

Castle Rock State Park Road and Trail Management Plan
Comments and Responses Summary
Updated 4/23/20

Comments received during the Castle Rock Road and Trail Management Planning process are addressed below. Because many of the comments addressed similar issues, a number of common responses were developed. Those common responses are listed below and referenced by number at the appropriate comments.

Common Terms:

California State Parks (CSP)

Change-in-use (CIU)

Road and Trail Management Plan (RTMP)

Castle Rock State Park (CRSP)

General Plan (GP)

Adaptive Use Management (AUM)

Common Responses:

1. (CIU): In an effort to meet the recreational needs of all members of the public, CSP is obligated to consider those uses requested by the public and to accommodate those requests where it is appropriate to the park's classification; where preservation of the natural and cultural resources can be maintained; and where public health and safety can be managed. CSP strives to balance the recreational needs of the public with preservation of the natural and cultural resources in the park and the health and safety needs of trail users. In addition, CSP strives to implement the goals of the State's Recreational Trails Plan, which include encouraging the appropriate expansion of multi-use (hike, bike, ride) trails. Thus, CSP developed a "change-in-use" (CIU) process to objectively evaluate if bicycles or horses can be added to a trail. The CIU process includes analysis of all potential impacts of a proposed CIU to the safety and sustainability of a trail as well as effects on circulation, natural and cultural resources, and park operations. If park management does not feel that impacts can be managed through trail design modifications, such as the addition of speed control devices or trail reconstruction/reengineering, or through management options, such as alternate days of use or one way travel, the CIU may not be approved. Bikes or horses will not be allowed where they will cause significant impacts to natural or cultural resources or cause significant health and safety concerns that cannot be addressed through design or management alternatives. Typically, when more than one trail is requested for CIU at a single park a RTMP process is used to evaluate these

request in the larger context of the park and surrounding region. The public will have an opportunity to review and comment on CIU evaluations.

During the development of this RTMP, CIU requests for the addition of bikes were received for the following trails: Loghry Woods, Skyline to the Sea (within CRSP), Saratoga Toll Road, Skyline to the Sea/ Toll Road Interconnector, and Travertine Springs Trail. In addition, CSP initiated CIU evaluates for the addition of bicycles to Beekhuis Road, Saratoga Gap Trail Segments 6 and 8, and Skyline to the Sea Trail (located within Big Basin State Park) along Highway 236 from Waterman Gap to China Grade Road, for the purpose of creating bicycling connections and loop opportunities. Additionally, a CIU request for the addition of horses was received for the Travertine Springs Trail. No additional CIU requests are anticipated as part of the CRSP RTMP process.

The CIU process requires a period of Adaptive Use Management (AUM) after a new trail use is allowed to evaluate the sustainability and safety of the new use. AUM includes trail monitoring and taking corrective actions to deal with issues such trail erosion. Corrective actions, which could include removal of the new use if all other corrective measures are not effective, will be prescribed and implemented as necessary.

CSP recognizes visitor desire for single use (hiking) or dual use (hike, horse) trail options within the park or region, and will consider this in the CRSP RTMP process.

Additional information on the CSP CIU process can be found here

https://www.parks.ca.gov/?page_id=28461

2. CRSP GP: The CRSP GP Plan reaffirms CSP's commitment for resource preservation and opportunities for compatible recreation. It also states "A Unit Trails Plan should be prepared that strives to create opportunities for visitors to enjoy the unique and diverse topography, geology, biotic communities, and scenic views at [CRSP]. The actual location, distance, and use of future trails should be governed by this plan." The intent of the RTMP is to be consistent with the General Plan while providing a variety of user experiences. CSP is evaluating whether future bicycling opportunities on trails and primitive roads in the park is consistent with the park's General Plan.

#	Comment	Response
1	Why is this Change In Use supported and advertised on mountain biking websites?	Any CIU for State Park roads and trails requires public input, which will involve groups that show support and opposition to prospective uses.

#	Comment	Response
2	Do not allow ebikes at CRSP	CSP is in the process of determining an ebike policy for all units in the state park system. Ebike policy for CRSP will follow this policy, once determined. As related to the RTMP, if the new CSP policy allows for ebike use on trails, it will be restricted to trails where traditional bikes are allowed.
3	Is CSP evaluating all trails at CRSP for potential CIU?	See Common Response #1
4	The fact that you have received CIU requests from organized mountain bikers is no more a reason to seriously address this issue than if you had received change in use requests from dirt bikers, off road vehicle users or recreational dynamiters.	CSP policy allows for the acceptance and evaluation of CIU request from hikers, bikers, and equestrians.
5	Worried about bikes being on the cableway (AKA Skyline to the Sea Interconnector trail) or Skyline to the Sea trail.	See Common Response #1
6	<p>Opposed to adding bikes, other than Saratoga Toll Road between Saratoga Gap and Beekhuis to the rest because it would be another high impact activity inside the Park on top of climbing. I am also against adding biking to any existing or future single-track trail, or creating improvements to allow biking other than at Saratoga Toll. This is because:</p> <ul style="list-style-type: none"> - There is already ample mountain biking in Sanborn County Park across Skyline/Hwy 35, mostly single-track, including John Nicholas that was opened about 4 years ago. Places that never had riders before, including the sensitive Todd Creek where riding is forbidden, get a lot of bike traffic now. - Biking widens trails, causes deep ruts, and many bikers ride up on the banks (trail-side up-slopes) along the trails. I've counted dozens of these banks along Sanborn trails that are now bare dirt, destroying habitat for plants that prefer these areas. - The speed of bike travel prevents bikers from avoiding snakes and amphibians that are sunning or crossing trails. The Mountains has shrinking populations of California mountain king snakes, for various 	See Common Response #1

#	Comment	Response
	<p>reasons, but I have seen several flattened by bike tires on Open Space trails.</p>	
7	<p>Mountain biking is now a sport that many ski resorts support in the summer months. Are State Parks becoming ski resorts? Should a supplemental mountain biking fee be implemented in State Parks? If bikers want to use the land to ride (and consequently damage), I think they should pay more, or do it on private land where they are not in conflict with hikers and wildlife.</p> <p>I believe there are several existing fire roads that would make good biking trails. I do not have a problem with mountain bikers using those existing dirt ROADS to bike, assuming that they are NOT going on hiking trails. I think a pass-through trail/road, using existing fire roads, that allows bikers to pass through Castle Rock is OK, but there are potential problems, that you will need to address. If bikers are traveling near hiking trails, who or what is to prevent them from biking on the hiking trail? How will you prevent rogue trail building? What about night riding? Night riding is becoming more popular, especially with the super powerful LED lights previously unavailable. How will wildlife (that wait until dark to move around) survive this type of onslaught? Will there be enough rangers on patrol at night to prevent the damage done by unsupervised night riders? Will you have enough funds to install blocks on all trail that intersect the fire road?</p> <p>Finally where is the funding coming to enhance the trails for biking? My understanding was the previous 10 year effort that was made was not implemented because there were no funds to do it. Have more funds come in? Maintaining trails that bikes ride upon is much more expensive than maintaining hiking trails. Who is going to pay for it?</p>	<p>See Common Response #1</p> <p>CSP considers bicycling on trails and primitive roads as an appropriate recreational activity depending on the unit's classification and resource management objectives. CSP funding for most trail-related projects comes from many sources to include grants, donations, or capital improvement sources. Funding for implementation of recommendations in the RTMP will be acquired on a project-by-project basis and as priorities dictate.</p>

#	Comment	Response
	There will be initial installation costs, increased maintenance, and increased patrol costs.	
8	<p>If you are going to move forward with increasing mountain biking in Castle Rock State Park, I make the following suggestions:</p> <ol style="list-style-type: none"> 1. You need to commit substantial funds to policing - including increasing the number of rangers, extending the working hours, and scaling up the policing equipment. 2. Trails must be closed to bikes when they are muddy or it is raining. 3. Biking trails must avoid watershed/marsh areas, to avoid widening trails and damaging or killing wildlife. 4. Trails that are damaged by bikers should be closed to be rehabilitated. Biking clubs can be recruited to help with the restoration and repair of the damaged trails. 5. Tickets must be given to people who break the rules. 6. Consider RFID tags that bikers must apply for, buy, and attach to their bikes before riding on any trails. Install cameras and readers that monitor date, speed, and location. Issue large fines/tickets for those who break the rules or do not have the tags installed. 7. Separate hikers and bikers. 8. Consider a supplemental biking day use fee. 9. Decide what class of e-bike is acceptable to use on the trail, such as pedal assist. Prohibit all other types of e-bikes. 10. In order to support all of these additional facilities and policing, increase the fee for biking in the park. Keep hiking fees the same. 11. Fine night riding heavily. 12. A list of biking rules should be carefully thought through, published, and circulated, to help minimize the damage caused by mountain biking. 13. If biking groups offer to help, put them to work restoring damaged trails, replanting the sides of damaged trails, and removing rogue 	Thank you for your suggestions. These will be consider during CIU evaluations

#	Comment	Response
	<p>trails, rather than cutting new trails. Help them learn to police themselves, and by doing this, help the new generation of mountain bikers to become more aware of their own impact and responsibility.</p> <p>14. Before implementing any new biking trails, please research carefully the damage that is occurring across the country on public lands. See if there are measures that can be taken to avoid the damage mentioned above, and to minimize the impact mountain biking has on the wildlife and the landscape. Please do this BEFORE opening up any more trails to biking.</p>	
9	<p>When the Public Draft comes out can we see the CIUs and evaluations?</p>	<p>A summary of the CIU evaluations, including a discussion of the recommendations that were made, will be included in the draft RTMP and will be available for public comment.</p>
10	<p>Opposed to adding bikes to King's Ck Truck Trail (KCTT) because of ecological and safety issues. First, a lot of the area accessed via the KCTT is wilderness. The Park should limit access to the western wilderness areas of Castle Rock because it is one part of a larger territory used by wildlife which should remain remote and unfettered by high impact recreation, including bikes. I'm also concerned about mountain lion encounters, which may induce public pressure to depredate lions.</p> <p>KCTT terrain is too steep and will see mountain biking accidents. I am concerned about impact to habitat that might be needed to support fast emergency response and patrolling. Finally, under any circumstances, the KCTT would be difficult to patrol and I am REALLY concerned about increased access by bike and the possibility of illegal camping and campfires going out of control.</p>	<p>The Kings Creek Truck Trail (KCTT) is a road that does not have designated trail uses. This planning effort will identify allowable trail uses through an evaluation process that will consider effects on trail safety, sustainability, and circulation, natural and cultural resources, and park operations. Although the KCTT is remote, the area is not classified as "State Wilderness" and not subject to wilderness restrictions.</p>

#	Comment	Response
11	Discussions on online forums suggest that at least some of the mountain bikers view this plan for Castle Rock State Park as a roundabout way to eventually succeed in implementing their dream of a hill-scale bike park in the Skyline corridor.	CSP <u>will not</u> be considering a bike park as part of the CRSP RTMP.
12	According to numerous sources, there is anywhere between 150 to 200 miles of mountain bike trail access within the region.	<p>Thank you for this information. Upon verification, the information will be considered in CIU evaluations.</p> <p>The availability of mountain bike trails in the area is considered as part of the CIU evaluation, particularly when considering such aspects as diversity of trail experiences and regional connectivity.</p>
13	Many, if not most, of the trails in nearby county and open space district parks are already open to bicyclists.	<p>Thank you for this information. Upon verification, the information will be considered in CIU evaluations.</p> <p>The availability of mountain bike trails in the area is considered as part of the CIU evaluation, particularly when considering such aspects as diversity of trail experiences and regional connectivity.</p>
14	San Francisco State University that did research on Mid Peninsula open space request, and several other studies (2018 conducted by Santa Clara county parks, and 2015 and 2016 done by San Mateo county parks) concluded that overwhelming majority of people prefer hiking not biking.	<p>Thank you for this information. Upon verification, the information will be considered in CIU evaluations.</p> <p>The availability of mountain bike trails in the area is considered as part of the CIU evaluation, particularly when considering such aspects as diversity of trail experiences.</p>
15	Support keeping all climbing-access trails as they are in the current climbing areas, but do not support new trails for climbing access. Climbing has caused historical damage to rock faces and surrounding areas, which are permanently denuded of the original native vegetation.	Access routes to climbing rocks will be evaluated during the planning process. CSP recognizes that sustainable access trails to climbing locations need to be provided. CSP is seeking input on the best ways to manage the trails necessary to accommodate rock climbers. Climbing routes on the rock will not be addressed in this plan.

#	Comment	Response
16	Increasing mountain bike usage will increase the demise of fragile animal and plant ecology as well as erode soil and leave gouges from tire tread.	See Common Response #1
17	On a number of trails where mountain bikes are allowed and I have seen an increases in erosion which indicates cyclists are not staying on the trail and will likely continue to do so if the use is permitted across the park.	See Common Response #1
18	Mountain bike usage would increase trail erosion and modification by users	See Common Response #1
19	I am an Equestrian and ride the Skyline Ridge trails and have seen noticeable decline in trail quality since mountain bike usage has begun, deep ruts have resulted from tire tread which have created unsafe conditions for horses and hikers.	See Common Response #1 CSP staff will inspect the Skyline Trail within CRSP to verify information provided in this comment.
20	Mountain bike use will result in widening of trails, erosion of soil, and impact to nearby wildlife.	See Common Response #1
21	Opening Castle Rock trails to biking would couple those trails to the Sanborn-Skyline trails and encourage large scale mountain biking that would take over and dominate the trails and heavily impact the local environment and infrastructure.	See Common Response #1
22	Mountain bike users pose a threat to harming wildlife on trails when traveling at high speeds.	See Common Response #1
23	Mountain bike use and the subsequent environmental impact that results is not aligned with the core values of the department/agency.	CSP considers bicycling on trails and primitive roads as an appropriate recreational activity depending on the unit's classification and resource/ visitor use management objectives.
24	Castle Rock SP is home to fragile and unique environmental ecology that are at risk if exposed to more intensive uses like mountain biking.	See Common Response #1

#	Comment	Response
25	Mountain bike users should pay "green sticker" fees to fund mitigation of environmental damage that results from their use.	CSP recognizes that all trail use has impacts to the environment in one form or another and seeks funding opportunities to minimize and repair damaged caused to the natural environment.
26	The Sierra Club opposes motorized and non-motorized users in wilderness designated areas due to environmental impact concerns.	See Common Response #1 There are no areas classified as "Wilderness" in CRSP. The park does contain the San Lorenzo Headwater Natural Preserve. There is recommendation to allow bicycle use within the Natural Preserve.
27	Mountain bike use is not consistent with environmental commitment of the Department.	CSP considers bicycling on trails and primitive roads as an appropriate recreational activity depending on the unit's classification and resource/ visitor use management objectives.
28	<p>Mountain bikes damage the land and affect wildlife and habitat by widening trails, creating erosion issues, soil compaction and creating unauthorized trails. Consequently, the cost to maintain mountain biking trails is significant to mitigate this damage. The affects to land, wildlife and habitat can be seen on the John Nicholas Trail in Sanborn County Park which has recently changed from hiking trail to hike/bike.</p> <p>Since opening John Nicholas Trail to mountain bike users hiker and equestrian enjoyment has been negatively impacted.</p> <p>Over the few years that the John Nicholas Trail in Sanborn-Skyline County Park has been open to mountain bikes, members of our community have been distressed by how rapidly the mountainside has been eroded along the trail. We despair that the same fate will befall the trails of Castle Rock State Park.</p>	<p>See Common Response #1</p> <p>According to Santa Clara County Parks staff, the John Nicholas Trail was originally designed and constructed for multi-use (hike, bike, and equestrian). There has not been a recent change to allow mountain biking. However, CSP staff have reviewed the conditions of the John Nicolas Trail and will be using that information in the CIU evaluations.</p>

#	Comment	Response
	I know many people who are no longer comfortable walking at John Nicholas after the permitting of mountain bike use.	
29	Concerned with the spread of Sudden Oak Death (SOD) and invasive species. SOD is in Sanborn Park and could be spread to Castle rock by bikes.	See Common Response #1
30	Allowing mountain bike use on Castle Rock trails is not consistent with General Plan commitment to provide "opportunities for less intensive forms of recreation, solitude, and personal reflection".	See Common Response #2
31	Speeding mountain bikes are a disruption of peace for hiking and equestrian users.	See Common Response #1 CSP recognizes the need to retain bike-free trail experiences and the variety of trail experiences will be considered during the CIU process. The RTMP will be consistent with the goals and the vision of the park's General Plan.
32	Castle Rock only has about 34 miles of trails. Opening any of these, even just a few miles, would conflict with the Castle Rock General Plan adopted in 2000. To quote: "... The potential increase in visitation and future recreation demands will be met with management actions that minimize visitor impacts, with the intent to maintain wildland values and low-impact recreational use. Castle Rock State Park will remain a wildlands park, providing opportunities for less intensive forms of recreation, solitude, and personal reflection."	See Common Response #2
33	The Skyline to the Sea Trail was designed for hikers and, as it currently exists, is not suitable for mountain bikes. Were it to be modified or fortified for such use the Skyline to the Sea Trail would lose its most vital qualities as an intimate, natural forested trail designed for gentle pursuits.	See Common Response #1

#	Comment	Response
34	The General Plan for CRSP provides little or no support for mountain bike use in Castle Rock State Park. At best it defers any decision to the district superintendent. The GP does however describe CRSP as a refuge, a refuge for the flora and fauna and as a refuge for human beings.	See Common Response #2
35	Concerns about mountain biking in our public parklands and mountain bikes taking over hiking trails. When bikes are added to hiking trails, they are no longer relaxing. Have safety concerns with bikers hitting hikers and being startled by the sudden appearance of a mountain bike. The speed and silence of mountain bikes is a safety issue. Biker and hikers don't mix well on trails and the trail essentially becomes a biking trails as hikers are run off.	See Common Response #1
36	Equestrians need distance available to ride 25-50 miles in a day. Keep our connecting trails open to horses from Castle Rock State Park to Big Basin and other regional connections.	Pursuant to CSP policy, regional connectivity is an important part of trail planning. CSP is not considering limits to existing equestrian access within CRSP.
37	Increasing use variety in Castle Rock SP will lead to a need to increase patrol by rangers to monitor uses and prevent illegitimate routes from being created.	See Common Response #1
38	Castle Rock SP trails are not suitable for shared uses. Hiking, equestrian, and mountain bike users should be segregated to the trails most suitable for their intended use.	See Common Response #1
39	I have often run in to other users on the trail, both equestrians and mountain bikers. On fire roads and other wide, level, trails, it usually works out fine. However when hiking on rocky trails - like those in Castle Rock State Park - I have witnessed some collisions and many near misses.	See Common Response #1
40	I like the varied, uneven, and rugged terrain found on Castle Rock trails and I am opposed to "improvements" that might be suggested to make them more rideable. I would prefer to see mountain bikes restricted to fire roads as has been done in some other areas.	See Common Response #1

#	Comment	Response
41	Single track trails should be found unsuitable for mountain bike usage as well as equestrian uses due to insufficient space.	See Common Response #1 CIU evaluation criteria include whether the trail has sufficient width (or could be sufficiently widened) to safely add the proposed use..
42	Trails that allow bikes become unhikable. Portion of Saratoga Gap Trail open to bikes is an example.	CSP believes this comment may actually be related to the Skyline Trail and not the Saratoga Gap Trail. If not, additional clarification is required. See Common Response #1
43	What percentage of your visitors are bikers? The vast majority of your visitors I believe, are there to enjoy a visit to the wilderness, (or in the case of Castle Rock to rock climb) and are not bikers. Is it fair, in essence, to hand over a large percentage of the trails to a small percentage of the visitors? is it fair that the trails are damaged by a small portion of the visitors, reducing the enjoyment of the larger portion of visitors?	Currently the percentage of bikers at CRSP is low because bicycles are not allow on trails. CSP will be evaluating trail demand statistics in the region as part of the planning process.
44	Permitting mountain bike users will draw other motorized, "electrical assisted" bicycles as well. This will cause a domino effect of other off-highway vehicle uses like ATVs to come in to park.	Electric bicycle use will be subject to CSP's new e-bike policy. Motorized vehicles are prohibited on trails by law in all state park unit classifications to include CRSP.
45	Unfortunately, it has been my experience that once one of these trails is open to biking it becomes unpleasant for use by hikers. Most avoid it, creating a de facto closure to hikers.	CSP recognizes the need to retain bike-free trail experiences and a variety of trail experiences will be considered during the CIU process.

#	Comment	Response
46	I used to also hike often in Sanborn county park, which is nearby. After trails in Sanborn became open to mountain bikers, it became nearly impossible to hike there.	See Common Response #1 According to Santa Clara County Parks staff, the John Nicholas Trail was originally designed and constructed for multi-use (hike, bike, and equestrian). There has not been a recent change to allow mountain biking. However, CSP staff have reviewed the conditions of the John Nicolas Trail and will be using that information in the CIU evaluations.
47	A CIU allowing mountain bikes on Castle Rock SP trails would exclusively benefit a relatively smaller group of “high-impact” visitors at the expense of other “low impact” visitors.	See Common Response #1 CSP strives to balance the opportunities for all recreational trail uses that are deemed appropriate for the park unit.
48	Many hikers avoid trails that integrate mountain bike usage, which leads to a de facto change in the nature of these trails as exclusive to mountain bikes.	See Common Response #1 CSP recognizes the need to retain bike-free trail experiences and a variety of trail experiences will be considered during the CIU process.
49	The environmental impacts of mounting biking on trails will diminish experiences for non-mountain bike users.	See Common Response #1
50	Keep our equestrian trails equestrian and hiking. Especially Skyline to the Sea Trail to Big Basin and Skyline to the Sea Interconnector Trail.	See Common Response #1
51	Do not open trails to mountain bikes. Adding mountain bikes to trails require additional cost to constructed or reconstruct/reengineer trail for bike use. The also require additional maintenance unless on well maintained roadbeds. State Parks does not have the resources necessary to properly maintain mountain bike trails. There is not enough ranger supervision to control illegal bike jumps and off trail bike use and illegal trail building. Mountain biking is a high impact activity and Castle Rock State Park is one of the few parks which does not allow mountain biking. Mountain bikes caused safety issues with	See Common Response #1

#	Comment	Response
	other user groups. Mountain bikes cause a negative experience to hikers when sharing trails.	
52	<p>Who is responsible for accidents between fast moving bikes, and slow equestrians and hikers? The Saratoga Toll Road trail passes through my property and I am very concerned with any increased legal liabilities with the addition of fast moving bicycles. Where can I get a copy of the Toll Road easement document? I would like to review it carefully and possibly have an attorney advise me.</p>	<p>Pursuant to California Government Code Section 831.4, "...a grantor of a public easement to a public entity....is not liable for an injury caused byany path.... on an easement of way which has been granted to a public entity." See the full code at the link provided. https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=831.4.</p> <p>Trail users are responsible for following appropriate trail etiquette regarding speed limits and right-of-way. If an accident occurs, an investigation may be required to determine liability on the part of the parties involved in the accident.</p> <p>A copy of the Saratoga Toll Road Easement is available at the link provided.</p> <p>Saratoga Toll Road Easement Agreement</p>
53	<p>Arguments for opening the trails to bikes and horses:</p> <ol style="list-style-type: none"> 1) My knees and lower back stop me from hiking. Cycling make it possible for me. 2) Environment: hikers, bikers, and equestrians should be on the same side urging more people to join us in nature. There shouldn't be exclusion: we should be an inclusive and welcoming community. We need a critical mass of people to value the environment so that they fight for it in policy and legislation, and helping more people enjoy and depend on the environment could increase environmental awareness and ethics. 3) Mental health: enjoying the outdoors improves the mental health 	<p>Thank you for your comment</p>

#	Comment	Response
	<p>for many people. I've noticed a trend in news articles talking about biking as therapy. I bike to work 10 miles each way, and I notice how much happier it makes me compared to driving. Biking long trails feels like an amazing achievement.</p> <p>4) The trails develop bike-handling skills (situational awareness, balance, confidence, etc), which improve the safety of biking in the community.</p>	
54	<p>There are a lot of hikers and backpackers along the Skyline to the Sea trail and Saratoga Toll Road. These should remain closed to bikers.</p>	<p>See Common Response #1</p> <p>Backpacking along the Skyline to the Sea Trail and Saratoga Toll Road will be considered in CIU evaluations.</p>
55	<p>According to data from an external survey, 50% of respondents cite Walking and Hiking as their preferred activity in the Parks vs only 1% responding Mountain Biking.</p>	<p>Thank you for the information. Upon verification, this information will be considered in CIU evaluations. CSP strives to balance the opportunities for all appropriate recreational trail uses by providing both biking and bike-free trails. The availability of different types of trails will be considered during CIU evaluation.</p>
56	<p>Rather than changing existing trail uses, Parks should consider creating entirely separate trails to prevent use conflicts.</p>	<p>New trails will be considered during the planning process. However, new trails also cause new environmental impacts and require additional maintenance. It is preferred that desired trail use be accommodated by existing trails if it can be done in a safe and sustainable manner, as evaluated during the CIU process.</p>
57	<p>Separate bike trails would be better suitable to prevent conflicting experiences between hikers and equestrians.</p>	<p>New trails will be considered during the planning process. However, new trails also cause new environmental impacts and require additional maintenance. It is preferred that desired trail use be accommodated by existing trails if it can be done in a safe and sustainable manner, as evaluated during the CIU process.</p>

#	Comment	Response
58	Trails open to mountain bikes become mountain bike trails instead of multiuse.	See Common Response #1 CSP recognizes the need to retain bike-free trail experiences and a variety of trail experiences will be considered during the CIU process.
59	A huge number of bikers would be incentivized to come to these fragile areas, along with commercial interests that sell mountain biking equipment and tours.	See Common Response #1 Anticipated levels of use will be included in the CIU evaluation. Commercial activities are already limited to necessary visitor services as authorized by law and pursuant to a concessions agreement. No concessions are envisioned as part of this RTMP.
60	Broadening designated uses to allow mountain bikes will crowd, already heavily populated, Castle Rock SP trails and resources.	See Common Response #1 Trails being considered for the addition of bike use are not those that traditionally receive heavy visitor use. However, anticipated levels of use will be included in the CIU evaluation.
61	Allowing mountain bike use will increase local traffic and overwhelm parking facilities.	See Common Response #1 Anticipated levels of use as well as facility capacities will be considered in the CIU evaluation.
62	The majority of bikers will drive up to Skyline via Black Road from Route 17, and then turn north to reach Castle Rock State Park only a few miles away. As it is, Castle Rock does not have enough parking to accommodate its weekend visitors. Given that, many bikers may choose to park along Black Road by the lower entrance to Sanborn-Skyline, where, already, there are cars lining Black Road in either direction for a quarter mile or more on busy weekends. Black Road has many blind curves and is less than two lanes wide in	See Common Response #1 Anticipated levels of use as well as facility capacities will be considered in the CIU evaluation.

#	Comment	Response
	many places. This road is already dangerous to drive. Increasing the amount of traffic will make it less safe, especially since some bikers are not likely to be familiar with driving on mountain roads.	
63	Mountain bike users should not be permitted in Castle Rock SP unless adequate enforcement is available to keep them on trails and off of private land.	See Common Response #1 Anticipated levels of use as well as staffing and enforcement capacities will be considered in the CIU evaluation.
64	Will bikes be allowed on trails that cut through private property?	Bicycle use, as well as any other trail use, will only be considered for land owned by CSP, where CSP has an existing trail easements, or where other landowners have been consulted and permission to include their property in the RTMP has been granted. New land for trails would require development of an easement or land acquisition by willing land owners. Imminent domain will not be considered in this planning effort.
65	Portion of Kings Creek Truck Trail I (KCTT) located on private property runs through Buddhist retreat center where people are often in Silent retreat and children are running around during family camps. Opening KCTT to trail use should consider these conditions.	Bicycle use, as well as any other trail use, will only be considered for land owned by CSP, where CSP has an existing trail easements, or where other landowners have been consulted and permission to include their property in the RTMP has been granted. New land for trails would require development of an easement or land acquisition by willing land owners. Imminent domain will not be considered in this planning effort.
66	Bikers travel at a much greater speed than hikers which increases the likelihood of collision and injury.	See Common Response #1
67	Castle Rock SP trails are not suitable for safe use by mountain bike users and present significant safety risks to themselves.	See Common Response #1

#	Comment	Response
68	Mountain bike use makes me uncomfortable as a hiker.	<p>See Common Response #1</p> <p>CSP recognizes the need to retain bike-free trail experiences and the variety of trail experiences will be considered during the CIU process. The RTMP will be consistent with the goals and the vision of the park's General Plan.</p>
69	<p>The Sierra Club is writing to ask the status of the 2003 Settlement Agreement between the Sierra Club and CA State Parks with respect to Castle Rock State Park: Sierra Club et al. Department of Parks and Recreation, Sacramento Superior Court Case No. 00CS01235.</p> <p>This Settlement Agreement required CA State Parks Department to establish a Resource Advisory Committee of independent scientists to, among other things, provide the Department with input on the carrying capacity methodology being developed by the Department. The Agreement also required the Department to map the habitat of sensitive species including known marbled murrelet habitat; mountain lion habitat; knobcone pines; black oak woodland; ancient redwood forest; riparian areas and maritime chaparral.</p> <p>The Sierra Club expects that the terms of the Settlement Agreement will be fulfilled as a prerequisite to any CIU process.</p>	CSP Santa Cruz District in consultation with CSP legal staff are in the procesess of developing a response to this comment letter.
70	Inevitably, some bikers will suffer accidents resulting in serious injury. Getting help to injured bikers may prove difficult. Cellular telephone service is spotty or non-existent over most of the proposed trails, so it may take some time to even call for help. Opening Castle Rock SP to mountain bike users will lead to inevitable injury. Some trails are remote and may not provide adequate access for emergency response.	<p>See Common Response #1</p> <p>Emergency response will be considered during CIU evaluations.</p> <p>While CSP strives to ensure the health and safety of visitors to the greatest extent possible, inherent risk is part of the outdoor experience that is expected by trail users.</p>

#	Comment	Response
71	Single track trails do not allow adequate space for mountain bicyclists and equestrians to safely travel.	See Common Response #1 CIU evaluation criteria include whether the trail has sufficient width (or could be sufficiently widened) to safely add the proposed use.
72	Adding more uses to Castle Rock SP's already limited trail capacity increases collision likelihood.	See Common Response #1
73	I have been struck by a mountain bike due to low enforcement of permitted uses. If mountain bikes are permitted there will be little to restrict them to the trails they are designated to.	See Common Response #1
74	<p>Video recorded captured trail users on the Skyline-to-the-Sea Trail halfway between Saratoga Gap and Waterman Gap.</p> <p>Summary of findings from the 90-day period of recording:</p> <ol style="list-style-type: none"> 1. An average of at least 50 trail users per week crossed the driveway for a total of 641 observed trail users. 71% of the crossings were downhill. 2. 98% of all trail users were humans, plus 3 pumas, 2 turkeys, and 8 deer. 3. Roughly 80% of trail users are hikers and backpackers. 4. Hikers represented the largest trail user type at 59%, with 60% of those observations going downhill. 5. Backpackers are second with 19%, with 88% of those observations going downhill. 6. One half of the weekly usage occurs on Saturday and Sunday. 7. An average of 1 mountain biker per week was observed, 100% downhill and likely the most undercounted trail user type due to the camera delay between triggering and initiation of recording (speed). 	Thank you for this data. It will be considered during the CIU evaluations.

#	Comment	Response
75	I am a hiker and mountain biker, and believe the current mixture of uses are appropriate at Castle Rock State Park.	Thank you for your comment.
76	Mountain biking should be permitted in Castle Rock SP as a more economically accessible alternative to equestrian use, which tend to be more affluent users.	Thank you for your comment.
77	Alternate trails for mountain bike users should be provided to preserve the fragility of the Skyline to the Sea trail.	New trails will be considered during the planning process. However, new trails also cause new environmental impacts and require additional maintenance. It is preferred that desired trail use be accommodated by existing trails if it can be done in a safe and sustainable manner, as evaluated during the CIU process.
78	Mountain Bike use is no more destructive to the environment than equestrian uses, and access to Castle Rock SP should remain consistent.	Thank you for your comment.
79	More directional signage is needed on Travertine Springs Trail near power poles.	Signage will be considered during the planning process. The signage needs at this location will be evaluated during that process.
80	California State Parks, according to the policy Appendix F of the 2000 CRSP General Plan, should be making any trail that could be described as a dirt road 60 inches wide or better accessible to bicycles.	<p>The policy referred to in Appendix F of the CRSP General Plan has been superseded by the CIU process and California Code of Regulations Section 4360 regarding trail use. Further information can be found on line at the links provided.</p> <p>https://govt.westlaw.com/calregs/Document/IAFA7EF50AF5F11E4A82EB3E3E0C3F7DB?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=sc.Default</p> <p>https://www.parks.ca.gov/?page_id=28462</p> <p>Typically in state park units, mountain bike use is allowed on all primitive, unpaved roads, but there are some locations where</p>

#	Comment	Response
		bicycle use is not allowed for resource protection or visitor management purposes.
81	I contend that opening only the Saratoga Toll Road Trail and Beekhuis Road trails to mountain bikes would satisfy both the need for a transportation corridor as well as serve to satisfy the policy expectation that at least some park roads be accessible to bicycles.	Thank you for your comment.
82	Would like to see horse staging area at bottom of Toll Road (Waterman Switch Area). If gate is moved farther back 2-3 horse trailers could fit and have a turn around. Users currently parking along highway 9 and using road shoulder, which can be dangerous. Provide a pullout lane from proposed staging area at Waterman Switch. Work with Caltrans to add road lanes for an exist/entrance to mitigate dangerous curves and lack of sight distance in this area. Work with private property owners to gain access.	The planning process will evaluate this recommendation.
83	Would like trails to be cleared more often. Especially towards Big Basin along Skyline to the Sea Interconnector Trail	The plan will recommend regular maintenance activities for all trails. In addition, recommended modifications to trails to improve sustainability (e.g., reconstruct, reengineer, reroute) will reduce the need for annual maintenance. The trail inventory prepared as part of the plan will enable the park to quantify the amount of work required to manage and maintain the system and create an associated budget. In the future, the park's budget will be determined in part based on the funding needs of the trails system, which will enhance the park's ability to provide regular maintenance.
84	South side of park needs additional staging area	Additional parking and trailhead access on the southside of the park will be considered during the planning process.

#	Comment	Response
85	Try to open up and protect wilderness areas (e.g. San Lorenzo watershed)	Although there is a significant amount of backcountry within CRSP, including the San Lorenzo Headwaters Natural Preserve, there is no designated "State Wilderness" within the park. This planning effort will strive to balance public access with the preservation of significant natural and cultural resources, such those within the San Lorenzo Headwaters Natural Preserve.
86	Provide more bikepacking opportunities at horse/ hike campgrounds	Bikepacking opportunities including backcountry camping will be considered during the planning process.
87	Allow ebike opportunities where regular bikes are allowed. Consider a trial period for ebike on trails that allow regular bikes.	CSP is in the process of determining an ebike policy. Ebike policy for Castle Rock State Park will reflect the CSP policy, once determined.
88	Support multiuse on fire roads and wider trails	CSP recognizes that fire roads, trails on old roadbeds, and wide trails may provide better conditions for multi-use. Route width will be a consideration when evaluating CIU requests and new route proposals.
89	Allow more walk your bike or speed limits to make trail connections work for bicycles.	CSP's CIU process will consider management options, such as "walk your bike" and speed limits.
90	Consider allowing dogs on summit Meadow Trail.	Pursuant to the California Code of Regulations, leashed dogs are only allowed on trails if permitted by a posted order. Thus, the addition of dog use on a trail is a decision made by the District Superintendent on a case-by-case basis and is enacted through a Superintendent's Posted Order. It is not part of the RTMP process.
91	Would like water troughs for horses	Provisions for water troughs along equestrian routes and at equestrian camping locations will be considered in the planning process.
92	Provide bike legal connection from Sanborn County Park and Saratoga Gap to Big Basin.	Pursuant to CSP trail policy, regional connections are to be supported. The regional trail connections suggested here will be considered during the planning process.

#	Comment	Response
93	<p>I believe that only the Saratoga Toll Road and Beekhuis Road should be changed to allow mountain biking.</p> <p>Provide additional Mountain Bike Opportunities at Castle Rock State Park. Specific proposed routes, based on 2010 draft trails plan, requested to add bicycle use include: Kings Creek Truck Trail, Partridge to Skyline Trail, Bay Laurel Trail, Beekhuis Road Trail Brush Creek Fault Trail</p> <p>Additional Multiuse Trail Connectivity between Castle Rock State Park and surrounding public lands.</p> <p>Allowing mountain bike access provides a large body of willing and eager trail maintainers, works towards social inclusivity and adds to the very limited amount of legal single track options for mountain bikes in the area.</p>	<p>Thank you for your comments. These will be considered during the RTMP process.</p>
94	<p>Build more trails for all user groups.</p>	<p>New trails will be considered during the planning process. However, new trails also cause new environmental impacts and require additional maintenance. Evaluation criteria include but are not limited to trail user circulation, safety, sustainability, impacts to natural and cultural resources, visitor experience, trail use demand and CSP's ability to operate and maintain additional trails.</p>
95	<p>Provide a long hiking route around the park using the Saratoga Toll Road and Kings Creek Truck Trail.</p>	<p>The Kings Creek Truck Trail (KCTT) is a road that does not have designated trail uses. This planning effort will identify allowed trail uses through an evaluation process that will consider trail user circulation, sustainability, impacts to natural and cultural resources, safety, visitor experience, and CSP's ability to operate and maintain the road/trail.</p> <p>This suggestion will be consider during the planning process.</p>

#	Comment	Response
96	Provide connector trail from lower Kings Creek Truck Trail I (KCTT) to upper KCTT within state park boundaries.	The planning process will evaluate this recommendation as an alternative to the current Kings Creek Truck Trail located on private property.
97	Provide a big multiuse loop opportunity using Saratoga Toll Road, Kings Creek Truck Trail and Two Bar Creek Trail.	This proposal will be evaluated during the planning process.
98	Add horse crossing signage to highway 9 and 35 at appropriate high use areas.	This suggestion will be considered during the planning process.
99	Provide hiking trail to waterfalls from Saratoga Gap Trail	The Saratoga Gap Trail Currently provides access to the a waterfalls viewing platform. If this does not address the specifics of this comment please feel free to comment with additional information to trails.parks.ca.gov .
100	Need a shorter more direct route from new parking area to Goat Rock/ Partridge Area.	This suggestion will be considered during the planning process.
101	Provide horse trailer parking at current Castle Rock State Park main parking area. Designate parking spaces for horse trailers in Castle Rock parking lots both existing and proposed.	The former main parking lot for CRSP is now being operated as special permit or overflow public access. Visitors with horse trailers are encouraged to access the new Kirkwood parking lot, temporarily park, and request access to the former main parking area to park horse trailers.
102	Would like equestrian camping location	This suggestion will be evaluated through the planning process. It would be helpful to understand if equestrians are looking for a "base camp" to ride from and return to in the same day or an "enroute camp" for overnight camping during a long, regional trail ride. Comments may be submitted to trails@parks.ca.gov .
103	Consider alternating use days for bikes on trails were user conflict may be an issue.	CSP's CIU evaluation process will consider management options such as alternating days of use.
104	The Saratoga Toll Road is suitable for allowing mountain bike usage as it is the width of a single lane road, which provides ample space to safely share the right of way without a high frequency of car use.	See Common Response #1 A CIU to add bikes to The Saratoga Toll Road has been submitted and will be evaluated through the CSP CIU process

#	Comment	Response
105	Mountain bike connections between Old Haul Road and the Ridge Trail require riding on Highways - opening Castle Rock SP would reduce unsafe mixing of Mountain Bike users with highway traffic.	Regional connectivity for bicyclists will be considered in the planning process.
106	Providing a safe alternative to Highway 9 could potentially save a life.	Regional connectivity for bicyclists will be considered in the planning process.

END