

# CASTLE ROCK STATE PARK DRAFT TRAILS PLAN

January 19, 2010



Submitted to Karl Tallman, Mountains Sector Superintendent, California State Parks, Santa Cruz District, on January 21, 2010 in fulfillment of request by Jan Anderson, former Santa Cruz Mountains Sector Superintendent, that a citizens committee prepare a unit trails plan.

**Prepared by the Castle Rock State Park  
Citizens Trails Committee  
2000-2010**

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## Executive Summary

This Plan describes a trail network that will provide access to the natural, historic, and recreational resources of Castle Rock State Park. It also protects Park resources by controlling or avoiding access to certain areas that would be damaged if convenient access were provided.

The Plan is consistent with the General Plan for the Park and assumes that the main parking lot being moved to the Partridge area. It takes into consideration several studies of the natural and historic resources of the Park.

Natural resources made accessible include unique geologic formations and various biotic communities. Historic resources include Native American sites and remnants of early European occupation. Recreational uses include rock climbing and bouldering, hiking, viewing panoramic vistas and some bird watching, equestrian and bicycle use.

CRSP is one of the best places in the Bay Area where rock climbing may be practiced in preparation for more challenging climbs in other, more distant locations and provides world class bouldering. It has been used by rock climbers since before the creation of the Park and was one of its original justifications. This Plan acknowledges the trails that have been created by climbers and describes changes to be made to enable adopting and managing them as part of the Park trail system.

Most of the trails in the Park have been developed without official sanction often because they were built before the underlying land was acquired by the State. Many have been subsequently adopted by Park management but without a formal plan. This Plan describes changes to be made to these trails and their roles in the overall Plan.

The Plan begins with review and recommendation for improvement and management of existing trails. There is emphasis however on new trails that provide access to important features, especially those along the San Lorenzo River canyon, that encompass the Park and that facilitate moving the main parking lot to Partridge.

In addition to access to significant Park resources, emphasis is placed on creating hiking loops in a variety of lengths, ranging 15 minutes to a full day. In addition connections are made to adjoining Midpeninsula Regional Open Space District preserves, Sanborn-Skyline County Park, and to Big Basin Redwoods State Park. These connections contribute to a regional trail network and enable creation of additional loop trails.

A map of the completed trail network may be found on Page 63.

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## APPENDICES

The Appendices are contained in a separate document. This is a summary listing of their contents.

- Appendix A Descriptions of Existing Trails
- Appendix B Descriptions of Planned Trail Projects
- Appendix C Existing Trails, Measured Lengths
- Appendix D Planned Trails, Lengths and Elevation Gains
- Appendix E Loop Trails
- Appendix F Trail Classification Matrices
- Appendix G Parking Locations Surveys, Highways 9 & 35
- Appendix H Constraint Maps, 1979
- Appendix I (intentionally left blank)
- Appendix J General Plan Guidelines

## Abbreviations

ADA	American with Disabilities Act, the basis for All Access trails
CRSP	Castle Rock State Park
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
EU	Ecological Unit
MM	Mile Marker; white & black paddles along highways indicating location
MROSD	Midpeninsula Regional Open Space District
RMZ	Resource Management Zone; specified in the General Plan for the Park
SLHNP	San Lorenzo Headwaters Natural Preserve
SLR	San Lorenzo River

## 1 Introduction

The **Castle Rock State Park General Plan** (Preliminary) dated February 1999, with **Addendum #2** March 2000 was approved by the State Park Commission on March 8, 2000. The General Plan states on page 74 that a Unit Trails Plan should be completed for the park. A committee of knowledgeable citizen volunteers from the several user and interest groups was appointed to accomplish this task which was started on February 2, 2000. The physical reality of the park itself, the goals and guidelines of the approved General Plan, State Parks Policies and Directives, and public law are the basis for this Trails Plan. The goal is to "Provide appropriate access and opportunities for the visiting public to enjoy the park, while not degrading the natural features and ecological processes."

This part of the Plan, Section 1, states the purpose of this Plan, describes the problems and issues needing resolution, identifies the various requirements that it must meet, and describes how the Plan was prepared and by whom.

Section 2 identifies the Park resources that might be accessed by trails, describes existing trails together with related and supporting facilities and reviews current management practices.

Section 3 describes the planned trails system together with supporting facilities and recommended management policies. It includes description of how the Plan satisfies substantially all the Plan requirements listed in Section 1, including resolution of substantially all existing trail system problems.

Section 4 is a disclaimer regarding Environmental Impact Review.

Section 5 is a bibliography of the various reference materials consulted during preparation of the Plan.

Appendices provide additional detailed information about various elements of the Plan such as trail descriptions, trail classifications, etc.

### **1.1 Brief description of Castle Rock State Park Features**

The overall character of the Park is one of peace, tranquility, and beauty. Visitors find experiences far removed from the pressures of the nearby modern world. The lands comprising the Park are a diverse mix of natural features that include most of the remnant ecosystem types of the Santa Cruz Mountains. Although substantially altered since the arrival of Euro-Americans, the recovering parklands provide a glimpse of the original primeval character of the Santa Cruz Mountains. One can gaze from the ridge tops along Highway 9 and Skyline Boulevard or hike over a landscape of steep, densely vegetated canyons, dense Redwood and mixed evergreen forests, Oak woodlands, and open grasslands and see what seems like undisturbed wild vistas. Many of the ridges are embellished with sandstone rock outcrops that include unique tafoni formations. On clear days the outstanding scenic views extend south to Monterey Bay and beyond. To the west Big Basin Redwoods State Park is visible in the near distance. To the north

grassland covered ridges and steep, forested canyons extend to the horizon. The ecological linkage between Castle Rock State Park and other natural areas of the Santa Cruz Mountains are apparent. Little evidence of human occupation is visible from the park.

## **1.2 Purpose of the Unit Trails Plan**

The Unit Trails Plan for Castle Rock State Park has been prepared to record the state of the current park trail system and its supporting facilities and the results of the park trail system analysis and planning efforts of the Castle Rock State Park Trails Committee. Its purpose is to provide specific recommended actions to carry forward the goals and guidelines of the General Plan, to incorporate the recent addition of the San Lorenzo Water District land to the park, and to address existing problems and planning issues as the basis for implementation of a near term and future park trail system that supports the vision of a wild park and protects park resources for the enjoyment of future generations.

### **1.2.1 Trail System Problems and Planning Issues**

In assessing the existing CRSP trail system and its supporting facilities it is evident that there are problems that need to be addressed, some of which are identified in the General Plan. In addition, in planning for the implementation of both solutions to existing trail problems and the changes to the park trail system presented in this Trails Plan, there are issues which must be considered and worked with. These trail problems and implementation planning issues are summarized in the following two paragraphs and are numbered, named, and briefly described in Table 1.

#### **1.2.1.1 Existing Trail System Problems**

Existing trail problems range from problem volunteer trails, most of which are climbers' trails, to a shortage of park staff, which affects all aspects of park operations, including access to the recently acquired San Lorenzo Water District property. Also included are existing trail routing problems, both for safety and resource protection, trail maintenance problems, parking, trails through the Natural Preserve, a deteriorating nature trail, and buildings that should be removed at the Castle Rock Trail Camp. The identified trail problems are numbered, named, and briefly described in Table 1 with references to the paragraph numbers in the plan where the problems are addressed.

### 1.2.1.2 Trail System Planning and Implementation Issues

This plan proposes adding a number of trails to the existing trail system as well as rerouting one, repairing/rerouting two and closing one. Planning and implementation issues range from the evaluation and classification of both existing and planned trails to a shortage of park staff, which affects all aspects of both park operations and some aspects of maintenance. Some of the other issues are the relocation of the main parking lot, coordination with Cal Trans about new park entrances, pathways along highways, highway crossings, and with both Cal Trans and Sanborn County Park about Sanborn County Park plans for parking at Indian Rock and Summit Rock parking areas; also additional mountain bike and equestrian trail access, and the need for All Access trails and interpretation. Planning and implementation issues are numbered, named, and briefly described in Table 1 with references to the paragraph numbers in the plan where the issues are addressed.

**Table 1 Trail Problems and Planning Issues**

No.	Problem/Issue	Brief Description	Existing Described in Par #	Plan Addresses in Par #
<b>1.2.2.1 Existing Trail Problems</b>				
EP-1	Volunteer Trails	Few, other than climbers' trails, but in some instances indicate a needed trail route.	2.2.2.2, Tbl. 4	3.3.5.1, 3.3.5.2
EP-2	Climbers' trails	About 30 climbers' trails of various lengths require evaluation, use, repair, reroute, or removal.	2.2.2.3, Tbl. 5	3.3.5.3, Tbl. 11
P-3	Cableway Trail E-19	Western sections of trail now on Sempervirens property rather than lumber co. Recent State parks maintenance has improved trail, however there is a need for some rerouting.	2.2.1.19, Tbl. 3 App. A, A2-6	3.3.2.3, Tbl. 9
EP-4	Skyline Trail E-9	Bay Area Ridge trail Council wants trail to be multi-use. Safety and routing issues, particularly for equestrians need to be addressed.	2.2.1.9, Tbl. 3 App. A, A-1.9	3.3.2.4, Tbl. 9
EP-5	Cut-off Trail E-18	Trail is in bad condition and it's value is marginal so it should be considered for closure.	2.2.1.18, Tbl. 3 App. A, A-2.5	3.3.3.2, Tbl.9
EP-6	Ridge Trail E-2	Rough, steep, sections, and need to bypass of Goat Rock are problems.	2.2.1.2, Tbl. 3	3.3.1.1, Tbl. 9 App.B, B-1.1
EP-7	Danny Hannavan Nature Trail	Nature trail, which uses Oak Meadow and Saratoga Gap Trails, is in bad condition and should be maintained or removed	2.2.1.20, Tbl. 3	3.3.3.3
EP-8	Walking along Hwy 35	Walking from Partridge area to Main parking lot along Hwy 35 is hazardous to hikers but occurs because it's the shortest and easiest route.	N/A, Tbl. 1	3.1.3.3, 3.4.1.1.4
EP-9	Parking	Uncontrolled, distributed parking lots, areas, turnouts distributes impacts but stretches park staff.	2.3.1, Tbl. 8 App.G Tbls. G-1, G-2	3.4.1, Tbl.14
EP-10	San Lorenzo Hdwrts Natural Preserve	Saratoga Gap, Ridge Trails go through the Natural Preserve and may need more Stay on Trail signs.	2.2.1.1, 2.2.1.2 App. A, A-1.1, A-1.2	3.2.3.3
EP-11	San Lorenzo Water District Land	Short staff has forced closure to normal entry, which has created conflicts about use of existing unofficial trails.	2.2.2.1, Tbl. 4	3.3.1.7, 3.3.1.19, App.B, B-1.7, B-
EP-12	Trail Camp building Removal	Abandoned, derelict residence, trailer, and storage sheds at the Castle Rock Trail Camp should be removed to provide more primitive atmosphere.	2.3.3.1	3.4.4
EP-13	Brewer's Station Trail P-39	Route from Saratoga Gap parking lot to the Saratoga Gap, Skyline-to-the-Sea and Toll Road trails is blocked by highway signs, forcing the use of the edge of Hwy 9 by hikers, equestrians, and bicyclists.	N/A	3.3.1.20, App.B, B.2.15

**Table 1 Castle Rock State Park Trail System Problems and Planning Issues**

No.	Problem/Issue	Brief Description	Existing Described in Par #	Plan Addresses in Par #
<b>1.2.2.2 Planning and Implementation Issues</b>				
PI-1	Existing Trails	Be evaluated for problems, be classified, be evaluated for users.	2.2.1, 3.2.1, Tbl. 3, Apps. A, C, D, F	3.2.1, Tbl. 9, Apps. A, C, D, F
PI-2	New Trails	Must meet trail standards where possible, be classified, provide access to resources, protect resources, be evaluated for users.	NA	3.3.1, 3.6, Tbls. 9, 10, 15, Apps. B, D, F
PI-3	State Parks Trail Standards	Must be used where possible but steep terrain makes it difficult to meet grade standards, especially when using old roads as trail beds.	1.3.2	3.2.1
PI-4	Climbers' Trails	Determine which are needed, which of those should be upgraded, rerouted, closed. Propose climbers' trail projects.	2.2.2.3, Tbl. 5	3.3.5.3, 3.3.5.4, Tbl. 11
PI-5	Cal Trans Coordination	Highway crossings, safely walkable shoulders, upgrade parking facilities, entrances to new public parking facilities.	2.3.1.1, Tbl. 8, 2.3.2	3.4.1, 3.4.3, Tbl. 14, 3.3.1.4, 3.3.1.20
PI-6	Parking	Safety of Hwys 35 & 9 entrances, adequacy of staff to manage distributed uncontrolled parking sites and a remote, second controlled entrance. Cost.	2.3.1, Tbl. 8	3.4.1, Tbl. 14
PI-7	Relocation of Main Parking Lot	Effect on trail system, significantly changes distances to primary destinations, safety of Hwy 35 entrance.	2.3.1.1.2, 2.3.1.1.4, Tbl. 8	3.4.1.1, 3.4.1.1.4, 3.4.1.1.2, Tbl. 14
PI-8	Reroute of Ridge Trail E-2, E-20	Currently not a good route between Castle Rock and Partridge areas. Best route across private property.	NA	3.3.1.1, App. B, B-1.1
PI-9	Mountain Bicycle Use	Mountain bicyclists understandably want access, many hikers and equestrians oppose, staff concerns over impacts.	2.2.1.7, Tbl. 3	3.1.2.2.2, PI-9, 3.2.1.5, 3.2.2.1.3, 3.3.4.2
PI-10	Equestrian Use	Equestrian access to park trails and parking, both existing and proposed.	2.2.1.1, 7, 9, 16, 17, 19, Tbl. 3	3.1.2.2.2, PI-10, 3.2.1.4, 3.2.2.1.2, 3.3.4.1
PI-11	All Access (ADA) Trails	Existing All Access trail at parking lot. Mountain terrain allows few locations, must be adjacent to parking.	1.3.1.2, 2.2.1.12, 2.3.4, Tbl. 3	3.2.1.7, 3.2.2.1.5, 3.3.1.4, 3.3.1.15, 3.3.1.16, 3.4.5
PI-12	Trail Signage, maps	Use existing park standards, sign new trails, climbers' trails, intersection numbering considered, maps are available.	2.3.5, 2.3.6	3.2.1, 3.4.6, 3.4.7
PI-13	Interpretive Trails	Should normally be near parking. Can be collocated with All Access trails.	2.2.1.20, 2.3.7	3.2.1.8, 3.2.2.1.6, 3.4.8
PI-14	Trail Loops	20 trail loops exist, 1.1 to 21.1 miles mostly on ridge. Need trail loops on the west side and around park.	2.2.4, App. E	3.3.7, Tbl. 12, Tbl. 13 App. E
PI-15	Private Property	Plan and realign trails away from and out of sight of private property.	NA	3.2.1.10
PI-16	Trail camps	The addition of one or more trail camps should be considered. Vehicle access for service is required.	2.3.3,	3.4.4
PI-17	Nomination to Historic Register	Saratoga Toll Road and possibly others may be eligible for State or National Historic Register.	2.2.3.1, Tbl. 6	3.4.8.2.1
PI-18	Trail Maintenance	Trails must be designed, built for ease of maintenance. Park trail maintenance primarily by volunteers. More volunteers will be needed.	2.4.2, 2.4.3	3.5.1
PI-19	Multi Agency Visitor Center	General plan proposes a multi-agency visitor center with limited short term parking for Santa Cruz Mtn. interpretive and trail information; however, more parking sufficient for trailhead access seems appropriate.	NA	3.1.2.2.2, PI-19, 3.4.2
PI-20	State Park Funding and Staffing	State Parks low funding and staffing levels cast doubt on ability to do projects not done with volunteers, or anything that would require additional park staff.	2.4.1	3.1.2.2.2, PI-20

Tbl 1 Probs, Issues 1-12-10.xls

## 1.2.2 Trails Planning Committee Vision

The trails system provides visitors with access to the unique resources of the park. These resources include interesting rock formations, sweeping views, unique plant and animal communities, and cultural history. In keeping with the wild, natural, and relatively undeveloped nature of the Park, the trail system would have minimal impact on park resources and their environs. The Committee envisions a plan that would facilitate enjoyment of the Park by providing the following

- Access to appropriate points of interest
- Opportunities for appropriate recreational activities such as rock climbing, hiking, observation of natural phenomenon, etc.
- A system of trails open to hikers; with some open to equestrian, bicyclist, and All Access use.
- Trail loops in a variety of lengths
- Connections with other parks to facilitate regional trail networks
- Trails routed to avoid conflicts with neighbors
- Trails laid out and constructed in a manner that protects natural resources
- Correction of problems with existing trails
- Signage providing clear orientation to trail users
- Interpretation that facilitates users' understanding of Park features, resources and environment and that encourages respect and careful usage

## 1.3 Requirements

This section reviews State Parks requirements for trail systems and environmental impact review.

### 1.3.1 General Plan Guidelines

The General Plan for the park states that "The trail system is the primary recreation facility and means for visitors to experience undeveloped areas of the park. Unless well planned and maintained, they also may constitute a significant environmental impact. Impacts resulting from existing trail use at Castle Rock State Park include the propensity of numerous "social trails," vegetation damage, and soil erosion that alters drainage patterns and increases sediments to Streams" (on page 74). It provides goals and guidelines and occasional other criteria related to the trail system and preparation of this Trails Plan. The following paragraphs are a summary of these goals, guidelines and other criteria as they relate to the trails themselves, parking and access to trails, Partridge Farm as it relates to parking, trail camps, historic features and interpretation as they relate to trail issues, and management of environmental impacts. Appendix J of this Plan contains the relevant General Plan "Goals" and detailed individual "Guidelines" and other guidance from the General Plan for the definition of the Castle Rock State Park trail system. Table J-1 lists relevant General Plan goals/guidelines identified in Appendix J, by Appendix J paragraph number, a short name, a summary, plan paragraphs and tables that address the existing condition, and paragraphs and tables that address the plan recommendations or comments.

### **1.3.1.1 Trails**

The goal is to provide appropriate access and opportunities for the visiting public to enjoy the park, while not degrading the natural features and ecological processes. Guidelines are that a Unit Trails Plan should be prepared that defines the actual location, distance, and use of future trails which should include the Department's specifications and policies concerning trail construction and maintenance to achieve low impact use. Trailhead connections should be improved with improved signing for interpretive information and visitor safety, with trail connections to adjacent regional trail systems and with a designated loop-trail system to distribute visitors throughout the park, with priority given to routes outside the natural preserve. Volunteer access trails to climbing rocks should also be improved along with information on climbing and park rules, regulations and resource sensitivities. In addition, a primary visitor contact location, such as a multi-agency visitor center, should be considered for dissemination of regional trails information.

Currently only one trail is open to mountain bike use, and while there is user and operational concern about mountain bike access, there are established criteria regarding mountain bike access to other park trails.

### **1.3.1.2 Parking and Access**

The goal for parking and access for the trail system is to satisfy operational needs for improving the management of access and parking for visitors. Guidelines are to use the amount and locations of visitor parking as a basis for management of visitor impact on the park, to retain roadside parking where appropriate and consolidate visitor parking areas to avoid multiple contact stations if possible, to provide safe and secured day use and overnight parking areas, provide trailhead parking facilities for access to regional trails, parking for people with disabilities, parking for horse trailers, a drop-off location, bus parking where feasible, parking opportunities for groups by special use permit, and short-term parking for dissemination of park/regional trails information. Parking lots near existing trailheads should be upgraded with interpretive information panels and restrooms, with necessary coordination with Caltrans, Santa Clara County Parks, and Midpeninsula Regional Open Space District about roadside parking along Highways 35 and 9, particularly at Saratoga Gap, Summit Rock, and Indian Rock parking areas.

### **1.3.1.3 Partridge Farm Area**

The goal is to replace the present main parking lot by establishing Partridge Farm as the entrance (or portal) into the park which will provide for improved vehicle access, visitor contact, parking, orientation, and interpretive facilities. Guidelines are that this change is mandated unless a more suitable location was to become available. Day use parking should be provided for 50 to 100 cars, with parking for walk-in campsites and overnight parking of 30 cars. This change from 50 to 100 cars, when and to the extent that it occurs, should be phased based on observed impacts.

### **1.3.1.4 Trail Camps**

The goal is to rehabilitate existing campsites and trails, and restore the primitive camping experience. Guidelines are to remove existing structures at the Castle Rock Trail Camp, except the rain shelter, restore plant and wildlife habitat, and retain and rehabilitate the Waterman Gap Trail Camp, investigate alternative trail camp locations for implementation, and specify trail camp amenities.

### **1.3.1.5 Interpretation**

The goal is to acquaint the public with the park's resource values and the need for preserving and protecting the significant resources and to preserve the historic integrity of significant old roads and sites. Guidelines are that at trailhead parking, to review and where possible consolidate the proliferation of directional, park regulation, information, and interpretive signs. Trailheads should be upgraded with interpretive and trail information panels, where appropriate provide geologic and climbing information for rock climbers, and complete and install interpretive panoramic panels at Sempervirens Point. The use and maintenance of the Saratoga Toll Road alignment should respect its historic value and the historic alignments of four other significant historic roads should be retained for their interpretive value. Natural features and historic sites along trails should be considered for interpretation

### **1.3.1.6 Resource Protection**

The goal is to understand and protect the resource while providing visitor access to appropriate areas and features of the park. From the General Plan, Resource Management Zones, Allowable Use Intensity, Ecological Units, Plant and animal Communities, Significant Values, Management Approach, and Management Objectives, are identified for each existing and planned trail in Appendices A and B. Appendix J (J-6 through J-9) presents those Resource Protection Goals and Guidelines that apply to the trail system and Table J-1 identifies plan paragraphs, tables and figures that address each of the goals and guidelines. Existing trails and trail camps are evaluated, planned trails are routed and designed, and parking located and designed using this structured approach defined by the General Plan, in addition to being guided by the Trails Handbook to insure durable trails that create minimum impact and that result in positive visitor experience and create minimum impact and minimize visitor impacts.

## **1.3.2 State Parks Trail System Standards & Criteria**

The **Trails Handbook** published by the Resources Agency of the California Department of Parks and Recreation is a primary guidance source for trail use, planning, layout, construction, management, and maintenance and is considered to be a part of this Trail Plan by reference. However, in paragraph 1.1 the **Trails Handbook** states that it "does not intend to, nor is it capable of supplanting trained, experienced and skilled trail supervisors and workers. It is intended to supplement their knowledge and provide guidelines for them to operate under." The primary concerns in all phases are resource protection, visitor safety, and public access, against a background of esthetics, maintenance demand, and cost. Paragraph 10.2 states; "Trail location objectives are to provide a facility that produces a minimum impact on the land, is visually



pleasing, requires minimum maintenance and functionally provides for the intended use." The Trails Handbook provides guidance and examples of how to achieve these objectives. Thus the Handbook is a guidance document as opposed to providing hard requirements; however, control of erosion, visitor safety, design for ease of maintenance, and esthetics are considered requirements, as opposed to guidelines, to be met in trail layout and construction. Chapter 17 provides requirements, as opposed to guidelines, for planning and construction of All Access (ADA) trails.

Existing trails in the Park have largely been built before present standards were established and due in part to the nature of the terrain throughout much of the Park, many of the existing single-track trails would not meet some of the current trail standards as defined in the **Trails Handbook**. However; some trails have, over time, been modified or rerouted because of safety or erosion problems. It would be impractical and even unnecessary to modify or reroute all trails just to meet Handbook standards, which are not intended to be a rigid set of rules, but rather a reference in interpreting conditions on the ground to result in a safe, stable, esthetically pleasing low maintenance trail.

### **1.3.3 Compliance with California Environmental Quality Act (CEQA)**

Determination of the requirements of CEQA for this Plan is beyond the scope of this committee's charter and expertise. They should be determined by professional personnel with appropriate training.

## **1.4 About This Plan**

The General Plan for the Park was approved in 2000. It called for development of a trails plan. In view of the limited State resources available the Mountain Sector Supervisor, Jan Anderson, formed a committee of volunteers to draft the plan. Members of the committee represented a wide variety of people interested in and most knowledgeable about trails in the Park. It included hikers, rock climbers, equestrians, mountain bikers, neighbors, trail maintenance volunteers, and State Parks personnel. Several had served on the General Plan Citizens Advisory Committee.

### **1.4.1 Plan Organization**

In late 2000 the committee contacted Dave Keck, General Plan Supervisor in the State Parks Planning Division in Sacramento for guidance on the contents and organization of a trails plan. This Plan is in accordance with his guidance at that time.

The Plan is divided into two main sections, Existing Conditions and Proposed Trails Plan. The first main section, 2, describes the existing trails and conditions, including unofficial as well as official trails, trailheads and parking, accessibility, resource management and protection, etc. The second main section, 3, describes the proposed trail system, including the same considerations, but with an additional emphasis on purpose and goals and on resource management and protection.

Castle Rock is especially popular with rock climbers. Their needs to access climbing rocks are in many cases distinct from other users. Consequently the Plan contains separate descriptions and maps for climbers access trails both under Existing Conditions and the Proposed Trails Plan.

In preparing the Plan a large quantity of detailed information was assembled about the trails system in the Park. In order to avoid overburdening the body of the Plan with so much detail much of it has been placed in a set of Appendices. Summary information, often in tabular form, is included in the body of the Plan in many instances.

An Environmental Impact Analysis is not included in the Plan. It should be done by a specialist as recommended by Dave Keck. The Plan does however identify areas of potential impact

#### **1.4.2 How this Plan was prepared**

During 2000, 2001, and 2006 thru 2009 the committee met fairly regularly on a monthly basis to discuss trail needs and opportunities. The committee met more than 45 times in all. In addition a number of field trips were conducted to view actual conditions. An inventory was prepared of park resources to ensure that the trail system would provide appropriate access to all points of interest.

As the vision of a trail network began to take shape the committee began the actual writing of the Plan. This was divided up among the various committee members based on the outline suggested by State Parks Planning. Maps were prepared by various committee members with the assistance of several mapping specialists.

In addition to the committee's vision for the actual trails network, there are a variety of requirements that must be included in a plan. These include construction standards, General Plan guidelines, trail classification analyses, resource protection considerations, provisions for trail management and maintenance, consideration of connections to other parks, etc. These were all addressed during the writing process.

On completion of the Plan it is expected that the Parks Department will use it as the basis for an official plan prepared in accordance with current Department standards for trails plans.

#### **1.4.3 The Committee**

The following individuals and the interests they represented comprised the membership of the committee at its inception in 2000 (listed in alphabetical order):

Jo Barrett	Equestrians
David Croker	Trail construction & maintenance, representative of The Trail Center, Palo Alto
Ross Finlayson	Bicyclists
Bo Gimbal	Neighbor & trail maintenance & construction volunteer
Eric Isacson	Neighbor of the Park & representative of the South Skyline (homeowners) Association
Stu Langdoc	Rock climbers
Al Lisin	Trail construction & maintenance volunteer
Geoffery Skinner	Trail construction & maintenance, representative of The Trail Center, Palo Alto
Gillian Tabb	Equestrians

In addition a representative of the Midpeninsula Open Space District was invited but did not attend.

The following State Parks personnel provided official guidance regarding Parks Department policies.

Lori Martin	Department of Parks and Recreation Ex-officio
Miles Standish	Park Ranger, Castle Rock State Park
Holly Huenemann	Supervising ranger, Castle Rock & Portola

In addition, Martin Donald of the Santa Cruz Mountains Trail Association reviewed the committee's work regularly and Kathy Lyons, an environmental consultant familiar with the Park, assisted in taking inventory of the Park resources. Janet Schwind assisted with some of the historical considerations based on her forthcoming book about the history of the South Skyline Region. Erik Goetze and David Baselt provided invaluable help with maps.

The committee was initially chaired by Bo Gimbal. Eric Isacson served as chair from the Fall of 2005 until the Summer of 2009 when Stu Langdoc became the chairperson.

During the process of preparing the plan several of the initial members left the committee for various reasons or became inactive. After retirement from State Parks in the summer of 2009 Miles Standish became a regular member of the committee. By the end of 2009, the membership of the committee consisted of the following people:

Stu Langdoc, Chair  
 Eric Isacson, Vice-chair  
 David Croker  
 Ross Finlayson  
 Miles Standish

Also by the end of 2009 the following State Parks personnel were providing official guidance regarding Parks Department policies.

Jason Rule	Park Ranger, Castle Rock State Park
Mary Hazel	Supervising ranger, Castle Rock & Portola

## 2 Existing Conditions

This section describes the conditions existing in the Park in 2009 before implementation of this Plan. It includes the following:

- The map from the brochure for the Park together with maps showing existing official trails and the existing climbers' trails system.
- A detailed inventory of Park resources; features to which trails might provide access
- Detailed descriptions of the existing trails; official as well as volunteer and climbers' access, including loops available and regional connections to other parks.
- An inventory of old roads which might be considered for use as trails
- Description of supporting facilities including trailheads and parking, highway crossings, trail camps, accessibility, signage, maps, interpretation,
- Management considerations including resource management and protection, and trail maintenance and construction.

### 2.1 Summary of significant Park resources

This section provides a detailed list of the Park features to which trails might provide access. A map showing their approximate locations is included.

The Park's sandstone outcroppings are a special resource unique to the Park. They have long been especially popular with rock climbers and will continue to be so.

#### 2.1.1 General description

Along park trails one can view cascading streams and luxuriant vegetation. In the spring wildflowers are abundant in the grasslands and Oak savannas of the park. Near Partridge Farm are numerous large, old live and black Oak trees. A short distance away there are large outcrops where rock climbers can enjoy views of the San Lorenzo Valley and Monterey Bay. Not as readily seen, the fortunate visitor may encounter some of the larger mammals of the park, such as deer and bobcat. On warm days it is not uncommon to see turkey vultures cruising overhead on thermals in search of food.

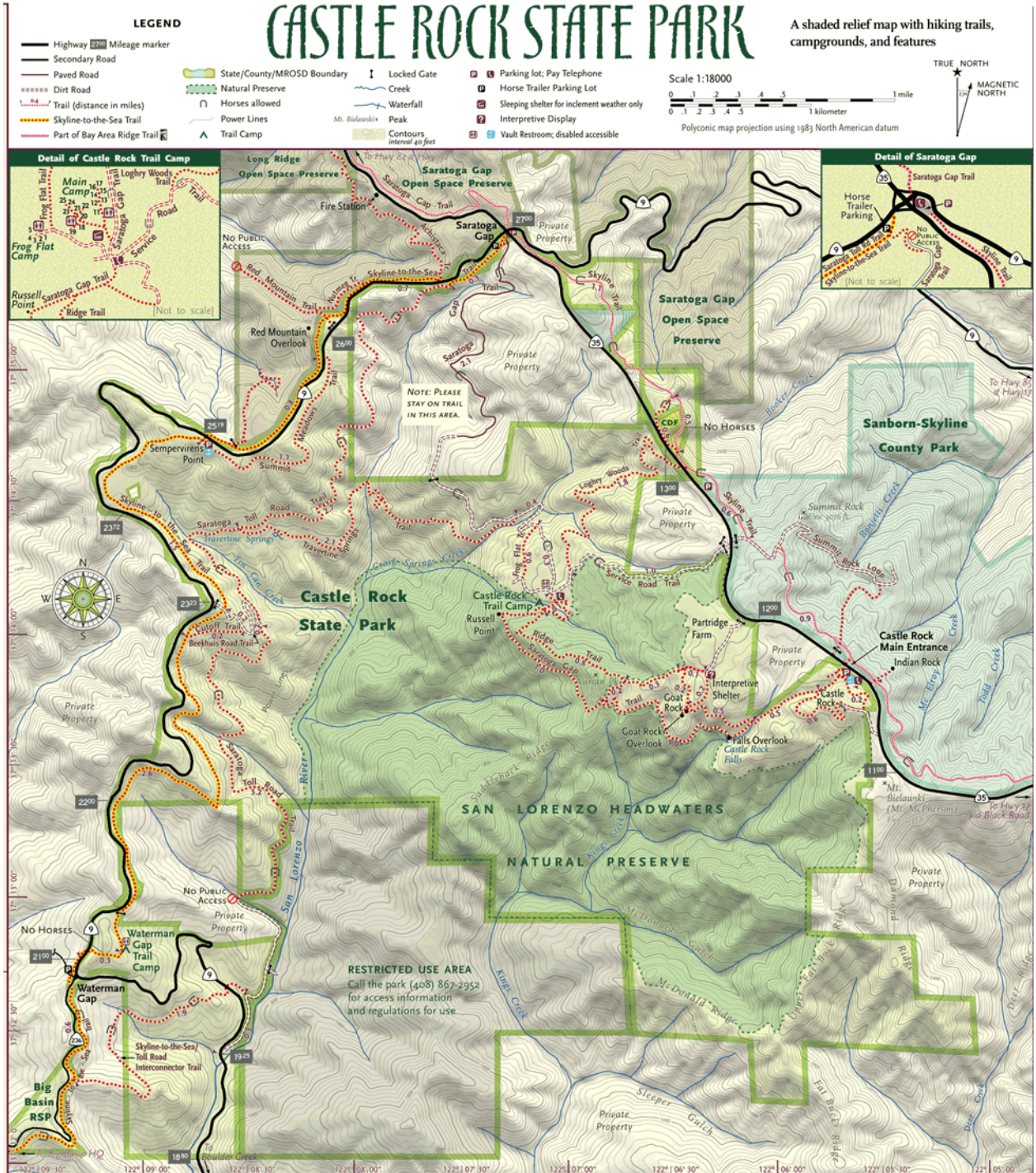
In a few locations are remnants of past occupation; Indian bedrock mortars, old cabin sites, a farmhouse, and orchards. The recovering vegetation has since altered the historic settings, and in many instances one must visualize how these historic cultural features contribute to the sense of place.

### 2.1.2 Unit-wide map

This map provides a current overview of the Park and its features for reference. It is taken directly from the 2006 edition of the Park brochure.

[Brochure2006Map.png, 1/4/10](#)

Figure 1 Unit-wide map



### 2.1.3 Park Resources

The purpose of the park trails is to permit enjoying a natural and serene environment and to provide access to significant park natural, cultural, and recreational resources and visitor use facilities. A few of the more heavily visited features are Castle Rock and its outlying rocks, Castle Rock Falls and its viewing platform, Goat Rock, and associated ridge top trails. In addition, there is substantial visitation to the various rocks used for climbing and bouldering. However there are many more features and locations in the park that are or can be of interest to visitors and thus potentially accessible by trails. These, along with the more well known resource features are listed and numbered in Table 2 and are located on the map in Figure 2 with corresponding item numbers. They are separated into groups as Recreational, Natural, Protected, and Historic resources. The list and locator map includes such items as locations with unusually good view-sheds, unusual tafoni formations, waterfalls, cascades, trail camps, springs, old roads, Native American archeological sites; remains of old railroad beds, old cabins and orchards, and unusual Redwood, Fir and Oak trees. Resources such as Native American archaeological or cultural sites and some features in the Natural Preserve are considered to need protection. They are grouped together and are identified with a "P" in Table 2. This inventory of Park resources is based on staff and volunteer personal knowledge, a 1979 "Natural Resources Inventory of Castle Rock State Park and the Upper San Lorenzo River Basin" published by Harvey & Stanley Associates, Inc. for the Sempervirens Fund, and a "Partridge Farm Boisseranc Unit, Castle Rock State Park Resources Description and Guidelines for Restoration", by Harvey & Stanley Associates, Inc. and State Parks, undated but done in the 1980s. These provide an inventory of the natural and cultural resources of CRSP, which includes thorough descriptions of the Park's climate, geology, biotic communities, and constraints on development. In addition, Skyline Ridge resident and historian Janet Schwind is compiling a history of the area which includes much of CRSP. Many historic references within this document were verified using her exhaustive research (her book is not yet published). Lastly, State Park archeologists have compiled a list of cultural and historic sites within the park, some of which appear in the General Plan. Although they might not be available to volunteers and the complete list may be located in Sacramento, Park staff should be familiar with these resources so that they can remain well protected.

**Table 2 Park Resources**

Map No.	Resource name	Type	Comments,Description
Resource types: <b>R=Recreational, N=Natural feature, P=Protected, H=Historic</b>			
<b>Recreational Resources:</b>			
1	Special view sites	R	Spectacular views of the San Lorenzo Valley and Monterey Bay Area, some sites with benches
2	Campgrounds	R	Castle Rock Trail Camp, Waterman Gap Trail Camp.
3	Castle Rock	R-N	Park namesake popular with rock climbers and day hikers, suffering wear from overuse. Many outlying rocks popular for bouldering.
4	Goat Rock	R-N	Large complex tafoni face; popular climbing rock suffering wear from overuse.
12	Face Trail	R	The most spectacular trail in the Park, threading its way across a nearly vertical rocky slope offering spectacular views.
24	New Russell Point	R	Viewpoint replacing one overgrown on the trail below, memorializing Russell Varian
26	Emily Smith Bird Observation Area	R-N	An open area recommended for bird watching and vistas of the Santa Cruz Mountains and San Lorenzo River valley.
30	Michael's summit view	R	Spectacular views of the San Lorenzo Valley and the Park
44	Oak Knoll view point	R	Nice views of the Santa Clara Valley from a tranquil spot at the end of a short hike
49	Interpretive Shelter	R	Shelter from rain and sun with extensive displays explaining the natural and cultural history of the area.
53	Goat Rock Overlook	R	Vistas of Santa Cruz Mountains, San Lorenzo Watershed, and Monterey Bay, with interpretive display identifying the features in the panorama..
54	Hiker's Shelter	R	A roof offering shelter from rain for hikers and campers
55	Toilets	R	Locations of toilet facilities
56	Water	R	Places where drinking water is available
<b>Natural Resources:</b>			
22	Virgin redwood grove	N	Rare stand of large virgin redwoods that escaped logging in the late 18th century because of its location in a steep and remote canyon.
23	Klystron Falls	N	Seasonal waterfall named after a key component in WWII radar invented by Russell Varian
25	Oracle Oak	N	Large, majestic oak.
27	Travertine Springs	N	Spring leaving a peculiar chalky residue as its water evaporates
28	Kings Creek old redwoods	N	A rare and unique stand of virgin redwoods
29	Large redwood circle	N	A classic "witches circle"
31	Drunken forest	N	Area where landslides have left trees standing at odd angles
32	Large redwood trees	N	Pair of rare and unique virgin redwoods
41	Majestic firs	N	Spectacularly large fir trees.
48	San Lorenzo River Cascades	N	A unique run of cascades and rapids along upper middle part of the river below Beekhuis Road.
51	Castle Rock Falls	N	Spectacular 100 ft. high seasonal waterfall, popular for a short hike
47	Sag Pond	N	Unusual geologic feature with possible unique aquatic life
<b>Protected Resources:</b>			
5	Black Oak Forest	P, N	An oak forest unique in its open aspect and density of beautiful deciduous Black Oaks, colorful in the Fall and Spring
6	Green Monster	P, N	Spectacular large vertical rock face covered with moss dotted with spring flowers. No visitor access, deep in the Park's Natural Preserve.
7	Water sculptured rock	P, N	Smooth graceful shapes in creek bed sculptured by water erosion over eons. No visitor access, deep in the Park's Natural Preserve.
8	Bed rock mortars	P, H	Evidence of native american occupation. Susceptibility to vandalism requires protection..
9	Middens	P, H	Evidence of native american occupation. Susceptibility to vandalism requires protection.
38	Lion Caves	P, N	Extensive occurrences of caves, large rock slabs, and tafoni. Susceptibility to vandalism requires protection. No visitor access, in the Park's Natural Preserve.
52	Bathtubs	P, N	Graceful series of pools sculptured in sandstone by water erosion over eons in Varian Creek just above Klystron Falls. Susceptibility to vandalism requires protection. No visitor access, in the Park's Natural Preserve.

Table 2 Continued PARK RESOURCES TO BE CONSIDERED IN PLANNING TRAILS

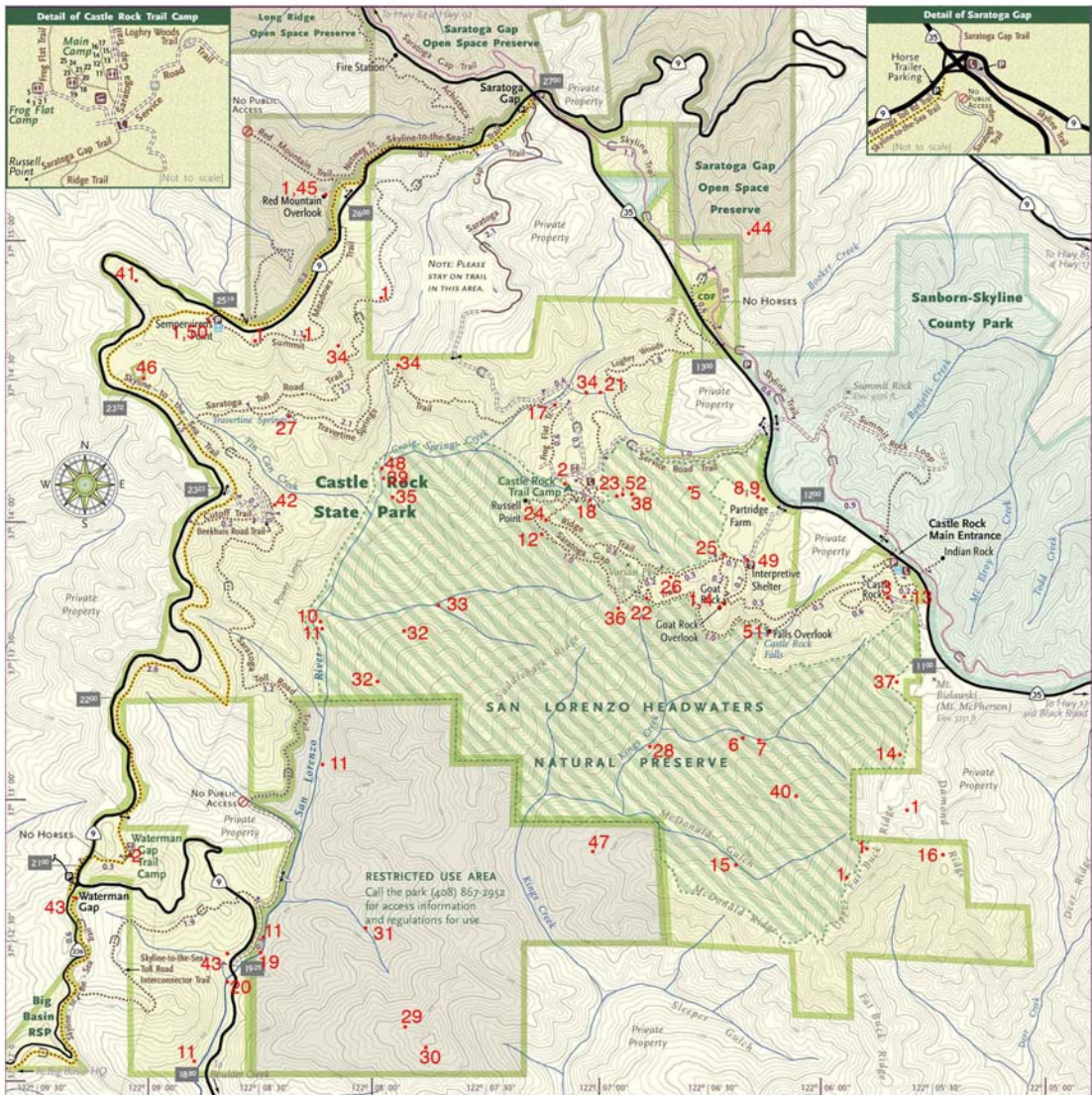
Map No.	Resource name	Type	Comments,Description
Resource types: <b>R=Recreational, N=Natural feature, P=Protected, H=Historic</b>			
<b>Historic Resources:</b>			
10	Lumber camp site	H	Near Dougherty Extension Railroad "end-of-track," several buildings shown on USGS 1902 Santa Cruz quad.
11	Railroad roadbed	H	The Dougherty Extension Railroad, built in 1897 up from sawmill 4 miles downstream, shown on USGS 1902 Santa Cruz quad
13	Schoolhouse site	H	The Castle Rock School operated here from 1886 into the 1890s. The site was destroyed by the service road leading to the Rock. The first teacher lived in the big cave in Castle Rock for a time.
14	Smead homesite	H	Homesteaded in 1890 by a civil war veteran. Family best known as the teamsters who hauled lumber products down to the valley.
15	Macdonald cabin	II	Early homestead family who built the original Smead-Macdonald road down from Skyline (aka Kings Creek Truck Trail), rebuilt in 1940s to facilitate oil exploration
16	Damon cabin site	H	Homesteaded 1895, only a bedstead remains in heavy brush with a fir tree growing up thru it.
17	Louis Ziek orchard site	H	Louis Ziek (Seek) jumped ship in Alviso and in 1884 built the road from his cabin thru the Indian Rock Ranch which now forms the northern part of the Saratoga Gap Trail
18	Craig cabin site	H	Only a vine covered chimney remains of a larger cabin built by Archibald Craig the site of Ziek's. Craig expanded the acreage to 620 which became the nucleus for the state park.
19	Waterman (railroad) Switel	H	Loading point for timber from Pescadero and Waterman Creeks in San Mateo County
20	Lumber flume intake point	H	Source of water for 14 mile long flume that carried lumber to Felton, 1875-1884.
21	Craig Springs		A copious spring on Craig's land which supplied water thru a long pipeline to what is now Big Basin beginning in 1914.
33	Cabin debris (Holmes)	H	Remains of cabin on land formerly owned by Holmes, destroyed by adjacent creek during storms in late 1900s.
34	Big Basin pipeline route	H	Craig Springs provided domestic water for Big Basin for many years. Sections of iron pipe remain along its route crossing the Toll Rd. and along Highway 9
35	Hansen's orchard	H	Orchard planted by landowner in late 1900s.
36	Vineyard	H	Remains of vineyard common in the vicinity in the late 1800s and early 1900s
37	Smead orchard	II	Apple and persimmon orchard planted by the Smeads; some trees still survive.
39	Machinery remnants	H	Believed to be parts of a old donkey engine used in timber harvest.
40	Dorothy Varian Grove	II	Memorial to Dorothy Varian, an advocate for establishing the State Park.
42	Hall's Resort	II	Provided refreshment for horses and men travelling the Toll Rd. Extensive perwinkle beds are all that remains visible.
43	Waterman cableway	H	Timber were pulled and skidded over Waterman Gap from Pescadero Creek using a long cable and donkey engine uphill and a well watered skid road downhill
45	Lumber tramway head	H	Top of a steep tracked incline where lumber from a mill down on Oil Creek was transferred to horse drawn wagons for transport to San Jose.
46	Tin Can Ranch	II	Site of a large subdivision proposed in later 1900s but opposed by neighbors. Recently in use as a ranger residence. Potential park activity center.
50	Native grass stand	H-N	A rare instance of the grasses native to the region prior to introduction of the European grasses which have since crowded the natives out.
57	Brewer's Station	II	Site of a toll station, stable, hotel and restaurant operated from 1869 to 1880. Buggy with one horse, 50 cents!
58	Loghry Forest	H-N	Non-native trees remain from an arboretum created by landowners who gave the forest to the State upon their deaths. Evidence of their cabin also remains.
59	Macdonald's cave	H-N	Tafoni cave beside the Smead-Macdonald Rd. with "HMD" (Hugh McDonald, prior spelling) carved under the entrance, large enough to camp in, fretwork gone.
60	Submarine surveillance station	H	Used during WWII. Training site for state firefighters. Surrounded by Loghry Forest.
61	Concrete wheel	H	Large concrete wheel of mysterious unknown origin



### Figure 2 Park Resources Map

The small red numbers on the following map show the locations of the same numbered resources listed in Table 2, except for several that have been added recently. Table 2 contains several items (numbered above approximately 56) that have not yet been added to this map.

[2007-Resources-Inventory-Map.jpg, 1/4/10](#)



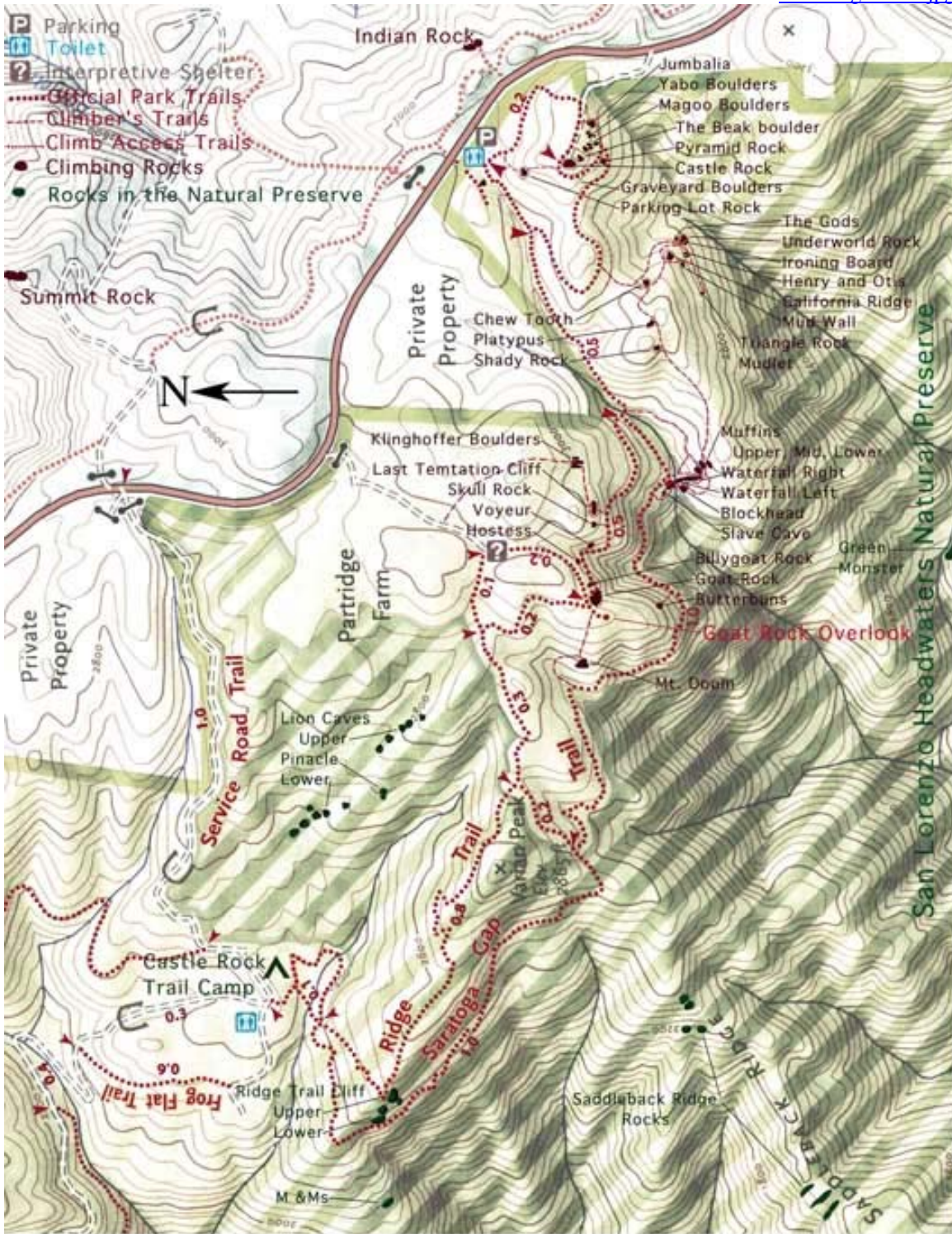
### **2.1.3.1 Rock formations**

Sculpted rock formations are found in many areas of the park, but primarily along Castle Rock Ridge. They are a primary park resource and are destinations for many park visitors. These formations, called bosses by geologists, are formed from thick layers of Vaqueros sandstone which have been exposed at the surface. The smooth and rounded rock shapes are interrupted by unique caves and pockets called tafoni. Geologists believe that these pockets, caves and unique shapes are carved out of the rock by a “cavernous weathering” process, most likely caused by California’s cool wet winters and hot dry summers. The sandstone’s relatively hard exterior and the unique cavernous weathering, (tafoni) make these rocks very desirable for rock climbing and bouldering. Rock climbing is a significant recreational activity within the park and was long before Castle Rock State Park existed. The park’s rock formations are also of interest to visitors other than climbers because of their size, unique shapes, and sculpted caves, and they make up a rugged and attractive landscape. Official park trails provide access to many of them, including Castle Rock, Goat Rock, the waterfall cliffs, and a number of others that are not used for climbing in places along the Saratoga Gap and Ridge trails.

The following map, Figure 3, “Locations of Most Rock Formations within the Park,” shows the locations and names of most of the rocks used by climbers in addition to many that are not, principally those in the Natural Preserve.

Figure 3 Locations of Most Climbing Rock Formations

[Climbing Rocks.jpg](#), 9/12/09



Locations of Most Climbing Rock Formations, file=Climbing Rocks.jpg; March 2006

## **2.2 Trail Descriptions**

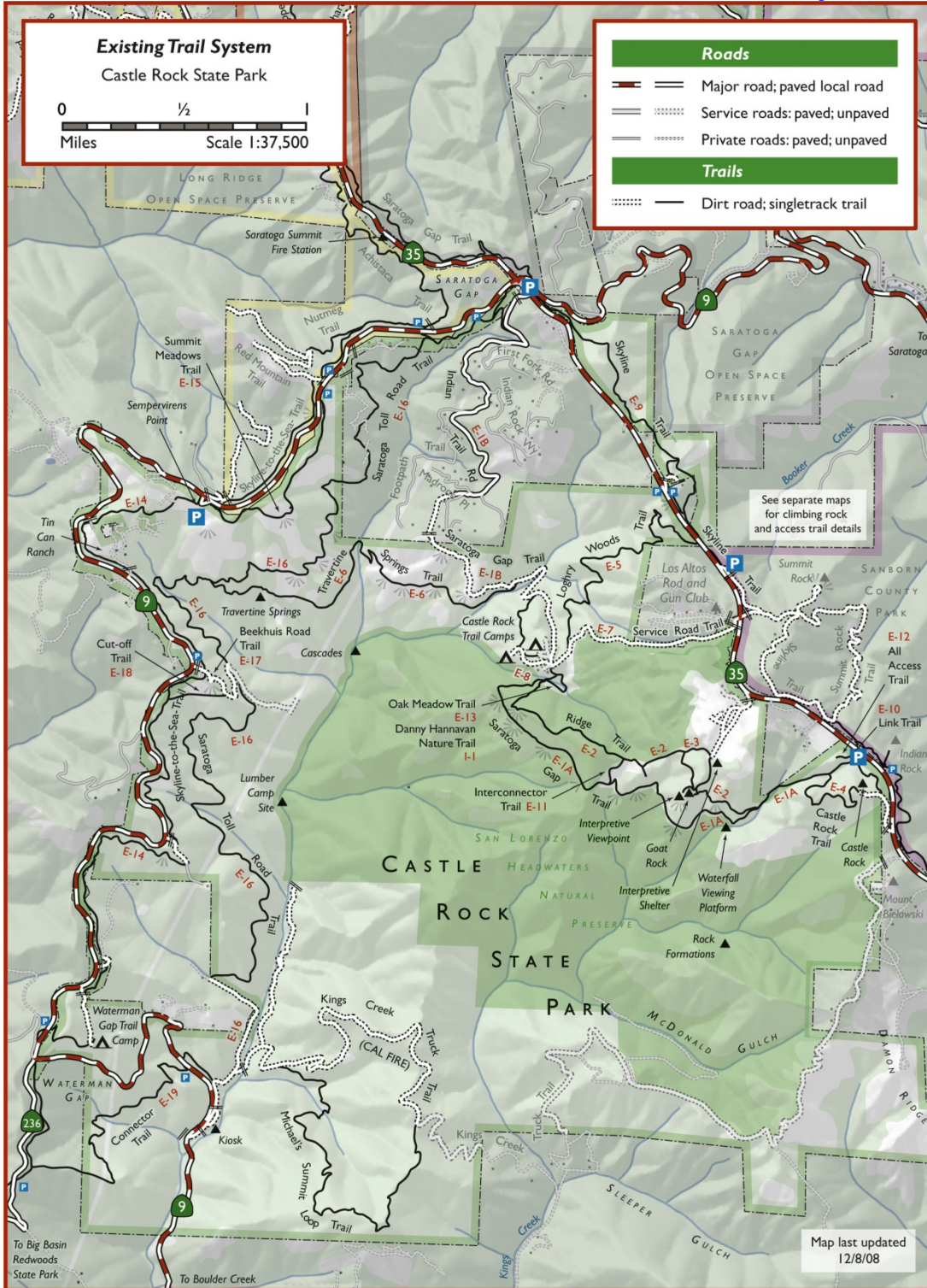
The park offers over 34 miles of hiking trails, ranging from short walks, to longer trails used by hikers, backpackers, and equestrians. Most use occurs on trails near the main parking lot, including the Saratoga Gap - Ridge Trail loop and the Skyline Trail. Lesser use is made of the trail system as it diverges from the main parking lot, with the Skyline -to-the-Sea Trail receiving moderate use and the Saratoga Toll Road having light use (see Table 2 in the General Plan). In addition to the main parking lot here are multiple access points located at the various roadside parking areas, or trailheads designated at the park's perimeter. The intensity of use on trail varies with the destination of visitors and their desire for long or shorter hikes, and for access to park features and climbing areas. Trails and open space corridors provide connections between Castle Rock State Park and other public open space and recreation areas in the Santa Cruz Mountains.

### **2.2.1 Official trails**

Castle Rock SP has approximately 34 miles of official trails, nearly 14 miles of which are multiple-use; hiking and equestrian, and twenty miles of trail are designated hiking only. The trails are used extensively by hikers, backpackers, and runners. Bicycles are not allowed on park trails, with the exception of the 1 mile Service Road Trail. The official park trails are shown on the map in Figure 4 together with parking locations. Figure 5 shows the existing official trail system in schematic form. The primary characteristics the official trails are summarized in the Table 3 and following paragraphs, which include the Resource Management Zone (RMZ) or Zones they go through, and their status, and recommendations. Each trail is described in greater detail in appendix A, including resource management information.

**Figure 4 Existing Trail System**

[Existing trails 300 dpi.jpg, 9/12/09](#)



**Table 3 Existing Official Trails**

Trail No.	Trail Name	Class	Width Tracks	Length Miles	Use Horse ADA		Paragraph Reference - Comments -
E1-A	Saratoga Gap A(east)	I	1	2.6	No	No	2.2.1.1 0.7 Mi. to CR Falls heavily used.
E1-B	Saratoga Gap B(west)	I	2 & Road	3.1	Yes	No	2.2.1.1
E-2	Ridge	I	1	1.8	No	No	2.2.1.2 Access to Goat Rock. Heavy use
E-3	Goat Rock	I	1	0.4	No	No	2.2.1.3 To Goat Rock, Goat Rock Overlook
E-4	Castle Rock	I	1 & Road	1.0	No	No	2.2.1.4 Access to Castle Rock. Heavy use.
E-5	Loghry Woods	I	1	1.8	No	No	2.2.1.5
E-6	Travertine Springs	II	1	2.1	No	No	2.2.1.6
E-7	Service Road	I	Road	1.1	Yes	No	2.2.1.7
E-8	Frog Flat Fire Road	I	1 & Road	0.6	No	No	2.2.1.8
E-9	Skyline	I	1	1.7	Yes	No	2.2.1.9
E-10	Link	I	1	0.1	No	No	2.2.1.10
E-11	Interconnector	II	1	0.2	No	No	2.2.1.11
E-12	All Access at Main Parking	I	2	0.1	No	Yes	2.2.1.12
E-13	Oak Meadow	I	2	0.2	No	No	2.2.1.13
E-14	Skyline-to-the-Sea	I	1	7.1	No	No	2.2.1.14
E-15	Summit Meadows	I	1 & 2	1.1	No	No	2.2.1.15
E-16	Saratoga Toll Road	I	1 & Road	6.8	Yes	No	2.2.1.16 Some narrow sections with short sight lines.
E-17	Beekhuis Road	II	Road	0.5	No	No	2.2.1.17
E-18	Cut-off	I	1	0.2	No	No	2.2.1.18 Consider closing.
F-19	Cableway (Skyline-to-the-Sea to Toll Road Interconnector)	I	1	1.9	Yes	No	2.3.2.19 About 0.4 of a mile needs repair and rerouting. Name is changed to Cableway Trail
I-1	Danny Hannavan Nature	I	1 & Road	(0.4)	No	No	2.2.1.20 Unused, numbers missing. Maintain or remove.

**Official trail total miles 34.4**

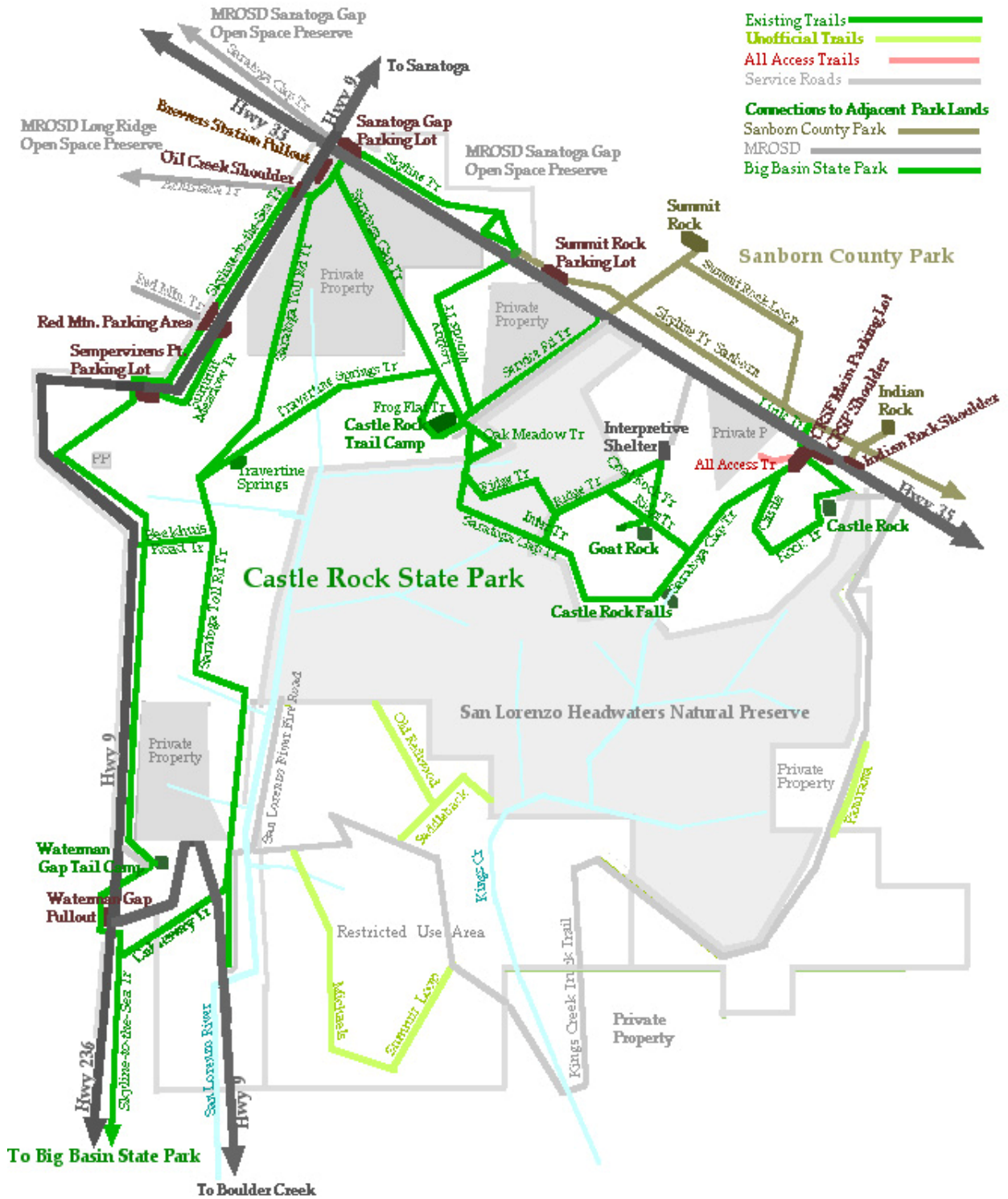
**Note: All trails are open to hikers. The Service Road Trail (E-R07) is also open to bicycles.**

Tbl 3 Exist Trls 7\_31\_08.xls

### Figure 5 Existing Trail System (schematic)

This highlights connections, loops, and major features accessed.

[CRSP Exist Tr 5-27-08.png, 1/3/10](#)



### **2.2.1.1 Saratoga Gap Trail, E-1A and E-1B**

The east section, A, is in the Castle Rock Ridge, Castle Rock Campground, and Wildlands RMZs and it connects the main parking lot at about 3000' with the Castle Rock Trail Camp (2.6 miles) at about 2440' by a single track trail that provides access to Castle Rock Falls and offers broad vistas of the San Lorenzo River valley and Santa Cruz Mountains. It connects with the Ridge Trail 0.5 miles from the main parking lot, at 1.5 miles via the Interconnector Trail, and at 0.1 miles from the Trail Camp. It connects with the Service Road Trail and Oak Meadow Trail near the Trail Camp. The 0.7 of a mile from the main Parking Lot to Castle Rock Falls is very heavily used. The portion of the trail from the Interconnector Trail to the Oak Meadow Trail goes through the San Lorenzo Headwaters Natural Preserve. Status: Active. Recommendations: Keep and Maintain.

The west section, E-1B, is in the Castle Rock Campground, and Wildlands RMZs. It connects the Trail Camp with Saratoga Gap at about 2600' by a road that is partly paved and most of which goes through private property, the Indian Rock Ranch subdivision. It connects with the Frog Flat Trail at the Trail Camp at 0.4 miles, the Travertine Springs Trail at 0.7 miles and to the Skyline and MROSD Saratoga Gap Trails at Saratoga Gap at 3.1 miles. Status: Active. Recommendation: Keep and Maintain.

### **2.2.1.2 Ridge Trail, E-2**

The Ridge Trail is in the Castle Rock Ridge RMZ, and is the south boundary of the Lion Caves RMZ. It is a single track trail and it starts from the Saratoga Gap Trail 0.5 miles from the main parking lot at about 2720'. It connects with the Goat Rock Trail at Goat Rock in 0.5 miles at about 2940' and out to the Goat Rock Overlook at 2960', the Interconnector Trail at 2760' and the Saratoga Gap Trail at 1.8 miles and 2400'. The eastern segment from the Saratoga Gap Trail to Goat Rock gets heavy use. The portion of the trail from the Interconnector Trail to the Saratoga Gap Trail near the Castle Rock Campground goes through the San Lorenzo Headwaters Natural Preserve. Status: Active. Recommendation: Keep and Maintain, reroute the eastern segment from the Saratoga Gap Trail to Goat Rock.

### **2.2.1.3 Goat Rock Trail, E-3**

The Goat Rock trail is in the Castle Rock Ridge RMZ, and forms the south boundary of the Lion Caves and Partridge Farm RMZs. It is a single track trail and goes to Goat Rock 0.2 miles from the Interpretive Shelter at about 2980'. Also goes west from the Interpretive Shelter 0.1 mile to the Ridge Trail at about 2880' and out to the Goat Rock Overlook at 2960'. Status: Active. Recommendation: Keep and Maintain.

### **2.2.1.4 Castle Rock Trail, E-4**

The Castle Rock Trail is in the Castle Rock Ridge RMZ. It is a single track trail that goes about 0.4 miles to Castle Rock at about 3170' from the main parking lot at 3000' and continues 0.6



miles to the Saratoga Gap Trail at about 2930' and about 0.1 mile back to the main parking lot. Provides access to castle Rock and many bouldering rocks nearby. Heavily used. Status: Active. Recommendation: Keep and Maintain.

#### **2.2.1.5 Loghry Woods Trail, E-5**

The Loghry Woods Trail is in the Castle Rock Ridge RMZ. It is a single track trail that connects the Service Road Trail at about 2460' near the Trail Camp with the Skyline Trail at 2840' in 1.6 miles. Status: Active. Recommendation: Keep and Maintain.

#### **2.2.1.6 Travertine Springs Trail, E-6**

The Travertine Springs Trail is in the Wildlands RMZ. It is a single track trail connecting the Saratoga Gap Trail B at about 2160' with the Saratoga Toll Road Trail at 1800' in 2.1 miles. Provides access to Travertine Springs at 1720' and 1.8 miles from the Saratoga Gap Trail junction. Status: Active. Recommendation: Keep and Maintain.

#### **2.2.1.7 Service Road Trail, E-7**

In the Wildlands RMZ it forms the west boundary of the Lion Caves RMZ. It is a service road also used as a trail connecting both segments of the Saratoga Gap Trail, the Castle Rock Trail Camp and the Frog Flat Trail at about 2440', with Hwy 35 at 2880' in 0.9 miles and by a 0.15 mile spur to the Skyline Trail in Sanborn County Park at 2900'. Status: Active. Recommendation: Keep and Maintain.

#### **2.2.1.8 Frog Flat Fire Road Trail, E-8**

In the Castle Rock Campground RMZ, it goes from the junction with the Saratoga Gap and Service Road Trails at 2440' as a road through the Castle Rock Trail Camp and as a single track trail on to intersect with the Saratoga Gap Trail B at about 2200' in 0.6 miles. Status: Active. Recommendation: Keep and Maintain.

#### **2.2.1.9 Skyline Trail, E-9**

In the Skyline RMZ, it goes as a single track trail 1.7 miles from Saratoga Gap at 2600' to join the Skyline Trail in Sanborn County Park at about 2800'. The Loghry Woods Trail joins it 0.1 mile from Sanborn Park boundary. At Saratoga gap connects with the CRSP and MROSD Saratoga Gap Trails and the CRSP Skyline-to-the-Sea and Saratoga Toll Road Trails. Equestrians have access to this trail but a section of it is too narrow, with steep drop-offs to be safe for horses. One such section has a horse trail that bypasses it, part of which is on the shoulder of Highway 35, which is undesirable and even potentially dangerous. There is also a section near Saratoga Gap that is also too narrow for multi-use with steep drop-offs down to Highway 9 and may also need to be rebuilt, rerouted, or bypassed. The Skyline Trail is the route of the Bay Area Ridge Trail which is intended to be a multi-use trail. Status: Active. Recommendation: Keep and Maintain. Modify/reroute for multi-use.

### **2.2.1.10 Link Trail, E-10**

In the Castle Rock Ridge RMZ. A short single track hiking trail connecting the Castle Rock State Park main parking lot with the Skyline Trail in Sanborn County Park across Hwy 35. Status: Active. Recommendation: Keep and Maintain.

### **2.2.1.11 Interconnector Trail, E-11**

Forms the border between the Castle Rock Ridge and Wildlands RMZs. The Interconnector Trail is a 0.16 mile single track hiking trail connecting the Ridge Trail at 2760' to the Saratoga Gap Trail at 2640' approximately mid-way between the parking lot and the trail camp area. Status: Active. Recommendation: Keep and Maintain.

### **2.2.1.12 All Access Trail at Main Parking, E-12**

In the Castle Rock Ridge RMZ. This trail provides persons with disabilities a short hiking and picnicking opportunity adjacent to the existing main parking lot. It is wheel chair accessible and provides access to a picnic table. Entry to the trail is located at the north end of the main parking lot on Hwy 35, adjacent to the vault toilet. Status: Active. Recommendation: Keep and maintain unless the present main parking lot is closed.

### **2.2.1.13 Oak Meadow Trail, E-13**

In the Castle Rock Campground RMZ. Starts from the Saratoga Gap trail just north of its junction with the Ridge Trail and loops about 0.2 of a mile around a semi meadow area and back to the Saratoga Gap Trail near its junction with the Service Road Trail. Provides access to the remaining chimney of an old farmstead. This trail was not included in the General Plan list of trails. Status: Active. Recommendation: Keep and Maintain.

### **2.2.1.14 Skyline-to-the-Sea Trail, E-14**

In the Saratoga Gap, Wildlands, and Saratoga Toll Road RMZs. It starts at Saratoga Gap at an elevation of 2600 feet and connects with the Saratoga Gap Trail in 0.1 mile, the Saratoga Toll Road Trail at 0.4 miles, the MROSD Achistaca Trail at 0.5 miles, the Red Mountain and Nutmeg Trails at 1.2 miles, Summit Meadow Trail at 1.2 and 2.0 miles, and the Beekhuis Road Trail at 3.5 miles. It leaves Castle Rock SP and enters Big Basin Redwood SP at Waterman Gap at the junction of Highways 9 and 236 at 1280'. It is joined by the Skyline-to-the-Sea Interconnector Trail (Cableway Trail) to the Saratoga Toll Road 7.1 miles from Saratoga Gap. The upper 6.5 miles are within Castle Rock SP and are for hikers only. Status: Active. Recommendation: Keep and Maintain.

### **2.2.1.15 Summit Meadow Trail, E-15**

In the Saratoga Gap, and Wildlands RMZs. Runs 1.1 miles from Red Mountain at 2500' to Sempervirens Point at 2360' on the east side of and paralleling Hwy 9. Most of the trail follows old dirt roads. The western-most 0.2 mile is a single track trail. The trail is open to hikers only. Status: Active. Recommendation: Keep and Maintain.

### **2.2.1.16 Saratoga Toll Road Trail, E-16**

In the Saratoga Gap, Wildlands, and Saratoga Toll Road RMZs, north boundary of the Travertine Springs RMZ and a portion goes through the Indian Rock Ranch subdivision. This trail follows the historic old dirt Toll Road route. It begins at the intersection with the Skyline-to-the-Sea Trail 0.4 miles from Saratoga gap at 2520' and goes 6.8 miles to the Cableway trail junction and 7.1 miles to the locked Gate on Hwy 9 at 720'. It is joined by the Travertine Springs Trail at 2.8 miles and 1800' and by the Beekhuis Road Trail at 3.6 miles and 1600'. It is open to hikers and equestrians. Though it is on the bed of the old toll road there are some narrow sections with short sight lines. Status: Active. Recommendation: Keep and Maintain, interpret.

### **2.2.1.17 Beekhuis Road trail, E-17**

In the Saratoga Toll Road RMZ. A 0.5 mile long dirt road starting 100 yards south of MM 23.23 on Hwy 9 at about 1880', crossing the Skyline-to-the-Sea Trail and dropping down to the Saratoga Toll Road Trail at 1590'. It is an interconnecting trail between the Skyline-to-the-Sea and Toll Road Trails and is open to both hikers and equestrians. Status: Active. Recommendation: Keep and Maintain.

### **2.2.1.18 Cut-off Trail, E-18**

In the Saratoga Toll Road RMZ. Connects the Skyline-to-the-Sea Trail at about 1880' to the Beekhuis road trail in 0.2 miles at about 1740', for hikers only. It is in bad condition and should be considered for closure as it can be considered redundant with the section of the Beekhuis Road Trail that it cuts off. Status: Occasionally used. Recommendation: Close and Remove.

### **2.2.1.19 Cableway Trail, E-19**

In the recently acquired San Lorenzo Water District land it would probably be in the extended Wildlands and Saratoga Toll Road RMZs and should be managed as if they were. Two sections of this trail including the western portion have been easements on private property that has, as of January 2010, been purchased by Sempervirens Fund for eventual transfer to CRSP. The name of this trail has been changed from the "Skyline-to-the-Sea to Toll Road Interconnector Trail" to the "Cableway Trail" in recognition of historic logging activities along the route. This 1.9 mile trail connects the lower end of the Saratoga Toll Road Trail at 780' with the Skyline-to-the-Sea Trail at 1280'. It is one link in the equestrian trail from Saratoga Gap to Big Basin and to the Pacific Ocean. At least 0.4 of a mile needs repair and/or rerouting. Status: Active. Recommendation: Keep, reroute, repair and maintain.

### **2.2.1.20 Danny Hannavan Nature Trail, I-1**

In the Castle Rock Campground and Wildlands RMZs. The Danny Hannavan Nature Trail at the Castle Rock Campground is in poor condition and is not in a position for most park visitors to enjoy, however there is a brochure describing the numbered features on the trail. It follows the Oak Meadow Trail and a portion of the Saratoga Gap Trail out to the old Russell Point. Since Russell point has been moved to a spectacular viewpoint on the Ridge trail, the brochure would have to be changed. Because this trail is not adjacent to parking and is not much used there is a question of whether or not it should continue to be maintained or removed and possibly relocated. Status: Not used. Recommendation: Remove and Relocate.

## **2.2.2 Unofficial and Volunteer trails**

Volunteer trails have been created by park visitors over years of use and are created by both hikers and rock climbers. Unofficial trails have been constructed by volunteers on properties recently acquired by the Sempervirens Fund for inclusion in the park.

### **2.2.2.1 Unofficial trails**

Unofficial trails have been constructed by unauthorized volunteers on properties recently acquired by the Sempervirens Fund for inclusion in the park; the San Lorenzo Water District property in the lower park and the Panorama property on the ridge. These trails all need some work to either complete them or allow them to meet State Park standards. The most important of these trails are identified and described in Table 4. The San Lorenzo Water District property is now a part of the park but is currently closed to public access.

### 2.2.2.2 Volunteer trails

Volunteer trails have been created by park visitors over years of regular use. These trails have been created by hikers who want to go, on a regular basis, where the official trail system doesn't go, often along old roads, and to specific park features. A large number of these trails are climbers' access trails leading from the official trail system to the various sandstone outcrops used for climbing and are addressed in the following section. Other volunteer trails, most established by hikers are longer, well used trails. The most important of these trails are identified and described in Table 4. There are also a number of very short trails going down into watercourses, to unofficial view points and to at least one large rock of interest to non climbing visitors.

**Table 4 Volunteer and Unofficial Trails, Existing**

Volunteer Trails				
Item No.	Trail, Road, etc. Name	Length miles	Type	Description
1	Sempervirens Point Trail	0.25	Volunteer trail	Goes from Sempervirens Point parking lot initially following an old road to the center of the meadow where it peters out. There is a trace to the end of the meadow where it turns up along and through the edge of a wood ending at the Summit Meadow Trail. It is a pleasant short hike and is heavily used to the center of the meadow.
2	Oak Knoll Trail	0.3	Volunteer trail and old road	Goes from the Skyline Trail to a view knoll in the MROSD Saratoga Gap Open Space preserve, currently a volunteer trail.
3	Bay Laurel Trail	0.9	Volunteer trail on old road	Runs from Ho Gate down to the Saratoga Toll Road Trail.
<b>Unofficial Trails</b>				
1	Michael's Summit Loop Trail	1.8	Unofficial trail	In the recently acquired San Lorenzo Water district property. Leaves the Kings Creek Truck Trail at about 900 feet and joins it again at about 1500 feet. High point is about 1800 feet. Recently built by Sempervirens, trail needs modifications to switchbacks, steep grades and creek crossing. Also uses 0.9 mile section of existing KCTT.
2	Old Redwood Trail	0.4	Unofficial Trail	In the recently acquired San Lorenzo Water district property. Connects with and partly runs on an extension of the old Cabin Canyon Road and connects with the Saddleback trail at about the 1400 foot level.
3	Saddleback or Old Mule Trail	0.6	Unofficial trail	In the recently acquired San Lorenzo Water district property. Intersects with the Kings Creek Truck Trail at about the 1400 foot level, intersects with the Old Redwood Trail in 0.2 miles and runs northeast at about the 1500 foot contour.
4	Panorama Trail	0.6	Unofficial Trail	In the Panorama property recently acquired by the Sempervirens Fund. Leaves the Kings Creek Truck Trail at about the 2880 foot level and rejoins it at about the 2680 foot level. Recently made but not 100% completed.

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### 2.2.2.3 Climber's access trails

In order to better understand and manage rock climbing within Castle Rock state park, the development of a Climbing Management Plan was directed by the General Plan and State Parks appointed a group of climber/volunteers to prepare such a plan. A "**Castle Rock State Park Climbing Management Plan, Mitigated Negative Declaration (Draft) 12/2004**" was completed but has not yet been published; however it has been used as a source of climbing rock and trail information.

Rock climbing and bouldering are historic and appropriate recreational activities in areas of the park outside the San Lorenzo Headwaters Natural Preserve. The park's developed official trail system takes into account the nature of the soils and terrain features through which the trails have

been constructed. Rock climbers use these trails to get to the various climbing and bouldering rocks; however the trail system does not go to many of the rocks, so climbers, in traveling from the park trail system to and from the various rocks, have created “volunteer”, or “climbers” trails along these routes. Official trails used for climbing access are the Castle Rock Trail, Ridge Trail, Saratoga Gap Trail, and Goat Rock Trail. The climber’s trails run from these official trails to the climbing rocks, within climbing areas, and around the rocks to provide access to each of the climbs. Some of the volunteer trails are 20 or 30 years old and are still in relatively good condition because of a combination of fortunate choice of location, durable soils, and low to moderate use. Other trails, particularly those on steep terrain, are mildly to severely eroded. In some cases there are multiple trails, such as to Underworld and in other cases there is a network of trails, such as to and among the bouldering rocks around Castle Rock. The existing climber’s trails are listed and numbered, with relevant comments, in Table 5 and their locations are mapped in Figure 6. Former climbing access routes to rocks in the San Lorenzo Natural Preserve have existed but they are not shown on the map as their use is discouraged and they are disappearing from lack of use. Almost all trail or rock access areas show some impact, most of it light to moderate; however there are some trails that have sustained heavier impacts. They are:

**Goat Rock:** Climb access routes around the rock and the staging area below the rock are very heavily eroded.

**Waterfall Cliffs:** Access trails C10, 11a, 11b, 13, and 13a are very steep and C11a and 11b are badly eroded.

**Castle Rock and the several bouldering areas near it:** There are networks of trails and impacted areas throughout the numerous bouldering rocks nearby. Climber’s trail C1 runs between the Beak and the Magoos to the rerouted Castle Rock Trail, is steep, and is used by both climbers and hikers.

**Mount Doom:** The upper access trail, C5a, is very steep and subject to erosion.

**Underworld:** There are currently 2+ trail routes to the Underworld, C16 and 16a, and a variation of 16a, all of them very steep and one of them eroded. One should be chosen and improved. Climber’s access around the Underworld, Ironing board, and The Gods is very steep with some erosion and potential for more.

**Parking Lot Rock:** Trail C3b leading up to Castle Rock is steep and is subject to erosion. The area all around the rock is compacted and devoid of plants or duff.

**California Ridge:** The climb access route to the bottom of the rock is steep and eroding. There have been 2 separate routes from the top of the rock back to the clearing where the trails start, C14+. Only one is shown on the map.

**Platypus and Shady Rock:** The areas around the rocks are compacted and devoid of plants or duff.

**Table 5 Existing Climbers' Volunteer Trails**

<b>Trail Number</b>	<b>Trail Name</b>	<b>Length Miles</b>	<b>To Climbing Rocks</b>	<b>Comments</b>
C1	Castle Rock	< 0.1	Castle Rock, Beak, Magoo Boulder	CRT to CRT, between Castle Rock and the Beak, is steep
C1a	Castle Rock Boulders	< 0.1	Castle Rock Boulders	CRT, network between Rocks
C1b	Magoo Boulders	< 0.1	Magoo Boulders	CRT, network between Rocks
C1c	Yabo Boulders	< 0.1	Yabo Boulders	CRT, network between Rocks
C1d	Beak trail	< 0.1	The Beak	CRT, around the the beak
C1e	Graveyard Boulders	< 0.1	Graveyard boulders	CRT, network between Rocks
C2	Jumbalia	< 0.1	Jumbalia, Yabo, Magoo Boulder	CRT to CRT, to and around Jumbalia to the Beak
C3a	Parking Lot Rock	< 0.1	Parking Lot Rock	CRT at parking lot to PLRock
C3b	Parking Lot Rock	< 0.1	Parking Lot Rock	PLRock to Castle Rock
CGR	Goat Rock Climbs	< 0.1	Goat Rock Climbs	RT, bottom, east side, top
CGRB	Various	< 0.1	Goat Rock Boulders	From RT, various
C4	Voyeur	< 0.1	Hostess, Voyeur	From RT, steep
C5a	Mount Doom	0.1	Mount Doom	From GR view trail, steep
C5b	Mount Doom	0.1	Mount Doom	From SGT, up creek bank. Faint
C6	Klinghoffer	0.3	Klinghoffer Boulders	From near Interp. Shelter needs some reroute, upgrade.
C7	Last Temptation	< 0.1	Last Temptation, Hostess, Voyeur	RT to bottom to top, across to Hostess and Voyeur
C8	Skull	< 0.1	The Skull	RT to bottom of rock.
C9	Butterbuns	< 0.1	Butterbuns	SGT up seasonal watercourse
C10	Waterfall Bottom	< 0.1	Waterfall bottom, Blockhead, Slave Cave	SGT down steep slope to near bottom, faint to bottom.
C11	Waterfall Top/Muffin	0.15	Waterfall Right, Muffins	SGT near RT, obstruction
C11a	Waterfall Gully	< 0.1	Waterfall Right, Muffins	SGT across creek, up gully
C11b	Waterfall Gully	< 0.1	Waterfall Right, Muffins	SGT across creek, up gully
C12	Muffins	0.4	Waterfall, Muffins, Platypus, Shady Rock	CRT, 40 year old trail in fair condition, steep in places
C13	Waterfall Bottom	< 0.1	Waterfall bottom, Blockhead, Slave Cave	Steep, next to rock, or scramble on steep rock
C13a	Waterfall Bottom	< 0.1	Waterfall bottom, Blockhead, Slave cave	Very steep, around slope to bottom of Falls.
C14	California Ridge	0.16	California Ridge	CRT, CV12, CV14+ to Calif. Ridge, 1 main, 1 secondary
C15	Mud Wall	< 0.1	Mud Wall, Mudlet	CV14, faint to Mudlet
C16	Underworld	0.1	Underworld, Gods, Ironing Board	Very steep, Calif. Ridge to Underworld
C16a	Underworld	0.2	Underworld, Gods, Ironing Board	Very steep, CV12 at clearing to Underworld
C17	Triangle Rock	0.2	Ironing Bd, Henry & Otis, Triangle	Faint from Henry & Otis to Triangle Rock
CI	Green Monster	0.8	Green Monster	In Natural Preserve
CII	Lion Caves	1.1	Upper, Lower Lion Caves	In Natural Preserve
CIII	Saddleback Ridge	0.9	2 groups of rocks	In Natural Preserve
CIV	M & Ms	0.1	M & Ms	In Natural Preserve

CRT=Castle Rock Trail

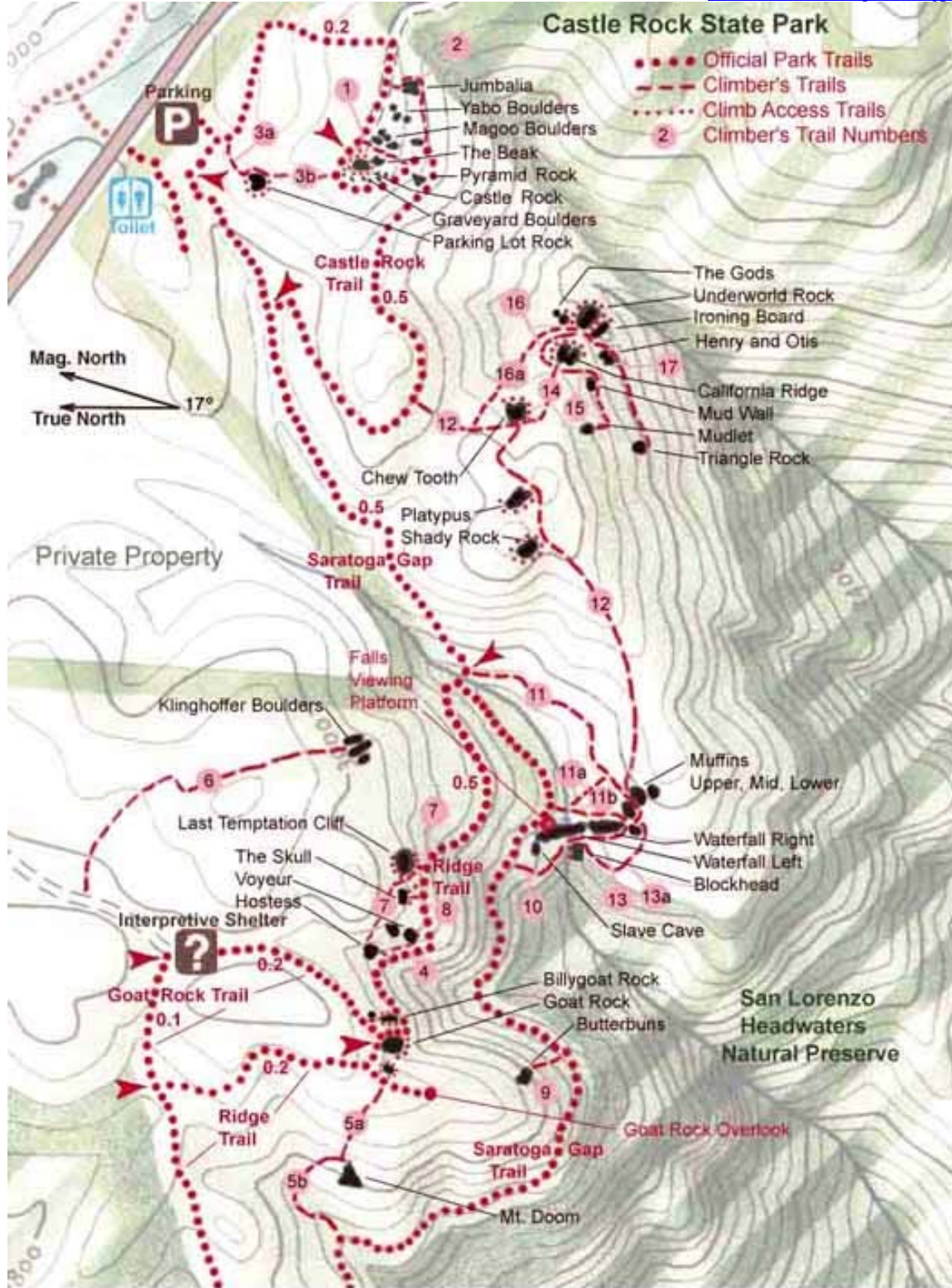
RT=Ridge Trail

SGT=Saratoga Gap Trail

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Figure 6 Existing Climbers' Trail System

[Climber's Existing Trails.jpg, 9/12/09](#)



Existing Climber's Trail System; file=Climber's Existing Trails.jpg; Feb. 06.



### **2.2.3 Inventory of Park Roads**

Some old roads are in use today as service and Fire roads and as trails. In addition, there are old roads that were used for farming, logging, and woodcutting. There are also old roads used in constructing and maintaining PG&E power line towers. Some old roads were used for logging and railroad alignments and other historical transportation routes. Some may be subjects for historic interpretation.

#### **2.2.3.1 Historic roads and trails**

The park has within it several old roads that can be said to be historic; certainly they have a history. The Saratoga Toll Road, currently used as a trail, is chief among them but there are others, such as the Kings Creek Truck Trail, which is not currently used as a trail, and the San Lorenzo River Road that was the route of an old logging road and near to and partially the route of an old logging railroad. Four of these roads are identified and briefly described in Table 6.

#### **2.2.3.2 Old logging, farm, and other roads**

In the Park there are a number of old farm, logging, woodcutting, commercial development and Fire roads, as well as an old railroad bed that are potential routes for trails. Some are too steep or don't go where a trail is thought to be needed but some are very useable as trails and their use, where appropriate, represents a substantial savings in labor and cost of construction. They usually provide a good stable base for trails and their use reduces or eliminates the need for additional trail building soil disturbance and thus reduces new trail erosion. Some are well located in terms of desired routes but may require substantial brushing to clear them for use. Some require minor rerouting and some require repair of washouts. Eleven of these roads are identified and described in Table 6 below. In addition to these old roads there are others suspected but that have not yet been found or identified.

#### **2.2.3.3 Service roads, Fire roads, and PG&E roads**

There are a number of park service and Fire roads used to allow maintenance of visitor facilities such as the two trail camps, toilets and trash cans. Some of these, the Service Road Trail from Hwy 35 to the Castle Rock Trail Camp, the service road from Hwy 35 to Castle Rock, the service Road from Hwy 9 to the Waterman Gap Trail Camp, and the Saratoga Toll Road where it intersects with Hwy 9 are also used as trails. Eight park service roads, and those used for emergency access and Fire roads are listed in Table 6.

There are also PG&E power lines that cross the southwest part of the park and PG&E has access to the supporting poles or pylons and possibly some of the area under the lines themselves.

**Table 6 Service, Fire, and Old Roads, Existing**

1	Castle Rock Service Road	0.3	Service/Fire road unpaved	From Hwy 35 (at MM ?) at North east corner of the park this gated, unpaved service road goes through private property for about 0.1 mile, where it is joined by the Castle Rock Trail ending at Castle Rock. No parking outside or inside gate.
2	Waterman Gap Trail Camp Service Road	0.1	Service road/ trail unpaved	From Hwy 9 (at MM ?) at the 1400' level about 0.2 of a mile north of Waterman Gap intersection this gated, unpaved road follows the route of the Skyline-to-the-Sea Trail to the Waterman Gap Trail Camp.
3	Service Road Trail	1.1	Service/Fire road/trail unpaved	From Hwy 35 (at MM ?) this gated unpaved service road shares a highway entrance with the Rod and Gun Club and goes to the Castle Rock (Frog Flat) Trail camp past junctions with the Loghry Woods, Oak Flat, Saratoga Gap, and Frog Flat Fire Road trails. Also used as a trail for hiking, bicycles and horses. No parking outside or inside gate. Also known historically as Craig Road.
4	Partridge Farm Road	0.3	Service/Fire road	Gated mostly paved road into Partridge Farm from Highway 35 which ends at the Interpretive Shelter. This road, which has spurs to a ranger residence, maintenance areas and other farm roads goes by the park office and through the planned Partridge Main Parking area
5	Tin Can Ranch Service Road	0.2	Service road, unpaved	From Hwy 9 (at MM ?) gated unpaved road into Tin Can Ranch buildings. Has short spur to a ranger residence, No parking outside gate.
6	Saratoga Toll Road	7.1	Historic Road Fire/Service road/trail unpaved	From Hwy 9 (at MM ?) at 720' this gated unpaved road runs 0.4 miles northward to an intersection where the Kings Creek Truck Trail comes from across the San Lorenzo River, then continues along a historic route past Hall's Rest to join the Skyline-to-the-Sea Trail 0.3 mile from Saratoga Gap, then on past Brewer's Station to Saratoga Gap. Most of it is no longer passable by 4 wheel vehicles
7	Kings Creek Truck Trail	7.0	Historic Road Fire/Service road/trail unpaved	Runs from Highway 35 generally along the Park's east and south boundaries thru several gates and 2 private sections totalling approx 1.2 mi. to intersect with Highway 9 in the lower part of the newly acquired San Lorenzo Water District property. It passes junctions with Deer Creek Road (private), Kings Creek Road, and the River Road Trail before joining the Toll Rd. Some sections are maintained by private owners and occasionally by Calfire. The upper portions area also known as the Smead-Macdonald Road
8	River Road	1.5	Historic Road unpaved	Runs from the Kings Creek Truck Trail just east of its San Lorenzo River crossing north along the east side of the River. Generally follows the route of old logging roads and railroads to the site of buildings used during the early 1900s and shown on the 1906 USGS topo map.
9	Old Smead Road	2.0	Buldozed road	Runs from the Kings Creek Truck trail on the former Smead property to Shady Rock through the clearing on the ridge below Castle Rock. There is a large washout and brushing would be required in places. Steep where it leaves the Kings Creek Truck Trail but gentle grade thereafter.
10	Old Summit Road	0.4	Historic old county road	Remnants of this old abandoned road run from the main parking lot across the Castle Rock Service Road to the Kings Creek Truck Trail near the top of the ridge. Remnants show up at other places along the ridge.
11	Louis Seck Road	3.1	Paved & Unpaved	The route of this road runs from Saratoga Gap thru the Indian Rock Ranch residential community across 2 decaying bridges to an old homestead in the vicinity of the Castle Rock (Frog Flat) campground area. It shares a route with the Saratoga Gap Trail
12	Valley View	0.11	Old road	Old road from the Summit meadow Trail at the orange gate to the middle of a steep meadow.
13	Majestic Firs Road	0.6	Old road	Goes northwest from Scmpervirens Point parking lot out to a point, then, with an approximately 0.1 mile interruption, back to the Skyline-to-the-Sea Trail. Believed to be part of the John W. Chace Road.
14	Old Beckhuis Road	0.7	Old road	Runs from the Saratoga Toll Road Trail where the Beckhuis Road Trail and Cutoff Trail from the Skyline-to-the-Sea Trail intersect it, down to the San Lorenzo River.
15	Upper River Road	0.9	Old road and old railroad bed	Extends the River Road northward, crossing the San Lorenzo River on a decaying log bridge, then along the west side of the river for about 0.5 miles or so where remnants of logging machinery are found. Presumed to have been a railroad bed.
16	Cabin Canyon Road	1.0	Old road	Runs eastward from the site of the old logging buildings at the upper end of the River Road to connect with the unofficial Old Redwood Trail. Referred to as the Old Cabin Canyon Road because it goes back into the canyon of the creek to the remnants of an old cabin.
17	Hansen Road	0.6	Old road	Runs from the Travertine Springs Trail to the intersection of the upper San Lorenzo River and Craig Springs Creek.
18	Old Waterman Fault Road	0.4	Old road	Starts across from the gated entrance to the lower park on Highway 9 and connects to the Saratoga toll road.
19	Macdonald Gulch Road	0.5/0.8	Old road	Passable road from Kings Creek Truck Trail at 1880' on Macdonald Ridge, drops east about 0.5 miles into Macdonald Gulch to the badly vandalized Macdonald cabin. Re-opened July 14, 2008 by Calfire for access to the Castle Fire 1/4 mile downstream from the Green Monster. Calfire continued on foot, following an obstructed, hard to follow roadbed running west and northward.
20	West Partridge Farm Road	0.3	Old farm road	Goes from the road exiting from the west end of the paved storage area at about 2050' level westward down to about the 2840' level. The the end of the road forms a loop. Steep in places
?	PG&E Tower Access Roads	?	Rough, steep	Various unmaintained roads which access the towers supporting the power line running parallel to the San Lorenzo River.

**Note: There are numerous other old roads of lesser significance. They have not yet been inventoried.**

## 2.2.4 Loops, Circulation and Connections

The existing trails within the park can be grouped into two clusters:

- Ridge Cluster: along Skyline Boulevard (Highway 35)
- Western Cluster: along Highway 9 (and mostly west of the San Lorenzo River)

In general, there are good trail connections within each trail cluster.

Within the **Ridge Cluster**, there are the three following major arterial trails:

Saratoga Gap Trail,  
Ridge Trail, and  
Skyline Trail

Several shorter trails connect to these.

Similarly, within the **Western Cluster**, there are the two following major arterial trails:

Skyline-to-the-Sea Trail and  
Saratoga Toll Road Trail

Several shorter trails connect to these.

However, there are currently only limited connections between these two trails clusters. Apart from Saratoga Gap - where these two trail clusters meet at the northern end of the park - there is only one current connection between them: the Travertine Springs Trail. Note that there is currently no connection at the southern end of the park because part of the Kings Creek Truck Trail traverses private property.

### 2.2.4.1 Trail Loops

The CRSP trail system offers many opportunities for loops where one can go out on one trail and return by another. Some of the most popular loops are on Castle Rock Ridge, hiking from the main parking lot to the Castle Rock Trail Camp. These loops use the Castle Rock Trail for a 1.1 mile hike, or the Saratoga Gap and Ridge Trails for either a 3.4 or 5 mile hike.

There are many more loop opportunities. Table 7, Trail Loops, Existing, below lists the twenty (20) existing loop hikes described in this plan in order of length;

Ridge (12 loops),  
West Side (7 loops) and  
Whole Park loop (1 long loop),

The Table includes useful information such as;

Loop number,  
Name,  
Length in miles,  
Fast and slow hiking times,  
Cumulative elevation gains,  
Parking areas, and  
Accessed resources, (or destinations).

They range from the shortest, at 1.1 miles to the longest at 21.1 miles.

Appendix E contains similar tables with more detailed information; trails in each loop in use order, with distance and elevation gain for each trail, and natural, historic, and recreational resources and trail connections with other parks.

Loops have trailhead parking at one or more of five existing parking lots or areas and at two roadside parking pull-offs and can be started from any of those listed for it. Loop trailhead parking areas are;

- CRSP Main Parking Lot (3000'),
- Summit Rock Parking Area (2800'),
- Saratoga Gap Parking Lot (2600')
- Brewers Station pullout on the east side of Highway 9 just south of Saratoga Gap,
- Red Mountain/Ho Gate (2500'),
- Sempervirens Point (2360') and
- Waterman Gap Pullout (1320').

Loops may be traced on the map, Existing Park Trails, Figure 4, by using either the trail names in Table 7 or the lists of trails making up each loop. These names are listed in order in the two Loop Tables, E-1 Existing Trail System, Trail Loops, Ridge, and E-2 Existing Trail System, Trail Loops, West Side, both in Appendix E.

Loops other than those described in Table 7 and Appendix E are possible by starting at some of the minor roadside parking areas, and any of the loops can be done in the opposite direction to that which is described. Many of the loops can be combined to create longer loops and additional loops can be formed when CRSP trails are combined with trails on adjacent Sanborn County Park and MROSD Saratoga Gap or Long Ridge Open Space Preserve lands. There are presently no ADA qualified loops in the park and only one short to medium length loop on the west side, the Summit Meadow Loop at 1.9 miles, and which requires two (2) crossings of Highway 9.

Table 7 Trail Loops, Existing Trails

Loop No.	Loop Name	Loop Length miles	Time Hours *fast - slow	Cumm. Elev. Gain, feet	Starting/Ending Point (parking)	Resources Accessed
ELR1	Castle Rock	1.1	0.4 - 0.7	+260'	Main Parking Lot	Castle Rock
ELR2	Skyline Loghry Service	3.4	1.2 - 2.0	+470'	Summit Rock Parking	Trail Camp
ELR3	Short Ridge Goat	3.6	1.4 - 2.2	+700'	Main Parking Lot	Waterfall Vistas Goat Rock Interp. Shelter
ELR4	Skyline Loghry Service	3.4	1.2 - 2.0	+470'	Summit Rock Parking	Trail Camp
ELR5	Ridge Service Skyline -OR-	4.7	1.8 - 2.9	+1060'	Main Parking Lot	Goat Rock Trail Camp
ELR6	-OR- Saratoga Skyline Service	4.8	1.8 - 2.8	+820'	Main Parking Lot	Vistas Trail Camp Interp. Shelter
ELR7	Ridge Goat Rock Saratoga	5.1	1.9 - 3.0	+1110'	Main Parking lot	Waterfall Vistas Goat Rock Interp. Shelter
ELR8	Skyline Saratoga Service -OR	5.5	2.1 - 3.2	+990'	Summit Rock Parking Main Parking Lot	Waterfall Vistas Trail Camp
ELR9	-OR- Skyline Loghry Ridge	5.8	2.2 - 3.5	+1100'	Summit Rock Parking Main Parking Lot	Goat Rock Vistas Trail Camp Interp. Shelter
ELR10	Ridge Goat Rock Loghry Skyline -OR-	5.9	2.2 - 3.5	+1150'	Main Parking Lot	Goat Rock Vistas Trail Camp Interp. Shelter
ELR11	-OR- Saratoga Loghry Skyline	6.0	2.2 - 3.5	+900'	Main Parking Lot	Waterfall Vistas Trail Camp
ELR12	Skyline Service Saratoga OR	6.2	2.3 - 3.6	+960'	Saratoga Gap Parking** Summit Rock Parking	Vistas Trail Camp
ELW13	-OR- Skyline Loghry Saratoga	6.6	2.4 - 4.0	+800'	Saratoga Gap Parking** Summit Rock Parking	Waterfall Vistas Trail Camp
ELW14	Summit Meadow	1.9	0.6 - 1.0	+150'	Red Mountain/ Ho Gate Sempervirens Pt. Parking	Vistas
ELW15	Saratoga Travertine Toll	7.6	2.7 - 4.2	+890'	Saratoga Gap Parking**	San Lorenzo River Canyon
ELW16	Toll Beekhus Sky-to-Sea	7.9	3.0 - 4.5	+1090'	Saratoga Gap Parking** Sempervirens Pt. Parking	San Lorenzo River Canyon
ELW17	Skyline Saratoga Ridge -OR-	8.6	3.25 - 5.1	+1540'	Main Parking Lot Saratoga Gap Parking**	Goat Rock Vistas Trail Camp
ELW18	-OR- Skyline Saratoga	8.9	3.3 - 5.0	+1260'	Main Parking Saratoga Gap Parking**	Waterfall Vistas Trail Camp
ELW19	Sky-to-Sea Toll Beekhus	9.0	3.3 - 5.1	+1110'	Waterman Gap Pullout	San Lorenzo River Canyon Vistas
ELW20	Skyline Loghry Travertine Sky-to-Sea	10.8	4.1 - 6.4	+2020'	Summit Rock Parking Saratoga Gap Parking** Sempervirens Pt. Parking	San Lorenzo River Canyon Vistas
ELW21	Sky-to-Sea Toll Travertine Saratoga Skyline	21.6	7.8 - 12.2	+3150'	Saratoga Gap Parking* Sempervirens Pt. Parking Waterman Gap Pullout Summit Rock Parking Main Parking Lot	Waterfall San Lorenzo River Canyon Vistas

\* Fast = miles/3+0.00025 x elev. gain; Slow = miles/2+0.0005 x elev. gain

Tbl 7 Exist Loops 10\_6\_08-A.xls

\*\* Plus Brewers Station pullout which is close to Saratoga Gap on the east side of Highway 9

#### **2.2.4.2 Regional trail connections**

The existing trail system provides several connections to neighboring open space.

The Sanborn County Park Skyline Trail can be accessed across Highway 35 (Skyline Boulevard) from the Castle Rock parking lot (via the Link Trail), from the Service Road Trail, from the Loghry Woods Trail, and from the Castle Rock Park Skyline Trail at the boundary between castle Rock Park and Sanborn County Park about 0.1 of a mile north of the Summit Rock parking area. The Skyline Trail, both in CRSP and in Sanborn Park is a part of the Bay Area Ridge Trail route, and as such is being considered as a multi-use trail.

The Saratoga Gap Open Space Preserve (MROSD) Saratoga Gap Trail, across Highway 9 going north can be accessed from the CRSP Saratoga Gap and Skyline trails at Saratoga Gap.

The Long Ridge Open Space Preserve (MROSD) Achistaca Trail can be accessed across Highway 9 from the Saratoga Toll Road Trail at the Oil Creek parking area, and directly from the Skyline-to-the-Sea Trail. The MROSD Red Mountain and Nutmeg trails can be accessed from the Skyline-to-the-Sea and Summit Meadow Trails at the Red Mountain East, and West (Ho Gate) parking areas.

At the low end of the Park the Big Basin Redwoods State Park section of the Skyline-to-the-Sea Trail can be accessed near Waterman Gap from the Skyline-to-the-Sea and Cableway Trails.

## **2.3 Supporting Facilities**

This section describes existing trailheads, parking, highway crossings, accessibility, signage, maps, and trail camps.

### **2.3.1 Existing Trailheads and Parking**

The primary entrance to Castle Rock State Park is at the main parking lot off State Highway 35 (Skyline Boulevard), 2.5 miles south of Saratoga Gap. State Highways 35 and 9 border the park on its northeast and west boundaries for about 9 miles, providing access to several roadside parking areas, trailheads, vista points, and parking lots. The highway corridor is shared between automobiles, trucks, motorcycles, recreation vehicles, hikers, equestrians and bicyclists. Trails parallel both highways and cross at several locations, connecting within the park and to a local and regional trail system. The total capacity of all road side parking areas in the vicinity of Castle Rock State Park including its main parking lot is estimated to be 782 cars according to Appendix G, which is a complete listing of all possible parking locations and capacity along highways 9 and 35. A number of these locations do not have access to trails or are closed to the public and are not thus feasible as visitor parking. More realistic numbers are 332 cars, and 23 horse trailers. Feasible parking and trail access points along highways 35, 9, and 236 are described below and are summarized in Table 8, which gives parking facility name, location by mile marker, side of highway, car (horse trailer) capacity, trails accessed, comments, the text paragraph addressing that parking facility, and interpretation and trail information present. Unavailable parking, that behind locked gates, is indicated as \*40-(0). Most shoulders and pullouts have parking signs saying "No Parking Sunset and 6am" for day use parking. Most of the parking locations are shown in blue on the map in Figure 4, Existing Trail System.

**Table 8 Trailheads and Parking, Existing**

Note: Bold indicates major trailheads.

Parking Facility	Mile Marker	Side of Hwy	Estimated Parking (Horse Tr)	Jurisdiction	Trails Accessed:	Comments: Text paragraph reference:	Interpretation: Trail Info:
<b>Existing Parking and Nearby Trailheads Along Highway 35 (Skyline Blvd)</b>							
Indian Rock wide shoulder	N of 11.37	East	20 (0) now (10 (0) / Sanb. improvements)	Caltrans	Skyline Trail (Sanborn Park)	Unpaved, rough, day use parking for Sanborn Park, overflow for CRSP. 2.3.1.1.1	None. Sanborn Park trail signs.
Castle Rock Main Parking Lot	N of 11.37	West	55 (0)	State Parks	Saratoga Gap E-1A Castle Rock E-4 Link E-10 All Access E-12	Unpaved graded day use, overnight parking, gate locked at night. Toilet, kiosk, telephone. 2.3.1.1.2	Bulletin boards with maps, notices. Trail signs.
Shoulder S. E Main Parking Lot	N of 11.37	West	35 (0)	Caltrans	Saratoga Gap E-1A Castle Rock E-4 Link E-10	Unpaved, day use parking. 2.3.1.1.3	None. None.
Partridge Farm Parking Lot	Between 12.06 & 12.22	West	*30 (0)	State Parks	Goat Rock E-3 Ridge E-2 Interp Shelter, Service Rd	Graded, partly paved area, locked gate Not open to public for parking. 2.3.1.1.4	None. 0.1 mile from Interp. Shelter.
Summit Rock Parking Lot	12.67	East	20 (2) now (20 (0) / Sanborn improvements)	Caltrans	Skyline S in Sanborn Skyline E-9 N in CRSP Loghry Woods E-5 Service Road E-7	Unpaved, rough, day use parking. Serves Sanborn and CRSP trails. 2.3.1.1.5	None. Trail signs.
Shoulder	13.00	West	8 (0)	Caltrans	Skyline E-9, Eques Bypass Loghry Woods E-5	Unpaved, day use parking. Vista pull-off. 2.3.1.1.6	None. None.
Shoulder	13.00	East	5 (0)	Caltrans	Skyline E-9, Eques Bypass Loghry Woods E-5	Unpaved day use parking. Part of equestrian bypass. Call Box. 2.3.1.1.6	None. None.
Shoulder	13.87	East	4 (1)	Caltrans	Skyline E-9	Unpaved, day use parking. 2.3.1.1.7	None, None.
Saratoga Gap Vista Point Parking Lot	14.06	East	50 (0) occasionally 50 (2)	Caltrans	Skyline E-9 Saratoga Gap E-1B Saratoga Toll Road E-16 Skyline-to-the-Sea E-14 Saratoga Gap (MROSD)	Paved day use parking, some marked spaces, heavily used on weekends. Occasional horse trailer parking. 2.3.1.1.8	None. Trail signs.
<b>Hwy 35 Total</b>			<b>197 (5)</b> <b>187 (3)</b>		<b>After Sanborn Park improvements</b>	*30 (0) at Partridge not counted in total.	



**Table 8 Continued, Existing Trailheads and Parking**

Note: Bold indicates major trailheads.

Parking Facility	Mile Marker	Side of Hwy	Estimated Parking (Horse Tr)	Jurisdiction	Trails Accessed:	Comments: Text paragraph reference:	Interpretation: Trail Info:
<b>Existing Parking and Nearby Trailheads Along Highway 9</b>							
Brewer's Station Pullout	26.90 0.1 mi. S. of Sar. Gap	East	20 (6)	State Parks	Saratoga Toll Road E-16 Skyline E-R9 Skyline-to-the-Sea E-14 Saratoga Gap E-1B	Large unpaved pull out for day use parking, route to trails on the shoulder of Highway 9. Call Box. 2.3.1.2.1	None. None.
Oil Creek shoulder	26.68	West	8 (2)	State Parks	Skyline-to-the-Sea E-14 Saratoga Toll Road E-16 Achistaca (MROSD)	Unpaved, day use parking. Serves CRSP and MROSD trails. 2.3.1.2.2	Bulletin boards with maps. Trail signs.
<b>Red Mountain West pullout</b>	26.00	West	40 (4)	State Parks	Skyline-to-the-Sea E-14 Red Mountain (MROSD) Nutmeg (MROSD)	Unpaved, large turnout, day use parking. Serves CRSP and MROSD trails. Call Box. 2.3.1.2.3	None. Trail signs.
Red Mountain East (Ho Gate) pullout	25.86 to 26.00	East	10 (2)	State Parks	Summit Meadow E-15 Bay Laurel volunteer Tr	Partially paved day use parking, an extension of Red Mountain West. 2.3.1.2.4	None. Trail signs.
<b>Sempervirens Point Parking Lot</b>	25.15	East	21 (0)	State Parks	Skyline -to-the-Sea E-14 Summit Meadow E-15	Day use paved parking lot, 21 marked spaces, toilet, picnic table, vistas. 2.3.1.2.5	None. Trail signs.
Beekhuis Road shoulder	0.1 mi SW of 23.31	East	3 (0)	State Parks	Beekhuis Road E-17 Skyline-to-the-Sea E-14	Unpaved, day use parking. 2.3.1.2.6	None. Trail signs.
Waterman Gap wide shoulder	20.82 to 21.00	West	20 (4)	State Parks	Skyline-to-the-Sea E-14	Unpaved parallel day use parking. Call Box. 2.3.1.2.7	None. Trail Signs.
Cableway shoulder	19.67 to 19.72	West	4 (0)	Caltrans	Cableway E-19	Unpaved, parallel, day use parking.. Name Changed. 2.3.1.2.8	None. Trail signs.
Waterman Switch parking	near 19.31	East	*10 (0)-	State Parks	Saratoga Toll Road E-16 Cableway E-19 0.3 mile N	Unpaved, locked gate at foot of Toll Road, not open to public. 2.3.1.2.9	Sempervirens Fund kiosk.
<b>Hwy 9 Total</b>			<b>126 (18)</b>		<b>*10 (0) not counted in total</b>		
<b>Existing Parking and Nearby Trailheads Along Highway 236</b>							
Cableway shoulder	near 17.00	East	2 (0)	State Parks	Skyline-to-the-Sea E-14 Cableway Trail E-19	Unpaved day use parking. 2.3.1.3	None. Trail signs.
Shoulder near Cableway	0.1 mile S of 17.00	East	7 (0)	State Parks	Skyline-to-the-Sea E-14 Cableway E-19	Unpaved day use parking. 2.3.1.3	None. None.
<b>Hwy 236 Total</b>			<b>9 (0)</b>				
<b>Total Cars (Horse Trailers) (Estimate)</b>			<b>332 (23)</b> <b>322 (21)</b>	<b>*40 (0) not counted in total</b> <b>After Sanborn Park improvements</b>			

End

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### **2.3.1.1 Parking and Trailheads along Highway 35 (Skyline Blvd)**

Castle Rock State Park visitor parking areas and trail access points along Highway 35 are described from south to north below. All roadside parking along Highway 35 is on the Cal Trans right of way, including the Indian Rock shoulder and the Summit Rock, and Saratoga Gap parking lots. Only the present main parking lot and the Partridge Farm parking area are on State Parks land.

#### **2.3.1.1.1 Indian Rock Shoulder**

Day use parking for Indian Rock is located on the Caltrans right of way on the roadside shoulder on the east side of Highway 35 just north of Mile Marker 11.37. The Skyline and Indian Rock trails in Sanborn County Park are accessible there. This parking area is also used as overflow parking for the main Castle Rock parking lot and shoulder and can accommodate about 20 cars. No interpretation is present. Sanborn Park has an approved plan to improve this parking area by paving and striping. They will reduce the number of parking spaces to 10 and will include handicap spaces for the Indian Rock Trail which they plan to rebuild as an All Access trail.

#### **2.3.1.1.2 Castle Rock Park Main Parking Lot**

The Castle Rock main parking lot on the west side of the highway is just north of the Indian Rock roadside shoulder parking area. It is on State park land, has a gate locked at night, is unpaved and graded and is open from 8 am to sunset every day except when occasionally closed because of very bad weather. It provides day use parking and overnight parking for trail camp users and has room to park about 55 cars including 2 spaces for persons with disabilities. There is a ranger kiosk that is manned on weekends from spring through mid fall where park maps can be obtained and there is a telephone. There is an iron ranger, two protected bulletin boards with park maps, notices and announcements; there are also signs indicating trail users, some hazards, destinations and some mileages. A vault toilet is located at the north end of the lot. The lot provides direct access to 4 park trails: the Castle Rock Trail (E-4), the Saratoga Gap Trail (E-1a), the Link Trail (E-10) which crosses the highway to connect with the Skyline Trail in Sanborn County Park, and starting near the toilet a short wheelchair accessible trail (E-12) leads to a picnic table. There is another picnic table near the Link Trail. The CRSP General Plan mandates that the main park entrance and parking lot be moved to the Partridge Farm area, and that this parking lot be closed or restricted in capacity but the time frame for this is uncertain.

#### **2.3.1.1.3 Castle Rock Park Main Parking Lot Shoulder**

The wide highway shoulder just outside and southeast of the parking lot entrance is on the Caltrans right of way and can provide day use parking for an additional 35 cars when parked perpendicular to the highway. On busy good weather weekends it also contributes to creating substantial congestion on Highway 35 up to the Indian Rock shoulder parking area, with much automobile parking activity and park visitors crossing and walking up and down the road between the two areas. This and cars backing out of parking spaces onto the road can pose a potential traffic hazard with vehicles traveling on Highway 35. The General Plan also considers

closure of this parking when the main park entry is moved to Partridge Farm. No interpretation is present.

#### **2.3.1.1.4 Partridge Farm**

A gated and locked paved road entry to the Partridge Farm area and to the park headquarters and ranger residential area is located between Mile Marker 12.06 and 12.22. The road leads to a partly paved parking area on State Park property, and by unpaved road to the Interpretive Shelter visitor display and the Goat Rock and Ridge Trails. There is presently no public parking at Partridge Farm, which is currently closed to public vehicle entry. The existing parking area at Partridge Farm could accommodate up to 30 cars in its present configuration. The Castle Rock State Park General Plan mandates that at some time in the future this area be expanded to be the main park entry and parking lot. To get from heavily used Goat Rock and the Interpretive Shelter in the Partridge Farm area back to the main parking lot, the current trail route is the Ridge, and Saratoga Gap Trail combination (1 mile, 300 feet elevation gain both ways). As a result, hikers often use the shorter, easier Interpretive Shelter Service Road and shoulder of Highway 35 (0.7 mile and 80 feet elevation gain) back to the parking lot but it is not a good route from either an aesthetic or safety standpoint. There are no interpretive displays at the parking area but the park primary interpretive displays are located at the nearby Interpretive Shelter, which is in the process of display renovation.

#### **2.3.1.1.5 The Summit Rock Parking Lot**

The Summit Rock parking lot on the east side of the highway is unpaved and rough and provides only day use parking. It is on the Caltrans right of way but is administered by Santa Clara Co. Parks and can accommodate about 20 cars and a couple of horse trailers if efficiently parked and there is room to turn the horse trailers around to exit. The Summit Rock parking lot provides access to the Skyline, Summit Rock, and the Summit Rock Loop trails in Sanborn County Park. In CRSP it provides access to the Skyline Trail (E-9) at its north end, and across Highway 35, the Loghry Woods Trail (E-5) about 0.05 miles north, and the Service Road Trail (E-7) about 0.2 of a mile south on the Skyline Trail in Sanborn County Park. Sanborn Park has an approved Trails Master Plan which includes improving this parking area by paving and striping for 20 vehicles, but currently does not provide for horse trailer parking. There is no interpretation.

#### **2.3.1.1.6 Shoulders at Mile Marker 13.00**

Two unpaved shoulders on the Caltrans right of way, one on each side of Highway 35 provide day use parking and provide access to the Skyline Trail (E-9) via the Equestrian Bypass and indirectly to the Loghry Woods Trail which is 0.2 miles south on the Skyline Trail. The shoulder on the west side of Highway 35 can accommodate about 8 cars and offers vistas to the south and west and motorists do stop there to enjoy the view. The shoulder on the east side of the highway could be closed to parking to keep it clear as it is part of the equestrian bypass of the section of the Skyline Trail (E-9) in the Loghry Woods area that is too narrow and rocky, with steep side slopes, to be safe for horses. There is no interpretation.

### **2.3.1.1.7 Shoulder at Mile Marker 13.87**

An unpaved shoulder on the east side of highway 35 on Cal Trans right of way provides only day use parking and direct access to the Skyline Trail for both hikers and equestrians at the north limit of equestrian access on the Skyline Trail . It can accommodate up to 4 cars or a couple of cars and a horse trailer, however trail access is semi-blocked. There is no interpretation.

### **2.3.1.1.8 Saratoga Gap Vista Point Parking Lot**

This large paved parking lot and vista point on Cal Trans property is located at the junction of highways 35 and 9 in the south east quadrant. It is accessible from Highway 35, has some marked parking spaces, provides day use parking and is heavily used. The CRSP Skyline Trail (E-9) is accessed directly from its southeast end, and the Saratoga Gap Trail (E-1b), the Skyline-to-the-Sea Trail (E-4), and the Saratoga Toll Road Trail (E-16) are accessible across Highway 35. The MROSD Saratoga Gap Trail is accessed from its north end across Highway 9. Occasional use is made of this parking lot by equestrians for horse trailer parking in the un-striped area of the parking lot which can accommodate a couple of trailers. There are signs identifying trails, but no Interpretation.

## **2.3.1.2 Existing Parking and Trailheads along Highway 9**

There are about 30 shoulders, pullouts and other parking areas along highway 9 from Saratoga Gap to the end of the park, and those from Saratoga Gap down to and including the Waterman Gap large shoulder are on State Park property. Seven (7) are at or near enough to trail access to be effective trailheads. They are described below; from Saratoga Gap at 2600 feet south for about 10 miles to the low end of the park at about 720 feet. The remaining 23 are not near enough to any trail access point to be useful as park visitor parking without walking the shoulder of the highway for extended distances. They are not further addressed here but are listed in appendix G.

### **2.3.1.2.1 Brewers Station**

Brewers Station is a large pullout on State Park property on the southeast side of the highway at mile marker 26.90, approximately 0.1 of a mile south of Saratoga Gap. There is day use parking for about 25 cars or up to 6 horse trailers there. The Saratoga Toll Rd and Skyline-to-the-Sea Trailheads are just to the northeast but are only available via the east shoulder of Highway 9. There is room along the shoulder to construct a trail off the road by leveling the berm; however entry from, and exit to, Highway 9 faces rapidly moving traffic on a curve. There is no interpretation.

### **2.3.1.2.2 Oil Creek**

Oil Creek is a shoulder on State Park property about one-half mile southwest of the Saratoga Gap Highway 9 - Highway 35 intersection at mile marker 26.68 on the northwest side of highway 9 with space to provide day use parking for 6 to 8 cars or 2 horse trailers. Parking capacity could be expanded by moving the rather large berm. The Skyline-to-the-Sea Trail (E-14) crosses the highway there and the Saratoga Toll Road trail (E-16) is accessible across Highway 9. The

Achistaca Trail on the adjacent MROSD Long Ridge Open Space Preserve starts there. There are 2 protected bulletin boards; one with a CRSP map and one with a map showing a part of CRSP and the MROSD trails to the north. Both bulletin boards have some notices or interpretive material, and there is a MROSD map dispenser. There are trail user and trail identification and mileage signs.

#### **2.3.1.2.3 Red Mountain West**

At Red Mountain, between mile markers 26.00 and 25.86, there is a large pullout on State Park property with day use parking for up to 40 cars and a number of horse trailers on the northwest side of the highway. At that point there is access to the Skyline-to-the-Sea Trail (E-14) and to the MROSD Red Mountain and Nutmeg trails in Long Ridge Open Space Preserve. There is a bench on a nearby viewpoint. There is now no access to CRSP equestrian trails from this location although the unofficial volunteer Bay Laurel Trail across Highway 9 connects with the Saratoga Toll Road (E-16). There is trail use information such as non permitted users, trail identification and some mileages, but no interpretation.

#### **2.3.1.2.4 Red Mountain East (Ho Gate)**

On the other side of the highway near Mile Marker 25.86 slightly south of Red Mountain West there is a pullout on State Park property with room to provide day use parking for 10 cars and a couple of horse trailers. There is access to the Summit Meadow Trail (E-15), but there is no official access to CRSP equestrian trails from this location, though the unofficial volunteer Bay Laurel trail connects with the Saratoga Toll Road (E-16). There are parking and trail user and trail identification signs with mileages but there is no interpretation.

#### **2.3.1.2.5 Sempervirens Point**

The paved parking lot at Sempervirens Point is on State Park property and has 21 marked day use parking spaces, two of which are signed for handicapped parking. There is also enough space for bus parking, but no provision for horse trailers as there is no access to equestrian trails. The Skyline-to-the-Sea Trail crosses Highway 9 at the southern edge of the parking lot. The Summit Meadow Trail starts at its northeasterly end and there is a heavily used volunteer trail that goes out across the meadow on an old track. Sempervirens Point offers excellent views to the south and west. A vault toilet, picnic table, and a call box are located at the parking lot. There is no interpretation but there are trail user and trail identification and mileage signs. General Plan guidelines were to have had a display panel with a panoramic view of mountain tops, the Monterey peninsula and general park trails and orientation information when the now completed improvements were made.

#### **2.3.1.2.6 Beekhuis Road Shoulder**

The Beekhuis Road Trail (E-17) comes up to the highway 100 yards south of Mile Marker 23.31. The unpaved Beekhuis Road shoulder that is on State Park property also provides day use access to the Skyline-to-the-Sea Trail (E-14) and to the Saratoga Toll Road Trail (E-16) via the

Beekhuis Road Trail. There is parking for 2 – 3 cars on the shoulder adjacent to the gate, which should not be blocked. There is no interpretation.

#### **2.3.1.2.7 Waterman Gap shoulder**

There is room for day use parking of 20 cars or 4 horse trailers on the unpaved shoulder that is on State Park property at Waterman Gap between Mile Marker 20.82 and 21.00 on the west side of the highway. The Skyline-to-the-Sea Trail (E-14) crosses Highway 9 at Mile Marker 21.00 and continues southwestward into Big Basin Redwoods State Park. Horses are allowed on the Skyline-to-the-Sea Trail from this point leading into Big Basin State Park. There is no interpretation.

#### **2.3.1.2.8 Cableway Trail crossing shoulder**

The Cableway Trail (E-19) has had its name changed from the awkwardly long Skyline-to-the-Sea to Toll Road Interconnector Trail. It crosses Highway 9 between Mile Marker 19.67 and Mile Marker 19.72. There is a shoulder on the Caltrans right of way with room for day use parking for 4 cars on the unpaved shoulder nearby on the west side of the highway. There is no interpretation.

#### **2.3.1.2.9 Waterman Switch parking area**

The Waterman Switch area on State Park property currently permits parking for about 10 cars behind a gate but the parking area is not currently open to the public. The Saratoga Toll Road trail terminates there and the Cableway Trail (E-19) (name changed from Skyline-to-the-Sea to Toll Road Connector Trail) originates 0.3 of a mile north on the Saratoga Toll Road Trail (E-16). There is an interpretation kiosk installed by the Sempervirens Fund with information about the park and the role Sempervirens Fund played in obtaining the San Lorenzo River Watershed property. The Saratoga Toll Road Trail has an interpretive sign near its intersection with the Cableway Trail.

### **2.3.1.3 Existing Parking and Trailheads along Highway 236**

The Cableway Trail (E-19) (name changed from Skyline-to-the-Sea to Toll Road Interconnector Trail) terminates at the Skyline-to-the-Sea Trail at Hwy 236 0.6 miles south of Waterman Gap near Mile Marker 17.00. There is a small shoulder there on State Park property on the east side of the highway with parking for 2 cars. There is additional parking for up to 7 cars on the shoulder, 0.1 of a mile south also on the east side of Highway 236 also on State Park property. There is no interpretation at either location.

## **2.3.2 Highway Crossings**

There are 10 existing trail highway crossings in the park. There are four trail crossings of Highway 35, four of Highway 9, one crossing of Highway 9 between Red Mountain West and Red Mountain East (Ho gate) parking areas, and one crossing of Highway 236 near Waterman Gap.

Trail highway crossings are marked in two different ways; 1) with standard State Parks trail sign posts at the highway/trail intersections with at least the trail name on them, and sometimes destinations and mileages and 2) with highway information signs placed by Caltrans for benefit of motorists and safety of trail users. State parks sign posts are usually the standard 4x4 posts at the trail on each side of the highway, though sometimes a metal sign is used. Caltrans highway trail crossing advisory signs are very visible as they are diagonally mounted 36 inch square yellow highway signs with black symbols. "Hiker" symbol signs are used for hiker only trail crossings. Where the crossing is shared with horses a "Horse and Rider" symbol is used. At some trail crossings there is also a smaller rectangular sign below the large symbol sign with a message of "AHEAD", "NEXT 1000 FEET", "650 FEET", or a double ended arrow. There is variability in where and if both the "Hiker" or "Horse" symbol signs are used as follows: 1) with a single sign on both sides of the trail crossing at some distance, 200 to 500 feet, 2) two sets of two signs, one as a warning, at 500 to 650 feet and the second closer at 100 to 200 feet) from the trail crossing as a second warning, 3) a sign only at the trail crossing itself (at the 236 Skyline-to-the-Sea-Trail crossing at Waterman Gap), 4) no highway trail crossing signs at all (Saratoga Gap). There is also variability in where and if the augmenting text or double ended arrow signs are used.

The placement and use of the Caltrans signs and their additional messages do not appear consistent from crossing to crossing, even considering different highway configurations and vehicle speeds, although the strategy of creating hiker or equestrian awareness zones is evident. It is very appropriate for motorists to get a warning that a trail crossing is coming up however, at trail crossings it's very difficult to see where the crossings are, and thus exactly where to look for hikers or equestrians, and to see when crossings have been passed as the State Parks 4x4 trail signposts that identify the trails are not easily seen from a moving vehicle. At the Cableway Trail crossing of Highway 9 the trail/highway intersections on each side of the highway are offset by about 90 feet which creates a 90 foot long crossing zone and the lack of visibility of the park 4x4 trail sign posts can require users to search up and down the highway for the trail entrance.

**The 10 highway trail crossings are: Caltrans Signs are:**

**Hwy 35:**

Link Trail (E-10):

Two sets "Hiker" symbol signs with "AHEAD", signs on 1st and "Next 1000 FEET" signs on 2nd, both directions.

Service Road Trail (E-9):

Two sets "Horse and Rider" symbol signs with "650 FEET" signs on 1st, both directions.

Loghry Woods Trail (E-5):

One set "Hiker" symbol signs, both directions.

Saratoga Gap: Toll Road Trail (E-16),  
Saratoga Gap Trail (E-1b), and  
Skyline-to-the-Sea Trail (E-14):

No highway trail crossing signs, however there is a sign across Hwy 35 listing the 3 trails that cross, with an arrow pointing to the right, with another sign about 200 feet to the right.

**Hwy 9:**

Oil Creek: Skyline-to-the-Sea Trail (E-14):

One set "Hiker" symbol signs, both directions.

Red Mountain West and

Two sets of "Hiker" symbol signs with "500 FT" signs on 1st set, both directions.

Red mountain East (HO Gate):

- Sempervirens Pt: Skyline-to-the-Sea Trail: Two sets "Hiker" symbol signs with "500 Feet" signs on First set, both directions.
- Waterman Gap: Skyline-to-the-Sea Trail: Two sets "Hiker" symbol signs from north, the 1st with "500 FT" sign, the 2nd a "Hiker" symbol sign. From south, a single "Hiker" symbol sign.
- Cableway Trail (E-19): (offset 90 feet) One set "Horse and Rider" symbol signs with "AHEAD" signs, both directions.
- Hwy 236:**
- Waterman Gap: Skyline-to-the-Sea Trail: One "Horse and Rider" symbol sign facing both directions with "double ended arrow" signs, at the trail crossing, west side.

### 2.3.3 Trail Camps

Castle Rock State Park has two backpacking Trail camps; the Castle Rock Trail Camp and the Waterman Gap Trail Camp. All campsites are limited to six people per site.

#### 2.3.3.1 Castle Rock Trail Camp

The Castle Rock Trail Camp is about 2.6 miles by trail from the main parking lot and 3.1 miles from Saratoga Gap. It is operated primarily on a First-come, First-served basis with a few sites that can be reserved. This camp has twenty one sites, including the Frog Flat area, located about 0.2 of a mile from the main camp, with picnic tables and Fire rings/grates that can be used when not in the Fire season (gas camp stoves are permitted), nearby piped drinking water, 3 vault toilets, one near the office trailer, one at the main campground and one at Frog Flat, and a shelter from the rain. There is a bulletin board with a park map, notices, and announcements and a number of wildlife, hazard warning and trail signs along with a park donor display. Bicycles are allowed at this campground.

This area also used to be the location of the park headquarters and a ranger residence. The residence is abandoned and derelict and needs to be removed. There is a trailer that still houses park records and other material and may still be useful but should be moved and there are two storage sheds.

#### 2.3.3.2 Waterman Gap Trail Camp

The Waterman Gap Trail Camp requires reservations throughout the year and is located 6.3 miles from the start of the Skyline-to-the-Sea Trail at Saratoga Gap, or 12.0 miles from the Castle Rock main parking lot via the Saratoga Gap Trail. This small camp is located in a coast Redwood forest with mixed hardwoods near Waterman Gap, approximately half way between the Castle Rock Trail Camp and 'J' Camp in Big Basin. The camp has six sites with nearby piped drinking water from a trailer tank and a vault toilet. No open or ground Fires are allowed at any time; however, gas camp stoves are permitted. Displayed information is limited to camp rules and trail information. Bicycles are not allowed at this campground.



### 2.3.4 Trail accessibility

Because of the Park's mostly mountainous, steep terrain there are relatively few locations suitable for ADA compliant All Access trails that have access to visitor parking. However there is presently one All Access trail, E-12, in the Park that is located at the main parking lot. It runs southwest from the west side of the parking lot for about a tenth of a mile. It runs through a wooded area past the upper side of a large and interesting Sandstone outcrop and on out to a picnic table at the trail end. There is another potential location for an All Access trail at the west end of the Sempervirens Point parking lot.

### 2.3.5 Trail Signage

The purpose of signage for trails is to help the visitor reliably travel to his/her destination within the Park. Within Castle Rock State Park, as in the rest of the State Park system, trail signs consist of metal signs mounted vertically on 4x4 posts, usually with arrows pointing the direction and with mileages included to the next landmark or trail junction. In addition there are trail user, hazard, and some destination signs in the main parking lot and at trail camps and "Stay on Trail" and "Closed for Recovery" signs at appropriate locations. The Park staff barely has the resources to keep up with the chore of adding new signs and replacing broken or stolen signs. Typically, sign installation can only happen when seasonal staffs are hired during the summer, but the backlog is currently significant. As with maps, the accuracy of the signs and sign interpretation varies. Although complaints about signage by well-seasoned hikers have been minimal, some visitors still manage to get disoriented and need additional assistance from fellow Park users, trail maps, or handheld GPS devices.

### 2.3.6 Maps

There is an official Park Map showing trail and visitor facilities and a Climber's Map showing the location of climbing rocks and climbers' trails. They are updated every few years. They are available in person for a fee at the Castle Rock main parking lot during weekends when park employees staff the entrance station and online from Erik Goetze at [www.virtualparks.org](http://www.virtualparks.org). The Official map also contains interpretive material such as geologic information about the park's sandstone outcrops, natural history, social history, hazards, rules, including for rock climbing and park location and support information. The Climbing Map also contains much of the same information as the official trail map, but also includes numbers and difficulty of climbs at each of the rocks in the four climbing areas.

At this time these maps are the primary source of park interpretive information. Currently, the Climbers' map is also sold at the Planet Granite rock gym in Sunnyvale.

In addition, there is another map that can be purchased at local outdoors stores and online at <http://sempervirens.org/store.htm>, "Trail Map of the Santa Cruz Mountains, Map 1", produced by Sempervirens Fund, 1999. It is in the process of being updated as of late 2009.

The accuracy of all these maps varies, but all present the trails that are currently available to the park user. But because the map reading skills of park users also varies, the perceived usefulness of each also varies.

Park maps are posted on bulletin boards at the main parking lot, at the Castle Rock Trail Camp, the Oil Creek trailhead, and at the Interpretive Shelter display for visitors to examine. There is also a metal sign map at the upper and lower ends of the Toll Road Trail. Visitors are encouraged to carry their own copy of a detailed trail map to help insure that they enjoy the Park and know where they are.

The Castle Rock State Park map was updated in 2008 and the Climbers' map in 2004. Copyrights are held by State Parks jointly with Portola and Castle Rock Foundation, maps by Erik Goetze. The Portola and Castle Rock Foundation in partnership with State Parks personnel have worked with Erik Goetze to develop these maps.

### **2.3.7 Interpretation**

At this time a primary source of park interpretive information is the official park map available for sale to visitors, which contains material such as geologic information about the park's sandstone outcrops, natural history, social history, hazards, rules, including for rock climbing, and park location and support information.

There are interpretive displays at the Interpretive Shelter in the Partridge Farm area and at the Goat Rock Overlook. The displays at the Interpretive Shelter are extensive and have been recently renovated with volunteer assistance from the Portola and Castle Rock Foundation. In addition there are Toll Road interpretive signs at the bottom and top of the Saratoga Toll Road, a donor memorial at the Castle Rock Trail Camp, and an interpretive kiosk installed by the Sempervirens Fund at the bottom of the Toll Road. In addition there are bulletin boards, which usually display Park maps, rules, announcements and sometimes interpretive information, at the main parking lot (2), the Castle Rock Trail Camp (1), and Oil Creek (2).

A Draft Interpretive Plan has been prepared for Castle Rock State Park and is in the process of being revised.

## **2.4 Management**

The existing CRSP trail system is the park's primary recreational resource. It is key to managing park visitors' access to park natural, historical, and recreational resources, particularly in the Natural Preserve.

### **2.4.1 Resource Management and Protection**

Castle Rock State Park's natural, historical, and recreational resources are what make the park a special place and thus worth protecting for future generations. One of the primary duties of Park staff is to protect the resources of the Park. Patrols are made regularly to ensure that no harm is being done to resources. With nearly 5300 acres to patrol and only one full-time staff member, resource protection is difficult, and usually means patrolling primarily by vehicle on adjacent State Highways 35 and 9 and on the few park roads. Staff patrol of trails is an occasional luxury.

The Park's trail system currently allows visitors as well as Park staff direct access to many of the park's resources, and takes them near or through others. Some principal park resources are specifically identified on park maps; Castle Rock, Castle Rock Falls, Goat Rock, Travertine Springs, and the Interpretive Shelter, and a map of climbing rocks on Castle Rock Ridge and their access trails has been published. Others are known only to a handful of people because they are accessed by less used trails, have no trail access, or because they have not been interpreted or otherwise identified. This lack of access has served to protect some vulnerable and delicate resources. The Saratoga Gap Trail is adjacent to the Natural Preserve boundary for about a mile and both it and the Ridge Trail each go through the Natural Preserve for about a mile and while park visitors are not required to stay on trails in much of the park, they must in the Natural Preserve. Park staff must rely extensively on volunteers and Park users to supplement their patrols on the Park's trails, and to report any undesirable, suspicious, or illegal activities. A number of marijuana farms have been found within the Park over the last several years, and other illegal activities have been reported including off-road vehicle use, illegal camping, and resource removal. These illegal activities threaten the resources of the Park. Until staffing is increased, Park visitors and volunteers will continue to be an essential part of resource protection.

### **2.4.2 Trail Construction and Maintenance**

The planning, routing, construction and maintenance of existing park trails were constrained or influenced by the Parks topography and geology and was largely planned and constructed before the State Park Trails Handbook was created. As a result some trail areas do not meet current standards. However some more recent projects have been undertaken to improve the original trail system.

The Santa Cruz District of State Parks staffs one trail crew that serves all 26 units, including Castle Rock State Park, thus the State Park trail crew can only devote a small percentage of its time to projects within CRSP. In recent years, the crew has completed only a few large projects and no basic maintenance projects. The limited numbers of new trail construction and maintenance projects have primarily been done by volunteers due to limited State Park resources

and funding. Some short reroutes have improved a few trails by reducing erosion and minimizing damage to sensitive areas, but otherwise, there has been little new trail construction in the Park in recent years. Some of those that have been done include a Ridge Trail reroute from the Saratoga Gap Trail east to Goat Rock, a portion of the Castle Rock Trail was rerouted to make a better trail and reduce erosion, a short portion of the Saratoga Gap Trail rerouted away from a stream and part of the Ridge Trail was rerouted up a stair on the east side of Goat Rock, bypassing the heavily eroded area at the foot of Goat Rock.

In view of the State Parks continuing budget constraints both trail construction and maintenance will depend largely on volunteer efforts well into the future.

### **2.4.3 Volunteer Contributions to Park Trails**

Fortunately, CRSP has two volunteer groups dedicated to trail maintenance and repair of park trails. The Santa Cruz Mountains Trail Association runs a crew that does light maintenance on a monthly basis all around the Park. The Sempervirens Fund runs a crew that takes care of the Skyline-to-the-Sea Trail, which for 6.5 miles, travels within CRSP. Other volunteers such as the Trail Center and various Boy Scout troops have also contributed trail building and maintenance time within CRSP in recent years.

Volunteers also assist Park staff with official trail patrols, interpretation, and special events. Trail patrollers logged nearly 396 days in 2008. They often provide interpretation of Park features to visitors, as the Park no longer has any official docents. Volunteers also assist with special events, such as clean up and removal of plants associated with illegal marijuana plantations. The Portola and Castle Rock Foundation has contributed extensive volunteer and financial assistance by publishing trail maps. Lastly, the compilation and preparation of this document was completed solely by volunteers.

### 3 Proposed Trails System

This section describes a trails network, together with supporting facilities and policies, which will provide appropriate access to the natural, historic, and recreational resources of the Park. It achieves substantially all the Plan requirements listed in the Introduction, Section 1, including resolution of substantially all existing trail system problems, and thereby satisfies its purpose, also as stated in the Introduction.

This section includes the following:

- Maps of trails planned for both general use and for climbers’.
- Demonstration of how the Plan achieves its objectives and resolves existing trail problems.
- Identification of applicable State Parks trails standards
- Guidelines for accommodation of the wide variety of trails users, including hikers, equestrians, mountain bikers, rock climbers and All Access (ADA) users.
- Provisions for resource management and protection.
- Description and prioritization of the projects required to implement the Plan, including new trails, improvements to existing trails, disposition of volunteer and unofficial trails and old roads, and changes in usage.
- Description of loops which will be available and regional connections to other parks.
- Description of supporting facilities, including parking and trailheads, highway crossings, trail camps, accessibility, signage, maps, and interpretation.
- Recommendations for management of the trails network.

#### 3.1 Overview

The map Figure 7, Planned Trail Network, shows the completed general use trails network on shaded relief topography. Table 9, Planned Trail System, Existing and New, lists all trails in the planned network together with their key characteristics including usage planned. Detailed descriptions of all trails are provided in summary form in Section 2.2 for existing trails, in Section 3.3 for new and modified existing trails, and in greater detail in Appendices A and B, respectively.

Figure 8, Completed Trail Network maps the network in schematic form to more clearly illustrate circulation and regional connections to other parks.

Rock climbers’ access trails add a number of short trails. They are shown on a more detailed map in Figure 9, Planned Climbers’ Trails and are described in Table 11, Recommended Disposition of Volunteer Climbers’ Trails.

The projects required to implement the Plan are listed and prioritized in Tables 10 and 15 respectively.

### **3.1.1 Features of Planned Trails System**

In order to meet State Park requirements and to assess the park trail system and its needs for visitor access, General Plan Goals and Guidelines were addressed and known park features of interest to park visitors (56 in all) were identified, located, and assessed for appropriateness of visitor access.

In order to access some of these additional park features and provide additional and extended trail loops, an additional 19 trails are planned ranging in length from 0.1 to 6.3 miles for a total of about 21 additional miles.

Volunteer climber's trails were evaluated and 15 are planned as official class IV trails, and the route of 2 are planned as an official class II trail.

Parking is used to control and spread out visitor access to the park resources; parking capacity is slightly reduced along Highway 35 (Castle Rock Ridge), increased along Highway 9, and 2 gated parking areas are added. Overall parking increases to a range of capacity for 339 to 389 cars with any increase from the low based on monitoring for impacts.

Two additional trail camp locations are identified, but not recommended because of either a lack of water, location in the Natural Preserve, or danger from Fire.

Three existing trails are recommended for reroute and/or upgrade and one 0.2 mile trail is planned for closure.

Three additional All Access trails are planned, one at Sempervirens Point, one at partridge Farm when it becomes a parking area, and one at a new parking area at the intersection of the Saratoga Toll Road and State Highway 9.

Recommendations are made to improve safety of highway crossings and for interpretation at trailheads, of trails and along trails.

A change to multi use is recommended for 2.1 miles of trail and additional mileage is identified as potentially suitable for horses and/or bicycles.

Figure 7 Planned Trail System

Planned trails 300 dpi.jpg, 9/12/09

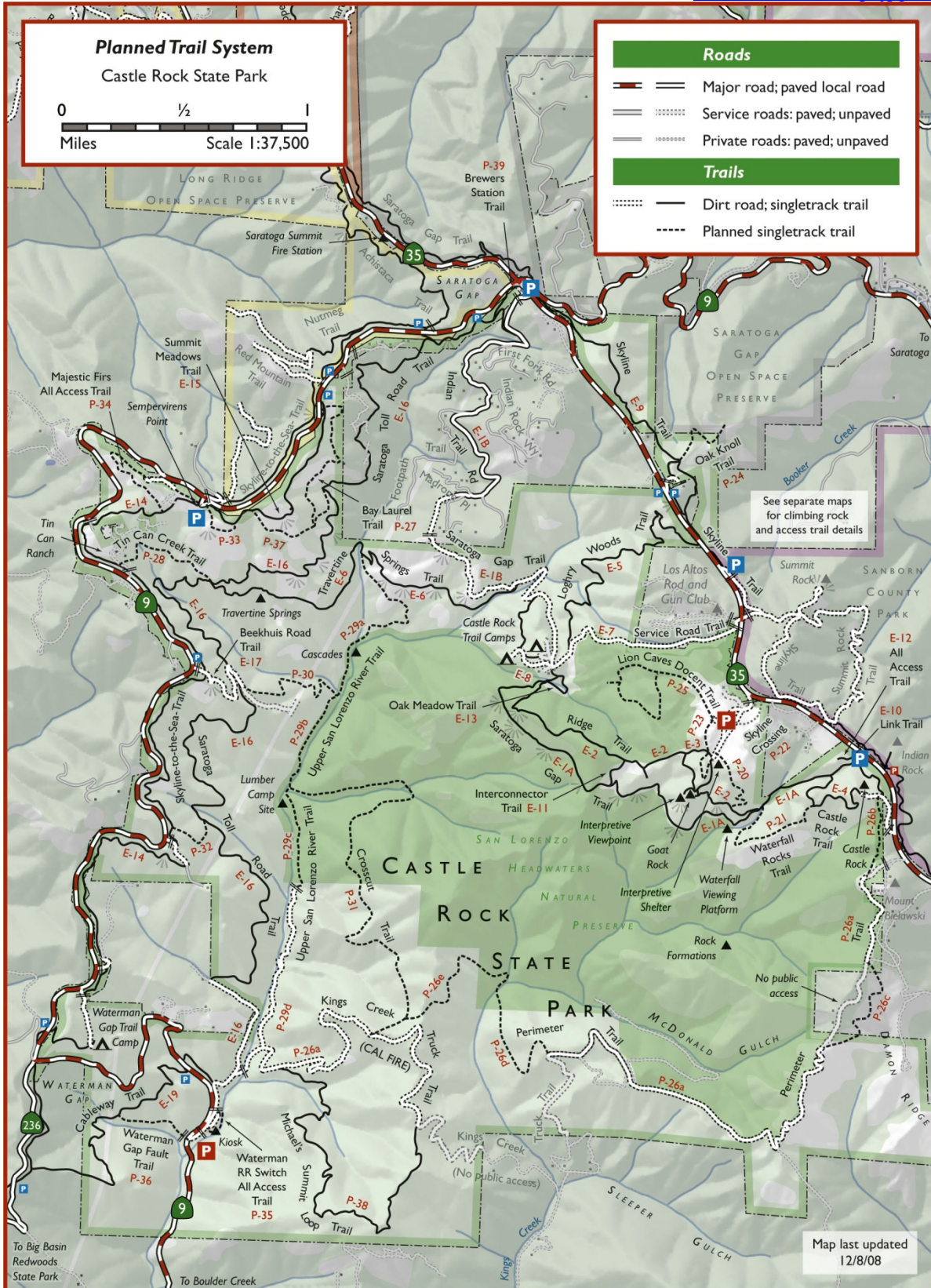
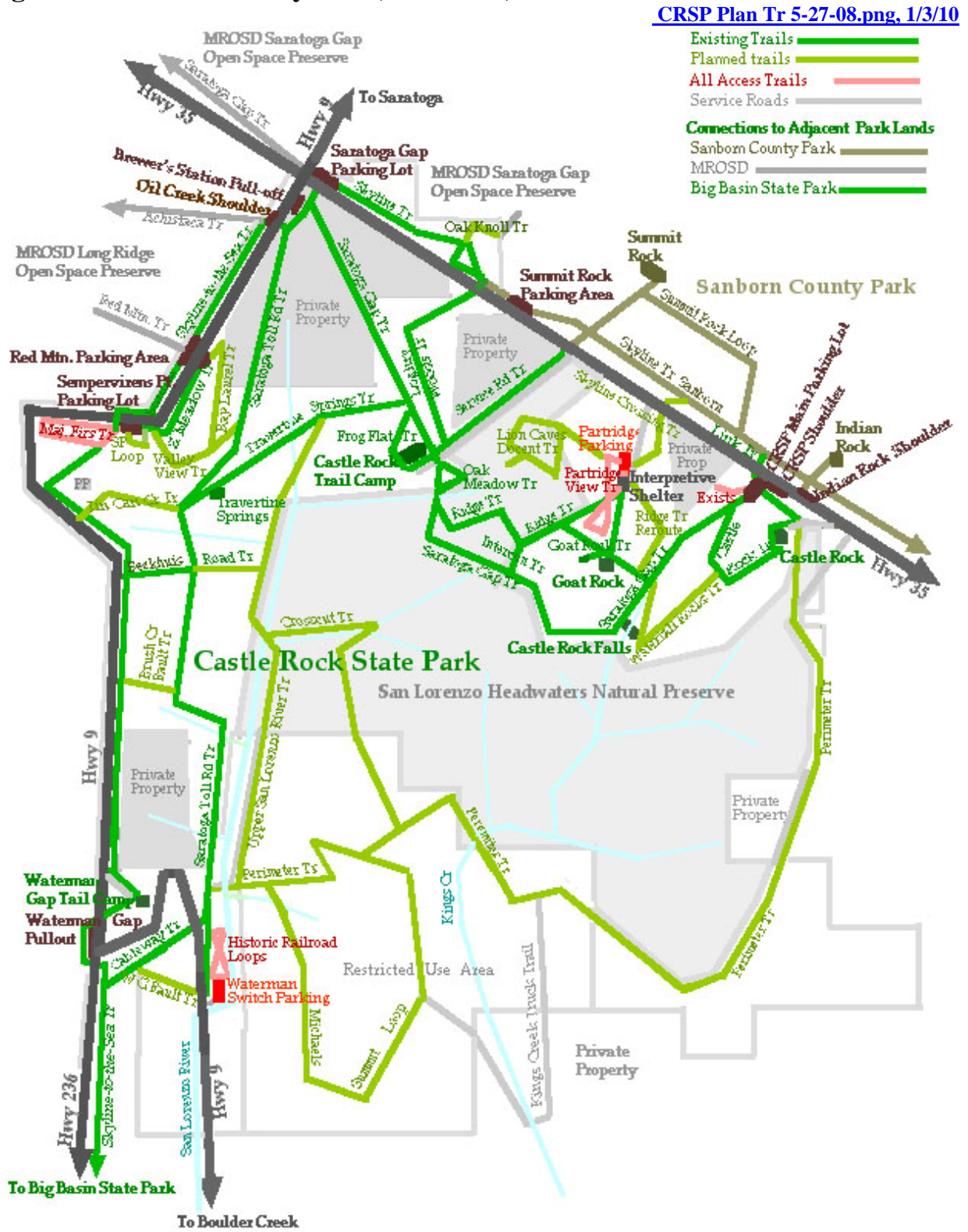


Figure 8 Planned Trail System (schematic)





**Table 9 Planned Trail Network; Existing and New**

Trail No.	Trail Name	Class	Width/Length		Use			Paragraph Reference - Comments
			Tracks	Miles	Bike	Horse	ADA	
E-1A	Saratoga Gap A (east)	I	1	2.6	No	No	No	2.2.1.1 0.7 Mi to CR Falls heavily used.
E-1B	Saratoga Gap B(west)	I	Road	3.1	No	Yes	No	2.2.1.1
E-2	Ridge	I	1	1.8	No	No	No	2.2.1.2; 3.3.1.1; 3.3.2.1 to Goat Rock
E-3	Goat Rock	I	1	0.4	No	No	No	2.2.1.3; 3.3.2.2 Overlook Access
E-4	Castle Rock	I	1 & Road	1.0	No	No	No	2.2.1.4 Access to Castle Rock. Heavy use.
E-5	Lohry Woods	I	1	1.8	No	No	No	2.2.1.5
E-6	Travertine Springs	II	1	2.1	No	TBD	No	2.2.1.6
E-7	Service Road	I	Road	1.1	Yes	Yes	No	2.2.1.7
E-8	Frog Flat Fire Road	I	1	0.6	No	No	No	2.2.1.8
E-9	Skyline	I	1	1.7	TBD (1)	Yes	No	2.2.1.9, 3.3.2.4 Rebuild two sections to make multi-use.
E-10	Link	I	1	0.1	No	No	No	2.2.1.10
E-11	Interconnector	II	1	0.2	No	No	No	2.2.1.11
E-12	All Access at Main Parking	I	2	0.1	No	No	Yes	2.2.1.12; 3.3.3.1; may close
E-13	Oak Meadow	I	2	0.2	No	No	No	2.2.1.13
E-14	Skyline-to-the-Sea	I	1	7.1	No	No	No	2.2.1.14
E-15	Summit Meadows	I	1 & 2	1.1	No	No	No	2.2.1.15
E-16	Saratoga Toll Road	I	1 & Road	6.8	TBD	Yes	No	2.2.1.16 Some narrow sections with short sight lines.
E-17	Beekhuis Road	II	Road	0.5	(5)	Yes	No	2.2.1.17
E-18	Cut-off	I	1	0.2	No	No	No	2.2.1.18; 3.3.3.2 Close, remove.
E-19	Cableway	I	1	1.9	(5)	Yes	No	2.2.2.19, 3.3.2.3 Approx. 0.4 mile needs repair and rerouting.
I-1	Danny Hannavan Nature	I	1 & Road	(0.4)	No	No	No	2.2.1.20; 3.3.3.3 Unused, relocate?
<b>Existing Trail Mileage</b>				<b>34.4</b>				
P-20	Ridge Realignment	I	1	0.4	No	No	No	3.3.1.1 Needs east 0.4 mi reroute.
P-21	Waterfall Rocks	II	1	0.6	No	No	No	3.3.1.2 Existing, brush, new.
P-22	Skyline Crossing (2)	I	1	0.35	(1)	Yes	No	3.3.1.3 New construction.
P-23	Partridge Farm All Access (3)	I	1	0.5	No	No	Yes	3.3.1.4 New, ADA standards. Requires Partridge parking lot.
P-24	Oak Knoll (4)	II	1	0.35	(4)	(4)	No	3.3.1.5 Existing, modified.
P-25	Lions Cave Docent	I	1	1.4	No	No	No	3.3.1.6 New
P-26	Perimeter	II	1 & Road	6.3	No	No	No	3.3.1.7 Existing, new, partially constructed. Fences?
P-27	Bay Laurel	II	1	0.8	(5)	Yes	No	3.3.1.8 Existing, minor reroute.
P-28	Tin Can Creek	II	1	0.6	No	No	No	3.3.1.9 New.
P-29	Upper S. L. River	III	1	2.5	No	TBD	No	3.3.1.10 Existing, clean up, new.
P-30	Old Beekhuis Road	III	1	0.9	No	(8)	No	3.3.1.11 Existing old road.
P-31	Crosscut	III	1	2.1	No	No	No	3.3.1.12 Existing old road, brush
P-32	Brush Creek Fault	IV	1	0.2	(5)	No	No	3.3.1.13 New.
P-33	Sempervirens Point Loop	I	1	0.2	No	No	No	3.3.1.14 Existing vol, reroute.
P-34	Majestic Firs All Access	I	2	0.7	No	No	Yes	3.3.1.15 New ADA construction
P-35	Waterman Switch Railroad Loops All Access (6)	I	2	0.2	No	No	Yes	3.3.1.16 New ADA construction
P-36	Waterman Fault (6)	II	1	0.4	(7)	No	No	3.3.1.17 Existing old road
P-37	Valley View	II	1	0.35	No	No	No	3.3.1.18 Existing, brush, new
P-38	Michael's Summit Loop (6)	II	1	2.5	No	No	No	3.3.1.19 Modify, reroute
P-39	Brewers Station	I	1	0.1	Yes	Yes	No	3.3.1.20 Level berm along Hwy 9
<b>Plan New Trail Mileage</b>				<b>21.45</b>				
<b>Deleted Trail mileage</b>				<b>0.6</b>	0.2 Cutoff+ 0.4 realigned Ridge			
<b>Total Plan Trail Mileage</b>				<b>55.25</b>				
C1-C17	Climbers' Trails	IV	1	>0.1 to 0.6	No	No	No	3.3.5.3, 3.3.5.4, Table 12, Figure 9

**All trails are open to hiking**

- (1) Coordination with Sanborn. If Skyline Trail is open to biking.  
(2) Requires coordination with Sanborn County Park and CALTRANS.  
(3) Only after new parking lot is implemented at Partridge per General Plan.  
(4) Requires coordination with MROSD.  
(5) Only if Toll Rd Trail is open to biking.  
(6) Needs parking at Waterman Switch.  
(7) Only if the western end of the Cableway Trail is open to biking.  
(8) Only if S.L. River Trail is opened to horses.  
TBD Might be considered in the future.

### **3.1.2 Objectives Achieved**

The objectives of this Unit Trails Plan are to realize a Castle Rock State Park trail system that provides access to the park's natural, historic, and recreational resources, and addresses each of the General Plan's several trail system goals and guidelines, and the identified problems and planning issues, including use of the recently added San Lorenzo Water District lands. These must, in turn be realized, satisfied, corrected, resolved, and planned for, so that the park has a detailed plan for an optimum and fully functioning trail system with supporting trailhead parking, trail camps, and trail use and interpretation information.

#### **3.1.2.1 General Plan Trail System Directives in 1.3.1**

General plan goals and guidelines having to do with park trails, trailhead parking, including at Partridge Farm, trail camps, interpretation, and managing visitor impacts on natural, cultural and esthetic resources are summarized in paragraph 1.3.1, presented in detail in Appendix J, and numbered, named, and briefly described in Table J-1, with references to paragraphs and tables in this Plan that address each of them. General plan goals, guidelines and other guidance have largely been met. Those goals, guidelines, and other guidance of the General Plan that require additional discussion are addressed below.

##### ***3.1.2.1.1 Trails***

General Plan trail goals and guidelines are addressed in the plan paragraphs referenced in Table J-1. In particular, current trail loops are identified, most planned trails have been selected to permit new trail loops, and most possible trail loops are identified in Tables 7, 12, and 13 and in detail in Appendix. E.

##### ***3.1.2.1.2 Parking and Access***

There is a conflict between guidance for parking consolidation and distributed perimeter parking. There are two guidelines, **J.2.1** to retain roadside parking where appropriate, and **J.1.3** to designate a loop-trail system to distribute people throughout the park and encourage use of perimeter parking locations that appear to be in conflict with a third, **J.2.4** to consolidate visitor parking areas to avoid multiple contact stations, if possible. Because of the layout and topography of the park, consolidation will be difficult. There is, and will be a consolidated parking location on the ridge at 3000 feet and ultimately one at 720 feet near the Toll Road and Highway 9 intersection in the lower park; however there are and will also be as many as 8 peripheral parking areas, mostly along Highway 9.

##### ***3.1.2.1.3 Partridge Farm Area***

The goal (**J.3.1**) is to replace the present main parking lot by establishing Partridge Farm as the main entrance and parking lot for the park; and guidelines (**J.3.3**) are that this change is mandated unless a more suitable location were to become available. It is unlikely that this change

will occur in the near or even foreseeable future because of a lack of State Parks funding and because of the uncertainty of acquiring a better site.

#### ***3.1.2.1.4 Trail Camps***

General Plan trail camp goals and guidelines are addressed in the plan paragraphs referenced in Table 2. Trail camps are upgraded but while possible new locations are identified no new camps are proposed.

#### ***3.1.2.1.5 Interpretation***

General Plan trail system interpretation goals and guidelines are addressed in the plan paragraphs referenced in Table J-1. Interpretation is planned for trailhead parking and for some trails.

#### ***3.1.2.1.6 Resource Management and Protection***

The General Plan establishes a Resource Management Zone (RMZ) structure and Goals and Guidelines for insuring that the trail system creates minimum impact on park natural, cultural and esthetic resources. This Plan uses those Goals, Guidelines and the RMZ structure in the design and proposed construction of the planned CRSP trail system.

### **3.1.2.2 Trail System Problems and Planning Issues**

Trail System Problems and Planning Issues are summarized in paragraph 1.2.1 and numbered, named, and briefly described in Table 1, with references to Unit Trails Plan paragraphs and tables that address each of them. Trail system problems and planning issues have largely had correcting actions recommended and planning issues addressed and are verified by following the numbered problems and planning issues in Table 1 by means of the referenced Trails Plan paragraphs and tables.

#### ***3.1.2.2.1 Trail system problems***

Trail system problems are addressed in the plan paragraphs referenced in Table 1. They are addressed and resolved by plan recommended actions.

#### ***3.1.2.2.2 Planning and implementation issues***

Planning and implementation issues are addressed in the plan paragraphs referenced in Table 1. Those problems and issues that require additional discussion are addressed below.

**PI-9 Mountain Bike Use.** In addition to the Service Road Trail (E-7), which currently permits bicycle access, the mountain biking community seeks access to the Skyline Trail (E-9), Saratoga Toll Road Trail (E-16), and parts of the Perimeter Trail (P-26) including the Kings Creek Truck Trail plus some connecting trails. See paragraph 3.3.4.2, "Feasible mountain biking trails". The plan recommends that the Skyline Trail become a multiple access trail as part of the

Bay Area Ridge Trail and that it be rerouted and/or modified in 2 places to make it safe for both horses and mountain bikes (see par. 2.2.1.9 above). However the plan does not make any specific recommendation for or against mountain bike access to the Saratoga Toll Road, parts of the Perimeter Trail including the Kings Creek Truck Trail, or their connecting trails, except to note that these are the only additional trails within the park for which mountain bike access appears feasible. The suitability of these trails for mountain bicycle use must yet be determined (see pars. 3.2.1.5 and 3.2.2.1.3 above) as there are some narrow sections and short sight lines on the Toll Road (see pars. 2.2.1.16 and A-2.3 in Appendix A) and access issues at the upper and lower ends of the Kings Creek Truck Trail with private property outside the park (see pars. 3.3.1.7 and B-1.7, B-1.7.1, B-1.7.3 in Appendix B). In addition, acceptable impact levels must be established (and monitored) as required by the General Plan (see J.6.2 and J.6.3 in Appendix J). State Parks staff, using State Park criteria including park staffing level, will make any final decision about mountain bike access to these trails.

**PI-10 Equestrian Use.** In addition to access to the existing Service Road (E-7), Skyline (E-9), Saratoga Toll Road (E-16), and Cableway (E-19) trails, and planned access to the Skyline Crossing (P-22), Oak Knoll (P-24), Bay Laurel (P-27) and Brewers Station (P-39) trails, the equestrian community seeks access to the Travertine Springs (E-6), Perimeter (P-26), and Upper San Lorenzo River (P-29) trails plus the Old Beekhuis Road (P-30) connecting trail. See paragraph 3.3.4.1, "Feasible equestrian trails". The Skyline trail needs modification or rerouting in two places to make the entire trail safe for horses, as currently a bypass is used and about another quarter of a mile is closed to Horses (see par. 2.2.1.9 above). The suitability of the Travertine Springs, Perimeter, Upper San Lorenzo River, and the connecting trails for equestrian use must yet be determined (see pars. 3.2.1.4 and 3.2.2.1.2 and pars. 2.2.1 and 3.3 above, and Appendices A and B describing each trail). For those planned trails that will have equestrian access, acceptable impact levels must be established (and monitored) as required by the General Plan (see J.6.2 and J.6.3 in Appendix J). The plan does not recommend for or against equestrian access to trails other than those currently used or planned for access. State Parks staff, using State Park criteria including park staffing level, will make any final decision about equestrian access to these trails.

**PI-19 Multi Agency Visitor Center.** The General proposes that this be an interpretive facility for the Santa Cruz Mountains from the standpoint of all parkland agencies but with a limited amount of short term parking. The location is assumed to be in the vicinity of Saratoga Gap but a location is not specified. This is a desirable project but trailhead parking should be considered to provide access to adjacent trails. Although highly desirable, this project will be hard to plan, fund and implement because of its multi agency nature and its realization cannot be expected in the near or even foreseeable future.

**PI-20 State Park Funding and Staffing.** Currently projected funding for State Parks casts into doubt the possibility of resources to implement any trail system improvements or changes that require state funding for some unknown time to come, including increase in staffing levels necessary to manage an expanded trail system or trail use.

### **3.1.2.3 Trail System Planning Committee Vision**

This section explains how the Plan achieves the committee's vision for the trails network as stated in Sections 1.2.2.

This Plan contains a comprehensive list of Park Resources in Section 2.1.3. They are mapped in Figure 2 and listed in summary form in Table 2. These include all known points of interest. The proposed trail network has been designed to provide access to all points of interest except those which are protected or otherwise considered too sensitive to allow unrestricted public access. The resulting network will also satisfy needs for hiking and observation of natural phenomenon and similar recreational activities.

Special attention has been paid in this Plan to provide access to climbing rocks. The plan for access to climbing rocks is described in Sections 3.3.5.3 and 3.3.5.4. The trails are mapped in Figure 9 and listed in summary form in Table 11.

Trails suitable for equestrian, bicyclist, and ADA use are identified in Table 9. Factors to be considered before opening other trails to these uses are described in Sections 3.2.2.1.2, 3.2.2.1.3, and 3.2.2.1.5 respectively.

This Plan provides a variety of additional trail loops. These are described in Section 3.3.7 and in Appendix E. Appropriate connections are provided to other parks. They are described in Section 3.3.7.3 and mapped in schematic form in Figure 8.

Provisions to minimize conflicts with neighbors are described in Section 3.2.1.10.

Provisions to protect natural resources are described in Section 3.2.3. Specific considerations for individual trails are identified in the detailed trail descriptions in Appendices A and B, in accordance with the Resource Management Zones identified in the General Plan.

A number of problems with existing trails have been identified and described in Section 2.2 and Table 1. Corrections recommended are described in Sections 3.3.2, 3.3.3, and 3.3.5 and summarized in Table 10.

Recommendations for improved signage are described in Section 3.4.6. Interpretation recommendations are described in Section 3.4.8.

Implementation of this Plan will satisfy the committee's vision and objectives!

## **3.2 Standards and Guidelines**

State Parks' trail design and construction standards and classification criteria are reviewed in this section as applicable to both the existing Castle Rock State Park trail system and the planned additions to it. They have been established to insure that user needs are met, that park resources are protected, and that the trail system can be managed efficiently.

Additional trail design and construction considerations based on the unique needs of various types of trail use (hikers, rock climbers, equestrians, and bicycle users) are identified in section 3.2.2 below.

### 3.2.1 State Parks Trail Standards

The **Trails Handbook** published by the Resources Agency of the California Department of Parks and Recreation is a primary guidance source for trail use, planning, layout, and construction standards, as well as management and maintenance.

The Table of Contents of **Trails Handbook** available during preparation of this Plan is reproduced here to permit users of this Plan to access planning or construction guidance material of interest.

- |  |   |
|--|---|
| 1. <b>Introduction</b>                   | 11. <b>Steps</b>                        |
| 2. <b>Record Keeping/Budgeting</b>       | 12. <b>Puncheon Structures</b>          |
| 3. <b>Safety</b>                         | 13. <b>Bridge Structures</b>            |
| 4. <b>Native or Onsite Material Use</b>  | 14. <b>Retaining Structures</b>         |
| 5. <b>Non-native Material Use</b>        | 15. <b>Safety Railings</b>              |
| 6. <b>Clearing</b>                       | 16. <b>Mountain Bicycle Trails</b>      |
| 7. <b>Brushing</b>                       | 17. <b>Accessibility Considerations</b> |
| 8. <b>Tread Maintenance</b>              | 18. <b>Trail Camps</b>                  |
| 9. <b>Drainage Maintenance</b>           | 19. <b>Visitor Trail Facilities</b>     |
| 10. <b>Trail Reroute or Construction</b> | 20. <b>Site Restoration</b>             |

#### 3.2.1.1 Classification and Trail Standards

The **Trails Handbook** defines a "classification" process for the Park's trails that is used in the planning, construction, use, and maintenance of the Park's trail system. Trail classification is defined by trail physical and use characteristics and relationship with Park visitor facilities using a numeric point system that helps define trail construction, use, and maintenance. This process is defined in paragraph 1.3 of the **Trails Handbook** which suggests that a parks trail classification "be performed at least once every three years". The classification of park trails as Class I, II, III, or IV defines the standards to which the trails are to be constructed and maintained. Standards refer to trail bed and tread width, surface material, clearing and brushing limits, drainage, and structures such as puncheons, steps, bridges and railings.

**Class I trails** (20 or more points) are assigned the highest trail construction and maintenance standards and they can be considered for all users. If they are also "All Access", or ADA trails, will have additional requirements which are found in Chapter 17, Accessibility Considerations.

**Class II trails** (10-19 points) are the most common type of trail, providing access away from developed visitor use facilities and trailheads. They are primarily designated for foot traffic only and are a majority of trails in the park; however, equestrian and mountain biking can be considered on Class II trails if trail width, height, surface, and safe sight line standards are maintained throughout.

**Class III trails** (5-9 points) include lightly used trails such as spur trails, docent-only trails, and trails in designated natural preserve areas and are considered hiking-only trails.

**Class IV trails** (0-4 points) are considered special-use and access hiking only trails, in CRSP, usually rock climbing access trails.

The most recent recorded Park trail classification is in the "Castle Rock State Park Trail Inventory" dated July 1994, therefore existing Park trails as well as planned trails have been classified. The trail classification matrix for existing trails is Table F-1 in Appendix F and the resulting trail classifications are recorded in Table 3, Official Trails, and Appendix A, Existing Trail Descriptions. The trail classification matrix for planned trails is Table F-2 in Appendix F and the resulting trail classifications are recorded in Tables 9, 10 and 15 and in Appendix B, Planned Trail Descriptions.

### **3.2.1.2 Trail Use**

Trail use should be considered on a case-by-case basis. Once a trail has been classified it should then be considered for its particular use within that class. If a trail is classified Class I, then it will be considered for all types of users, except that an All Access trail has additional design and construction requirements and is limited to pedestrian and wheelchair (non-motorized and motorized) use only. If a trail is Class III or IV, then only light-use foot traffic can be considered. The major user decisions concern class II trails, which though normally are hiking only, can be considered for equestrian and mountain bike users also.

From State Parks standpoint trail user choice considerations are the following:

Impacts on the trail and environment, i.e., trail characteristics such as trail width, grade, sight lines, trail surface and stability, fragility of soils and vegetation, and nature of the terrain;

Safety of users;

User conflicts;

Ability to accommodate the activity including staffing and trail maintenance;

Seasonal conditions;

Compatibility with corridor use;

Demand for the activity;

Purpose of the area; and

Type of trail/road

From a user standpoint trail user choice considerations are: Size, mass and speed differences between users, and users' perception of their recreational experience, including safety.

### **3.2.1.3 Hiking trails**

Hiking trails include all classification types I through IV, although most fall in categories I or II. All of the current and proposed new trails within CRSP are open and accessible to hikers. Trails within the Natural Preserve regions will be class III, and thus open only to foot traffic. Climbers' trails are considered class IV and are restricted to foot traffic. Standards for design and layout of hiking trails are distributed through most chapters of the Trails Handbook.

### **3.2.1.4 Equestrian Trails**

All equestrian trails are classification I or II. Standards for equestrian trails are in many chapters of the Trails Handbook, which focus on trail width, grade, sight lines, trail surface and stability, fragility of soils and vegetation, and nature of the terrain. Generally, trails open to equestrians require 8 foot clearance width, 10 foot overhead clearance, and durable trail surface and base.

### 3.2.1.5 Mountain Bicycle Trails

The General Plan leaves the issue of whether or not to allow mountain bicycle use to the discretion of the District Superintendent. State Parks mountain bike access policy is established by **Department Notice No. 88-65, Mountain Bike Use Policy** (Trails Handbook Appendix #7) and the **Mountain Bike Implementation Review Committee Report of July 1995**. The State Parks general policy on mountain biking can be summarized as bicycles generally being permitted on paved and unpaved roads, but not on trails, and are never permitted off road or off-trail (cross country). However, the District Superintendent is to make an appropriate determination of where mountain bike use is allowed consistent with the department's responsibilities to all users and to stewardship of park resources and may, based on specific criteria, close some roads to bicycles, and/or open some trails to bicycles. The criteria are summarized as: safety of all users, impacts on the environment, user conflicts, volunteer participation by users, purpose of the area, ability to accommodate activity, compatibility with corridor use, demand for the activity, seasonal conditions, and type of trail/road.

Mountain bike trail design and construction requirements are established by the **Trails Handbook, Chapter 16, Mountain Bike Trails**. Standards for multiple use trails that include mountain bikes closely match designs for equestrian and Class I trails. Specified are tread width, surface and stability, clearing, brushing, and grade.

### 3.2.1.6 Climbers' trails

It is the intention of this plan that Park volunteer climbers' trails to heavily used climbing areas and rocks become official Class IV trails. Class IV trails are special use and access trails with minimal tread and bed work limited to providing safe footing, with clearance for down logs and brush minimal for passage, and designed, where possible, to avoid the need for any structures or drainage controls. Use is limited to foot traffic only.

### 3.2.1.7 All Access trails

All Access trails are Class I and are pedestrian and motorized and non-motorized wheelchair use only. Requirements for their design and construction are found in **Chapter 17, Access Considerations**, of the **Trails Handbook**, which specifies trail width, surface, grade, vertical and horizontal clearance, and features for the visually impaired. Most, but not all, of the Park's mountainous terrain is not easily adapted to such trails, which also require access to visitor parking.

### 3.2.1.8 Interpretation on Trails, of Trails and at Trailheads, Signage, Maps

Interpretive trails are often Class I, but could also be Class II or III and are addressed in Appendix B of the **Castle Rock State Park Draft Interpretive Plan**. Interpretive displays and signs are addressed in the **Trails Handbook** paragraph **19.4, Interpretive Displays and Orientation Facilities**.



The **Trails Handbook** paragraph **19.3, Signs**, specifies types of signs and where they should be placed, however signs are to be designed and erected in accordance with the Departments' **Sign Handbook**.

**Trails Handbook** paragraph **19.3, Trail Maps** states that Park trail maps should be as current as possible and provide basic trail information such as distances, expected travel times, and relative difficulty. They should include access points, parking, water, toilets, campsites, emergency telephones and special rules and regulations.

### **3.2.1.9 Trail Removal and Restoration**

When trails are removed or rerouted the abandoned trail or abandoned portions of a rerouted trail should be obliterated and restored to as natural condition as possible in accordance with the **Trails Handbook** paragraph 20.6 of **Chapter 20, Site Restoration**.

#### ***3.2.1.9.1 Official trail removal and restoration***

When official trails are rerouted or closed, visual evidence of the abandoned trail must be removed sufficiently so that use will not continue and the area can return to its natural state. Official trails have a track base that is about 3 feet wide and can be a lot wider if it is on the route of an old road. To obliterate the old trail it is usually necessary to, as much as is possible, restore the original ground contour by filling the old trail bed with dirt, rocks, and vegetable matter debris. Raking of leaves, duff, and branches over the filled old trail bed will sometimes be enough but often vegetation must also be restored to restore esthetic appearance and control erosion. Particularly important are the points where a rerouted or removed trail leaves or joins the original trail. Sometimes an obstacle such as a fallen log is required to deny access.

### ***3.2.1.9.2 Volunteer trail removal and restoration***

When climbers' or other volunteer trails are rerouted or eliminated, visual evidence of the abandoned trail must be removed so that use will not continue and the area can return to its natural state. Volunteer trails are usually just compacted tracks or traces and are usually easily restored unless there is erosion. Raking of leaves, duff, and branches over the old trail will usually be enough though sometimes an obstacle such as a fallen log is required to deny access. Where there is erosion or deep tracks or inappropriate trail modifications, more extensive measures such as filling, leveling and water diversion are required.

### **3.2.1.10 Adjacent Private Property Considerations**

Trail Routes should be aligned or re-aligned away from and out of sight of private property out of respect for the privacy of adjacent property owners, to provide visitors with a wild experience, and to help meet the requirements of Trails Handbook paragraph 1.7, Aesthetics.

## **3.2.2 Guidelines for the Diversity of Trail Uses**

This section identifies the design and construction guidelines which should be considered to accommodate the differing needs of the wide variety of users of the planned trail system. These include the following:

- Hikers
- Rock climbers
- Equestrians
- Mountain bikers
- Visitors requiring all access facilities

Foot traffic is permitted on all park trails. Equestrians have access to trails where trail characteristics meet standards for their use and mountain bicyclists have access to trails that meet standards similar to those for equestrian trails and in addition, where specific criteria are met. All Access (ADA) trails are designed for and permit wheelchairs in addition to foot traffic.

### **3.2.2.1 Overview**

There are a number of user candidates for CRSP trails: hikers, backpackers, climbers, equestrians, joggers, photographers, handicapped persons (those confined to wheelchairs, using crutches, are sight impaired, and other disabilities), street bikers, mountain bikers, and potentially, after-dark star gazers. State Parks policy does not permit access to park trails by motorized vehicles, off-road vehicles, motorcycles, skates, skateboards, scooters, motorized scooters, and horse carriages.

There are State Park standards and policies that help determine the specific trails that may be used by various users. These are described in the Trails Handbook standards and Non-motorized Mountain Bike Use Policy (Appendix F of the General Plan for Castle Rock State Park and Appendix #7 of the Trails Handbook) and Rock Climbing policies (Appendix G, also of the General Plan). In addition, All Access trails must be provided as suitable for users with disabilities in accord with the Americans with Disabilities Act.

There are also practical physical and social factors that govern who may be users of the park trails; size, speed, weight, noise, safety of users, safety of interactions between user types, social interactions between users, and impact of the users on the trails. These factors interact with trail and terrain characteristics: trail width, height, grade, trail surface and stability, sight lines, and nature of the terrain; steepness, soils, underlying rock formations, vegetation, and the character of the park and its view-sheds.

### ***3.2.2.1.1 Hiking Trail Use***

Castle Rock State Park is a wild park and its hiking trails take users to quiet and beautiful places. This unique park, just minutes from the large nearby urban population center, is a natural, wild place. The park is a refuge from the crowded and hectic lifestyles of the Santa Clara Valley and Bay Area and its hiking trails are perfect places for relaxed contemplation of the natural beauty of the park. It is a Mecca for walkers, hikers, backpackers, climbers, joggers, runners, nature lovers, bird watchers, photographers and handicapped visitors. Hiking trails are single track wherever possible, with minimum disturbance of the natural terrain. They are “adventurous” wherever they go through or around rocky areas or large tree roots. A little scrambling is appropriate in places in this rough and wild park though they must be safe. All Access trails should be provided wherever terrain and parking permit. Hiking trails should provide access to the available variety of view, terrain, geology, forest ecosystems, and natural features and utilize interpretive nature trail techniques to foster appreciation and protection of sensitive natural resources. They should create loops of varying lengths, casual walks, quarter hour, 2 hour, 4 hour, 8 hour and even longer loop options by the addition of several new trail routes and connect with adjacent parks and open space preserves. Trails should have effective signage so that users can know where they are and so that no user can misunderstand who may use the trail that he or she is on.

The Castle Rock State Park hiking trails program should:

1. Provide access to the available variety of view, terrain, geology, forest ecosystems, and natural features and utilize appropriate interpretive techniques.
2. Use trailhead parking as a resource management tool, to spread or control impact; and to provide access to park features on the San Lorenzo River watershed side of the park.
3. Provide additional All Access trails where they are feasible.
4. Upgrade sub-standard trails for safety, ease of maintenance, and esthetics.
5. Insure that trail signs allow trail users know where they are.
6. Continue and expand trail volunteer maintenance programs.
7. Develop and utilize a volunteer patrol program to assist trail users and to help with their control.

### ***3.2.2.1.2 Equestrian Trail Use***

Trails open to equestrians must have a suitably durable tread of 5 feet in width and clearance and brushing of 8 feet wide, with an overhead clearance of 10 feet. A number of trails in Castle Rock State Park are suitable for sharing between hikers and equestrians and there currently is equestrian use of the Service Road Trail (also open to bicycles), the Saratoga Toll Road Trail, the Cableway Trail, the east segment of the Saratoga Gap Trail, and the Skyline Trail. The skyline Trail has a section that is too narrow for horses with a steep drop-off on one side and a short sight line, so a detour route around this area has been built. It follows the shoulder of Highway

35 for a distance and is not ideal for horses so a new route is needed. In addition there are narrow sections with drop-offs near Saratoga Gap and a small bridge that will not carry horses.

Equestrian access to Park trails is only practical for equestrians who live outside of the immediate area of the park when horse trailer parking is available. There are several areas along Highway 9, but none officially designated on Highway 35. To gain access to the Skyline Trail horse trailer parking is possible on the shoulders at Indian Rock and the CRSP main entrance if there is space. The Summit parking area has been used, but is narrow and not easy to turn a trailer around in. On Highway 9 the Red mountain parking areas on both sides of the Highway are well situated for horses to access the planned Bay Laurel Trail (W1) to provide access to the Saratoga Toll Road. In addition, in order to create additional loops, equestrian access is desired on a few other trails; the Travertine Springs and Beekhuis Trails, upper section of the River Trail (Travertine Springs Trail to Old Beekhuis Road Trail) and the Kings Creek Truck Trail if access through Private Property could be obtained.

High winter rainfall (60-80 inches) typically occurs in the Park and this makes some trails especially susceptible to damage by horse's hooves. Besides increased erosion these conditions can make trails muddy and even unsafe to use, so trails should probably be closed to equestrian use during the winter rain season.

With the above issues in mind, the following is considered in allowing equestrian use on additional trails within Castle Rock State Park:

1. An evaluation of trails identified in paragraph 3.3.4.1 as potential candidates for horse access must be performed to determine their suitability relative to equestrian trail access criteria and trail standards.
2. When considering additional trails for possible equestrian access, emphasis should be given to trail access locations that can accommodate parking for horse trailers.
3. Longer trails that would disperse traffic away from congested areas, form large loops, and form regional connections to neighboring open space.
4. Signage within the park should clearly indicate which trails are open to equestrians, and which trails remain closed.
5. The designation of a trail as "shared-use" (i.e., allowing equestrians as well as hikers) must take into account the potential conflict between these different trail uses.

### ***3.2.2.1.3 Mountain Bicycle Use***

The current trail use designations for Castle Rock State Park were established before mountain biking emerged in the 1980s as a popular means of outdoor recreation. Since then, State Parks has recognized mountain biking as appropriate for certain trails. It is therefore necessary that this Trails Plan reevaluate trail usage within Castle Rock State Park, to determine if and where mountain bike use might now be appropriate. It is State Parks policy that Bicycles are permitted on most paved and unpaved roads and some Class I and II trails, with careful consideration of access criteria, mountain bike trail standards, and bicycle issues: increased speed, other user's safety, increased necessary sight lines, user conflict, and trail maintenance. Bicycles are not permitted off-road or off-trail or on trails within Natural Preserves.

Currently bicycles are permitted only on the 1.1 mile Service Road trail and there has been significant local interest in allowing bicycles on some other trails within Castle Rock State Park. With a bicycle it would be possible to complete large loops that include other, neighboring open space, in particular, Big Basin Redwoods State Park and Long Ridge and Saratoga Gap Open Space Preserves where bicycle access is already permitted. In addition, there is interest in having Castle Rock State Park provide a link in the Bay Area Ridge Trail, a regional multiple-use trail corridor, and also a corridor that would link the Bay Area Ridge Trail and Skyline Boulevard to Big Basin, and beyond to the ocean. There is also a public safety interest in providing cyclists alternatives to the busy adjacent Highways 35 and 9.

There has been opposition to the prospect of allowing increased mountain bike access to Castle Rock State Park. Concern has been expressed about trail conflicts brought about by the natural speed differential between bicycles, equestrians, and hikers. Equestrians are particularly concerned about the possibility of their horses being startled by bicycles. Also, although hiking is always a permitted use on all trails, some hikers have a feeling of having been "displaced" from trails that also allow bicycles. In addition, experience has shown that bicycle use on MROSD lands has created operational issues such as accidents that have more severe injuries and enforcement problems. In particular, there is concern that allowing cyclists to ride some trails within the park will not only increase the use of these trails, but also potentially increase the illegal use of other, intersecting but closed trails, thereby burdening park staff responsible for enforcement. Similarly, there is some concern that increased trail use arising from any new mountain bike access will increase trail maintenance demand.

With the above issues in mind, the following is considered in allowing mountain bicycle use on additional trails within Castle Rock State Park:

1. An evaluation of trails identified in paragraph 3.3.4.2 as potential candidates for mountain bicycle access must be performed to determine their suitability relative to mountain bicycle trail access criteria and to mountain bicycle trail standards.
2. When considering trails for possible mountain bike access, emphasis should be given to longer trails that would disperse traffic away from congested areas, form large loops, and form regional connections to neighboring open space.
3. Mountain bikes should be allowed on trails open to equestrian use only when trail widths and sight distances are sufficient to provide early warning to horses of the approach of mountain bikes because horses often react in unpredictable and dangerous ways to their sudden approach.
4. Signage within the park should clearly indicate which trails are open to bicycles, and which trails remain closed.
5. The designation of a trail as "shared-use" (i.e., allowing equestrians and/or bicycles as well as hikers) must take into account the potential conflict between these different trail uses, and to mitigate the conflicts by appropriate means, for example, speed barriers, both natural and artificial, directional controls, and/or rotating usage schemes.

#### ***3.2.2.1.4 Rock Climbing Trail Use***

Climbers are seeking safe, aesthetically pleasing trails which create minimum impact on the park's natural environment and require minimum energy to get to and from climbing rocks. Climbers hike to and from Park climbing rocks utilizing both official trails and volunteer

climbers' trails to get to rocks that official trails don't go to. It is the intention of this plan that volunteer climbers' trails that go to heavily used climbing areas and rocks become official Class IV Park trails. In converting the approximately 30 climbers' trails ranging in length from about 50 feet to 0.3 of a mile to official Class IV trails, many designated climbing access trails will follow existing volunteer paths; however some trails will need rerouting or other modification to control erosion and eliminate multiple trails to provide a safe, minimum impact route. Designated climbers' trails should have signs at their junctions with official trails using a carabineer symbol and a "dead end" designation, where this is the case, to differentiate them from regular trails.

#### ***3.2.2.1.5 All Access Trails***

It is the intent of State Parks to provide All Access (ADA) trails where terrain permits adjacent to visitor parking for the enjoyment of all who wish to see this unique area and to visit some view sites or interesting natural features. All Access trails are Class I and are pedestrian and wheelchair (including motorized wheelchairs) use only. Most of the Park's mountainous terrain is not easily adapted to such trails, which also require access to parking, however an All Access trail is located at the main parking lot and three potential new All Access trail route locations have been identified, one of which, the Majestic Firs Trail,, is adjacent to the Sempervirens Point parking lot and could be built whenever funds become available. The other two, the Partridge View and the Waterman Switch Railroad Loops All Access trails require new park entrances and visitor parking facilities before they become feasible to build. If and when the main parking lot is moved from its present location near Castle Rock to the Partridge Farm area limited parking may need to be left at the present main parking lot to provide access to the existing All Access trail, which should be improved by interpretation.

#### ***3.2.2.1.6 Interpretation***

Interpretive signage or exhibits are often on Class I, trails but could also be on Class II or III trails and are addressed in paragraph 3.4.8 below and in Appendix B of the Castle Rock State Park Draft Interpretive Plan. There is presently one interpretive trail in the park, the Danny Hannavan Nature Trail located near the Castle Rock Trail Camp. It is in poor condition in that some of the numbers are missing or the posts need resetting, and is not in a location for most park visitors to enjoy, however there is a brochure describing the numbered features on the trail which follows the Oak Meadow Trail and a portion of the Saratoga Gap Trail out to the old Russell Point. It should be removed and perhaps relocated, if appropriate. The All Access Trail (E-12), at the present Main Parking Lot should be used as a location to have local features interpreted, as it passes by a large rock with interesting tafoni. Two proposed All Access trails, Partridge Farm (P-23), and Waterman Switch (P-35), should also have local natural and vista and/or historic features interpreted. In addition, there are signs on the Saratoga Toll Road Trail near its bottom and top identifying its historical significance and it is a potential candidate for placement on the state or national Historic Registers and for additional interpretation. Another possibility for nomination to historic register and interpretation is the old Seek Road, which is on the east segment of the Saratoga Gap Trail (E-1B).

### 3.2.3 Resource Management and Protection

Castle Rock State Park's natural, historical, esthetic and recreational resources are what make the park a special place and thus worth protecting for future generations. Inventories of significant resources have been assembled for this Unit Trails Plan as discussed above in paragraph 2.1.3, compiled in Table 2, and individual resources located and identified by number on the map, Figure 2. This inventory listing was done to permit determination of which park features/resources should have trail access and which should not, based on potential for enhancement of the visitor experience, distribution of visitors throughout the park, and the extent of resource protection required. This inventory helps Park staff and volunteers understand the nature and location of these park features/resources and provide an organized framework for visitor access and resource protection decisions.

The CRSP trail system is the park's primary recreational resource and it is key to managing park visitors' access to park features/resources, particularly in the Natural Preserve, where visitors must stay on trails. The trail system provides visitors and Park staff access to park resources appropriate for visitor access and discourages or denies access to those that require protection. It is important to route, build, and maintain trails to permit appropriate access, create minimum impact on resources, enhance visitor experience, and facilitate park resource and visitor management.

The CRSP General Plan provides **Goals** and **Guidelines** for protecting and managing park **Natural, Cultural, and Esthetic Resources**, and it identifies:

- Fourteen (14) **Resource Management Zones (RMZs)**, which variously include:
- Seven (7) **Ecological Watershed Units**,
- Nine (9) **Plant Communities** and associated **Wildlife Habitat**,
- One or more of four (4) **Management Approaches** selected,
- Identifies the RMZ as in one of three (3) **Allowable Use Intensity Zones**,
- Identifies several **Significant Cultural and Natural Values and Constraints**,
- Identifies **Resource Management Objectives** for each RMZ

to help determine locations and types of trails. See paragraphs J.6 through J.9 in Appendix J, General Plan Guidelines for their application to the trail system and Table 3 (pg 57, 58) in the General Plan. Descriptions of both existing trails, paragraph 2.2.1, and planned trails, paragraphs 3.3.1, 3.3.2, and 3.3.3 identify the RMZs through which the trails pass. For existing trails Appendix A identifies all of the resource characteristics and management objectives for the aggregate of the RMZs through the trail passes and planned trail projects, and Appendix B addresses these issues for planned trails.

Management issues related to the newly proposed trail system are driven by additional trail mileage, but particularly by a proposed additional entry and parking location and planned trails in the more remote interior areas of the lower park as well as the proposed Lion Caves docent trail. In proposing a trail system comprised of existing trails and newly planned trails, the benefits and issues related to each trail's impacts on the Park's natural, cultural, esthetic, and recreational, resources were examined. When considering whether a new trail corridor should be added to the system, the purpose and benefits of such a trail were identified. New trails are proposed to allow access to desirable park features, to provide or improve access between

portions of the Park, to complete a trail loop, or to let visitors experience many of the hidden features in the Park, thus enhancing the visitor's appreciation of the Park.

Most of the planned new trail mileage is in the west and south portions of the park along Highway 9 and in the lower, more remote interior part of the park, and has resulted in numerous new trail loops of from 0.3 mile to 20 miles in length. It is anticipated that these attractive new trails and trail loops can help to alleviate strain on the Park's resources by distributing visitors around the Park. By providing a distributed network of trails, heavy impacts on any one Park feature can be reduced. The Park has limited staffing and funding making management of Park resources difficult and volunteers will continue to play a vital role in protecting resources within CRSP.

### **3.2.3.1 Resource Constraints for Trail Construction**

New trail routing and construction proposed by this Unit Trails Plan must protect, and if possible enhance the park's natural, cultural, esthetic and recreational resources within the context of National and State requirements as well as State Parks requirements as expressed by the General Plan. In choosing trail routes and establishing their alignments several resource management concepts are used; Allowable Use Intensity, Management Level, Resource Management Zones (RMZs), Cultural and Natural Resource Values and Resource Management Objectives in each of the RMZs in a trail corridor. When actual detailed trail construction is planned, it is designed and constructed in accordance with the State Parks "Trail Handbook". The "San Lorenzo River Watershed Management Plan" of the Santa Cruz County Planning Department and State of California Resources Agency (1979 or revisions thereof) focuses heavily on controlling and eliminating siltation in the San Lorenzo River watershed. This requires heavy focus on potential siltation from trail construction and use and on creek and river crossings. A survey and review by appropriate personnel and responsible agencies is required to meet CEQA requirements prior to new trail construction. Although the Plan may call for a new route in a particular area, careful review of the resources along that route may identify a need to change the trail route from being implemented along its proposed alignment. The Plan does not replace the CEQA process nor does it specify new trail routes precisely. Natural and cultural resources to be considered include, but are not be limited to, -historical sites such as cabins and roads, Native American sites, important plant and animal habitat, threatened or otherwise protected plants and animal habitat, watershed issues, and rare or important geological formations.

The three Allowable Use Intensity zones are:

- I, LOW USE INTENSITY (The natural preserve)
- II, MODERATE USE INTENSITY (Most of the rest of the park)
- III, HIGH USE INTENSITY (An area in Partridge Farm, primarily the location of the proposed new parking and park entry facilities and the Interpretive Shelter)

The four management levels are:

- Natural Process Management (Permit and restore natural processes)
- Cultural Area management (Preservation/interpretation of significant features)
- Recreation Enhancement (Enhance visitor appreciation of park features)
- Special Protection (Giving priority to a specific element or condition)



Constraint maps in Appendix H show areas that should be avoided to protect wildlife and bird migration routes.

### **3.2.3.2 Special Considerations for Trails in Sensitive Sites**

Trails in historical, geological, cultural, and Native American sites require special consideration. Proposed new trails in these areas may be constructed only if there is no other alternative to a proposed route. Alternatives include rerouting the proposed trail around the sensitive areas or even removing the trail from consideration as an official route. If a trail is considered to be important enough to be built through a sensitive area, then careful planning is required to avoid direct impact on the resource in question. Rigorous review that meets CEQA requirements is required to approve of new trail construction in naturally and/or culturally significant areas. Existing trails known to pass through sensitive areas should be reviewed on a case-by-case basis by the State Park staff.

### **3.2.3.3 San Lorenzo Headwaters Natural Preserve**

The San Lorenzo Headwaters Natural Preserve (SLHNP) is designated a Low Allowable Use Intensity - Category I area. Important resource values are especially vulnerable to impacts from activities and development. It encompasses significant geologic features in pristine and near-pristine condition and areas of high ecological sensitivities. Any allowable uses must be subordinate to the integrity of resource values. Restoration or enhancement of resources shall be undertaken in situations where past or current uses have undermined them. For the most part no facility development shall be allowed with the exception of appropriate trail development. Well designed trails serve an important role in ultimate protection and appreciation of resource values and sight seeing, hiking, and nature study are representative of appropriate activities. Both pedestrians and equestrians are permitted on designated trails when the park is open for public use. Currently both the Saratoga Gap and Ridge Trails pass Through the Preserve and four new trails are planned that will be in or will enter the Preserve; the Lion Caves Docent, Perimeter, Upper San Lorenzo River, and Crosscut Trails.

Much of the recently acquired San Lorenzo watershed property is contiguous with the south boundary of the SLHNP and much of the watershed property north of the Kings Creek Truck Trail will very likely be added to the Preserve. Until it is it should be managed with respect to trail system development as though this area will be added. Portions of the Crosscut, Perimeter, and Upper San Lorenzo River Trails are planned for this area.

#### ***3.2.3.3.1 Desirable visitor experience***

Although the San Lorenzo Headwaters Natural Preserve was set aside to protect the valuable natural and cultural resources contained within it, it also could provide a special “wilderness” experience to the Park’s visitors. This Plan serves that potential for a wilderness experience by providing a trail system that encircles the SLHNP such that visitors can witness the beautiful and special resources it contains. Also, four proposed trails will pass through portions of the SLHNP so that visitors can experience First-hand what it has to offer. Each visitor that experiences this remote area will undoubtedly want to support the future preservation of wild areas such as these.

### ***3.2.3.3.2 Sensitive resources and physical constraints***

Any human intervention in the SLHNP impacts the integrity of the natural and cultural resources of the preserve. Thus, any trail constructed within the SLHNP boundary will have an immediate impact, and its use by hikers will have long-term impacts to the Preserves resources. Historic cabin sites, Marbled Murrelet nesting sites, and steelhead trout spawning areas will all be affected. See Tables 2 and 3 and Figure 2 and Appendices B and J for the identification and locations for other possible threatened resources. Careful trail route review will be required to identify, locate and protect these and other resources within the SLHNP before finalizing the routes and constructing new trails. For this reason, all trails within the SLHNP could be designated foot-traffic only to minimize the impact created by human intervention, although the closure order establishing the reserve does permit both foot traffic and equestrian traffic on appropriate trails when the park is open. CEQA review will be required before any new trail construction is done in the Preserve.

### **3.3 Implementation Projects**

Planned trail Implementation projects include 20 new trails, reroute, widening, and repair of 3, and the consideration for closure of 2. Also included are 2 new trail highway crossings and the upgrade of the 10 existing crossings. A number of existing volunteer trails, most of which are climbers trails, will either be officially used as is, improved, rerouted, or closed and removed, and 4 volunteer trails will be improved and made into official park trails. In addition, changes in usage of several trails to add equestrians, mountain bikers, or both are examined. Old roads in the park are used as the basis for some trails, as service roads, as Fire roads, and as potential routes for future trails. Some old roads, especially the Saratoga Toll Road have substantial historic significance.

#### **3.3.1 Planned New Trail Projects**

Twenty (20) new planned trail projects are divided into thirty (30) individual new trail and trail modification construction projects totaling 21.9 miles. They are proposed in this plan as the result of substantial land addition to the park, to correct trail problems, and to improve the Castle Rock State Park trail system by allowing park visitors access to additional, desirable park features. These projects include new ADA trails, improving safety, bringing appropriate heavily used volunteer trails up to park trail standards, repair or reroute of some problem trail segments, trails that provide access to particularly attractive locations and features, and trails that provide additional loops, particularly a perimeter trail around the southeast side of the park. A planned Partridge Farm All Access (ADA) Trail project will not be practical until the General Plan mandated move of the present Main Parking Lot to Partridge Farm has occurred. Several of the proposed trails are within or provide access to the recently acquired San Lorenzo Water District property and an entry point and parking at the lower elevation of the park (720') will be needed to take full advantage of those trails. The Waterman Switch All Access (ADA) Trail also will not be practical until public access and parking is available at that location.

Table 10 provides basic facts about each planned project, with Trail Number, Name, Classification, Width, Length, Elevation gain and loss, Uses, and Construction Requirements and Comments. A map, Figure 8, shows the route and construction required (new, modify, existing) for each planned trail or trail segment, and can be used with Table 10 to understand each planned project. Appendix B contains a more complete description of each planned trail project including extensive resource management information; Resource Management Zones (RMZs) the trail goes through, and for each RMZ, Allowable Use Intensity, Ecological Units (watersheds), Biotic Communities, Significant Values, Management Approach, and Management Objectives. The following paragraphs provide brief descriptions of each of the 20 trail projects, which include the RMZ(s) they go through, and their status, and recommendations.

Table 10 New Projects Summary

Trail No.	Trail Name	Class	Width		Length		Elev. Gain		Use			Paragraph reference, Construction required
			Tracks	Miles	Each way	Each way	Bike	Horse	ADA			
E-9	Skyline	I	1	0.25	+240' +440'	TBD	Yes	No				3.3.2.4 Rebuild 2 sections
E-19	Cableway	I	1	0.4	+260' - 260'	(5)	Yes	No				3.3.2.3 0.4 miles of repair, reroute
P-20	Ridge Realignment	I	1	0.4	+100' +360'	No	No	No				3.3.1.1 New construction
P-21	Waterfall Rocks	II	1	0.6	-320' +320'	No	No	No				3.3.1.2 Existing, brush, new
P-22	Skyline Crossing (2)	I	1	0.35	+40' +110'	(1)	Yes	No				3.3.1.3 New construction
P-23	Partridge Farm All Access. (3)	I	1	0.5	+30' +30'	No	No	Yes				3.3.1.4 New ADA construction
P-24	Oak Knoll	II	1	0.35	+100' +120'	(4)	(4)	No				3.3.1.5 Existing, modified
P-25	Lions Cave Docent	I	1	1.4	-520' +520'	No	No	No				3.3.1.6 New construction
P-26a	Perimeter KCIT East Segment	II	Fire Road	0.4	-250' +250'	No	No	No				3.3.1.7 Existing
P-26a	Perimeter KCIT South Segment	II	Fire Road	1.8	-1120' +1120'	No	No	No				3.3.1.7 Existing
P-26a	Perimeter KCIT West Segment	II	Fire Road	1.2	-660' +660'	No	No	No				3.3.1.7 Existing
P-26b	Perimeter Old Summit	II	1	0.4	-80' +80'	No	No	No				3.3.1.7 New construction
P-26c	Perimeter Panorama Ridge	II	1	0.4	-200' +200'	No	No	No				3.3.1.7 Partially constructed
P-26d	Perimeter Kings Creek Crossing	IV	1	1.5	+240' +400'	No	No	No				3.3.1.7 New construction
P-26e	Perimeter Saddleback	IV	1	0.6	+140' +120'	No	No	No				3.3.1.7 Existing
P-27	Bay Laurel	II	1	0.8	+20' +380'	(5)	Yes	No				3.3.1.8 Existing, minor reroute
P-28	Tin Can Creek	II	1	0.6	-200' +200'	No	No	No				3.3.1.9 New construction
P-29a	Upper S. L. River Craig Fork	III	1	0.6	-440' +440'	No	TBD	No				3.3.1.10 Existing, clean up
P-29b	Upper S. L. River Cascades	III	1	0.4	-80' +80'	No	TBD	No				3.3.1.10 New construction
P-29c	Upper S. L. River Sawmill	III	1	0.6	+40' +240'	No	TBD	No				3.3.1.10 Existing road
P-29d	Upper S. L. River Old Railroad (6)	III	1	0.9	-160' +160'	No	No	No				3.3.1.10 Existing road
P-30	Old Beekhuis Road	III	1	0.9	+40' +480'	No	(8)	No				3.3.1.11 Existing old road
P-31a	Crosscut, Cabin Canyon	III	1	1.0	+80' +120'	No	No	No				3.3.1.12 Existing old road, brush
P-31b	Crosscut, Old Redwood (6)	III	1	1.1	+80' +120'	No	No	No				3.3.1.12 Existing
P-32	Brush Creek Fault	IV	1	0.2	-200' +200'	(5)	No	No				3.3.1.13 New construction
P-33	Sempervirens Point Loop	I	1	0.2	+60' +50'	No	No	No				3.3.1.14 New construction
P-34	Majestic Fir All Access	I	2	0.7	+40' +40'	No	No	Yes				3.3.1.15 New ADA construction
P-35	Waterman Switch Railroad Loops All Access (6)	I	2	0.2	+20' +20'	No	No	Yes				3.3.1.16 New ADA construction
P-36	Waterman Gap Fault (6)	II	1	0.4	+240' -240'	(7)	No	No				3.3.1.17 Existing old road
P-37	Valley View	II	1	0.35	+110' -110'	(5)	Yes	No				3.3.1.18 Existing, brush, new
P-38	Michael's Summit Loop (6)	II	1	2.5	+600' +1160'	No	No	No				3.3.1.19 Modify, some reroute
P-39	Brewers Station	I	1	0.1	+80' - 80'	Yes	Yes	No				3.3.1.20 0.1 miles of leveled berm
<b>Total new and repaired/rebuilt mileage</b>				<b>22.1</b>								

All trails are open to hikers.

(1) Coordination with Sanborn. Only if Skyline Trail is open to biking.

(2) Requires coordination with Sanborn County Park and CALTRANS.

(3) Only after new parking lot is implemented at Partridge per General Plan.

(4) Usage needs coordination with MROSD.

(5) Only if the Toll Rd Trail is open to biking.

(6) Needs parking at Waterman Switch.

(7) Only if the western end of the Cableway Trail is open to biking.

(8) Only if S.L. River Trail is opened to horses

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### **3.3.1.1 Ridge Trail Reroute, P-20.**

In the Castle Rock Ridge RMZ, and possibly the Partridge Farm RMZ, depending on the exact route. The purpose of this 0.5 mile reroute is to provide a better route from the Partridge Farm area back to the Castle Rock area and the present main parking lot, to reduce impacts around Goat Rock by routing the Ridge Trail to the Interpretive Shelter rather than to Goat Rock, and to make the Interpretive Shelter with its new interpretive displays more accessible to park visitors. It could provide vistas along the ridge north to Mt. San Bruno and Mt. Tamalpias, and bring hikers through an attractive summit meadow and by a Black Oak woodland. A recent short reroute of the trail up steps on the east side of Goat Rock has improved the trail in that area and reduces need for immediate reroute. A trail reroute corridor has been selected but better routes are still being examined. The presently identified route would require new construction 360 feet up a steep slope through thick Chaparral and Poison Oak before it breaks out onto meadows. Status: Planned, corridor identified.

Recommendation: Low priority, a better route is being sought.

### **3.3.1.2 Waterfall Rocks Trail, P-21.**

In the Castle Rock Ridge RMZ, the purpose of this 0.6 mile trail is to provide access to the attractive Muffins area from the Castle Rock Trail, replacing a well used volunteer trail which is beginning to erode, and a faint, sometimes difficult to follow track from the Saratoga Gap - Ridge Trail junction to provide access to the top of Castle Rock Falls on the south side of the falls creek (across the creek from the Saratoga Gap Trail), replacing steep, eroded volunteer trails which cross the creek, and to provide direct and feeder access to climbing rocks. It will create an attractive trail loop with the Castle Rock and Saratoga Gap trails. The trail follows a well sited volunteer trail to a clearing where it follows an existing road that is covered with brush. From there it's a new trail following only the general corridor of the existing volunteer trail to the Muffins area and on to its junction with the Saratoga Gap Trail.

Status: Planned, corridor identified.

Recommendation: Implement, relatively high priority.

### **3.3.1.3 Skyline Crossing, P-22.**

In the Partridge Farm RMZ, it provides a 0.75 mile off-highway trail route from the Partridge Farm area to the Castle Rock parking lot also utilizing the Skyline and Link trails. It starts near the Interpretive Shelter and goes 0.35 miles to the Skyline Trail in Sanborn County Park. The trail crosses Hwy 35 with 0.1 mile in Sanborn Park where it joins the Skyline Trail that goes 0.3 miles to the Link Trail and about 0.1 mile across Hwy 35 to the Castle Rock parking lot. Both segments of the trail, 0.35 mile in Castle Rock Park and the 0.1 mile in Sanborn Park, are new construction. The Highway 35 crossing should be well marked for high visibility by motorists. It is urgently needed to avoid hikers walking along the narrow and potentially dangerous shoulder of Highway 35 to and from the existing main Park parking lot.

Status: Planned, corridor identified.

Recommendation: Implement, high priority.

#### **3.3.1.4 Partridge All Access Trail, P-23.**

In the Partridge Farm and Castle Rock Ridge RMZs, it provides 0.5 mile wheelchair accessible trail making short loops contouring around knolls through meadow and open Oak woodlands to take advantage of vistas of the San Lorenzo River valley, Santa Cruz Mountains and Monterey Bay. The trail will require side hill cutting and is a good opportunity for an All Access trail. It is only feasible after there is a public access parking lot at Partridge Farm.

Status: Planned, corridor identified.

Recommendation: Implement, lower priority.

#### **3.3.1.5 Oak Knoll Trail, P-24.**

In the Skyline RMZ, the purpose of this 0.25 mile trail is to provide access for both hikers and equestrians from the CRSP Skyline Trail to breathtaking views of the Santa Clara Valley from a knoll which is 0.15 miles inside the MROSD Saratoga Gap Open Space Preserve. It follows an old road with need for a small amount of new trail up to the Knoll.

Status: Planned, route identified.

Recommendation: Implement, high priority. Interpret

#### **3.3.1.6 Lion Caves Docent Interpretive Trail, P-25.**

Starts in the Partridge Farm RMZ but is primarily in the Lion Caves RMZ. From the Partridge area at 2990' provides docent led group access to and interpretation of the attractive and interesting upper Lion Caves area located along Varian Creek in the San Lorenzo Natural Preserve. The 0.6 mile loop trail goes to large individual Vaqueros sandstone outcrops mainly along the West Side of Varian Creek, with a low point of about 2580', crossing a jumble of rocks in the creek, with a spur trail out to extensive sandstone slabs also west of the creek. The trail is all new construction with need for at least three (3) creek crossings and some stairs. Much of it is steep.

Status: Planned, corridors identified.

Recommendation: Implement, lower priority.

#### **3.3.1.7 Perimeter Trail, P-26.**

In the Castle Rock Ridge, Mt. Bielawski, Wildlands, Kings Creek Canyon, Kings Creek and San Lorenzo River RMZs. Much of it, the Kings Creek Truck Trail, is a border of the San Lorenzo Watershed Natural Preserve, but two segments, the Kings Creek Crossing and Saddleback links will be in the Natural Preserve and its expected extension into the newly acquired San Lorenzo Watershed property. Using parts of the Kings Creek Truck Trail as well as some new construction, this 6.3 mile trail will complete a large trail loop encompassing the whole park by connecting with existing west (Skyline-to-the-Sea or Toll Road) and ridge (Saratoga Gap or Skyline) trails. This trail will connect Castle Rock at 3170' with the foot of the Toll Road at 760' roughly following the eastern and southerly boundaries of the Park. It consists of 7 segments, three using parts of the existing Kings Creek Truck Trail, two unofficial trails, one completed

(Saddleback Link), and one partially completed (Panorama Link), and two trails requiring new construction, Old Summit and Kings Creek Crossing Links. The Old Summit link roughly follows the route of the original Summit Road, and is not expected to be difficult construction. The Kings Creek Crossing link requires extensive construction in steep terrain and a bridge crossing of Kings Creek. The Panorama link requires more construction and possibly some rerouting.

Because of the serious nature and probable high cost of some of the required trail construction and the probable extended time frame in which the Perimeter Trail can be completed, serious thought should be given to gaining permission by means of trail easements for passage through existing private properties on the existing Kings Creek Truck Trail outside of the park as suggested by the General Plan.

Status: Planned, route, and in one segment, corridor identified.

Recommendations: Implement, medium priority. Trail easements high priority

### **3.3.1.8 Bay Laurel Trail, P-27.**

In the Wildlands and Saratoga Gap RMZs. This 0.9 mile trail provides access to the Saratoga Toll Road at about 1800' from the Red Mountain and Red Mountain East (Ho Gate) parking areas at about 2510'. It also helps form several loops of varying lengths, forming a short loop with the Summit Meadows and Valley View Trails to Sempervirens Point, with longer loops formed by adding the Saratoga Toll Road, Beekhuis Road or other west or ridge trails. Following an old road, it requires a short reroute to move it out of sight of private property.

Status: Planned, route is an old road which is currently in use as a volunteer trail.

Recommendation: Implement with minor reroute, high priority.

### **3.3.1.9 Tin Can Creek Trail, P-28.**

In the Wildlands and Tin Can Ranch RMZs. This 0.5 mile long trail provides a connection between the Skyline-to-the-Sea Trail at 2000' and the Saratoga Toll Road Trail at 1800'. It connects the two major north-south running trails at the point where the two are closest together, just south of Tin Can Ranch. It will provide access to Tin Can Ranch, if needed, from the Saratoga Toll Road, and from the Castle Rock Trail Camp via Travertine Springs Trail. It is new construction of a fairly steep route on steep terrain.

Status: Planned, corridor identified.

Recommendation: Implement, lower priority.

### **3.3.1.10 Upper San Lorenzo River Trail, P-29.**

In the Wildlands and San Lorenzo River RMZs, much of it is in the San Lorenzo Watershed Natural Preserve and its probable extension into the recently acquired San Lorenzo watershed property. This 2.5 mile trail provides a route through the heart of the lower park and its major drainage, the San Lorenzo River. The trail will lead the user through many varied life zones: Chaparral, Oak-Madrone woodland, creek-side alder, maple, and willow, and Redwood forests. It will be an excellent and unique opportunity to be able to hike through a major riparian zone within the Santa Cruz Mountains. It connects the middle of the Travertine Springs Trail at 1640' with the lower ends of the Toll Road Trail at 760'. It connects with the north end of the Crosscut Trail at 920', and the west end of the Kings Creek Truck Trail portion of the Perimeter Trail,

while following the San Lorenzo River most of the way. It is planned in four segments, Craig Fork, Cascades, Sawmill, and Old Railroad, mostly following old roads, with the Cascade segment 0.4 of a mile of new construction. It requires three bridges, one of which is a significant project.

Status: Planned, corridor and part of route identified.

Recommendation: Implement, medium priority.

#### **3.3.1.11 Old Beekhuis Road Trail, P-30.**

In the Saratoga Toll Road, Wildlands, and San Lorenzo River RMZs. Extends the Beekhuis Road trail, providing a connection between the Saratoga Toll Road at 1600' and the planned Upper San Lorenzo River Trail at 1120', largely following the old road. Creates many loop possibilities.

Status: Planned, corridor, route identified.

Recommendation: Implement, medium priority.

#### **3.3.1.12 Crosscut Trail, P-31.**

In the Wildlands and San Lorenzo River RMZs and is in the San Lorenzo Watershed Natural Preserve and its probable extension into the recently acquired San Lorenzo watershed property. Provides a 2.1 mile connection between the Perimeter Trail at Saddleback Ridge (1440') and the Upper San Lorenzo River Trail just south of the River Trail (major) river crossing at about 920'. Provides visual access to a few large Redwood trees. The northern half, the Cabin Canyon segment is an overgrown logging road and the southern half, the Old Redwoods segment, is a newly constructed unofficial trail.

Status: Planned, corridor, route identified and uses some existing trail.

Recommendation: Implement, lower priority.

#### **3.3.1.13 Brush Creek Fault Trail, P-32.**

In the Saratoga Toll Road RMZ. Creates a 0.2 mile long trail to link the Toll Road at 1320' to the Skyline to Sea Trail at 1520' in an area where there is no connection between the two. Follows old bulldozer cuts but requires some new construction. Provides loop opportunities in the west side of the park.

Status: Planned, route identified.

Recommendation: Implement, lower priority.

#### **3.3.1.14 Sempervirens Point Loop Trail, P-33.**

In the Wildlands RMZ. An existing heavily used 0.2 mile volunteer trail that can easily be upgraded to create a short scenic loop from the Sempervirens Point Parking Lot. It traverses the meadow then turns up at the edge of and through the woods to join the Summit Meadow Trail, near the bench. Provides a short scenic loop for people making short stops at Sempervirens Point. It is new but easy construction following the existing well worn volunteer trail to the



middle of the meadow, new construction across the meadow to and then following a volunteer trail at the edge of a wood up to the Summit Meadow Trail, which it joins near a bench.

Status: Planned, route identified.

Recommendation: Implement, high priority.

### **3.3.1.15 Majestic Firs All Access Trail, P-34.**

In the Wildlands RMZ and borders the Saratoga Toll Road RMZ. This trail forms a 0.7 mile loop around a flat spur of land to the west of, and is accessed from, the Sempervirens Point parking lot. It is noteworthy for a grove of spectacular old-growth Douglas Firs and views to the south over the San Lorenzo River drainage. Much of the route is along an old road or trail with some new construction at the end to join the end of the loop.

Status: Planned, route identified.

Recommendation: Implement, high priority.

### **3.3.1.16 All Access Historic Railroad Loops, P-35.**

In the extended Wildlands and San Lorenzo River RMZs or new a RMZ in the recently acquired San Lorenzo watershed property. Provides handicap access to the riparian environment by the San Lorenzo River and the historic railroad cultural area. Consists of a 0.2 mile almost-level gravel path of three small connected loops, meandering through the Redwood forest alongside the San Lorenzo River. Built for wheelchair access, it is not useable unless there is public access parking at this, the Waterman Switch location.

Status: Planned, route identified, contingent on implementing Waterman Switch parking lot.

Recommendation: Implement, lower priority.

### **3.3.1.17 Waterman Gap Fault Trail, P-36.**

In the extended Wildlands and San Lorenzo River RMZs or new a RMZ in the recently acquired San Lorenzo watershed property. This trail, along with the western end of the Cableway Trail, (formerly called Skyline-to-the-Sea to Toll Road Interconnector Trail), forms a regional connection with the Skyline-to-the-Sea Trail at Highway 236 and Big Basin State Park, bypassing a dangerous section of Highway 9. The 0.4 mile trail starts at the proposed new Waterman Switch parking area at the end of the Saratoga Toll Road, so it is likely to be popular with users traveling to/from Big Basin or the Waterman Gap Trail Camp. The trail route is an existing dirt road.

Status: Planned, route identified.

Recommendation: Implement, lower priority.

### **3.3.1.18 Valley View Trail, P-37.**

In the Wildlands RMZ. This 0.35 mile trail goes from the Orange Gate on the Summit Meadows Trail at 2400' using an old road through a meadow to connect with the southern end of the Bay Laurel Trail at 2290'. From the meadow new construction traverses steep wooded terrain. The

existing road requires brushing near the Summit Meadow Trail junction. The trail will provide loop opportunities from both Sempervirens Point and Red Mountain parking areas.

Status: Planned, route identified.

Recommendation: Implement, medium priority.

### **3.3.1.19 Michael's Summit Loop Trail, P-38.**

In the extended Wildlands and San Lorenzo River RMZs (or new a RMZ) in the recently acquired San Lorenzo watershed property. This is an unofficial existing trail previously constructed on the recently acquired San Lorenzo Water District land parcel. This part of the San Lorenzo Water District parcel is presently closed to the public although Sempervirens Fund may conduct docent led hikes. The trail leaves the Kings Creek Truck Trail (KCTT) at about 900' going southward, looping east and north where it and joins the KCTT again in about 1.6 miles at about 1520' where it uses the KCTT for about 0.9 miles to it's junction with the Perimeter Trail Saddleback Link and then on back to its origin on the KCTT. High point of the trail is at about 1800' on a knoll with good views and with Redwood tree circles nearby. The trail needs possible reroutes to eliminate or modify switchbacks, steep grades, and a creek crossing.

Status: Planned, existing semi-active unofficial trail needing some reroute and work.

Recommendation: Implement some reroute, improve creek crossing, lower priority.

### **3.3.1.20 Brewers Station Trail, P-39.**

In the Saratoga Gap RMZ, this approximately 0.1 mile trail is to be located on the shoulder berm primarily along Highway 9 but also a short distance along Highway 35 to connect the Brewers Station parking area with the Saratoga Gap parking lot (with a Hwy 35 crossing). It will permit equestrians and hikers to safely access the Saratoga Gap, Saratoga Toll Road, and Skyline-to-the-Sea trailheads from the Brewers Station parking pull-off without having to use the Highway 9 pavement. The portion of the proposed route from the Saratoga Gap parking lot to these three trailheads is currently used by hikers to access the trailheads from the Saratoga Gap parking lot (with a Hwy 35 crossing). It will also allow hikers, equestrians, and possibly bicyclists' access to the Skyline and MROSD Saratoga Gap trailheads from the Brewers Station parking area. A large highway sign now requires trail users to duck under it and precludes passage by equestrians.

Another highway sign in the center of the berm does not allow much room for hikers to pass it.

These two highway signs must be moved enough so that they do not block the trail. This will require the cooperation of Caltrans.

Status: Planned, route identified.

Recommendation: Implement, high priority.

## **3.3.2 Existing Trail Re-routes & Improvements**

When it is determined that an existing trail needs its route changed, usually because goes too close to or through a sensitive area, has become dangerous, is too steep, runs too close to private homes, or is too close to a stream and thus creates unacceptable erosion, or just no longer goes where it needs to, it is to be rerouted and the old route removed and restored. Of the 19 existing trails, 4 should be improved by upgrading the existing route or by realigning a section, primarily for safety or improved user experience, and one trail will just use existing trails, renamed.

Outside of the 0.5 mile Ridge Trail Realignment, 0.85 miles of trail are planned for rebuilding or rerouting.

### **3.3.2.1 Ridge Trail, E-2**

See paragraph 3.3.1.1 above. In the Castle Rock Ridge RMZ, and possibly the Partridge Farm RMZ, depending on the exact route. The purpose of this 0.5 mile reroute is to provide a better route from the Partridge Farm area back to the Castle Rock area and the present main parking lot, reduce impacts around Goat Rock by routing the Ridge Trail to the Interpretive Shelter rather than to Goat Rock and to make the Interpretive Shelter with its new interpretive displays more accessible to park visitors. The recent reroute of the trail up steps on the east side of Goat Rock has improved the trail in that area. A trail reroute corridor has been selected but a better reroute path is still being considered.

Status: Planned, corridor identified.

Recommendation: Low priority, a better route is being sought.

### **3.3.2.2 Goat Rock Trail Realignment, E-3:**

In the Castle Rock Ridge RMZ. When the Ridge Trail is realigned/rerouted to the Interpretive Shelter it should also be rerouted along the route of the west segment of the present Goat Rock Trail from the Interpretive Shelter to its junction with the present Ridge Trail. This would permit the Ridge Trail to bypass Goat Rock. The Goat Rock Trail would then connect the Ridge Trail with Goat Rock and would consist of 4 segments. The First is the present segment from the Interpretive Shelter to Goat Rock (0.2 mi.). The second is the present segment of the Ridge Trail from Goat Rock west to its present intersection with the present Goat Rock Trail from the Interpretive Shelter (0.2 mi.). The third is the short segment from the present Ridge Trail near Goat Rock out to the Goat Rock Overlook (0.1 mi.). The fourth is the present Ridge Trail from Goat Rock east to the Ridge Trail realignment junction (0.4 mi.), and provides access to several climbing rocks. All 4 segments of the realigned Goat Rock Trail will be about 0.9 of a mile.

Status: Active.

Recommendation: Realign using existing trails. Keep and Maintain.

### **3.3.2.3 Cableway Trail, E-19.**

Located in the recently acquired San Lorenzo Water District land this trail would probably be in the extended Wildlands and Saratoga Toll Road RMZs and should be managed as if they were. A section of this trail in the western portion had been routed over easements on private property that has, as of January, 2010, been purchased by Sempervirens Fund for eventual transfer to CRSP. Formerly called Skyline-to-the-Sea to Toll Road Interconnector Trail, parts of the trail are in bad condition as it has not been well maintained and there is need for rerouting and reconstruction of about 0.4 miles of the west end of the trail to make it safe and easily passable. Some recent work has been done to improve this trail.

Status: Active, but not maintained.

Recommendation: Review and reroute and rebuild about 0.4 miles as necessary. Keep and Maintain.

### **3.3.2.4 Skyline Trail, E-9.**

In the Skyline RMZ, this trail is part of the Bay Area Ridge Trail and there is interest in it being multi-use, with hiking, equestrian, and mountain biking access. This requires an extensive rebuilding of the approximately 0.1 mile northern section, including a small bridge, and of the approximately 0.15 mile section around the CDF property. Both of these segments are narrow, with steep drop-offs and are not safe for horses or mountain bikes as they are. They must be substantially widened or rerouted.

Status: Active.

Recommendation: Reroute or rebuild two sections to permit multi-use. Keep and Maintain.

### **3.3.3 Trail Closures**

Reasons for considering closure for existing trails are if the route is no longer needed, is not used, is unsafe, intrudes on or otherwise impacts private property, or if it comes too close to historical, geological, cultural, or Native American sites.

#### **3.3.3.1 All Access Trail at Main Parking Lot, E-12**

In the Castle Rock Ridge RMZ. This trail could be closed and abandoned when the Main Parking Lot is moved to the Partridge Farm; however this trail should be retained and upgraded with interpretation, with as many as 10 parking spaces retained in the existing main parking lot.

Status: Active as long as the present main parking lot is open.

Recommendation: Keep and maintain as long as the parking lot remains open, close and remove if the parking lot is closed.

#### **3.3.3.2 Cutoff Trail, E-18**

In the Saratoga toll Road RMZ, this trail is redundant with the upper portion of the Beekhuis Road Trail, which it cuts off, and it is in poor shape. Recommend closure and obliteration of the trail.

Status: In poor condition, occasionally used.

Recommendation: Close and Remove.

#### **3.3.3.3 Danny Hannavan Nature Trail, I-1**

In the Castle Rock Campground and Wildlands RMZs. The Danny Hannavan Nature Trail at the Castle Rock Campground is in poor condition and is not in a position for most park visitors to enjoy, however there is a brochure describing the numbered features on the trail. It follows the Oak Meadow Trail and a portion of the Saratoga Gap Trail out to the old Russell Point. Since Russell point has been moved to a spectacular viewpoint on the Ridge trail, the brochure would have to be changed. Because this trail is not adjacent to parking and is not much used there is a question of whether or not it should continue to be maintained or removed and possibly relocated.

Status: Not used.

Recommendation: Remove and Relocate adjacent to a parking lot.

### 3.3.4 Changes in usage

Under this Trail Plan, the usage of the existing trails will remain largely unchanged, except that some trails (as noted below) near the perimeter of the park may also - at the discretion of State Parks staff - be considered for use by bicycles or equestrians. The usage of the proposed new trails will depend upon their classification (e.g., width, steepness), and upon the usage of the existing trails to which they connect.

As always, all trails in Castle Rock State Park will be open to hiking. Some trails may also be considered for additional types of usage, as described below.

#### 3.3.4.1 Feasible equestrian trails:

In addition to the four existing park trails and the four planned trails open to equestrians, the following three major trails and two shorter, connecting trails are identified as possible candidates for additional equestrian access.

**Travertine Springs Trail, (E-6).** The Travertine Springs Trail would provide a route for equestrians to the Saratoga Toll Road from the Saratoga Gap Trail and provide access to the upper part of the new Upper San Lorenzo River Trail which can create a loop with the Old Beekhuis Road Trail.

**Upper San Lorenzo River Trail (P-29)** from the Travertine Springs Trail to Old Beekhuis Road Trail. Would permit loops with the Toll Road, Beekhuis Road, Travertine Springs, and Saratoga Gap trails.

**Kings Creek Truck Perimeter Trail, (P-26).** In the future, consideration could be given to making this long trail/road, which includes much of the Kings Creek Truck Trail, shared-use, if appropriate easements through private property can be developed.

**Old Beekhuis Road (P-30) and Beekhuis Road (E-17)** trails would permit equestrian loop rides using the Toll Road and Upper San Lorenzo River Trails.

#### 3.3.4.2 Feasible mountain biking trails

Three major trails (in addition to the Service Road Trail, which already allows bicycles) and six shorter, connecting trails are identified as possible candidates for additional mountain bike access.

Major Trails:

**The Skyline Trail, (E-9).** This trail forms part of the "Bay Area Ridge Trail" (a regional trail system where shared-use access is encouraged). As this trail also passes through Saratoga Gap Open Space Preserve (MROSD) and Sanborn-Skyline County Park, its trail-use designation would need to be coordinated with these two agencies.

**The Saratoga Toll Road Trail, (E-16).** This long trail forms a corridor along the western edge of the park, forming an off-road alternative to Highway 9.

**Perimeter Trail Kings Creek Truck Trail, (P-26).** In the future, consideration could be given to making this long trail/road, which includes much of the Kings Creek Truck Trail, shared-use, if appropriate easements through private property can be developed.

#### Connecting Trails:

**Cableway Trail, (E-19).** Combined with the new **Waterman Fault Trail (P-36)** these trails connect the southern end of the Saratoga Toll Road to Big Basin State Park as an off-road alternative to Highways 9 and 236. Their trail-use designation would need to be coordinated with Big Basin State Park.

**Partridge to Skyline Trail, (P-22).** This new trail, which will connect the new Partridge Farm parking lot to the Skyline Trail in Sanborn County Park, is a candidate shared-use trail.

**Bay Laurel Trail, (P-27).** This trail could be used to access the northern end of the Saratoga Toll Road Trail (perhaps as an alternative to the top-most section of this trail, which passes through private property).

**Beekhuis Road Trail (E-17) and the new Brush Creek Fault Trail, (P-32).** These trails would allow users to form shorter loops incorporating the Saratoga Toll Road Trail.

### 3.3.5 Volunteer and Unofficial Trails

Most “volunteer” trails in the park are climbers' trails, however, in addition to climbers' trails there are volunteer trails that are used as though they were part of the trail system. There are also a number of short, usually spur trails, which lead to unofficial view points, into stream beds and around some rocks that are not used for climbing.

### 3.3.5.1 Frequently used volunteer trails other than climbers' trails

The volunteer trails that are used as part of the park trail system that, if improved and made official as planned in 3.3.1 above, offer opportunity to improve the CRSP trail system. They are:

**The Sempervirens Loop Trail, P-33.**

This is a 0.2 mile volunteer trail from Sempervirens Point that offers good views and a 0.3 mile loop via the Summit Meadow Trail back to Sempervirens Point.

**The Bay Laurel Trail, P-27.**

This 0.9 mile old road starting at Red Mountain/Ho Gate and ending at the Toll Road provides a connection between the Skyline-to-the-Sea Trail and the Saratoga toll Road.

**The Oak Knoll Trail, P-24.**

This is a 0.4 mile old road goes from the Skyline Trail to a knoll with a view of the Santa Clara Valley. 0.15 miles of the old road and the view site are in the MROSD Saratoga Gap Open Space Preserve. Its upgrade will require coordination with MROSD.

### 3.3.5.2 Other short volunteer trails

There are many short volunteer trails that go to unofficial view points, down into stream beds and to at least one large rock that has not generally used for climbing. There are a number of those that go into streams along the Saratoga Gap Trail from the main parking lot to the Waterfall and a number of those that go to view points along the Ridge Trail. The large interesting rock (has been called Amphitheater Rock) that is between the Saratoga Gap Trail and the All Access (ADA) Trail at the south end of the main parking lot has distinct volunteer trails to it from the Saratoga Gap Trail and around it on both sides. These short volunteer trails should be either accepted and monitored for impact or, particularly those that go down into stream beds, obliterated, restored and often have barriers and/or signs placed to deny use.

### 3.3.5.3 Access to Climbing rocks

Official park trails do not go to, or even near many of the climbing and bouldering rocks, so climbers, by repeated use, have established trails or tracks to these rocks as discussed above in 2.2.2.3. The purpose of climbers' trails is to allow climbers to get to the climbs safely with minimum impact. To do so climbers' trails should *not* be required to meet the same standards for width, grade, and surface as those required for official park trails but must be safe and create minimum impact including from erosion. Some of these trails can be used as they currently are; however access to some rocks should be upgraded by having their trails, improved, rerouted, and some removed. Currently proposed changes to and configuration of the planned climbers' trail system are summarized in Table 11, shown on the map Figure 9, and described below. The following specific problems are addressed:

**Steep climbers' trails to rocks.**

Climber's trails that are very steep should be considered for reroute because as use increases erosion will become more of a problem.

**Multiple climbers' trails to rocks.**

Climber's trails that have multiple routes to rocks (because none of them are very good) should be considered for reroute because if none of the routes are very good others will continue to be sought.

**Steep climb access trails at the rocks.**

Many of the trails around the rocks themselves, that provide access from top to the bottom of the rocks and to the individual climbs are very steep and loose, with resulting potential and actual erosion.

**Compacted, eroded staging areas.**

The climbing staging areas at the various rocks, mostly below the rocks, particularly under climbs, tend to have vegetation removed and become compacted and eroded. These trails and staging areas need to be modified with stairs, rerouting, improved water management, covered with duff or wood chips, and hardening or buttressing as appropriate.

**Braided trail networks within bouldering areas.**

In several of the bouldering areas, because there are numerous popular bouldering rocks and routes, the network of paths-often amounts to the whole area being impacted. These areas need some trail and staging area management if the esthetics of these areas is to be improved.

Bouldering areas may have to be considered for closure periodically for rehabilitation or the impacted areas may have to be covered with duff or wood chips periodically if individual trails are not feasible.

**Unused climbing rocks and their trails.**

Trails to unused climbing rocks should be considered abandoned but should be monitored. This includes the climbers' trails to previously climbed rocks in the San Lorenzo Headwaters Natural Preserve.



**Table 11 Disposition of Climbers' Trails**

<b>Trail Number</b>	<b>Trail Name</b>	<b>Length Miles</b>	<b>To Climbing Rocks</b>	<b>Recommended Action</b>	<b>Trail Class</b>
C1	Castle Rock	< 0.1	Castle Rock, Beak, Magoo Boulders. Hiker short cut.	Improve trail for durability. Steps may be required.	IV
C1a	Castle Rock Boulders	< 0.1	Castle Rock Boulders	Review, refurbish.	IV
C1b	Magoo Boulders	< 0.1	Magoo Boulders	Review, refurbish.	IV
C1c	Yabo Boulders	< 0.1	Yabo Boulders	Review, refurbish.	IV
C1d	Beak trail	< 0.1	The Beak	Review, refurbish.	IV
C1e	Graveyard Boulders	< 0.1	Graveyard boulders	Review, refurbish.	IV
C2	Jumbalia	< 0.1	Jumbalia, Yabo, Magoos	Use as is, monitor for condition	IV
C3a	Parking Lot Rock	< 0.1	Parking Lot Rock	Use as is, monitor for condition	IV
C3b	Parking Lot Rock	< 0.1	Parking Lot Rock	Use as is, monitor for condition	IV
CGR	Goat Rock Climbs	< 0.1	Goat Rock Climbs	Upgrade, manage erosion.	IV
CGRB	Various boulders	< 0.1	Goat Rock Boulders	Use as is, monitor for condition	IV
C4	Voyeur	< 0.1	Hostess, Voyeur	Use as is, monitor for condition	IV
C5a	Mount Doom	0.1	Mount Doom	Reroute, manage erosion	IV
CR5b	Mount Doom	0.1	Mount Doom	Use as is, monitor for condition	IV
C6	Klinghoffer	0.3	Klinghoffer Boulders	Use as is, monitor for condition	IV
C7	Last Temptation	< 0.1	Last Temptation, Hostess, Voyeur	Use as is, trail to top is steep, monitor for erosion.	IV
C8	Skull	< 0.1	The Skull	Use as is, monitor for condition	IV
C9	Butterbuns	< 0.1	Butterbuns	Abandon, monitor	--
C10	Waterfall Base	< 0.1	Waterfall bottom, Blockhead, Slave Cave	Reroute/upgrade, or remove. Trail is useful for staff access	IV
C11	Waterfall Top, Muffins	0.15	Waterfall Right, Muffins	Proposed as official Waterfall Rocks Trail reroute.	II
C11a	Waterfall Gully	< 0.1	Waterfall Right, Muffins	Remove, obstruct	--
C11b	Waterfall Gully	< 0.1	Waterfall Right, Muffins	Remove, obstruct	--
C12	Muffins	0.4	Waterfall, Muffins, Platypus, Shady Rock	Proposed as official Waterfall Rocks. Trail reroute.	II
C13	Waterfall Bottom	< 0.1	Waterfall bottom, Blockhead, Slave Cave	Use as is, next to cliff, is a scramble, monitor.	IV
C13a	Waterfall Bottom	< 0.1	Waterfall bottom, Blockhead, Slave cave	Remove	--
C14	California Ridge	0.16	California Ridge	Reroute proposal made.	IV
C15	Mud Wall	< 0.1	Mud Wall, Mudlet	Use as is, monitor for condition	IV
C16	Underworld	0.1	Underworld, Gods, Ironing Board,	Reroute/upgrade Calif. Ridge to Underworld. Recommend cable stairs on steep slope.	IV
C16a	Underworld	0.2	Underworld, Gods, Ironing Board,	Close, remove	--
C17	Henry & Otis	0.2	Ironing Bd, Henry & Otis, Triangle Rock	Use as is, very faint to Triangle, monitor, abandon to Triangle.	IV
CI	Green Monster	0.8	Green Monster	Natural Preserve, abandoned.	--
CII	Lion Caves	1.1	Upper, Lower Lion Caves	Natural Preserve, abandoned.	--
C III	Saddleback Ridge	0.9	2 groups of rocks	Natural Preserve, abandoned.	--
CIV	M & Ms	0.1	M & Ms	Natural Preserve, abandoned.	--

Figure 9 Proposed Climbers' Trails

[Climber's Proposed Trails.jpg, 9/12/09](#)



Proposed Climbers' Trails; file=Climber's Proposed Trails.jpg; Feb. 2006

### **3.3.5.4 Climbers' Volunteer Trails Upgrades**

Planned changes to upgrade the volunteer climbers' trail system to an official system are summarized in Table 11, shown on the map, Figure 9, and are described in the following paragraphs.

#### ***3.3.5.4.1 Trails C11, 11a, 11b, 12, 13, 14; California ridge, Muffins, Waterfall***

This plan proposes that an official park trail be established from the Castle Rock Trail to the Muffins area above the waterfall and from there back to the Saratoga Gap Trail at its intersection with the Ridge Trail. This trail would be called the Waterfall Rocks Trail (P-21). It would replace several climber's trails (C11, 11a, 11b, and 12) and would provide direct access to Platypus, Shady Rock, the Muffins, and the top of the east side of the Waterfall Cliff. A specific proposal has been made and submitted to reroute the trails to California Ridge (C14), and to Platypus, and Shady Rock along part of the proposed Waterfall Rocks Trail, with the expectation that an improved trail will be engineered (cable stairs) and built to the Underworld. Climb access trails at Chew Tooth, California Ridge and to the bottom of the Waterfall (C13) would be improved, probably with steps. C13a would be eradicated and the C11a, and 11b trail gullies filled and their use blocked, possibly with large deadfall logs.

#### ***3.3.5.4.2 Upgrade climb top to bottom access at climbing rocks.***

Upgrade climbers' access to climbs and to the top and bottom of the rocks for California Ridge, Underworld and Ironing Board, Chew Tooth, Last Temptation Cliff, and CT 13 from the Muffins to the bottom of the waterfall. This may require steps, rerouting, and water bars or outward sloping trail surfaces to control erosion.

#### ***3.3.5.4.3 Climbers trail C1 from Castle Rock Trail to Castle Rock***

Trail C1 from the switchback in the Castle Rock Trail up between the Beak and Castle Rock to the area in front of Castle Rock is steep between the Beak and Castle Rock and steps should be considered to control erosion as this volunteer trail will continue to be used by both hikers and climbers.

#### ***3.3.5.4.4 Trail C10, Saratoga Gap Trail to Bottom of Waterfall***

This trail provides climbers access to the bottom of the waterfall directly from the Saratoga Gap Trail just southwest beyond the waterfall viewing platform. It is very steep, faint in places, prone to erosion and potentially dangerous. It could be closed but it is also useful to park staff for access to the bottom of the waterfall so it should be considered for some reroute and improvement, probably with stairs in places.

#### ***3.3.5.4.5 Trail C3a, Parking Lot Rock to Castle Rock***

This trail is steep and popular, inviting erosion and should be reroute.

#### ***3.3.5.4.6 Trail C5a, Upper Trail to Mount Doom.***

This trail is steep, inviting erosion and should be considered for rerouted; however there is presently no significant erosion.

#### ***3.3.5.4.7 Goat Rock Staging Area and Climb Access***

Construction of stairs on the east side of Goat Rock has been essentially completed. These stairs reroute the Ridge Trail from the west to the east side of Goat Rock, thus avoiding the main climber staging area at the bottom, and provides a top to bottom route for climbers. The staging area at the bottom is very badly eroded and should be stabilized. Improving access to popular climbs on the east and west sides should be considered.

#### ***3.3.5.4.8 Trail C9 to Butter Buns from the Saratoga Gap Trail.***

This trail is steep and uses a small seasonal stream bed. The trail should be rerouted or closed. Note that it is hard to find and appears not much used and so perhaps can be considered abandoned but occasionally monitored for impact on the stream bed.

#### ***3.3.5.4.9 Trail C17 from the Underworld to Triangle Rock***

This trail is not much used and is hard to follow to Triangle Rock which has only one very hard climb. Recommend considering this trail abandoned but occasionally monitored.

#### ***3.3.5.4.10 Place duff or wood chips on denuded, compacted areas.***

This would include the braided trail areas between and around bouldering rocks near Castle Rock and the denuded, compacted areas around rocks such as Parking Lot Rock and Platypus.

#### ***3.3.5.4.11 Place signs at climbers' trail intersections with official trails***

Placing signs at the intersection of climbers' trails and official trails identifying the climbers' trail as such, and usually as a dead end trail, will be useful to both climbers and hikers. Lost hikers have often gotten lost because they wandered onto a climbers' trail and even with a map can't locate themselves, particularly in the Cal Cliff and Klinghoffer boulders areas. Climbers' trail signs should have a large carabineer symbol at the top with the words "Climbers' Trail - Dead End."

#### ***3.3.5.4.12 Identify official climbers' trails on a park map.***

Continue to identify official climbers' trails on the park climbers' map. This tells climbers' which trails should be used and which should not. Most climbers will cooperate.

### **3.3.6 Park Roads**

There are a number of roads in the park including service roads, old logging roads and old historic roads such as the Saratoga Toll Road, the Kings Creek Truck Trail and Craig Road (now known as the Service Road Trail) that are currently used as trails in the park. The more significant old roads are described in Section 2.2.3 and Table 6 above. Some of the planned new trails within the park use old roads as their routes and trail beds. These include old logging and farm roads, service/Fire roads and historically significant roads such as the Kings Creek Truck Trail.

#### **3.3.6.1 Historic Roads and Trails**

The Saratoga Toll Road, the Kings Creek Truck Trail used by sections of the Perimeter Trail and the route followed by sections of the River Trail are historically significant; in addition, the route

of the Old Summit Link of the Perimeter Trail is of potential historic interest. Interpretation of these old roads should be planned.

### **3.3.6.2 Old logging roads**

There are many old logging roads, old farm roads and even old roads originally intended for commercial development that are being used as routes and trail beds for planned new trails. At least nine of the planned trails follow or primarily follow the bed of one of these old roads. The Waterman Fault, Bay laurel, Valley View, Oak Knoll, and Old Beekhuis Road Trails and parts of the Crosscut, Waterfall Rocks, and San Lorenzo River Trails all use an old logging or farm road as their route, and base.

### **3.3.6.3 Service and Fire roads**

The Service Road Trail, service roads to Castle Rock, the Interpretive Shelter, and the Waterman Gap Trail Camp are service roads that are currently in use. The Kings Creek Truck Trail and portions of the Saratoga Toll Road are used to patrol the perimeter of the Park and as fire access roads. The River Road is used occasionally as a patrol road. Both could be used as service roads.

## **3.3.7 Loops, Circulation and Connections**

### **3.3.7.1 New Trail Loops**

The CRSP trail system currently offers several opportunities for loop hikes where one can hike out on one trail and return by another. They are described in Section 2.2.4.1 above, and in Tables E-1 and E-2 in Appendix E. A major objective of this plan is to create additional trail loops that offer a variety of lengths, difficulties, and experiences of a variety of vegetation types, terrain, geology, and views. Many of the trails proposed in this plan were selected to enable additional loops. As a result thirty one (31) new loops have been identified and described to add to the twenty (20) existing loop descriptions. Some loops utilize part of the Skyline Trail in Sanborn County Park and may require coordination with those agencies. Information about these loops should be included in park brochures and on parking area trailhead signs.

Most of the planned new trail projects will allow creation of additional loop hikes. Of the thirty one (31) additional loops that have been identified and described in this plan, nine (9) are on the ridge, sixteen (16) are on the west side and six (6) encompass the whole park. Several are planned primarily to provide additional trail loops on the west side of the park mostly from Sempervirens Point and Red Mountain parking areas. They are based on the following trails:

- Bay Laurel (P-27)
- Valley View (P-37)
- Tin can Creek (P-28)
- Brush Creek Fault (P-32) Trails

Others such as Majestic Firs All Access (P-34), and the Sempervirens Loop (P-33) Trails are a loop or almost a loop themselves.

On the ridge the Waterfall Rocks Trail (P-21) is the basis for loops with the Castle Rock, Ridge, and Saratoga Gap trails. The Partridge Farm All Access Trail (P-23) is a loop itself. The Skyline Crossing Trail completes a loop with the Saratoga Gap, Ridge, and Skyline Trail (in Sanborn

County Park) back to the current main parking lot. Loops of the entire park are made possible by the Perimeter Trail (P-26) connecting with the Toll Road and Skyline-to-the-Sea Trails and the Skyline (CRSP and Sanborn) or Saratoga Gap Trails.

The planned additional trail loops, which are as short as 0.3 mile and as long as 22.0 miles are listed in Tables 12 and 13 below, with their main characteristics; loop number, name, length in miles, hiking time-fast and slow, cumulative elevation gain, trailhead starting and ending points (parking) and accessed resources, (or destinations). Appendix E contains similar tables with additional information; trails in each loop used in order, with distance and elevation gain for each, and natural, historic, and recreational resources and trail connections with other parks.

Trailhead parking for the planned loops is at one or more of five existing parking lots or areas, two roadside pull-off parking areas and two planned parking lots, Partridge Farm (2990') on the ridge and Waterman Switch in the low (720') side of the park. The loops can be started and finished from any of each loop's identified parking areas. Some of the loops are feasible only when the planned new parking lots are completed. Any of the loops can be done in the opposite direction to that which is described and many of the loops listed can be combined to create longer loops. Additional loops can be formed when CRSP trails are combined with trails on adjacent park lands.

**Table 12 Trail Loops Plan, Ridge & Whole Park**

Loop No.	Loop Name	Length, miles	Time, Hrs *Fast-Slow	Cumulative Elev. Gain, feet	Starting/Ending Point (parking)	Resources Accessed
PLR1	Goat Rock (1)(2)(3)	0.4	0.15- 0.2	+160' (+240')	Partridge Main Parking (2)	Goat Rock Vistas Climbing rocks Interp. Shelter
PLR2	Partridge Farm All Access (2)	0.5	0.2 - 0.3	+30'	Partridge Main Parking (2)	All Access Oaks Vistas
PLR3	Waterfall Rocks (3)	1.8	0.7 - 1.1	+450'	Main Parking (3)	Vistas Tafone Climbing rocks
PLR4	Castle Waterfall Ridge Skyline (3)	2.65	1.0 - 1.7	+760'	Main Parking Partridge Main Parking (3)	Castle Rock Goat Rock Vistas Interp. Shelter Climbing rocks
PLR5	Lion Caves Docent (2)(3)	3.2	1.3 - 2.0	+820'	Main Parking (2) Partridge Main Parking (3)	Tafone Lion Caves Rocks
PLR6	Castle Waterfall Saratoga Interconnector Ridge (3)	4.4	1.5 - 2.5	+910'	Main Parking Partridge Main Parking (3)	Vistas Tafone Waterfall Interp. Shelter
PLR7	Loghry Saratoga Ridge Skyline Crossing Skyline Trail (3)	4.85	1.8 - 2.8	+790'	Summit Rock Parking (Sanborn County Park) Partridge Main Parking (3)	Interp. Shelter Trail Camp
PLR8	Castle Waterfall Saratoga Ridge Goat (1)(3)	6.6	2.5 - 4.0	+1400'	Main Parking Partridge Main Parking (3)	Castle Rock Goat Rock Waterfall Vistas Interp. Shelter
PLR9	Skyline Trail Skyline Crossing Ridge Saratoga (1)(3)	7.1	2.7 - 4.1	+1160'	Saratoga Gap Parking** Summit Rock Parking Partridge Main Parking (3)	Goat Rock Vistas Interp. Shelter Trail Camp
PLA1	Around and Through the Park (1)(3)(4) (Castle, Perimeter, Toll, Travertine, Saratoga B, Ridge, Saratoga A)	15.8	6.0 - 9.5	+3140'	Main Parking Partridge Main Parking (3) Saratoga Gap Parking** Sempervirens Point Parking Waterman Switch Parking (4)	Vistas Goat Rock Interp. Shelter Trail Camp
PLA2	Around the Park (3)(4) (Castle, Perimeter, Toll, Skyline, Link)	17.1	6.4 - 9.8	+2810'	Same as above	Vistas
PLA3	All Around and Through the Park #1 (3)(4) (Castle, Perimeter, Cableway, Sky-to-Sea, Saratoga A & B)	18.6	6.9-10.7	+2890'	Same as above	Vistas Waterfall Trail Camps
PLA4	All Around the Park (3)(4) (Castle, Perimeter, Cableway, Sky-to-Sea, Skyline, Link)	19.0	7.0-10.9	+2890'	Main Parking Partridge Main Parking (3) Summit Rock Parking Area Saratoga Gap Parking** Red Mountain Parking Sempervirens Point Parking Waterman Switch Parking (4)	Vistas Trail Camp
PLA5	All Around and Through the Park #2 (1)(3)(4) (Castle, Perimeter, Waterman, Cableway, Sky-to-Sea, Saratoga B, Ridge, Saratoga A)	19.8	7.8-12.1	+3650'	Same as above	Vistas Trail Camps Interp. Shelter
PLA6	All Around and Through the Park #3 (1)(3)(4) (Castle, Perimeter, Crosscut, River, Cableway, Sky-to-Sea, Saratoga B, Ridge, Saratoga A)	22	8.3-12.9	+3770'	Same as above	Vistas Trail Camps Interp. Shelter SL River Canyon Cascades Large Redwoods

\* Fast = miles/3+0.00025 x elev. gain, Slow = miles/2+0.0005 x elev. gain

\*\* Plus Brewers Station pullout on the east side of Highway 9 which is close to Saratoga Gap

(1) Configurations of Goat Rock and Ridge trails will change. Ridge trail will go to and from Interpretive Shelter.

Goat Rock Tr will go from Goat Rock to Interpretive Shelter, Goat Rock Overlook, and Ridge Tr.

(2) Not feasible until the main parking lot is moved from its present location near Castle Rock to Partridge Farm.

(3) When the Partridge Parking Lot replaces the present Main Parking Lot, about 1.0 mile and about 300' of additional elevation gain will be added or subtracted.

(4) When the Waterman Switch Parking Lot is completed.

Table 13 Trail Loops, Planned, West Side

Loop No.	Loop Name	Length, miles	Time, Hours *fast - slow	Cumm. Elev. Gain, feet	Starting/Ending Point (parking)	Resources Accessed
PLW1	<i>Sempervirens Point</i>	0.3	0.15 - 0.2	+80'	Sempervirens Point	Vistas
PLW2	<i>Majestic Firs</i>	0.6	0.2 - 0.3	+40'	Sempervirens Point	Large firs Vistas
PLW3	<i>Bay Laurel Valley View Summit Meadows</i>	1.9	0.7 - 1.1	+320'	Sempervirens Point Red Mountain/Ho Gate	Vistas
PLW4	<i>Sky to Sea Bay Laurel Summit Meadows</i>	2.1	0.8 - 1.3	+340'	Sempervirens Point Red Mountain/Ho Gate	Vistas
PLW5	<i>Bay Laurel Toll Tin Can Summit Meadows</i>	3.5	1.2 - 2.0	+540'	Sempervirens Point Red Mountain/Ho Gate	Vistas Tin Can Ranch
PLW6	<i>Sky-to-Sea Bay Laurel Toll</i>	4.1	1.5 - 2.5	+820'	Saratoga Gap Parking** Red Mountain/Ho Gate	Vistas
PLW7	<i>Michael's Summit Loop (1)</i>	4.5	1.9 - 3.0	+1460'	<i>Waterman Switch Parking (1)</i>	Vistas Redwood circle
PLW8	<i>Sky-to-Sea Bay Laurel Brush Toll</i>	5.1	2.0 - 3.1	+1080'	Sempervirens Point	Vistas
PLW9	<i>River Crosscut (1)</i>	5.4	2.0 - 3.1	+840'	<i>Waterman Switch Parking (1)</i>	Cascades Large Redwoods
PLW10	<i>Sky-to-Sea Meadow Bay Laurel Toll</i>	5.9	2.2 - 3.4	+960'	Saratoga Gap Parking** Red Mountain/Ho Gate Sempervirens Point	Vistas Redwoods
PLW11	<i>Bay Laurel Toll River Beekhuis Sky-to-Sea</i>	6.4	2.5 - 4.2	+1430'	Sempervirens Point	Vistas SI. River Canyon Travertine Springs Cascades
PLW12	<i>Toll Beekhuis River (1)</i>	6.4	2.3 - 3.6	+880'	Sempervirens Point	Vistas SI. River Canyon Cascades
PLW13	<i>Sky-to-Sea Brush Creek Toll</i>	7.8	2.8 - 4.3	+800'	<i>Waterman Switch Parking (1)</i> Waterman Gap Pullout	Cascades Historic sawmill site Vistas
PLW14	<i>Toll Travertine River (1)</i>	8.1	3.0 - 4.6	+1140'	<i>Waterman Switch Parking (1)</i>	Travertine Springs Cascades
PLW15	<i>Toll River Sky-to-Sea</i>	12.2	4.5 - 6.9	+1680'	Sempervirens Point	Cascades Historic logging site
PLW16	<i>Bay Laurel Sky-to-Sea Toll</i>	12.5	4.6 - 7.1	+1620'	Sempervirens Point <i>Waterman Switch Parking (1)</i> Waterman Gap Pullout	Vistas Trail Camp

\* Fast = miles/3+0.00025 x elev. gain; Slow = miles/2+0.0005 x elev. gain

\*\* Plus Brewers Station pullout on the east side of Highway 9 which is close to Saratoga Gap

(1) When the Waterman Switch Parking Lot is completed.

Tbl 13 Plan Loops 10 6 08-A.xls



### **3.3.7.2 Relocation of Main Parking; Impact on Loops**

The General Plan mandates that the main parking lot be moved from its present location adjacent to Castle Rock to Partridge Farm adjacent to Goat Rock. When the move occurs it will cause changes to the trail system and as a result, to the trail loops. The planned trail loops presented herein use the planned Partridge Farm parking lot, as well as the other existing principal parking locations. The Partridge Farm parking lot will provide access to the Goat Rock, Lion Caves Docent and Partridge All Access (ADA) loops. When and if the Main Parking Lot is changed to Partridge Farm the effect on loops using it will vary by loop. The Castle Rock Loop will increase by 1.2 miles and 360 feet elevation gain but many will not be affected. The Partridge All Access loop is not feasible unless public parking is available at Partridge Farm.

### **3.3.7.3 Regional Trail Connections**

#### ***3.3.7.3.1 Connections to Trails in Sanborn Skyline County Park***

The Castle Rock State Park trail system currently connects across Highway 35 to Sanborn-Skyline County Park's Skyline Trail in three places: across from the Loghry Woods Trail (E-5) across from the Service Road Trail (E-7), and across from the current Castle Rock State Park Main Entrance via the Link Trail (E-10).

To eliminate the potentially dangerous practice of hikers using the shoulder of Highway 35 to return to the Castle Rock main parking lot from the Partridge Farm /Interpretive Shelter/Goat Rock area the planned new Skyline Crossing Trail (P-22) from Partridge Farm to the Sanborn-Skyline Trail is urgently needed. This trail will also be necessary when the Castle Rock State Park Main Entrance and parking lot is moved to Partridge Farm.

#### ***3.3.7.3.2 Connections to Trail in MROSD Saratoga Gap and Long Ridge Preserves***

The Skyline-to-the-Sea Trail; (E-14) connects to the MROSD Saratoga Gap Open Space Preserve via the Brewers Station Trail; (P-39) at the Saratoga Gap intersection between the junction of Highways 35 and 9. The Skyline-to-the-Sea also connects at Oil Creek and Red Mountain parking areas on the western side of Highway 9 to the MROSD Long Ridge Open Space Preserve Achistaca, Nutmeg and Red Mountain trails. The Saratoga Toll Road Trail also connects with the MROSD Long Ridge Open Space Preserve Achistaca Trail across Highway 9 at Oil Creek.

This Trail Plan also proposes a new trail, the "Oak Knoll Trail" (P-24), connecting the CRSP Skyline Trail to a nearby vista point within the MROSD Saratoga Gap Open Space Preserve.

#### ***3.3.7.3.3 Connections to Trails in Big Basin Redwoods State Park***

Two trails, the Skyline-to-the-Sea Trail and the Cableway Trail, connect Castle Rock State Park with neighboring Big Basin Redwoods State Park.

No additional trails that connect directly to Big Basin are planned; the connection via the Skyline-to-the-Sea Trail is adequate. However, with new parking at the southern end of the Saratoga Toll Road the new Waterman Fault Trail (P-36) will provide a more direct route to Big Basin via the existing Cableway Trail.

### **3.4 Supporting Facilities**

Changes and additions to the Park's supporting facilities are planned to improve the user experience while visiting the Park. Supporting facilities addressed are trailhead parking lots, pull-offs, and shoulders, a multi-agency visitor center, highway crossings, trail accessibility for handicapped persons, trail camps, trail signs, interpretation at trailheads, on trails, and of trails, and park maps. Two new public parking lots at new park entry points and upgrading of others, including toilets, are planned, along with three new All Access trails. New interpretative materials are to be added at most parking locations, at the trail camps and on some trails, along with new or upgraded destination, mileage and trail loop information. New trail camp locations are identified and examined but no new trail camps are planned at this time. These planned changes will require significant investment.

#### **3.4.1 Planned Trailheads and Parking**

In order for visitors to enjoy the park trail system, it is necessary to provide safe and convenient parking for access to park and regional trails. Section 2.3.1 along with Table 8 above, addresses the existing status of parking and trailheads at CRSP. Changes are required to meet current and future needs. The major change to the park that the General Plan mandates is moving the main park entrance and parking lot from its present location near Castle Rock to the Partridge Farm area, about a mile away by existing trail, or to some other appropriate nearby location. Parking is used as a control of visitor numbers and their impacts on park resources, particularly on the heavily used ridge along Highway 35. The General Plan limits day use parking at the combination of the present main parking lot and the new Partridge Farm area to 100 cars, phased to 130 cars between them, based on observed impacts. The General Plan also provides guidelines that "A loop-trail system should be designated to distribute visitors throughout the park and encourage use of perimeter parking locations, and to facilitate a balance of trail use that is commensurate with resource values", "to retain roadside parking where appropriate" and to "provide trailhead parking facilities for access to regional trails". These guidelines suggest distributed parking around the periphery of the park; however it also provides guidelines that "visitor parking areas be consolidated to avoid multiple contact stations, if possible," so it is necessary to balance the two competing guidelines of distributed versus consolidated parking. In addition, because of the recent addition of the San Lorenzo River Watershed lands to the park, it is important to provide accessible parking for users of the several existing and planned trails in the lower, southern portion of the park. To serve this need a parking lot and park entry point at the intersection of the Saratoga Toll Road Trail and Highway 9 is planned. The new trail loop possibilities that are described in section 3.3.7.1 and Appendix E are based on trailhead parking and take into account implementation of the planned parking at Partridge Farm and Waterman Switch as well as other existing trailheads.

The General Plan also provides guidelines suggesting interpretation and information panels and toilets at major parking facilities including major roadside locations, for appropriate parking for visitors with disabilities, for horse trailers, for provisions for visitor drop-off and for group and bus parking. Drop-off and group parking do not much affect design of parking facilities, but parking for busses implies higher overhead clearance than for cars or horse trailers, parking sub-surfaces and surfaces that will carry their additional weight, and roads and parking areas that are wide enough for them to negotiate, including turn around, and oversized parking spaces.

Planned changes to the parking facilities of the park are described below and are summarized in Table 14, "Trailheads and Parking Planned", which lists parking facility names, locations by mile marker, side of highway, car (horse trailer) capacities, trails accessed, comments and recommendations, interpretation and trail information planned and the text paragraph numbers addressing each parking facility. Locations of planned parking facilities are shown on the map of the entire Planned Trail System, Figure 7 in blue, and, without trails, on Figure 10, Planned Parking and Trailheads, below. However, neither may be up-to-date with the following table.

**Table 14 Trailheads and Parking Planned**

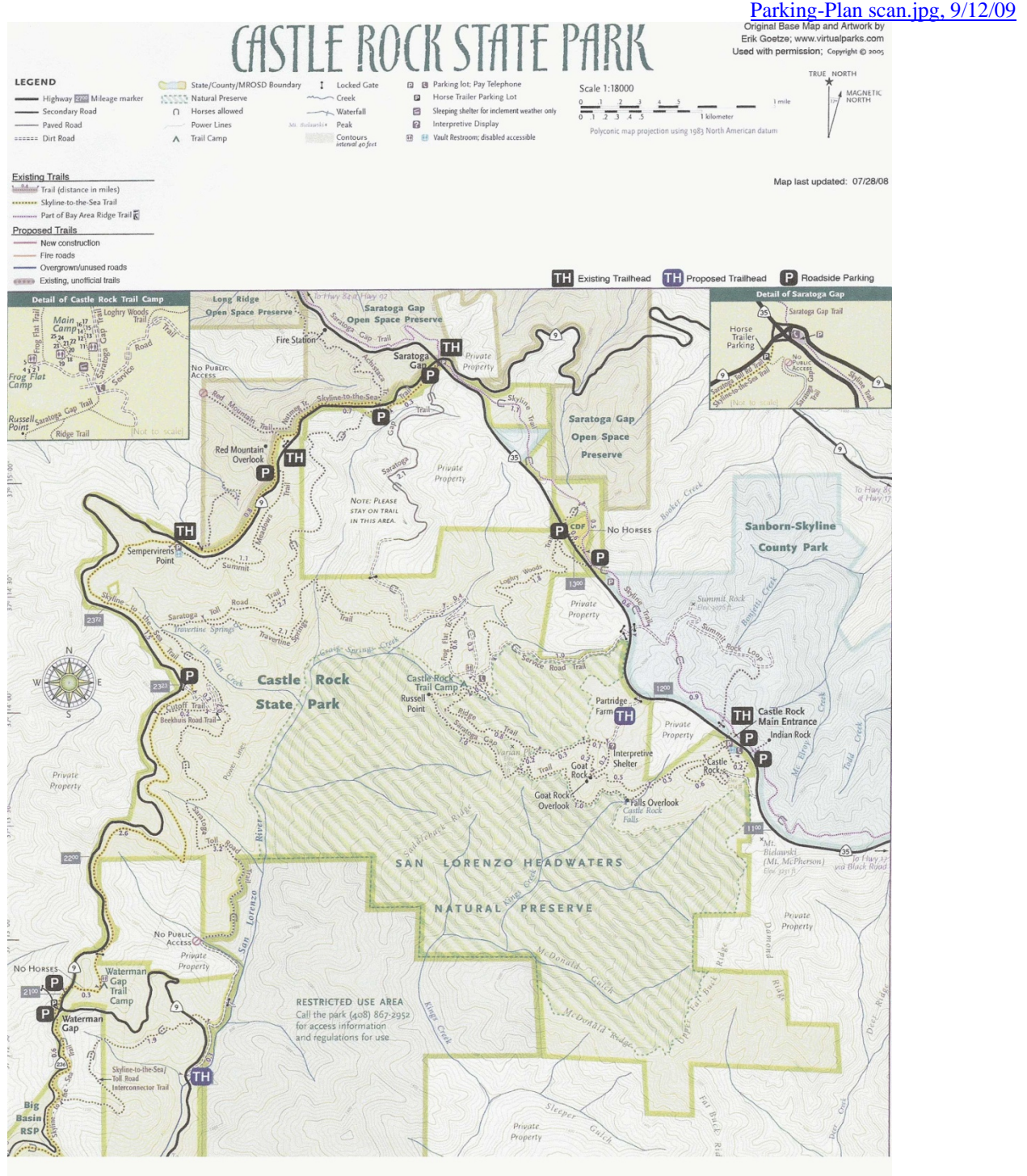
Parking Facility	Mile Marker	Side of Hwy	Estimated Parking Cars (Horse Trailers)	Jurisdiction	Trailheads	Comments: Recommendations: Paragraph Reference:	Interpretation: Trail Info: Para. Reference:
<b>Planned Parking and Nearby Trailheads Along Highway 35 (Skyline Blvd)</b>							
Indian Rock -wide shoulder	North of 11.37	East	20 (0) 10 (0) with Sanborn improvements	Caltrans	Skyline, Indian Rock trails (Sanborn Park) CRSP trails	Unpaved, rough, day use parking for Sanborn & CRSP trails. Sanborn Plan for paving Stripping for 10 cars. 3.4.1.1.1	None planned. 3.4.1.1.1
Castle Rock Main Parking Lot	North of 11.37	West	55 (0) 10 (0) for E-12 after Partridge Farm parking	State Parks	Saratoga Gap E-1A Castle Rock E-4 Link E-10 Parking Lot All Access F-12 Skyline Trail (Sanborn)	Unpaved, graded, day & overnight parking. Gate locked at night. Kiosk, toilet, telephone. Closed or reduced when Partridge parking opens. 3.4.1.1.2	Consolidate existing, add interpretation & trail info. 3.4.1.1.2, 3.4.5.1
Shoulder adjacent to Main Parking Lot	North of 11.37	West	35 (0) 10 (0) for climbers after Partridge parking	Caltrans	Saratoga Gap E-1A Castle Rock E-4 Link E-10 Parking Lot All Access E-12	Unpaved day use. Parking conflicts with traffic. Potential closure when Partridge parking opens Or leave 10 parallel parking spaces? Coordinate with Caltrans. 3.4.1.1.3	None planned. Parallel parking signs. 3.4.1.1.3
Partridge Farm Parking Lot (Proposed by General Plan)	Between 12.06 & 12.22	West	80-130 (Including 30 for walk-in camp, trail camps)	State Parks	Goat Rock E-3 Ridge E-2 Skyline Crossing P-22 Partridge All Access P-23 Lions Cave Docent P-25	General Plan projects this as the main park entrance, with day use, overnight parking, toilets, telephone. Will affect trail system. Interp. Shelter close by. Needs Caltrans safe entrance from Hwy 35. 3.4.1.1.4	Some Interpretation. Trail Information. 3.4.1.1.4
Summit Rock Parking Lot	12.67	East	20 (2) (20 (0) with Sanborn improvements	Caltrans	Summit Rock loop, Skyline in Sanborn Park Loughry Wood E-5, 0.1 mile N Service Road E-7, 0.2 mile S Skyline E-9 0.1 mile N	Unpaved, rough, day use parking, Caltrans property. Approved Sanborn Park Plan projects parking improvements for 20 cars, no horse trailers. Coordination required for signs, horse trailer parking. 3.4.1.1.5	Some Interpretation. Trail Information. 3.4.1.1.5
Shoulder	13.00	West	*8(0)	Caltrans	Skyline E-9 via equest. bypass Loughry Wood E-5 0.2 mile S	Unpaved day use parking. Use as vista pull-off not as trailhead. 3.4.1.1.6	Panorama display. 3.4.1.1.6
Shoulder	13.00	East	*5(0)	Caltrans	Skyline E-9 via equest. bypass Loughry Woods E-5 0.2 mile S	Unpaved day use parking. Close parking to maintain as equestrian bypass trail until Skyline E-9 is widened, rerouted, 3.4.1.1.6	Trail information. 3.4.1.1.6
Shoulder	13.87	East	4 (1)	Caltrans	Skyline E-9	Unpaved day use parking, equestrian access. Improve access to skyline Trail 3.4.1.1.7	Trail information. 3.4.1.1.7
Saratoga Gap Vista Point Parking Lot	14.06	East	40 (2)	Caltrans	Skyline E-9 Saratoga Gap E-1B Saratoga Toll Road E-16 Skyline-to-the-Sea E-14 Saratoga Gap (MROSD)	Existing paved day use lot with some marked spaces, used heavily. Some horse trailer parking. Provide toilets. Coordinate toilets, interp., trail use displays with Caltrans, MROSD, Sanborn 3.4.1.1.8	Interpretation. Trail information. 3.4.1.1.8
<b>Highway 35 Totals</b>			174 (5)	Before Partridge Farm parking lot opens and before Sanborn Park improvements			
*8(0) *5(0) not counted in totals			174 - 224 (3)	After Partridge Farm Parking Lot opens and after Sanborn Park improvements			

**Table 14 Continued. Planned Trailheads and Parking**

Parking Facility	Mile Marker	Side of	Estimated Parking	Jurisdiction	Trailheads	Comments: Recommendations:	Interpretation: Trail Info:
<b>Planned Parking and Nearby Trailheads Along Highway 9</b>							
Brewer's Station pull-off	0.1 mi. S of Saratoga Gap	East	25 (6)	State Parks	Saratoga Toll Road E-16 Skyline-to-the-Sea E-14 Saratoga Gap E-1B Brewer's Station P-39 Skyline E-9 Saratoga Gap (MROSD)	Unpaved day use horse trailer and car overflow parking. Put trail on shoulder berm to Saratoga Gap for safe transit Caltrans highway traffic warnings. 3.4.1.2.1	Interpretation. Trail information. 3.4.1.2.1
Oil Creek shoulder	26.68 nearby	West	8 (2)	State Parks	Skyline-to-the-Sea E-14 Saratoga Toll Road E-16 Achistaca (MROSD)	Unpaved, day use parking. Remove berm to accommodate more cars and additional horse trailer. Add restroom. 3.4.1.2.2	Existing bulletin Bds. Interpretation. 3.4.1.2.2
Red Mountain West pullout	26.00	West	40 (6)	State Parks	Skyline-to-the-Sea E-14 Bay Laurel P-27 Summit Meadow E-15 Red Mountain (MROSD) Nutmeg (MROSD)	Unpaved day use parking. Improv with toilet. Include parking for horse trailers. Serves both CRSP and MROSD trails. 3.4.1.2.3	Interpretation. Trail information. 3.4.1.2.3
Red Mountain East (Ho Gate) pullout	25.86 to 26.00	East	10 (2)	State Parks	Summit Meadow E-15 Bay Laurel P-27 Skyline-to-the-Sea E-14 Red Mountain (MROSD) Nutmeg (MROSD)	Partially paved day use parking, extension of Red Mountain West across Hwy 9. Mark highway crossing. 3.4.1.2.4	Interpretation. Trail information. 3.4.1.2.4
Sempervirens Point Parking Lot	25.15	East	21 (0)	State Parks	Skyline-to-the-Sea E-14 Summit Meadow E-15 Sempervirens Pt. Loop P-33 Majestic Firs All Access P-34	Existing paved lot with 21 marked spaces, picnic table, and toilet. No equestrian trails accessible. 3.4.1.2.5	Interpretation. Trail information. 3.4.1.2.5
Beekhuis Road shoulder	100 ft. SW of 23.31	East	3 (0)	State Parks	Beekhuis Road E-17 Skyline-to-the-Sea E-14 Saratoga Toll Road E-16	Unpaved, parallel day use parking. 3.4.1.2.6	Interpretation. Trail information. 3.4.1.2.6
Waterman Gap wide shoulder	20.82 / 21.00	West	20 (4)	State Parks	Skyline-to-the-Sea E-14	Unpaved, parallel day parking. Add toilet if feasible. 3.4.1.2.7	Interpretation. Trail info. 3.4.1.2.7
Shoulder at trail crossing	19.67 / 19.72	West	4 (0)	Catrans	Cableway E-19	Unpaved parallel parking, leave as is. Upgrade trail use information. 3.4.1.2.8	Interpretation. Trail info. 3.4.1.2.8
Waterman Switch Parking Lot Proposed	near 19.31	East	25 (4)	State Parks	Saratoga Toll Road E-16 Upper San Lorenzo River P-29 Cableway E-19 Waterman Fault P-36 Perimeter P-26 Waterman All Access P-35	Will be major day use parking trailhead for CRSP trails in lower park. Provide toilet, coordinate safe entrance with Catrans on access to/from Hwy 9 at its intersection with the Toll Road. 3.4.1.2.9	Evaluate existing Sempervirens display. Interpretation. Trail information. 3.4.1.2.9
<b>Highway 9 Total</b>			<b>156 (24)</b>				
<b>Planned Parking and Nearby Trailheads Along Highway 236</b>							
Cableway Trail shoulder	near 17.00	East	2 (0)	State Parks	Skyline-to-the-Sea E-14 Cableway Trail E-19	Unpaved day use parking. 2.3.1.3	None. Trail signs.
Shoulder at Cableway Trail	near 17.00	East	2 (0)	State Parks	Skyline-to-the-Sea E-14 Cableway Trail E-19	Unpaved day use parking. Leave as is. 3.4.1.3	None. Trail signs. 3.4.1.3
Shoulder near Cableway Trail	0.1 mi S of 17.00	East	7 (0)	State Parks	Skyline-to-the-Sea E-14 Cableway E-19	Unpaved day use parking. Leave as is. 3.4.1.3	None. None.
<b>Hwy 236 Total</b>			<b>9 (0)</b>				
<b>Total Cars (Horse Trlrs)</b>			<b>339 (29)</b>	Before Partridge Farm Parking Lot opens & before Sanborn Park improvements			
<b>*8 (0) *5 (0) not counted in totals</b>			<b>339 - 389 (27)</b>	After Partridge Farm Parking Lot opens & after Sanborn Park improvements			

### Figure 10 Parking & Trailheads Planned

The following is a draft of a map showing the locations of planned trailheads and parking. The computer file of the map is not available; the following is a scan of a printed copy. See also Figure 7 showing both the trails and the parking locations. Neither may be entirely up-to-date with the associated text. Please refer to Table 14 for the most accurate information and for the availability of parking for horse trailers.



### **3.4.1.1 Parking and Trailheads along Highway 35 (Skyline Blvd)**

The following describe planned trailhead parking improvements and changes along Highway 35. Included is the General Plan mandated moving of the park main entrance and parking lot to Partridge Farm and improvements to roadside parking locations and equestrian horse trailer parking at some locations. Castle Rock State Park visitor parking areas and trail access points along Highway 35 are addressed from south to north below. All roadside parking along Highway 35 is on the Caltrans right of way, including the Indian Rock shoulder and the Summit Rock and Saratoga Gap parking lots. Only the Partridge Farm and present main parking lots are on State Park land.

#### ***3.4.1.1.1 Indian Rock Shoulder***

Day use parking for Indian Rock is located on the Caltrans right of way shoulder on the east side of Highway 35 just north of Mile Marker 11.37, and almost overlapping the CRSP shoulder parking on the other side of the highway. It can accommodate about 20 cars.

Accessible trails in Sanborn County Park are:

- Skyline Trail

- Indian Rock Trail

- Castle Rock Park Trails

There is a protected bulletin board with a map and Sanborn Park information, and there are trail Signs. This parking area is also used as overflow parking for the main Castle Rock parking lot and shoulder. Sanborn Park has an approved plan to improve this parking area by paving and striping. They plan to reduce the number of parking spaces to 10 and will include handicap spaces for the Indian Rock Trail which they plan to rebuild as an All Access trail.

Coordination with Sanborn Park is planned, but no other action is planned by State Parks

#### ***3.4.1.1.2 Present Main Parking Lot***

The present Main Parking Lot provides capacity for 55 cars including 2 ADA spaces for day use as well as overnight parking for the trail camps, secured at night by a locked gate. It is unpaved but well graded and has an ADA compliant toilet, a telephone, garbage cans, and ranger kiosk that is manned weekends in late spring, summer, and early fall. It provides direct access to the following trails:

- Saratoga Gap Trail (E-1A)

- Castle Rock Trail (E-4)

- Link Trail (E-10)

- Parking Lot All Access Trail (E-12)

- Skyline Trail across Highway 35 in Sanborn Park via the Link Trail

The CRSP General Plan mandates that this main park entrance and parking lot be moved to the Partridge Farm or other nearby area, and that this parking lot be closed or restricted in capacity, but the time frame for this is uncertain. As a result, the present Main Parking Lot will be used for an unknown length of time, until and if the main park portal and parking lot is moved. At that future time it will either be closed or have parking capacity reduced to provide parking for the Parking Lot All Access Trail (E-12) located there. If closed, or if limited parking is retained for the All Access trail, the kiosk would be removed and the lot would be restored to its previous

natural state in so far as is possible except for a short road for any remaining parking or for servicing the toilet and garbage cans unless they are removed also. Trail connections would be made, the 2 bulletin boards, interpretive and trail use displays relocated as needed to serve the trails, and the gate would remain locked, or locked at night.

Because of the long term plan to close or shrink this parking lot it should not be substantially improved i.e., be paved, however, some improvements are warranted in the near term. Existing park interpretation and trail information should be reviewed, consolidated where appropriate and the appropriate interpretive and trail use panels installed; display panels identifying main park features, and pointing to other park displays such as at the Interpretive Shelter, Sempervirens Point, Goat Rock Overlook, and the Waterman Switch parking lot. Provide a durable map of the park, showing "You are Here", a panel or panels on stewardship of park resources including low impact rock climbing practices and trail information including hazards, trail users, destinations & mileages, and trail loops accessible from that location.

#### ***3.4.1.1.3 Castle Rock Park Main Parking Lot shoulder***

The wide highway shoulder just outside and southeast of the parking lot entrance is on the Caltrans right of way and can provide day use parking for an additional 35 cars when parked perpendicular to the highway. It provides direct access to the same trails as the Castle Rock main parking lot. Parking on this shoulder could be closed when the main park entry is moved to Partridge Farm; however, if not closed it should be reduced in capacity to about 10 cars and restricted to parallel parking to reduce the traffic hazard. Parallel parking signs would be installed but no interpretation is planned. The congestion that occurs on busy good weather weekends in the area on Highway 35 between the shoulder adjacent to the main parking lot and the Indian Rock shoulder parking area should be reduced when the planned Sanborn Park paving and striping of the Indian Rock shoulder reduces parking to 10 cars, and would be eliminated if and when the shoulder parking outside the main parking lot is eliminated or reduced to 10 parallel parking spaces.

#### ***3.4.1.1.4 Mandated Partridge Farm Main Parking Lot***

The Park General Plan proposes that the main parking area to be moved from its present location near Castle Rock to the Partridge Farm area near the existing Interpretive Shelter. There is to be space for 80-130 vehicles, including 30 spaces for trail camp and planned walk-in campground overnight parking. It will require that a safe public entry and exit to Highway 35 be constructed, probably at the location of the present entrance. Extensive coordination with Caltrans will be required as it will have to be designed and constructed to Caltrans highway safety standards. It is anticipated that the improved entrance road and parking lots will be paved and that the entrance will be gated and locked at night, and the gate with the roughly one quarter mile distance from the highway entrance should combine to make this a fairly secure parking area. An entrance kiosk and wheel chair accessible toilets would be installed. The entrance from highway 35, access road, and parking lot should accommodate bus access with turn around capability. Handicap access parking will be required for the planned All Access trail loop at Partridge, and for the walk-in campground. Partridge Farm as the main parking lot provides direct access to the following existing and planned new trails and makes possible the Partridge Farm All Access Trail.



Ridge Trail (E-2)

Goat Rock Trail (E-3)

Skyline Crossing Trail (P-22) across Hwy 35 to connect to the Skyline Trail

Partridge Farm All Access Trail (P-23)

Lion Caves Docent Trail (P-25)

The change of park main entry and parking from its existing location to Partridge Farm will have an impact on the structure of the CRSP trail system on the ridge along Highway 35. When the park trail hub moves 0.8 of a mile from its present location near Castle Rock there will be two trail routes to get from the parking lot in the Partridge Farm area to Castle Rock. One is 1.6 miles and 500 feet elevation gain using the Ridge Trail (E-2) or its planned realignment (P-20). The other uses the Skyline Crossing Trail (P-22), requires two crossings of Highway 35 and is 0.8 mile and 380 feet of elevation gain. These compare with 0.2 miles and 200 feet elevation gain to castle Rock from the existing parking lot. As a result, hikers often use the shorter, easier Interpretive Shelter Service Road and shoulder of Highway 35 (0.7 miles and 280 feet elevation gain) which is not a good route from either an aesthetic or safety standpoint but can be expected to increase substantially when Partridge is the main parking lot unless a more direct off road route can be provided. This is not currently possible without crossing private property. Partridge Farm parking will also be about 0.8 miles closer to heavily used Goat Rock at 0.2 miles via the Goat Rock Trail (E-3). It will be about 0.8 miles farther to the following existing and planned trails:

Saratoga Gap Trail (E-1A), or 0.5 mile via Ridge Trail (E-2) or its realignment (P-20)

Castle Rock Trail (E-4),

Waterfall Rocks Trail (P-21), or 0.5 mile via Ridge Trail (E-2) or its realignment (P-20)

Perimeter Trail (P-26)

Park primary interpretive displays are located at the nearby (about 0.05 mi) Interpretive Shelter so a pointer to the shelter is required. Also install at the parking lot:

Durable map of the park, showing "You are Here".

Panel or panels on stewardship of park resources, including low impact rock climbing practices. Trail information including hazards, trail users, destinations & mileages, and trail loops accessible from that location.

#### ***3.4.1.1.5 Summit Rock Parking Lot***

The Summit Rock day use parking lot on the east side of the highway is unpaved and rough. It is on the Cal Trans right of way but is administered by Santa Clara County Parks. Sanborn Park has an approved Trails Master Plan which includes improving this parking area by paving and striping for 20 vehicles, but currently does not provide for horse trailer parking. It can presently accommodate about 20 cars and a couple of horse trailers if efficiently parked and there is room to turn the horse trailers around to exit. It provides access to the following trails: Sanborn County Park:

Skyline Trail

Summit Rock Loop Trail

CRSP:

Skyline Trail (E-9) at its north end

Loghry Woods Trail (E-5) about 0.05 miles north and across Highway 35.

Service Road Trail (E-7) about 0.2 mile south on the Skyline Trail in Sanborn Park, and across Highway 35.

This parking lot would benefit from a toilet and coordination with both Sanborn Park and Caltrans is planned on parking for horse trailers and in providing Interpretive and trail use information panels at this location. Coordinate with Sanborn and Caltrans for installing:

A toilet,

Durable map of the park, showing "You are Here".

Panel about stewardship of park resources including low impact rock climbing practices.

Trail information including hazards, users, destinations & mileages, and trail loops accessible from that location.

#### ***3.4.1.1.6 Shoulders at Mile Marker 13.00***

Two unpaved shoulders on the Caltrans right of way, one on each side of Highway 35 can provide day use parking and access to the following Trails:

Skyline Trail (E-9) by means of short sections of the Equestrian Bypass

Skyline Trail (E-9) Equestrian Bypass

Loghry Woods Trail (E-5) indirectly 0.2 miles south on the Skyline Trail.

The shoulder on the west side of Highway 35 can accommodate about 8 cars and offers vistas to the south and west. Motorists do stop there to enjoy the view. This west shoulder should not be considered a trailhead as a crossing of Highway 35 is required for access to the Skyline Trail; however, a panoramic display of the view to the south and west, but no trail information, is planned for this location.

The shoulder across Highway 35 on the east side of the highway can accommodate 5 cars but should be closed to parking and be brushed at one place to keep it clear as part of the Equestrian Bypass of the section of the Skyline Trail in the Loghry Woods area which is too narrow and rocky to be safe for horses. The Equestrian Bypass use of this shoulder should be considered a temporary fix until the Skyline Trail can be widened or rerouted to make it safe for horses and bicycles, at which time this shoulder could provide parking for access to the Skyline Trail via a short piece of the Bypass Trail. Trail signs indicating access to the Skyline Trail at each end of the shoulder and trail users should be installed, but no interpretation is planned.

#### ***3.4.1.1.7 Shoulder at Mile Marker 13.87***

The unpaved shoulder on the east side of highway 35 on the Caltrans right of way provides day use parking and direct access to:

Skyline Trail (E-9)

It provides access for both hikers and equestrians at the north limit of equestrian access on the Skyline Trail but trail access is partially blocked by boulders. It can accommodate up to 4 cars or a couple of cars and a horse trailer.

The shoulder should be brushed and access to the Skyline trail cleared. Trail use signs should be improved, but no interpretation is proposed.

#### **3.4.1.1.8 Saratoga Gap Parking Lot and Viewpoint**

This large paved parking lot and vista point on Caltrans property is located at the junction of highways 35 and 9 in the south east quadrant. It is accessible from Highway 35, has some marked parking spaces, provides only day use parking and is heavily used. Trails accessible are:

Skyline Trail (E-9) is accessed directly from its southeast end

Saratoga Gap Trail (E-1B), the

Skyline-to-the-Sea Trail (E-4), and the

Saratoga Toll Road Trail (E-16) are accessible across Highway 35.

Saratoga Gap Trail (MROSD) is accessed from its north end across Highway 9.

Occasional use is made of this parking lot by equestrians for horse trailer parking using the unstriped area of the parking lot which can accommodate a couple of trailers.

Use as is but it would benefit from a toilet and interpretation displays (e.g. terminus of Saratoga Toll Road etc.) and stewardship of park resources. Install durable map or maps of the accessible parks, showing "You are Here", trail hazards, users, destinations and mileages, trail loops accessible from that location and signs pointing users to the several trailheads should be installed. It is desirable to standardize interpretation facilities and material at this location so they must be coordinated with MROSD, Sanborn County Park, and Caltrans.

#### **3.4.1.2 Parking and Trailheads along Highway 9**

There are a total of about 30 shoulders, pullouts and other parking areas along highway 9 from Saratoga Gap down to and including the Waterman Gap shoulder are on State Park property. Seven (7) are at or near enough to trail access points to be effective trailheads. They are described below; from Saratoga Gap at 2600 feet south for about 10 miles to the low end of the park at about 720 feet. The remaining 23 are not near enough to any trail access point to be useful as visitor parking without walking the shoulder of the highway for extended distances. The remaining shoulders or pull-offs are not further addressed here but are listed in appendix G.

##### **3.4.1.2.1 Brewers Station Pull-Off**

The Brewers Station pullout is on State Park property on the southeast side of the highway at mile marker 26.90, approximately 0.1 of a mile south of Saratoga Gap. It can provide day use parking for up to 25 cars or 6 horse trailers. It provides access to the following trailheads about a 0.1 of a mile to the northeast but is only currently available via the shoulder of Highway 9:

Brewers station Trail (P-39) - to access other trailheads

Saratoga Toll Road (E-16) via Brewers station Trail

Skyline-to-the-Sea Trail (E-14) via Brewers station Trail

Saratoga Gap Trail (E1-B) via Brewers station Trail

Skyline Trail (E-9) via Brewers station Trail across Highway 35 at south end of Saratoga Gap parking lot.

Saratoga Gap Trail (MROSD) via Brewers station Trail across Highways 35 and 9 at north end of Saratoga Gap parking lot.

It is planned that the 0.1 mile trail (Brewers Station Trail, P-39) be constructed off the road, by partially leveling the berm, to intersect with the Saratoga Toll Road, Skyline-to-the-Sea, and Saratoga Gap trailheads. Highway signs warning of vehicles entering and exiting Highway 9,

which has rapidly moving traffic on a curve, should be installed in appropriate locations on Highway 9. This will require coordination with Caltrans. Trail signs directing users to the several trailheads are planned. The historic Brewers Station location should be interpreted.

#### ***3.4.1.2.2 Oil Creek Shoulder***

The Oil Creek shoulder on State Park property is about one-half mile southwest of the Saratoga Gap Highway 9 - Highway 35 intersection at mile marker 26.68 on the west side of highway 9 with space to provide day use parking for 6 – 8 cars or 2 horse trailers. Three trails are accessible from this location:

The Skyline-to-the-Sea Trail (E-14) crosses the highway there

Saratoga Toll Road trail (E-16) accessible across Highway 9.

Achistaca Trail (MROSD) Long Ridge Open Space Preserve.

Parking capacity should be expanded by moving or removing the large berm, and a toilet should be provided. There are 2 protected bulletin boards, one with a CRSP map and one with a map showing a part of CRSP and the MROSD trails to the north. Both bulletin boards have some notices or interpretive material, and there is a MROSD map dispenser. There are trail user and trail identification and mileage signs. The existing trail information should be augmented with a durable map showing "you are here", park resource information, stewardship of park resources, trail information including hazards, users, destinations & mileages, and trail loops accessible from that location, and the Oil Creek location should be interpreted. Improvements at this location should be coordinated with MROSD.

#### ***3.4.1.2.3 Red Mountain West Pull-off***

The large pullout at Red Mountain between mile markers 26.00 and 25.86 is on State Park property. It has room for day use parking for up to 40 cars and a number of horse trailers on the west side of the highway. Trails accessible are:

Skyline-to-the-Sea Trail (E-14)

Summit Meadow Trail (E-15) across Highway 9

Bay Laurel Trail (P-27) across Highway 9

Red Mountain Trail (MROSD) in Long Ridge Open Space Preserve.

Nutmeg Trail (MROSD) in Long Ridge Open Space Preserve.

There is a bench on a nearby viewpoint and there is equestrian access to the Saratoga Toll Road equestrian trail via the Bay Laurel Trail across Highway 9. There is trail use information, trail identification and some mileages. Recommend installing a toilet, durable map of the park, showing "You are Here", a panel addressing stewardship of park resources, and additional trail information: hazards, users, destinations & mileages, trail loops accessible from that location. Coordinate with MROSD.

#### ***3.4.1.2.4 Red Mountain East (Ho Gate) Pull-off***

On the other side of the highway near Mile Marker 25.86 slightly south of Red Mountain West there is a pullout on State Park property with room to provide day use parking for about 10 cars and a couple of horse trailers. There is access to the following trails:

Summit Meadow Trail (E-15)

Bay Laurel Trail (P-27) connects with the Saratoga Toll Road (E-16). There are parking and trail user and trail identification signs with mileages. Recommend installing a durable map of the park showing "You are Here", a panel addressing stewardship of park resource and additional trail information including hazards, trail users, destinations & mileages, trail loops accessible from that location.

#### ***3.4.1.2.5 Sempervirens Point Parking Lot***

The paved parking lot at Sempervirens Point is on State Park property. It has 21 marked day use parking spaces, two of which are signed for handicapped parking, and there is enough space for bus parking. There is access to the following trails:

Skyline-to-the-Sea Trail (E-14)

Summit Meadow Trail (E-15)

Sempervirens Point Loop Trail (P-33)

Majestic Firs All Access Trail (P-34)

There is no access to equestrian trails so there is no provision for horse trailers. Sempervirens Point offers excellent views to the south and west. A vault toilet, picnic table, and a call box are located at the parking lot. There are trail user and trail identification and mileage signs. Planned displays are a panel with a panoramic view of mountain tops, the Monterey peninsula and durable map of the park, showing "You are Here". A panel or panels addressing park features, stewardship of park resources, and additional trail information including hazards, trail users, destinations & mileages, and trail loops accessible from that location is planned.

#### ***3.4.1.2.6 Beekhuis Road Shoulder***

The unpaved Beekhuis Road shoulder is on State Park property 100 yards south of Mile Marker 23.31 provides day use parking for 2 or 3 cars. It provides access to the following trails:

Beekhuis Road Trail (E-17) gated

Skyline-to-the-Sea Trail (E-14)

Saratoga Toll Road Trail (E-16) via the Beekhuis Road Trail

Old Beekhuis Road Trail (P-30) via the Beekhuis Road Trail

There is presently trail name signage but additional trail user, destination and mileage is planned. The gate should not be blocked and there is additional parking for about 4 cars or a horse trailer about 100 yards north where a call box is also located.

#### ***3.4.1.2.7 Waterman Gap Shoulder***

There is room for day use parking of up to 20 cars or 4 horse trailers on the unpaved shoulder on State Park property at Waterman Gap between Mile Marker 20.82 and 21.00 on the west side of the highway. There is access to the following trail:

Skyline-to-the-Sea Trail (E-14) which crosses Highway 9 at Mile Marker 21.00.

Horses are allowed on the Skyline-to-the-Sea Trail from this point into Big Basin State Park. A toilet, a durable map of the park showing "You are Here", a panel addressing park features, stewardship of park resources, and additional trail information including hazards, trail users, destinations & mileages, and trail loops accessible from that location are planned.

#### **3.4.1.2.8 Cableway Trail Shoulder**

There is a shoulder on the Caltrans right of way with room for day use parking for 4 cars on the unpaved shoulder nearby on the west side of the highway. There is access to the following trail:

Cableway Trail (E-19)

The Cableway Trail has had its name changed from the awkwardly long Skyline-to-the-Sea to Toll Road Interconnector Trail. It crosses Highway 9 between Mile Marker 19.67 and Mile Marker 19.72. There are trail signs but trail users, destinations, and mileages should be added. No interpretation is planned.

#### **3.4.1.2.9 Waterman Switch Parking Lot**

The Waterman Switch area on State Park property will provide day use parking for about 25 cars, including two handicap spaces and 4 horse trailers. The Waterman Switch parking lot provides direct access to the following existing and planned trails:

Saratoga Toll Road Trail (E-16) terminates here.

Cableway Trail (E-19) 0.3 of a mile north on the Saratoga Toll Road

Upper San Lorenzo River Trail (P-29)

Waterman Fault Trail (P-36)

Perimeter Trail (P-26)

Waterman Switch Railroad Loops All Access Trail (P-35)

The Waterman Switch parking lot is to be the major park entry and off road parking area at the lower end of the park. Improved public access and parking is necessary to allow effective use of a number of the proposed trails in the southern part of the Park; the Upper San Lorenzo River Trail (P-29), the Crosscut Trail (P-31), the Waterman Gap Fault Trail (P-36), the Perimeter Trail (P-26), and Michael's Summit Loop Trail (P-38) are all dependent on opening a new parking lot and trailhead where the Saratoga Toll Road meets Highway 9 near the San Lorenzo River, an area called Waterman Switch after the old lumbering railroad switch previously located there. Furthermore, the Waterman Switch Railroad Loop All Access Trail (P-35) will not be feasible without a public entry point and handicap access parking at this location.

Currently at Waterman Switch, parking exists in a lot capable of holding roughly 10 vehicles but that could be expanded in size to up to 25 vehicles and 4 horse trailers, and that is what is planned. It is currently controlled by a gate and is not open to the public. In order to open the Waterman Switch parking area to the public, significant alterations to the ingress and egress will be required at the intersection of the Toll Road with Highway 9. Currently it is unsafe to turn into and out of the Toll Road entrance due to blind corners, no turn lanes and fast moving vehicles on Highway 9. Cal Trans will have to play a major roll in developing a safe new entrance to this new parking area. The parking lot construction must control water run-off, would have a wheelchair accessible toilet, and should accommodate bus access and turn around.

A park entrance and public parking at Waterman Switch will help visitors get the chance to enjoy the beautiful riparian habitat along the San Lorenzo River as well as Redwood forest that contains some large specimen trees and Redwood rings. The proposed Waterman Switch Railroad Loops All Access Trail will provide a unique opportunity for visitors of all abilities to enjoy an interpretation of the natural communities and social and economic history of the lower park, principally the logging and lumbering industry. The present Sempervirens fund

interpretive kiosk and its displays will be evaluated, be consolidated where appropriate, and have additional interpretation added as follows: Display panels identifying main park features and pointing to other park displays such as at the Interpretive Shelter and Sempervirens Point, durable map of the park, showing "You are Here", stewardship of park resources, logging, lumbering and railroad history, and trail information including hazards, trail users, destinations & mileages, and trail loops accessible from that location.

### **3.4.1.3 Parking and Trailheads along Highway 236**

There is a small shoulder with day use parking for 2 cars on State Park property on the east side of Hwy 236 0.6 miles south of Waterman Gap near Mile Marker 17.00 at the Cableway and Skyline-to-the-Sea trail intersection. There is additional parking for up to 7 cars on the shoulder 0.1 of a mile south also on the east side of Highway 236, and also on State Park property. They provide access to the following trails:

Cableway Trail (E-19) terminates at the Skyline-to-the-Sea Trail.

Skyline-to-the-Sea Trail (E-14)

There are trail signs at the Cableway and Skyline-to-the-Sea trail intersection. No interpretation is planned at either location.

### **3.4.1.4 Equestrian Trailer Parking**

Safe horse trailer parking appropriately located along both Highways 35 and 9 is necessary to allow access to a number of present and planned equestrian trails in the park by equestrians who live outside of the immediate area. Planned horse trailer parking is identified in Table 14. Occasional use is made of the Saratoga Gap parking lot by equestrians for horse trailer parking using the un-striped area of the parking lot. It can accommodate a couple of trailers. The shoulder at Mile Marker 13.87 on Hwy 35 can accommodate a horse trailer and allows access to the Skyline Trail at its present northern limit of equestrian access. and The Brewers Station pullout about 0.1 of a mile south of Saratoga Gap on the east side of Highway 9 can be used for horse trailer parking when connected by the planned trail (Brewers Station Trail P-39) along the shoulder to the Saratoga Toll Road and Saratoga Gap trails. Entry and exit to this large pullout is on a curve so highway signs warning of vehicles entering the roadway are appropriate. In addition Oil Creek can handle a couple of trailers, the Red Mountain West pullout has parking for 40 cars and 4 horse trailers and Red Mountain East 10 cars and 2 horse trailers. This will allow equestrians' access to the Saratoga Toll Road (E-16) via the planned Bay Laurel Trail (P-27). In addition, there is horse trailer parking planned for the Oil Creek shoulder, the large Waterman Gap shoulder, and the planned Waterman Switch parking lot in the lower park.

The approved Sanborn County Trail Master Plan includes improvements to the Summit Rock parking lot consisting of paving and striping for 20 vehicles, but no horse trailers. Thus, in order to include desired horse trailer parking coordination with both Sanborn County Park and Caltrans will be required. Horse trailer parking at the Summit Rock parking lot permits direct access to the Skyline and Service Road trails which are approved equestrian trails. If horse trailer parking cannot be provided at the Summit Rock parking lot, it should be provided at Partridge Farm, with equestrian access to the Skyline Crossing Trail (P-22) to access the Sanborn Park Skyline Trail.

### 3.4.2 Multi-Agency visitor center

The General plan suggests that a multi-agency visitor center, possibly located at Saratoga Gap, in the northwest corner, be created. It would be an interpretation and trail use information center for the Santa Cruz Mountains, focusing on State parks, MROSD, and County parks and would display interpretation and trail use information and dispense maps and brochures. It probably would be manned primarily by volunteers, and would be expected to have only a limited amount of short term parking and would not be a trailhead, and thus not a part of the CRSP or regional trail system. As it will require a multi-agency effort to implement, it is not possible to forecast when it might be a reality; however, it is appropriate to support the concept, but to suggest that it have sufficient parking to be implemented also as a trailhead with connection to the several trails in the nearby parks.

### 3.4.3 Highway Crossings

Two new highway crossings are planned in addition to the existing 10 which are identified and described in 2.3.2 above and listed with recommendations below. These two new trail highway crossings will require both State Parks 4x4 posts to identify the trails and Caltrans highway information signs and painted crosswalks for motorists. The two additional trail crossings planned are: the Skyline Crossing Trail (P-22) crossing of Highway 35 connecting the Partridge Farm area with the Skyline Trail in Sanborn Park and the Waterman Gap Fault Trail (P-36) crossing of Highway 9 adjacent to the planned Waterman Switch entrance to the park. The State park 4x4 post signs at the trail/highway intersections on each side of the highway should include the trail name, users, if other than hiking, the next relevant destination and mileage to it. The existing use of Caltrans signs to warn motorists of highway trail crossings does not appear consistent even considering different anticipated vehicle speed and road configurations; sometimes using one sign in each direction, sometimes two, and at one location only identifying the location of the trail crossing itself. Use of the augmenting text or symbol to identify the activity or distance to the crossing, (e.g. "650 FT"), also appears inconsistent. As a result it is recommended that trail crossing distance signs be replaced with "AHEAD" signs, and that in addition to the existing highway signs warning of upcoming hiker or equestrian activity, trail crossing signs with the "Hiker" or "Horse" symbol plus a "XING" sign be installed at the locations of the trail crossings themselves, on both sides of the highway, and facing both directions. At crossings for both hikers and horses, both "HIKER" and "HORSE" signs should be used at the crossing, one on each side of the crossing along with the "XING" signs. In addition crosswalks should be painted on the highway surfaces at all crossings. This is to allow motorists to see exactly where and what the pedestrian or equestrian highway crossing activity is, and also when it has been passed. Because the Red Mountain West parking area will be used for horse trailer parking to access the Bay Laurel Trail (P-25) the existing "HIKER" symbol signs should be augmented with "Horse and Rider" symbol signs. Normally crossings are at the trail appearances but in some cases will be offset from them. Extensive interaction with Caltrans will be required to realize the following specific sign recommendations. In the following list of highway crossings and associated recommendations the **two planned new crossings are in bold type**.

**The 10 existing and 2 planned highway trail Crossings are:**                      **Recommendations:**



**Hwy 35:**

Link Trail (E-10):

**Skyline Crossing Trail (P-22):**

Caltrans signs and crosswalk at crossing.

**St. Parks signs: trail name, mi. to parking lots and Sanborn Trail.****Caltrans signs: "Hiker" symbol with "AHEAD" at 500 feet ahead, both directions. "Hiker" with "XING" at crossing, both sides, both directions, and crosswalk at crossing.**

Service Road Trail (E-9):

Caltrans signs and crosswalk at crossing.

Loghry Woods Trail (E-5):

Signs at trails as above.

Saratoga Gap: Saratoga Gap Trail (E-1b),  
Skyline-to-the-Sea Trail (E-14), and  
Toll Road Trail (E-16):

Add "Hiker" with "XING" at crossing both sides, both directions, near existing trail sign.

Add "Horse" with "XING" at crossing, both sides, both directions, north end.

Add "Horse" with "AHEAD" 500 feet south and north on Hwy 35, and crosswalk at crossing.

**Hwy 9:**

Oil Creek: Skyline-to-the-Sea Trail (E-14):

Caltrans signs and crosswalk at crossing.

Between Red Mountain West and East (Ho Gate):

Caltrans signs and crosswalk at crossing. Replace "Hiker" symbol signs with "Horse" symbol signs, or add "Horse" symbol signs.

Sempervirens Pt Skyline-to-the-Sea Trail (E-14):

Caltrans signs and crosswalk at crossing.

Waterman Gap Skyline-to-the-Sea Trail (E-14):

Caltrans signs and crosswalk at crossing.

Cableway Trail (E-19) (offset by 90 feet):

Caltrans signs and crosswalk at crossing.

**Waterman Gap Fault Trail (P-36):****St. Parks signs: trail name, mi. to and name of next tr. junction.****Caltrans signs: "Hiker" symbol with "AHEAD" at 500 feet ahead, both directions. "Hiker" with "XING" at crossing, both sides, both directions, and crosswalk at crossing.**

**Hwy 236:**

Waterman Gap: Skyline-to-the-Sea Trail (E-14): Caltrans signs: Add "Horse" with "AHEAD" at 400 feet south of crossing. Add "Horse" with "XING" at crossing on the east side, both directions. Replace "Double ended arrows" with "XING". Add crosswalk at crossing.

**3.4.4 Trail Camps**

**Chapter 18** of the **Trails Handbook** provides the location, design, and construction criteria and site maintenance requirements for trail camps. Trail camps are to encourage overnight use in a primitive park setting. They should be located to compliment the best use of a trail system and to minimize the impact of camping on the area. Trail camps should be placed where they are needed for trail use, or where they significantly enhance the wilderness experience. As a minimum all trail camps should have: 1) Service vehicle access, 2) Water, not necessarily potable, 3) Toilet, 4) Camp site identifiers, normally posts, 5) Garbage receptacles, and 6) Interpretation and trail use information displays.

If or when trail camps in addition to the existing Castle Rock and Waterman Gap Trail Camps (see paragraphs 2.3.5.1 and 2.3.5.2), are needed, there is a potential site at the intersection of the Saratoga Toll Road and Beekhuis Road Trail, a site north of Craig Springs Creek off the Travertine Springs trail, as well as potential new sites along the planned Upper San Lorenzo River Trail (P-29, old Hansen Rd.), in the Hansen Orchard, along the San Lorenzo River, and on the Kings Creek Truck Road saddle at the intersection with the Michael's Summit Loop Trail (P-38). All would have some problem either with water supply, restroom facilities, ranger vehicle access, location within the Natural Preserve, or with Fire safety; however they should all be reevaluated if future need arises. No new trail camps are being proposed at this time; however both the Castle Rock Trail Camp and its outlying Frog Flat camp and the Waterman Gap Trail Camp should be refurbished, interpreted, and provided with improved trail use information. The Castle Rock Trail Camp should be restored to as near a primitive setting as is possible. The existing buildings and trailer not associated with the trail camp itself should be removed or relocated, In particular, the abandoned derelict residence should be removed and the site restored.

**3.4.5 Trail Accessibility**

Because of the Park's mostly mountainous, steep terrain there are relatively few locations suitable for ADA compliant trails; however there currently is a 0.1 mile Castle Rock Parking All Access trail, E-12, in the Park at the main parking lot near Castle Rock. It is described above in paragraph 2.2.1.12. Although the Park contains very rough terrain, there are locations within the Park where three more ADA compliant routes can be built. The First of these, the Majestic Firs All Access Trail (P-34) located at the west end of the Sempervirens Point parking area, can be completed at any time resources are available for its construction. The other two trails, the Partridge Farm All Access Trail (P-23) and the Historic Railroad Loops All Access Trail (P-35)

are dependent on future, planned Park entry and parking facilities at Partridge Farm on the Ridge and at Waterman Switch in the lower park. As these Park entry and parking facilities are implemented these two trails should become a top priority. With the amount of work and resources required to build an ADA compliant trail, it is quite likely that special funds will have to be procured for their construction. Also note that after the planned relocation of the main parking area to Partridge Farm, if the present main parking lot is closed as anticipated, the one existing ADA compliant All Access trail (E-12), will no longer be accessible directly by automobile and some parking, primarily for ADA visitors, should be retained.

The Partridge Farm All Access Trail (P-23) will provide visitors with a chance to experience open grassland and sweeping vistas in an area recovering from logging and clearing. This trail could be used as an interpretive trail explaining the features and history of the Park, in part due to the proximity of the trail to the proposed main parking lot for the Park. The relatively flat terrain here should allow crews to build the trail with little effort.

The Majestic Firs All Access Trail (P-34) exposes the visitor to a mature oak and fir forest with, as the name implies, majestic old Fir trees. The trail starts at the large Sempervirens Point parking area and traverses the top of a ridge. A long loop following the top of the ridge and back on the shoulder of the ridge should be possible for experienced crews working with machines.

The Historic Railroad Loops All Access Trail (P-35) will showcase the beautiful riparian forest along the lovely San Lorenzo River and the nearby Redwood forests. It will largely follow the bed of an old railroad grade, thus providing a level path to build an all access trail. The trail could provide users a history of the railroad and logging operations that occurred in the 20<sup>th</sup> century.

### 3.4.6 Signage

The **Trails Handbook** paragraph **19.3, Signs**, specifies types of signs and where they should be placed, however signs are to be designed and erected in accordance with the Departments' **Sign Handbook**. Park trail signs are 4x4 posts at trail intersections with metal directional signs mounted vertically, usually with arrows pointing the direction and with mileages to the next landmark, facility, or trail junction. Signs indicating allowed trail uses must be placed at parking lots and trail intersections where trail use includes equestrians or mountain bicyclists. Negative signs may be necessary on intersecting trails that do not permit horses or bicycles as they can damage inappropriate trails and can be a hazard to other users. "Closed for Recovery" signs are used to indicate closed areas and recovering vegetation.

Signage will remain consistent with existing State Parks guidelines; however, numbered intersections should be considered. A visitor can then compare intersection numbers to the corresponding number on the park trail map and locate themselves accurately. With the proposed addition of many miles of trails, many new signs will need to be installed, and when the proposed Partridge Farm parking area is established, many signs will have to be reworded to reflect that change. In addition, designated climbers' trails should have signs at their junctions with official trails using a carabineer symbol and a "Dead End" designation, where this is the case, to differentiate them from official trails.

Because trails exist and new ones are proposed that cross into the San Lorenzo Headwaters Natural Preserve, new signs will need to be installed to delineate its boundaries. Signs that read "Stay on Trail", "You are entering the Natural Preserve" or other appropriate wording may have to be installed to remind visitors that off-trail travel is not permitted in the Natural Preserve. Park staff barely has the resources to keep up with adding new signs and replacing broken or stolen signs. Typically, sign installation can only happen when seasonal staff is hired during the summer, but the backlog is currently significant, therefore volunteers should be employed to install new signs. It is estimated that at least 50 new signs will be required for the complete planned trail network.

### **3.4.7 Park Trail Maps**

Castle Rock State Park trail map information is presented above in paragraph 2.3.6 and is also included here for completeness. The Portola and Castle Rock Foundation will continue to fund the development and purchase for sale of park trail and climbing maps. There is an official Park Map showing trail and visitor facilities and a Climber's Map showing the locations of climbing rocks and climbers' trails. They are updated every few years. They are available in person for a fee at the Castle Rock main parking lot during weekends when park employees staff the entrance station. The Official map also contains interpretive material such as geologic information about the park's sandstone outcrops, natural history, social history, hazards, rules, including for rock climbing and park location and support information. The Climbing Map also contains much of the same information as the official trail map, but also includes numbers and difficulty of climbs at each of the rocks in the four climbing areas.

At this time these maps are a primary source of park interpretive information. Both maps are available in person for a fee at the Castle Rock main parking lot during weekends when park employees staff the entrance station and online from Erik Goetze at [www.virtualparks.org](http://www.virtualparks.org). The Portola and Castle Rock Foundation in partnership with State Parks personnel has worked with Erik Goetze to develop these maps. The Castle Rock State Park map was updated in 2008, the Climbers' map in 2004. Copyrights are held by State Parks jointly with Portola and Castle Rock Foundation, maps by Erik Goetze.

There is also a map that can be purchased at local outdoors stores and online at <http://sempervirens.org/store.htm>, "Trail Map of the Santa Cruz Mountains, Map 1", produced by Sempervirens Fund, 1999. As of late 2009 it is in the process of being updated. Another may be available online at <http://www.Redwoodhikes.com/> by David Baselt.

The accuracy of all these maps varies, but all convey the trails that are currently available to the park user. Because the map reading skills of park users also varies, the perceived usefulness of each also varies.

Park maps are also displayed at the main parking lot, Castle Rock Trail Camp and Oil Creek bulletin boards and at the Interpretive Shelter display for visitors to examine. Visitors are encouraged to carry their own copy of a detailed trail map to help prevent getting lost.

### 3.4.8 Interpretation

The following paragraphs identify interpretive and park use information material and facilities now in place and, in response to Draft Interpretive Plan direction, the new interpretive and trail use information planned for parking lots/trailheads, trail camps, and trails. There are two kinds of park information that tend to overlap, "interpretation" and "trail". "Trail" generally includes trail users, destinations, mileages, stay on trail, and trail loop information, some of which is addressed in paragraph 3.4.6 "Tail Signage" above. Interpretation generally focuses on increasing visitors' knowledge and appreciation of the park's natural and cultural resources. Both interpretation and trail use is addressed here.

The Castle Rock State Park Draft Interpretive Plan, which is based on State Parks interpretive policy and the General Plan, provides direction for park interpretation. This can be summarized generally as providing the opportunities to increase the visitors' knowledge and appreciation of the significant natural and cultural resources of the park and to increase their awareness of and sensitivity to human impacts on these resources. More specifically, parking facilities near existing trailheads should be upgraded with interpretive and trail use information panels and the proliferation of existing directional signs, park regulation signs, information signs, and interpretive signs should be reviewed, and, where possible, consolidated. In addition, material describing the park's sandstone outcrops and the climbing practices that rock climbers must employ to protect them should be developed for appropriate entrances. There are a number of notable park features, most identified in Table 2 "Park Resources to be considered in planning Trails" and in Figure 2 "Park Resources Map". Consideration should be given to interpreting some of these features where trails encounter them; however there is the issue of where the interpretation should be located, at a central display, or at the interpreted feature.

There are several locations in the park associated with trails, trailheads (parking), or trail camps that presently have some interpretation or park use information. These are the present main parking lot, the Oil Creek pull-off on Highway 9, the Goat Rock Overlook, the two trail camps, the Interpretive Shelter at Partridge Farm, the Saratoga Toll Road Trail, and an interpretive kiosk next to the San Lorenzo River in the lower park that was installed by the Sempervirens Fund. There is a short nature trail that is in bad repair and that is recommended for removal or relocation. At this time a primary source of park interpretive information is the official park map available to visitors which contains material such as geologic information about the park's sandstone outcrops, natural history, social history, hazards, rules, including for rock climbing and park location and support information.

The Interpretive Shelter is considered to be the primary interpretive facility in the park but it is only accessible by trail until and unless the main parking lot is relocated to the Partridge Farm area. Even then there will be multiple park entrances at the several parking lots, pull-offs, and wide shoulders along Highways 35 and 9 that access park trails, and appropriate park use and interpretive information should be installed at each of these park entrances. In addition, the trail camps and some trails should have both interpretive and trail use information displays, and at least one trail could itself be further interpreted. The existing nature trail at the Castle Rock trail Camp should be closed or relocated. Many of the trailhead parking interpretation locations are on public highways with direct public access and little or no supervision, so they will be potentially exposed to vandalism.

### **3.4.8.1 Interpretation for Parking Lots and Other Park Entrances**

There are two park entrances (trailheads/parking) that presently have some interpretation, primarily trail use information; the present main parking lot on Highway 35 and the Oil Creek shoulder on Highway 9. Present trailhead Interpretation is summarized in Table 8.

The interpretive goal for the park is to have interpretive information at all park entrances. This information should be, as a minimum, a durable park map indicating "You are Here", some material on stewardship of park resources, hazards, and trail information: users, destinations & mileages, and trail loops accessible from that location. Additional information would be interpretation of park features and resources readily accessible from that location. Existing information should be reviewed for consolidation and inclusion in the new displays. Low impact rock climbing information should be displayed at appropriate locations.

Interpretation and park use displays recommended for the primary park entrances and trailhead parking locations are addressed in the following paragraphs and pointed to in the right hand column of Table 14 "Planned Trailheads and Parking" for all parking locations. Display facilities at uncontrolled parking lots, roadside pull-offs, and wide shoulders potentially will be exposed to vandalism and their design and construction must take this into account.

#### ***3.4.8.1.1 Indian Rock Parking area***

Sanborn County Park and Caltrans jurisdiction. No interpretation or trail information is planned; however there will be coordination with both Sanborn Park and Caltrans.

#### ***3.4.8.1.2 The Present Main Parking Lot***

Park maps can be obtained at the kiosk manned on weekends from spring through mid fall. There are two protected bulletin boards with copies of park maps, notices and announcements. There are also signs identifying hazards, and indicating trail users, destinations and some mileages. These are the principal displays that should be examined for consolidation. It may be some time before this main parking lot is closed and moved to the Partridge Farm area and there still may need for some parking for the All Access Trail (E-12) located there. Therefore existing park interpretation and use information should be reviewed, consolidated where appropriate, and new display panels developed and installed.

**Interpretation:** The addition of display panels identifying main park features, stewardship of park resources, low impact rock climbing practices, and pointing to other park locations such as at the Interpretive Shelter, Sempervirens Point, Goat Rock Overlook, the trail camps, and other display locations.

**Trail information:** A durable map of the park, showing "You are Here", hazards, users, destinations & mileages, trail loops accessible from that location.

#### ***3.4.8.1.3 Shoulder Adjacent to Main Parking Lot***

No interpretation or trail information display is present or planned. Add Parallel parking signs.

#### ***3.4.8.1.4 Trail Interpretation***

There is potential overlap between trail signage and trail interpretation displays; however in these paragraphs trail signage is limited to trail intersection, trail user and "stay on trail" information and interpretation refers to information displayed about natural or historic features on or along a trail, including the trail itself in the case of the historic Saratoga Toll Road.

### **3.4.8.2 Interpretation of trails**

#### ***3.4.8.2.1 Saratoga Toll Road (E-14)***

There is an interpretive sign at the foot of the Toll Road Trail and one near its upper end. This trail is a candidate for the California Historic Register and could be interpreted beyond the signs located near the bottom and top of the trail. A funded study has been completed for submission for being classified as such. Additional interpretation should be considered.

#### ***3.4.8.2.2 Kings Creek Truck Trail***

This road/trail has a long history of use which might be interpreted.

#### ***3.4.8.2.3 Louis Seek Road***

This was the access road to the old Louis Seek farmstead. It essentially follows a portion of the north eastern segment of the Saratoga Gap Trail 1b.

### **3.4.8.3 Interpretation along trails**

#### ***3.4.8.3.1 Nature trail***

There is currently a nature trail called the Danny Hannavan Nature Trail at the Castle Rock Campground that is in poor condition and is not in a position for most park visitors to enjoy; however there is a brochure describing the numbered features on the trail. It follows the Oak Meadow Trail and a portion of the Saratoga Gap Trail out to the old Russell Point. Since Russell point has been moved to a spectacular viewpoint on the Ridge trail, the brochure would have to be changed. Because this trail is not adjacent to parking and is not much used it should not continue to be maintained but should be removed and relocated. Other nature trails should be considered for interpretation.

#### ***3.4.8.3.2 Goat Rock Trail (E-3)***

The Goat Rock Overlook on the Goat Rock Trail currently has a bench and two panorama description panels. The panels are still serviceable and no addition is planned there at this time.

Display "Low impact" rock climbing practices and rationale on trail at top of the rock and at staging area at bottom of the rock. Interpret the characteristic "tafoni" of Goat Rock and surrounding sandstone outcrops.

#### ***3.4.8.3.3 Castle Rock Trail (E-4)***

At Castle Rock display "Low impact" rock climbing practices and rationale. Interpret the characteristic "tafoni" of Castle Rock and surrounding sandstone outcrops.

#### ***3.4.8.3.4 Main Parking Lot All Access Trail (E-12)***

The sandstone outcrop by which the trail passes and local flora and fauna could be interpreted for both handicapped and non handicapped visitors along this 0.1 mile All Access trail.

#### ***3.4.8.3.5 Saratoga Gap Trail (E-1a)***

Interpret Castle Rock Falls and install at the viewing Platform. Stress staying on the trail and out of the creek above the falls. Display "Low impact" rock climbing practices and rationale.

#### ***3.4.8.3.6 Travertine Springs Trail (E-6)***

Interpret Travertine Springs at the spring location

#### ***3.4.8.3.7 Proposed Waterfall Rocks Trail (P-21)***

Interpret ruins and/or location of old Smead cabin.

#### ***3.4.8.3.8 Proposed Majestic Firs All Access Trail (P-34)***

This 0.7 mile trail loop trail with parking at Sempervirens Point could be a nature trail, interpreting the local flora and fauna, but principally the large Douglas Fir trees that give it its name, for both handicapped and non handicapped visitors. This trail could be built any time funding is available.

#### ***3.4.8.3.9 Proposed Partridge View All Access Trail (P-23)***

This proposed 0.5 mile trail loop could be a nature trail, interpreting the local flora and fauna, but principally the Black Oak Forest and sandstone outcrops, for both handicapped and non handicapped visitors. This trail can be built only after there is a public access parking lot at Partridge Farm.

#### ***3.4.8.3.10 Proposed Waterman Switch Railroad Loops All Access Trail (P-35)***

This 0.2 mile trail loop could have displays that interpret the Saratoga Toll Road, The riparian San Lorenzo River canyon, the Redwood forest and circles, and the old logging railroad and



logging activity that occurred there early in the last century and for both handicapped and non handicapped visitors. This trail can be built only after there is a public access parking lot at the Waterman Switch location in the lower park.

#### **3.4.8.3.11 Proposed Lion Caves Docent Interpretive Trail, P-25**

This will be a docent led trail, probably with a brochure.

### **3.5 Trail System Management**

Park trails must be maintained and visitor use managed on an ongoing basis to insure visitor safety and park resource protection. State Parks staff resources are currently insufficient to adequately either maintain or patrol the Park trail system and there is little prospect of this improving in the foreseeable future. The resources currently available would be more effective if devoted instead to creating, managing and coordinating a robust volunteer program to perform maintenance and patrol. Programs like this have been implemented in a number of park systems with excellent results. One example is the East Bay Regional Park District volunteer program described at <http://www.ebparks.org/getinvolved/volunteer/trail>, <http://www.ebparks.org/getinvolved/volunteer/safety>, and at <http://parkpatrol.org/>.

#### **3.5.1 Trail Maintenance**

Trails are to be designed for minimum maintenance and Trails Handbook trail design standards support that requirement by building in trail durability. In addition The Trails Handbook outlines State Parks maintenance management approach. Due to budget constraints, State Park staff cannot maintain even a fraction of the total number of miles of trails in CRSP. Volunteers are now, and will continue to be the primary means of trail maintenance for the Park. CRSP has a dedicated group of volunteers from different organizations that perform regular and semi-regular maintenance in the Park, and without their efforts, the trails in the Park would become impassable and unsafe for travel. However; even these dedicated volunteers cannot keep up with Park trail maintenance needs, and at least one trail, the Cableway Trail (formerly known as the Skyline-to-the-Sea to Toll Road Interconnector Trail) is not currently maintained. State Park staff does continue to repair major damage to the trail system when it is necessary and they are able. Thus, with maintenance of the existing trail system falling behind, and with many more miles of new trail proposed in this Trails Plan, trail maintenance will only become more critical for the Park. More volunteers will need to be recruited to ensure safe and passable trails and to insure resource protection throughout the Park.

#### **3.5.2 Management of Trail Use**

Management of trail use in an environment of very low staffing cannot depend on enforcement but must largely be the responsibility of the Park user with the possibility of volunteers assisting Park staff. Due to current (and likely future) staffing levels and because CRSP will contain trails of all kinds (multi-use equestrian, bicycle, hiking, handicapped, and climbers' trails), and because some are fairly isolated, managing trail use by park staff at present levels will be difficult, if not impossible. Several methods can be used to control users including location of the parking that

permits access to park trails to park feature destinations and to the trail loops of varying lengths. Control of users must also be affected by the nature of the trail itself and by effective signage so that users cannot misunderstand where they are and the user type of the trail that he or she is on. Trails for hikers only should be inhospitable for other users. Uneven, rough tread, steps, sharp turns, narrow spaces between trees or rocks would all be employed, such as found on parts of the Saratoga Gap and Ridge Trails. Trails shared between hikers and equestrians should have a tread that is not too uneven for footed beings such as humans and horses but inhospitable for wheeled vehicles such as bicycles, skateboards, and scooters. It is also desirable to create a regular volunteer trail patrol and when the Lion Caves docent trail is constructed and put into use it will be necessary to have a group of volunteer docents to lead regular hikes.

### **3.6 Priorities for Planned Trail Projects**

The twenty seven (27) new trail and trail modification construction projects totaling 21.6 miles proposed in this plan will significantly improve the Castle Rock State Park trail system. Some projects are believed to improve the park trail system more than others and some are more costly than others so they have been prioritized based on perceived utility and added value in serving the visiting public. Potential cost has also been considered. High priority has been given to ADA trails, to safety, to bringing appropriate heavily used volunteer trails up to park trail standards, to trails that will be low cost to implement, and to trails that provide access to particularly attractive locations and features. The planned Partridge Farm All Access (ADA) Trail project is not practical until the General Plan mandated move of the present Main Parking Lot to Partridge Farm has occurred. Several of the proposed trails are within or provide access to the recently acquired San Lorenzo Water District property and an entry point and parking at the lower elevation of the park (720') will be needed to take full advantage of those trails. The Waterman Switch All Access (ADA) Trail is not practical until public access and parking is available at that location.

Each trail project has been given a priority number, and they have been placed into "High Priority", "Medium Priority", and "Lower Priority" groups for implementation. Within each priority group the implementation order could change and lower priority projects could become higher priority if parking at Partridge or Waterman Switch became a reality.

There are **6 High Priority** trail projects totaling an estimated 2.8 miles. These include an ADA trail and the utilization of old roads and heavily used volunteer trails.

There are **5 Medium Priority** trails totaling an estimated 10.5 miles. One of these, the Perimeter Trail is broken down into 4 projects and uses 3 segments of the existing Kings Creek Truck Trail Fire road. Of these projects, the only Kings Creek Crossing link is completely new construction. The San Lorenzo River Trail is broken down into 4 segments and only the Cascade link is new construction.

There are **10 lower priority** trail projects totaling an estimated 8.3 miles. Most of these trails are new construction and are lower priority mainly because their effective use depends on having a park entrance and parking at Partridge Farm on the ridge and/or at Waterman Switch in the lower park along the San Lorenzo River.

Table 15, Construction Requirements and Priorities, below, presents a list of the proposed trail projects in sequential priority order and in High Priority, Medium Priority, and Lower Priority

groups. The table contains Trail number, Trail Name, Construction Type (New, Modify, and Exists), trail Length in miles, Comments and Issues with information about the trail project, trail Classification in accord with State Park instructions, and Priority Rank number. Mileage is totaled for each priority group and all trails. "Exists" refers to sections of the existing Kings Creek Truck Trail Fire road which previously had not been used as an official trail. "Modify" usually refers to old roads which require work such as brushing and washout repair to make them usable as trails and to existing trails that require some change. "New" refers to new construction.

**Table 15 Priorities and Construction Requirements**

Trail No.	Trail Name	Construction Type (*)	Length Miles	Comments and Issues	Classification	Priority Rank
<b>High Priority</b>						
P-24	Oak Knoll	Modify	0.25 +(0.1)	Clean-up as needed, adopt as official if MROSD concurs. 0.1 in Saratoga Gap Open Space Preserve.	II	1
P-33	Sempervirens Point Loop	New/ Modify	0.2	Heavily used but needs some rerouting and some construction.	I	2
P-22	Skyline Crossing	New	0.25 +(0.1)	Partridge to Skyline. Gets hikers off Skyline, enables loops across Skyline. 0.1 in Sauborn.	I	3
P-34	Majestic Fir All Access	New/ Modify	0.7	Clear and clean old road, little new construction, ADA trail standards.	I	4
P-27	Bay Laurel	New/ Modify	0.8	Short reroute to stay away from private residence, clear brush.	II	5
P-21	Waterfall Rocks	New/ Modify	0.6	Reroute old climbers' trail, new route for hikers. Uses old road, clearing to Shady Rock. Some steps. Permits closure of problem climbers' trails.	II	6
P-29	Brewers Station	New	0.1	Safer route from Brewers Sta parking to trails	I	7
			2.75	Total new miles of high priority trails		
<b>Medium Priority</b>						
<b>Perimeter, Kings Creek Truck Trail Segments</b>						
P-26a	East Segment	Exists	0.4	From Old Summit Road Link to Panorama Link	II	None
	South Segment	Exists	1.8	From Panorama Link to Kings Creek Crossing Link	II	None
	West Segment	Exists	1.2	From Saddleback Link to Saratoga Toll Road	II	None
P-26b	Perimeter, Old Summit Link	New	0.4	Enables the Perimeter Trail, R7. New construction partially following the route of the old Summit Rd.	II	8
P-26c	Perimeter, Panorama Link	Modify	0.4	(Sempervirens trail) Enables the Perimeter Trail, R7. Partially built, may need some reroute.	II	9
P-26d	Perimeter, Kings Creek Crossing Link	New	1.5	Extensive new construction and may require a bridge. Enables the Perimeter Trail, R7.	IV	10
P-26e	Perimeter, Saddleback Link	Modify	0.6	(Sempervirens trail) Clear, clean-up. Enables R7, the Perimeter Trail.	IV	11
P-29a	River, Craig Fork Link	Modify	0.6	Clear and clean up old road (Hansen Rd.), cross the San Lorenzo River at a narrow place. Enables River Trail, W3.	III	12
P-29b	River, Cascades Link	New	0.4	Major new construction, crosses Tin Can Creek. Enables W3, the San Lorenzo River Trail.	III	13
P-37	Valley View	New/ Modify	0.35	Extend remnants of an old road. Some new construction	II	14
P-29c	River, Sawmill Link	Modify	0.6	Clear and clean up old logging road, major crossing of San Lorenzo River, enables W3, the San Lorenzo River Trail.	III	15
P-29d	River, (1) Railroad Link	Modify	0.9	Repair old road, railroad bed. Enables W3. (1) Needs new parking at Waterman Switch to access.	III	16
P-30	Beekhuis	Modify	0.9	Clear, re-grade, 100 yards reroute.	III	17
E-19	Cableway	Modify	(0.4)	Repairs, reroute needed.	I	18
			10.05	Total new miles of medium priority trails		
<b>Lower Priority</b>						
P-20	Ridge Trail Reroute	New	0.4	New route for hikers. Climbers will use old. All new route, major construction.	I	19
E-9	Skyline Trail Upgrade	Modify	0.25	Rebuild two narrow sections with dangerous drop-offs to make multi-use.	I	20
P-23	Partridge All Access (2)	New	0.5	ADA, (2) Requires new Parking at Partridge before implementation.	I	21
P-35	Waterman Switch All Access (3)	New	0.2	New construction, old railbeds, ADA, (3) Requires new parking at Waterman Switch before implementation.	I	22
P-32	Brush Creek Fault	New	0.2	An intermediate connection, Skyline to the Sea to the Toll Rd.	IV	23
P-25	Lion Caves Docent	New	1.4	May require 2 bridges and some steps. Access to Black Oak forest & Lion Caves.	I	24
P-28	Tin Can Creek	New	0.6	Difficult to route, steep.	II	25
P-31a	Crosscut, Cabin Canyon	Modify	1.0	Clear old road to enable W5.	III	26
P-31b	Crosscut, Old Redwood (1)	Modify	1.1	(Sempervirens trail) Existing new trail, needs some modification. Enables W5. (1) Needs new parking at Waterman Switch to access.	III	27
P-36	Waterman Fault (1)	New/Modify	0.4	Extend old road remnants. (1) Needs new parking at Waterman Switch to access.	II	28
P-38	Michael's Summit Loop (1) (4)	Exists/Modify	1.6 +0.9	(Sempervirens trail) Plus uses 0.9 miles of Kings Creek Truck Trail. (1) Needs new parking at Waterman Switch to access. (4) Modify steep grades, switchbacks, build bridge over creek, reroute through landslide.	II	29
			8.3	Total new miles of lower priority trails		
			21.9	Total new miles of trails		

## 4 Environmental Impact Analysis

Preparation of the EIR for this plan is outside the scope of this committee's charter and expertise. It should be prepared by professional personnel with appropriate training.

## 5 Bibliography

The following documents were consulted during the preparation of this Plan.

1. **The Castle Rock State Park General Plan**, with Addendum 1 dated 1/24/00 and Addendum 2 dated 3/1/00. The General Plan was approved by the State Park Commission on March 8, 2000, as modified by an Amendment dated 6/20/2000.
2. **Castle Rock State Park Resources Description and Guidelines for Restoration Partridge Farm, Boisseranc Unit**. Harvey and Stanley Associates, 1984 for the Sempervirens Fund and the California Department of Parks and Recreation
3. **Natural Resources Inventory of Castle Rock State Park and the Upper San Lorenzo River Basin**. Harvey and Stanley Associates, 1978 for the Sempervirens Fund
4. **Draft Preliminary Interpretive Plan, Castle Rock State Park**, 2003, Updated 2008, 2009, unpublished
5. **Sandstone Caves (tafoni) in the Central Santa Cruz Mountains, San Mateo County, California**, Grantz, A. March 1976, in California Geology.
6. **Castle Rock State Park Climbing Management Plan Mitigated Negative Declaration (Draft)**, 12/04. Revised 11/27/09, Unpublished.
7. **Castle Rock State Park**, brochure with map, Portola and Castle Rock State Parks Foundation, 2006, 2008
8. **Castle Rock State Park Climbing Map**, brochure, Portola and Castle Rock State Parks Foundation, 2004
9. **Sport Climber's guide to Skyline Boulevard**, MorComm Press, 1995
10. **Rock Climber's guide to Skyline Boulevard**, MorComm Press, 2000
11. **Bouldering Guide to the Castle Rock Area**, MorComm Press, 2002
12. **San Lorenzo River Watershed Management Plan**, Santa Cruz County Planning Department and State of California Resources Agency, 1979 and revisions
13. **Trails Inventory, Castle Rock State Park**, July 1984, available in Park office

14. **California State Parks Trails Handbook**, various revisions
15. **Books on hiking in the Santa Cruz Mountains**, with descriptions of hikes in Castle Rock State Park, a wide variety available in bookstores and libraries
16. **A History of the South Skyline Region**, South Skyline Historical Society and the South Skyline Association, Janet Schwind, principal auditor. Publication expected in 2010.
17. **Trail Distances for Castle Rock State Park** 8/11/02 (printed tabular form, missing the Saratoga Toll Road Trail, available in Park office)
18. **Notes for Castle Rock State Park Trail Distances**, (no date, handwritten, available in Park office, and in Appendix C)

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