

Castle Rock Road and Trail Meeting Notes – 8/15/2019

- Jason
 - Comprehensive look at the park – both use and experience
 - Big issues: regional connectivity (mountains to the sea), desires for a large loop opportunity that circumnavigates the park
 - Questions: how do we accommodate change of use and equity of experience for different users
 - Requests: skyline to the sea, Saratoga toll road, Loghry wood trails, travertine springs, interconnector
- Are we open to building new trails? - Maura
 - Jason – possible connector trails to complete regional connectivity but state parks is not interested in building new trails because of the natural preserve and plenty of trails to maintain already
- Regional Connectivity? (desire of cyclists to get through castle rock and into big basin) – discussions will happen for a new plan for big basin in the future
 - Utilization of Saratoga Toll Rd (trail on road bed) – part played by interconnector trail (which would be needed for loop around park even if Saratoga does not open to bikes)
 - Travertine Springs (less to do with regional connectivity but more to do with loop opportunity)
 - Rod & Gun Club
 - Campground Service road provides similar opportunity
 - Opening up S2S for bikers
- S2S : Backpacking groups utilize toll road to avoid hwy 9 but have to back track to waterman gap trail camp
- Mountain biking on specific days?
 - Tahoe Rim Trail – bikers only get specific days (every other day and 1 weekend day) – peer pressure: if bikers abuse it, they lose it
 - Miles Standish– very difficult to enforce bike specific days / alternating days
 - Maura and Jason – it’s all very hard to enforce
 - Jason – concerns: backpackers? Especially if S2S opens in big basin to bikers
 - Seasonal bikers? (open space)
 - Matt DeYoung - While this does work in certain places, we have a unique opportunity to be able to divide groups onto two different trails; hike bike on S2S and hike horse on STTR
- Does State Parks want to create regional connectivity or are we still debating the pros of having bikes/equestrians? Still undecided.
- Equestrians want as much access as they can get their hands on.
 - Connectors are important because they can cover longer distances
- MidPen/ Open Space – uses seasonal use closures but not alternating days
- Sean McKenna – allow bikes uphill on STTR because of nice grade and down S2S
- Eric – 4 foot paving shoulders from CalTrans on HWY 9 (not marked for bikes but facilitate use by bikers)
 - Dangerous and non-experiential, most people will not feel comfortable
- Matt DeYoung - S2S checks all connectivity boxes and keeps bikes out of more areas of the park
- Backpackers, equestrians often prefer Saratoga Toll Rd for experience

- Inventoried trail: many areas where S2S if trail on road bed so modifications wouldn't be insurmountable, trail could be winding and have built in slowdowns/site lines because there is a large prism
- Adding bikers/equestrians – would change the feel of the S2S (minimum of 3 feet)
- Flow Trail? Feel of the trail is more for bikers and not primitive but not necessarily comparable to what our multi use trails would look like
- Skyline Trail? Did the feeling change?
- Mountain biking is emerging trend but this a small percentage of trails being considered for multi-use
- Maura – feels that trails being opened to bikes are being railroaded, already decided by parks
- Road and Trails plans – all parks could use plans (resource issues), if regional connectivity in castle rock were to occur then big basin would also need to address the regional connectivity (doesn't make sense not to)
- Dave - Why aren't these plans being jointly worked on?
 - Regional connectivity is mentioned in the general plan but needs to be flushed out
 - Original trail plan for CR – already discussion for regional connectivity for multi use
- This isn't an issues reserved to state parks, many public lands are looking for connectivity from the mountains to the sea
- Santa Clara Co Parks – there will be regional connectivity from Saratoga to the sea (multi use)- goal is labor day 2020, hiking/equestrian at first
How often are injuries actually happening? (Miles says at least 3 instances from bikes poaching trails)
- Laura – strong awareness between equestrians and bikers but problematic with high volume.
 - Parking for equestrians? How do you control speed and volume?
 - Permits for bikes? Limit number of bikes? Specific days?
 - Demonstration forest – high volume for bikers has made it not desirable or safe to ride horses
 - Remote area? Becoming less remote?
- Effort in MidPen to separate uses? Not enough trail?
 - Need education!! (e.. wilder, cowell)
- Physical and management modifications needed? Caveats can be recommended but must be realistic for implementation
 - If physical modifications are needed, then project must go through CEQA, acquire funding
 - Judd - Is this process as extensive as if it was an entirely new trail?
 - 6 years ago – programmatic environmental impact report for change of use- if project falls under this umbrella, process can go quicker, PEIR has specific requirements of change of use (e.g. monitoring for 5 years, etc)
- How do we make safety recommendations? Change in use process – evaluate for safety and sustainability, complete a form [ADD LINK](#) – multidisciplinary team
 - Take into account the struggles for current management BUT use is not going anywhere
 - Debbie Boscoe - Wilderness patrol, peer pressure, education – LIKE INFLUENCE LIKE
- S2S vs Saratoga?
 - Physically- modifications and alignment of Saratoga Toll might be more conducive for multi-use
 - S2S would become defacto biker trail
 - Bikers might eliminate the serene experience but backpackers often use Saratoga to avoid highways but does add mileage – connector from Saratoga to waterman gap?
 - Dave - New trail camp on the toll road – Are horses allowed to use trail camps?

- Concepts of connectors between S2S and toll road is very important (making as many loops as possible)
 - Sempervirens point to the toll road (old road cut)- Chris has vetted says it has a high likelihood of being converted
 - ADA: routes north east of Sempervirens point
- Matt – alternate days? Unnecessary burden to put on patrol staff if we have two separate possible routes. Open S2S to bikes and the hikers have an alternate
 - Farr - If biking from county parks, would people know about alternate days?
 - Farr - Multi-use on the outside, equestrian/hiker on the inside; limited conflict between users over past two years, offered to find trail counter data
- How many bikers are we predicting? Depends on the options – won't be inviting unless there's a loop? Minimal during week and wouldn't be as crowded as parking will allow for
 - Jason – if STTR opens to bikes, then travertine and service road would be considered
 - Sean - Loghry TH not easily identified from the highway
 - Trail counts for Santa Clara side?
- Single direction use? Bikers can go down S2S and up STTR? Users face each other.
 - Matt- people need to buy into the idea, neither of these trails prove to be directionally preferred
 - Jason – there's no use separation
- Use from Sanborn.8 mile lollipop loop? With service rd to travertine springs to STR a pretty good loop
- How would it be to have horses on S2S?
 - Would horses really want to be on S2S...folks probably wouldn't want to do it
 - Preference is to have more trail and people can decide if they want to use it
- Perimeter trail concept involving S2S and Saratoga (depending on which user group took which) and tying into Kings Creek Truck Trail (reroute to keep on our property) and connecting up to skyline Trail
 - Adding an additional trail camp
 - No public easement on fire road at this time
 - Road is not currently open for trail use but idea would be to recommend for multi-use and bypass private property
 - Area is very remote and very steep
 - Much further out – acquisition of more land (private property)
 - Minimal water for equestrian use (besides kings creek)
 - Positive feedback but new idea?
 - General plan amendment would probably be required for exclusion of portion of preserve for trail camp and expand preserve to capture more of the headwaters
 - Miles - Seasonal trail use; mudstone?
 - Lead concerns from gun range? Different drainage
- Parking lot at bottom of Saratoga toll and 9, recommendation to CalTrans
 - Area with a lot of potential but access from 9 is poor (blind turns)
- Final Comments:
 - Sullivan loop trail – recommended to open but haven't determined uses and needs a lot of reconstruction
- Future:

- Take this information and summarize, add to website, email meeting participants web address for additional comments
- Take 2010 plan, public comments, workshop comments, etc and draft and administrative draft for internal review (ideally, next 4 months)
 - Then release for public review
- CEQA ready final draft, 30 day public comments (ideally within 6-8 months)
- Final Plan – no funding for any implementation of projects or changes
- Spread word for open comments