other County Plans	Evaluation of consistency of the project with the relevant policies and requirements of other County plans and regs.	Same as above		
	Adjacent resource management entity plan	Evaluation of the consistency of the project with the goals and policies of adjacent resource management agencies	Same as above		
Funding	Funding Source	Is the source of funding the: OSD general fund; cost-sharing with another agency; grant; other funding source?	Score derived by percentage of project cost funded by non-OSD general fund source		
	Secured Funding	Fully funded; partially funded; unfunded	Percentage of needed funding secured		
	Revenue or expenditure savings	Project generates revenue, or results in cost savings through more efficient operations and maintenance activities	Amount of revenue or savings		
Feasibility	Permitting / Implementation Requirements	CEQA compliance; regulatory agency permitting, other legal/property rights/MOU obligations	Using professional judgment and consultation, assign factors for time, cost, and allocation of MCOSD planning staff resources		
	Intangibles	Priority project of BOD, significant user group advocacy, significant neighborhood or user group opposition?	Can be both positive and negative		

9.4 Management Action Evaluation (Step 4)

Step 4 focuses on specific construction or management action(s) to be applied to a specific road or trail project. Data used in Step 4 consists of existing information that the County or MCOSD have in their respective GIS databases, and some constructed decision criteria. Decision scoring and ranking are accomplished with GIS and spreadsheet software. The GIS model works by digitizing proposed projects in ArcGIS and overlaying the various GIS datasets described in Table 9-2, below. Decision model scoring is based on matches with the various GIS datasets. The ModelBuilder program in ArcGIS is used to set up an automated program that assesses and scores the matches between the project and the dataset.

This step would apply to evaluating the following types of management actions:

- New construction
- Continued use with routine operations and maintenance
- Change in recreation use
- Re-routing
- Re-construction
- Road to trail conversion
- Decommissioning

Two decision models have been developed and tested to evaluate management actions: 1) a model for new trail or road construction; and 2) a model pertaining to management actions for an existing trail or road. As shown in Table 9-2, two models are needed because not all decision criteria would apply to both new construction and management actions for existing roads and trails. Each can be used for un-weighted and weighted scoring. Weighted scoring allows managers to assign greater importance to criteria than is reflected in the individual criteria scores. For example, fish presence in streams is the most heavily weighted criterion because it pertains to fish species protected by the federal and state Endangered Species Acts. Also, scores are generally collapsed into 4 or 5 categories so keep overall scoring easy to interpret. Scores are reported along three domains: biological, physical, and social resources.

	New	Existing
Decision Criterion	X	X
Trail length	X	X
Vegetation Management Zone	X	X
Stream Conservation Areas	X	X
Stream crossings	X	X
Weighted Fish presence stream crossings	X	X
Northern Spotted Owl occurrence	X	X
Rare plant areas	X	X
Rare wildlife areas	X	X
Serpentine soils	X	X

Table 9-2 Step 4: Applicability of Decision Criteria to Decision Models		
	New	Existing
Wetlands	X	X
Noxious weeds	X	X
Hydrological slope	X	X
Directional Slope (fall line)	X	X
Road and trail density	X	X
Distance from development	X	X
Distance from trail intersection	X	X
Connects to a regional trail? ¹	X	X
Maximum viewing elevation	X	X
Average viewing elevation	X	X
Vegetation community variety	X	X
Under represented vegetation communities	X	X
Trail Gradient ¹	n/a	X
Drainage Condition ¹	n/a	X
Use Level ¹	n/a	X
Trail width ¹	n/a	X

Notes

X = criterion applies; n/a = criterion does not apply

1-Data derived from Tim Best, et al; *Road and Trail Assessment, Marin County Parks and Open Space Preserves*; September 2011

DECISION CRITERIA FOR THE NEW TRAIL MODEL

The following section describes the criteria used, and how they are scored and reported.

Biological and Physical Resources

- Trail length (miles): Longer trails will have higher level of biological and physical impacts due to a greater amount of ground disturbance.
- Vegetation Management Zone (VMZ): Trails that would be constructed in a Legacy zone receive the highest score (indicating a greater degree of impact), and trails that would be constructed in the Urban-interface zone would be rated the lowest. Scores may range from 1 to 4, indicative of the 4 vegetation management zones.

For the following criteria, the greater the overlap with the proposed road or trail management project, the greater the impact.

- Stream Conservation Areas (miles): This criterion is measured as miles of proposed trails reported by five categories. Each of the five categories reflects the length of road or trail segment that passes through an SCA ranging from 0 miles to a maximum of 10 miles. Higher numeric scores indicate greater lengths of road or trail segments passing through SCA's.
- Number of Stream Crossings: This criterion is a count of all stream crossings.

- Number of Stream Crossings for fish bearing streams: This criterion is a count of all fish bearing stream crossings. However, all scores for this criterion are multiplied by 4 to reflect the importance of potential impacts to federal and state listed fish species.
- Northern Spotted Owl habitat (feet): The score is determined by the length of intersection within Northern Spotted Owl buffered occurrences where 4 = within 500 feet of the buffered area, within 250', 3 = additional area within 500', 2 = additional area within 0.25 mile, 1 = additional area within 0.5 mile.
- Rare wildlife areas score (feet): The score is determined by length of intersection, where 0 = no intersection, 1 = >0-100', 2 = 100-200, 3 =200-300, score accumulates to a maximum of score 25 (>2,400' intersection).
- Rare plant areas score (feet): The score determined by length of rare plant polygon intersection, where 0 = no intersection, 1 = >0-100', 2 = 100-200, 3 =200-300, score accumulates to a maximum of score 25 (>2,400' intersection)
- Serpentine Soils score (miles): Degree of overlap with the proposed trail alignment.
- Wetlands score (feet): Degree of overlap with the proposed trail alignment.
- Slope score: this is a categorical criterion, where slopes ranging from 0 to 100% have been collapsed into 4 categories.
- Existing road and trail density score: this criterion is scored as the miles of roads or trails in a 20-acre surrounding area.

Social Resources

Since the MCOSD's GIS database does not include explicitly identified social criteria, several "proxy" criteria were developed from the existing spatial data to represent the social domain in decision-making. The same social criteria were used for both existing and new roads and trails.

- Distance from Development score: This criterion was used as a proxy for opportunities for solitude. The greater the distance from development, the greater the opportunity for solitude. Developments could be commercial, residential, or other institutions, and paved transportation networks. These features were identified from the Marin County "building footprint" layer.
- Distance from trail intersection segment score: The further the distance of a particular trail segment from a trail intersection, the better the opportunity to experience solitude.
- Would connect to a regional trail (e.g., Bay Area Ridge Trail) score: A "yes" response is scored a "0" and a "no" response is scored a "1."
- Maximum trail elevation: Higher maximum elevations on road or trail segments indicate better viewing opportunities.
- Average trail elevation scores: Higher average elevation on road or trail segments indicate better viewing opportunities.
- Vegetation variety score: Higher vegetation variety is associated with better opportunities for visitors to become "immersed in nature."
- Underrepresented vegetation variety score: A higher number of underrepresented vegetation communities through which a road or trail segment passes are associated with better opportunities for visitor to become "immersed in nature."

ADDITIONAL CRITERIA FOR THE EXISTING TRAILS MODEL

The following criteria were added to the existing trails model to reflect known conditions on existing roads and trails based on information contained in the MCOSD's *Road and Trail Assessment, Marin County Parks and Open Space Preserves* (Best, et al; 2011)¹:

- Gradient
- Drainage condition
- Use Level
- Trail/Road width
- Tread condition
- Muddy/Wet trails
- Maintenance requirements.

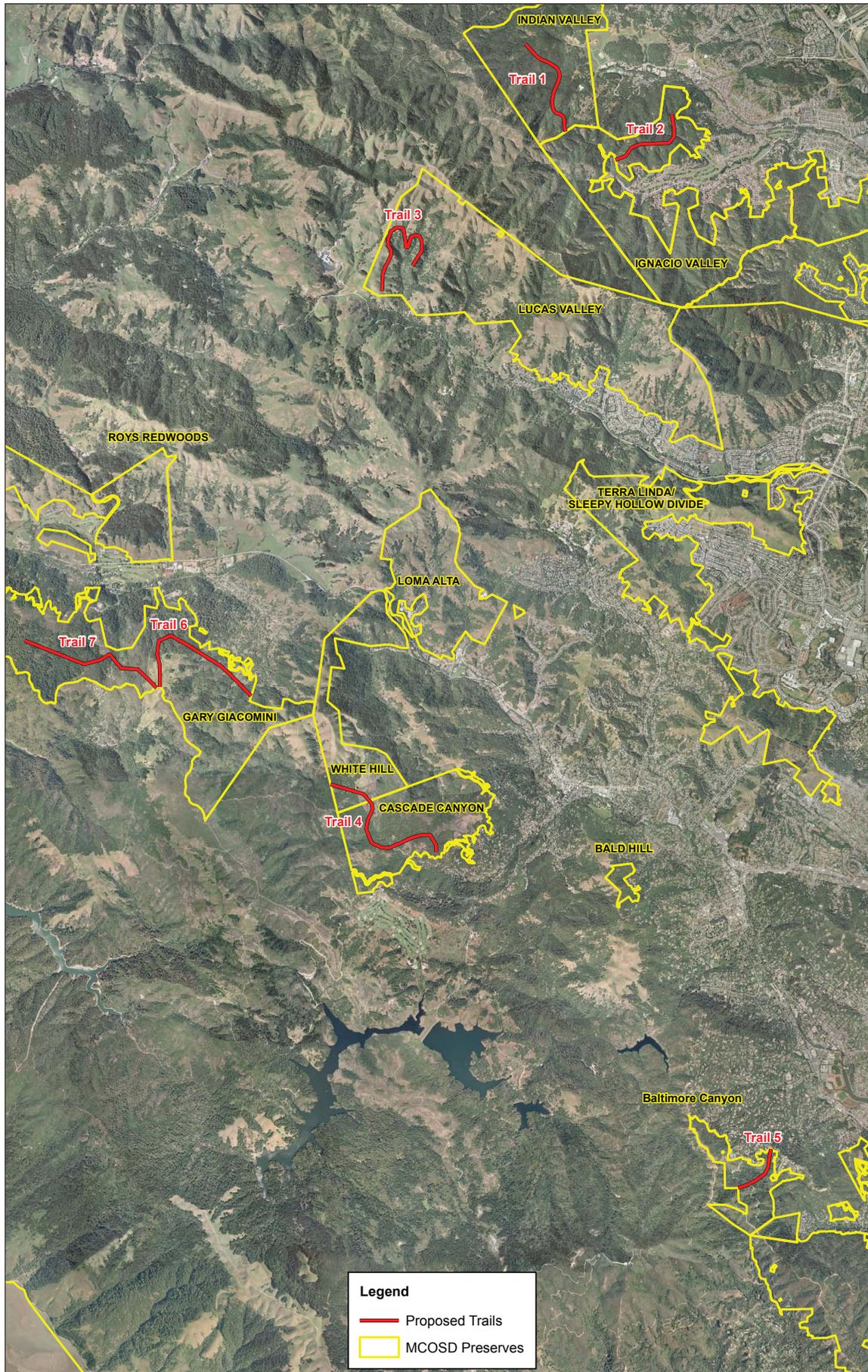
PRELIMINARY MODELING RESULTS

New Roads and Trails

Table 9-3 shows results for new trails using a weighted model with 21 decision criteria. In this model, fish bearing streams are assigned a weight of “4.” In other words, if the proposed new trail segment has two stream crossings, it is assigned a score of 8. Stream crossings are given a weight of “2”, and any overlap with special status species habitats (for both plants and animals) is also assigned a weight of “2.” The majority of the criteria are physical (4) or biological (9), which is consistent with policies regarding new trail development on MCOSD lands.

For purposes of testing the trail model, proposed alignments were randomly chosen throughout the MCOSD preserve system. Locations of these hypothetical new trails are found in Figure 9-2.

¹ For an existing trail or road segment, if data were not recorded this information was not used in the model scoring. One option to use if there are high levels of missing data is to impute an average or most commonly found value for a given criteria such as gradient.



SOURCE: WRA Environmental, Inc., 2012

Marin County Open Space District

Figure 9-2
Locations of New Trails Evaluated

For this group of proposed new trails, there are not any weighted fish presence stream crossings, nor are there any overlaps between proposed trails and wetlands, noxious weeds, or rare wildlife areas. All proposed alignments have moderate to steep slopes indicated by “mid-range” scores of “2s” or “3s.”

Table 9-3 Weighted Model Results for Hypothetical New Trails								
Criterion	Criteria Type	Hypothetical Trail Segments (Open Space Preserve)						
		1 Indian Valley	2 Ignacio Valley	3 Lucas Valley	4 Cascade Canyon	5 Baltimore Canyon	6 GG ¹	7 GG ¹
Trail length	Physical	4	4	3	3	4	3	3
Vegetation Management Zone	Biological	2	2	2	3	3	3	3
Stream Conservation Areas	Biological	2	1	2	3	1	2	2
Stream crossings		8	1	6	14	6	12	11
Weighted Fish presence stream crossings	Biological	0	0	0	0	0	0	0
Northern Spotted Owl	Biological	13	0	0	0	1	8	17
Rare plant areas	Biological	0	0	0	18	3	25	0
Rare wildlife areas	Biological	0	0	0	0	0	0	0
Serpentine soils	Biological	0	0	0	0	0	1	2
Wetlands	Biological	0	0	0	0	0	0	0
Noxious weeds	Biological	0	0	0	0	0	0	0
Hydrological slope	Physical	4	5	4	4	4	4	3
Directional Slope (fall line)	Physical	3	3	2	2	3	2	2
Road and trail density	Physical	3	1	2	2	2	2	2
Distance from development	Social	2	3	2	2	4	3	2
Distance from trail intersection	Social	4	3	4	4	4	4	4
Connects to a regional trail?2	Social	no	no	no	yes	no	no	no
Maximum viewing elevation	Social	2	3	1	2	2	1	1
Average viewing elevation	Social	3	3	2	3	3	2	1
Vegetation community variety	Social	3	3	4	1	3	2	2
Under represented vegetation communities	Social	3	4	4	2	3	3	1
Physical score		14	13	12	11	13	11	10
Biological score		25	4	10	38	14	51	35
Physical / Biological Score		39	17	22	49	27	62	45
Social score		17	18	17	15	19	15	11

Notes:

1-Gary Giacomini Open Space Preserve

2-No scored as a 0, and Yes scored as a 1.

Physical and Biological scores range from 17 to 62 in aggregate. Social scores range from 11 to 19. Scores are reported for biological, physical, and social domains to clearly identify how each domain individually contributes to scoring. The trails with the two highest physical/biological scores (indicating the most adverse impacts) are located in Gary Giacomini and Cascade Canyon Preserves.

For both trails, impacts to biological resources contribute the most to the overall score. Conversely, the trails with the two lowest physical/biological scores are located in the Ignacio Valley and Lucas Valley preserves. Social scores vary much less among the example trails than do physical/biological scores, with the highest scores occurring within the Ignacio Valley and Baltimore Canyon preserves.

Existing Roads and Trails

Table 9-4 shows preliminary modeling results for existing trails in the Cascade Canyon Preserve. All three trails exhibit high, physical/biological scores ranging from 60 to 76, with Trail 3 scoring the highest. As with the trails assessed in Table 9-3, high scores indicate the most adverse impacts, and low scores the least. Social scores for these three trails are very similar. As with the new trail model, the scores for biological resources have the greatest influence on the overall scores.

Table 9-4 Weighted Model Results for Existing Trails in Cascade Canyon Preserve				
Proposed Trail	Criteria Type	Existing Trails		
		1	2	3
Vegetation Management Zone	Biological	1	2	2
Stream Conservation Areas	Biological	4	1	2
Stream crossings	Biological	8	36	24
Weighted Fish presence stream crossings	Biological	0	0	20
Northern Spotted Owl	Biological	3	3	0
Rare plant areas	Biological	17	0	0
Rare wildlife areas	Biological	0	0	0
Serpentine soils	Biological	0	2	0
Wetlands	Biological	0	0	0
Noxious weeds	Biological	0	1	1
Trail length	Physical	3	4	3
Directional Slope (fall line)	Physical	1	1	1
Road and trail density	Physical	3	3	4
Gradient	Physical (T. Best data)	4	2	2
Drainage condition	Physical (T. Best data)	3	3	3
Use Level	Physical (T. Best data)	2	3	3
Trail/Road width	Physical (T. Best data)	3	1	2
Tread condition	Physical (T. Best data)	2	3	3
Wet/Muddy	Physical (T. Best data)	1	1	1
Maintenance required	Physical (T. Best data)	2	2	2
Distance from development	Social	3	3	2
Distance from trail intersection	Social	4	3	4
Connects to a regional trail? ¹	Social	No	No	No
Maximum viewing elevation	Social	1	2	2
Average viewing elevation	Social	2	2	3
Vegetation community variety	Social	2	1	2
Under represented vegetation communities	Social	2	1	2
Biological score		33	45	49
Physical score		27	27	27
Physical/Biological Score		60	72	76
Social score (unweighted)		14	12	15
Social score (with 2x weight applied)		28	24	30

Note:

1-No scored as a 0, and Yes scored as a 1.

INTERPRETING MODEL RESULTS

Figure 9-3 shows the scores for the existing trails model. Social domain scores are plotted on the y axis, while biological and physical domains scores are plotted on the x axis. The graph is also divided into 4 quadrants to aid MCOSD staff in management evaluation of existing roads and trails. Roads or trails that receive both low scores on social and biological/physical domains would fall in the lower left quadrant. These roads or trails have relatively low biological/physical resource impacts and low social values, and therefore domain scores in this quadrant would likely result in a low priority decision regarding maintenance. However, roads and trail scores that fall into the lower right quadrant would likely result in a decommissioning decision since they are of low social value, but show high biological/physical resource impacts. Road and trail scores that fall into the upper right quadrant show both high social values and high biological/physical resource impacts. In this case a decision to decommission a popular trail due to high biological or physical resource impacts may need to be accompanied with a decision to re-locate it in an area with lower biological or physical impacts. Finally, road and trail scores that fall into the upper left quadrant represent high social values, but low biological/physical resource impacts. Roads and trails with scores in this quadrant may be identified as those simply needing maintenance, but at a higher priority than the roads and trails in the lower left quadrant.

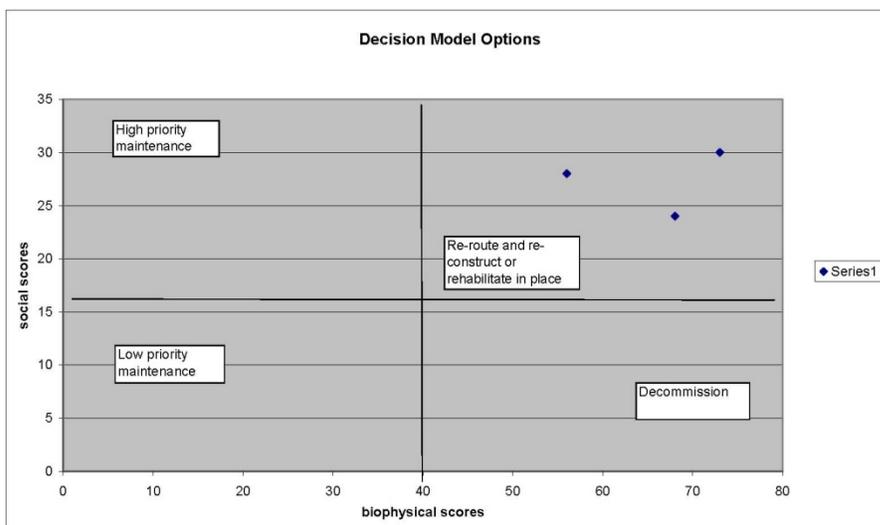


Figure 9-3 Decision Model Options

9.5 Decision Review and Approval (Step 5)

No decision making tool would be employed during this step. The Road and Trail Committee (described below) and MCOSD staff would review the results of Steps 2 – 4, and provide comments regarding model input and results to the MCOSD for consideration by management staff. Additionally, recommended road and trail management actions would be brought before the Parks and Recreation Commission for review and consideration.

The result of Step 5 would be a prioritized list of fully evaluated, feasible road and trail management projects for the coming fiscal year and multiple years.

9.6 Management Review (Step 6)

No decision making tool would be employed during this step. This final review of recommended and prioritized road and trail management projects by MCOSD management staff is intended to verify whether the projects meet overall MCOSD goals (beyond those set forth in the RTMP) and whether identified actions can be funded and implemented.

9.7 Road and Trail Committee

A key guiding principle of this RTMP is that MCOSD road and trail management projects will be the result of an objective and transparent decision making analysis process. Requisite to this principle is continuing public involvement, both in suggesting road and trail management projects, and in reviewing road and trail management decisions and the processes used by the MCOSD to arrive at those decisions.

To further this principle, upon approval of the RTMP, the MCOSD will form a standing 12-member working Road and Trail Committee, composed of representatives of the environmental community, user groups, liaisons from the Parks and Open Space Commission, and MCOSD staff. The Road and Trail Committee will be charged with: making recommendations on modifications to the existing road and trail network, as assessed in November 2011; making recommendations as to which roads and trails should be included in the designated road and trail system, according to the policies and decision making process in this RTMP; and providing review and comment on the aggregate results of Steps 2, 3, and 4 in the decision making process described earlier. This review and comment task in Step 5 would occur annually prior to Parks and Open Space Commission review of candidate road and trail projects, also in Step 5.