Mount Diablo State Park
Road and Trail Management Plan

DRAFT
March 2015

California State Parks
Bay Area District
Mount Diablo State Park

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Governor

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Agency

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California State Parks Mission

The mission of the California Department of Parks and Recreation is to provide for the health, inspiration and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high quality outdoor recreation.

Mount Diablo State Park Purpose Statement

The purpose of Mount Diablo State Park is to make available to the people for their inspiration, enlightenment, and enjoyment, in essentially natural condition, the outstanding scenic features including the summit peaks and surrounding landscape; the outstanding natural values including geology and plant and animal life; the significant historical and archeological resources; and the scientific values therein.

The department shall define and execute a program of management to perpetuate the unit's declared values, and provide recreational facilities and interpretation that make these values available in a manner consistent with their perpetuation.

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TABLE OF CONTENTS

EXECUTIVE SUMMARY ..... **i**
Map: Overview of Planning Recommendations ..... *ii*
Section 1 INTRODUCTION **1**
1.1 Purpose 1
1.2 Planning Need 1
1.3 Project Setting 1
Map: Mount Diablo Region *2*
Map: Existing Roads and Trails at Mount Diablo State Park *3*
Section 2 THE PLANNING PROCESS **4**
2.1 RTMP Planning Process 4
2.2 Change-in-Use Evaluation 6
2.3 Plan Consistency 7
Section 3 PARK CONDITIONS **8**
3.1 Park Visitation 8
3.2 Existing Recreational Resources 8
3.3 Adjacent Recreational Opportunities and Connections 11
3.4 Natural and Cultural Resources 11
3.5 General Plan 11
Section 4 DESIGNATIONS AND CLASSIFICATIONS **12**
4.1 Road and Trail Designations 12
4.2 Designated Uses 13
4.3 Classification of Trails 14
Section 5 BEST MANAGEMENT PRACTICES **15**
5.1 Sustainability 15
5.2 Resource Considerations 16
5.3 Maintenance Activities 16
5.4 Monitoring 16
5.5 Prioritization Matrix 17
5.6 Reconstruction 19
5.7 Re-engineering/Redesign 19
5.8 Road-to-Trail Conversion 19
5.9 Removal 19
5.10 Re-Route 19
Section 6 THE PLAN **20**
6.1 Parkwide Recommendations 20
6.2 Area-Specific Recommendations and Maps 21
Mitchell Canyon to Summit Area 23
Map: Mitchell Canyon to Summit Area Existing Roads and Trails *27*
Map: Mitchell Canyon to Summit Area Planning Recommendations *28*
Map: Mitchell Canyon to Summit Area Maintenance Recommendations *29*
North Gate to Summit Area 30

DRAFT

Map: North Gate to Summit Area Existing Roads and Trails *32*
Map: North Gate to Summit Area Planning Recommendations *33*
Map: North Gate to Summit Area Maintenance Recommendations *34*
South Gate to Summit Area 35
Map: South Gate to Summit Area Existing Roads and Trails *37*
Map: South Gate to Summit Area Planning Recommendations *38*
Map: South Gate to Summit Area Maintenance Recommendations *39*
Diablo Mines Area 40
Map: Diablo Mines Area Existing Roads and Trails *41*
Map: Diablo Mines Area Planning Recommendations *42*
Map: Diablo Mines Area Maintenance Recommendations *43*
Morgan Territory Area 44
Map: Morgan Territory Area Existing Roads and Trails *46*
Map: Morgan Territory Area Planning Recommendations *47*
Map: Morgan Territory Area Maintenance Recommendations *48*
Section 7 ENVIRONMENTAL DOCUMENT 49
Section 8 APPENDICES 201
8.1 Glossary 201
8.2 Visitor Use Survey Responses 203
8.3 Trail Use Survey 208
8.4 Maps: Potential Significance to Water Resources and Erosion Severity 210
Mitchell Canyon to Summit Area 211
Map: Potential Significance to Water Resources *211*
Map: Erosion Severity *212*
North Gate to Summit Area 213
Map: Potential Significance to Water Resources *213*
Map: Erosion Severity *214*
South Gate to Summit Area 215
Map: Potential Significance to Water Resources *215*
Map: Erosion Severity *216*
Diablo Mines Area 217
Map: Potential Significance to Water Resources *217*
Map: Erosion Severity *218*
Morgan Territory to Summit Area 219
Map: Potential Significance to Water Resources *219*
Map: Erosion Severity *220*
8.5 Maintenance Recommendations Matrix 221
8.6 Special Status Species 233
8.7 Parkwide Summary of Trails 235
8.8 Trail Use Change Process Flow Chart 242
8.9 Change-In-Use Evaluation Form 243
8.10 Planning Team 250

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EXECUTIVE SUMMARY

Trails are fundamental to fulfilling the Department's mission to create opportunities for high-quality outdoor recreation. This Road and Trails Management Plan (RTMP) for Mount Diablo State Park (MDSP) describes the existing roads and trails of the park and provides specific direction for management and operations in the future. The goal is to ensure that recreational trail opportunities are made available at their fullest potential, while protecting the park's cultural and natural resources.

Set aside by the State in 1931, MDSP has an extensive system of roads and trails including nearly 200 miles of non-motorized trails set in a variety of habitats, including grasslands, woodlands, chaparral, creeks, ponds, and seasonal water falls. The park holds numerous Native American sites and a collection of 1930s buildings constructed by the Civilian Conservation Corps.

The RTMP was prepared in accordance with DPR Notice 2012-06 and applicable state and federal regulations for resource protection and public participation. The planning team consisted of multi-disciplinary staff from the park sector, district and headquarters. A base map was developed and attributes assigned to all routes per the Department's guidelines. Data was gathered through field studies, park user surveys, and stakeholder meetings.

Issues such as trail sustainability, safety, adequate infrastructure, connectivity, land use compatibility, and potential user conflicts were identified. Various plan alternatives were considered and a preferred plan identified. The preferred plan was publicly reviewed and modified, as necessary, to incorporate public comments. The final RTMP and related Negative Declaration are included herein.

The final plan includes over-arching recommendations that apply to the park's entire trail system, such as the need to make all new trails and trail alterations accessible to the extent possible, remove all non-system trails, and maintain all trails to the appropriate standard.

Area-specific recommendations were made for five identified areas of the park - Mitchell Canyon, North Gate, South Gate, Diablo Mines, and Morgan Territory. Within these areas, specific trails were identified for conversion (removal), realignment, and reconstruction to address sustainability and accessibility concerns. Other trails were identified for potential change-in-use to expand recreational opportunities or limit resource impacts. New and upgraded trail amenities, such as restrooms and parking lots, were also recommended where needed.

Maps that illustrate the existing conditions as well as recommendations for planning and maintenance are included.

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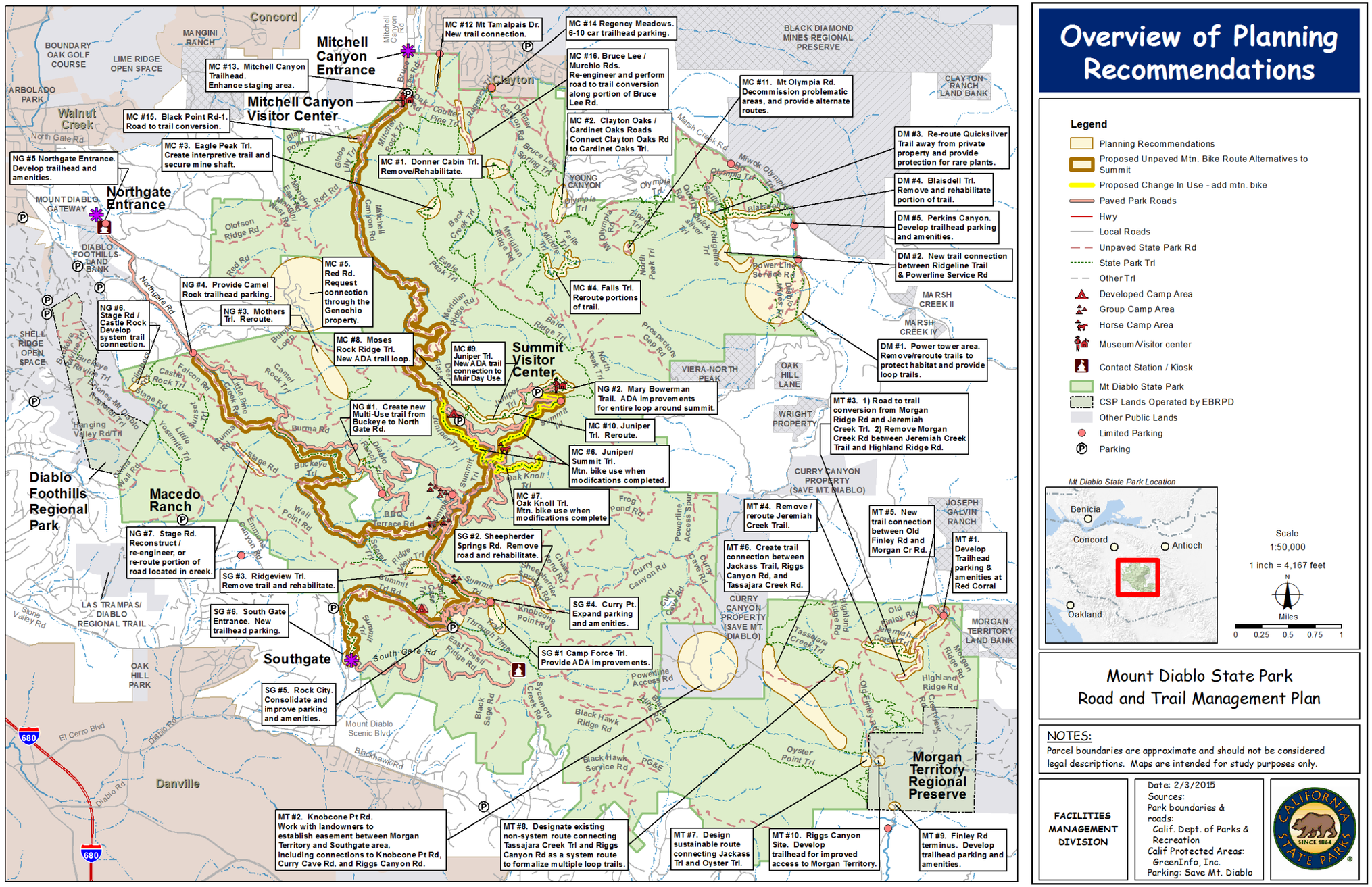
Map: Overview of Planning Recommendations



Overview of Planning Recommendations

Legend

- Planning Recommendations
- Proposed Unpaved Mtn. Bike Route Alternatives to Summit
- Proposed Change In Use - add mtn. bike
- Paved Park Roads
- Hwy
- Local Roads
- Unpaved State Park Rd
- State Park Trl
- Other Trl
- Developed Camp Area
- Group Camp Area
- Horse Camp Area
- Museum/Visitor center
- Contact Station / Kiosk
- Mt Diablo State Park
- CSP Lands Operated by EBRPD
- Other Public Lands
- Limited Parking
- Parking

Mt Diablo State Park Location

Scale
1:50,000
1 inch = 4,167 feet
N
Miles
0 0.25 0.5 0.75 1

Mount Diablo State Park Road and Trail Management Plan

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

FACILITIES MANAGEMENT DIVISION

Date: 2/3/2015
Sources:
Park boundaries & roads:
Calif. Dept. of Parks & Recreation
Calif Protected Areas:
GreenInfo, Inc.
Parking: Save Mt. Diablo

Section 1 INTRODUCTION

Trails are a key component of public recreation and, therefore, are critical to fulfilling the mission of the California Department of Parks and Recreation (DPR). DPR is committed to providing the highest quality trails for a diverse user group by planning and developing trails pursuant to the DPR Trails Policy:

> *The Department, through a public planning process, will strive to meet the recreational, educational, and interpretation needs of its diverse trail users by developing trails within state park units, consistent with unit classification, general plan directives, cultural and natural resource protection, public safety, accessibility, use compatibility, and other legal and policy mandates. Multi-use trails and trail connectivity with adjacent public trail systems will be considered in the development of trail plans or individual trails.*

1.1 Purpose

The purpose of a Road and Trails Management Plan (RTMP) is to provide specific guidance and direction for implementing the goals and objectives of the park's approved General Plan. It should describe the existing road and trail conditions in a park and provide a roadmap for future management including specific actions for individual roads and trails. It must take into consideration the park's values and mission to achieve the following goals.

- Maximize visitor use and experiences;
- Reduce potential safety issues;
- Minimize impacts to natural and cultural resources;
- Coordinate with local and regional planning efforts;
- Provide access to surrounding public lands;
- Reduce maintenance and management costs;
- Provide an appropriate range of recreational opportunities and associated infrastructure;
- Limit impacts on the natural environment to a level acceptable under CEQA;
- Prioritize roads and trails projects.

Developing a comprehensive RTMP is paramount to ensuring that recreational trail opportunities are made available at their fullest potential, while providing sufficient and often enhanced protection for cultural and natural resources. Although planning can be implemented on a single trail basis, park-wide and regional trail system planning remain the preferred and the most effective methods for identifying and establishing linked recreational trail corridors. Comprehensive planning also reduces construction and maintenance costs.

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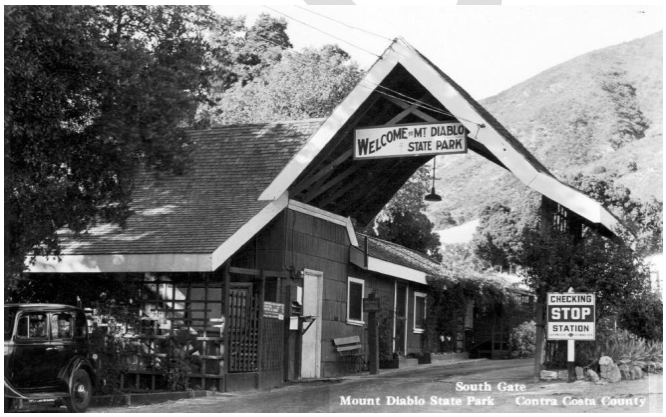
1.2 Planning Need

In most parks, roads and trails are the primary avenue for park visitors to access park features and facilities. Properly sited, designed, constructed, maintained, and managed, roads and trails can provide quality recreational opportunities while also protecting sensitive natural and cultural resources by focusing recreational activity on less sensitive park lands.

Frequently, a park's trail system has evolved from trails and unpaved roads that were on the property when it was acquired. They were constructed to meet the needs of the original property owners, and seldom serve the needs of the park unit adequately or meet trail standards currently identified in the DPR Trails Handbook. Old trails are often improperly sited, poorly designed and constructed, or inadequately maintained. Additionally, older trails may have limited accessibility or other deficiencies. Trails also may fail to adequately protect the park's natural or cultural resources.

This RTMP provides an opportunity for DPR managers to address concerns regarding old roads and trails, propose new trails for development, and revisit, refine, and prioritize previous road and trail management recommendations.



1.3 Project Setting

Located in Contra Costa County in Northern California, MDSP is rich in both natural and cultural history. The 20,124-acre complex has an extensive system of roads and trails including nearly 200 miles of non-motorized trails. Its 3,849-foot mountain offers a 360-degree view of the surrounding suburban development and is home to a variety of habitats and natural features, including grasslands, woodlands, chaparral, creeks, ponds, and seasonal falls. Primary access to the park is from Highway 24 from the west, State Highway 4 from the west and east, and Interstate 680 from the north and south. Two entrance roads, North Gate and South Gate, link the park with the nearby communities of Walnut Creek and Danville, respectively.

Before the establishment of the state park system in 1927, the State Legislature created a "State Park and Game Refuge" in 1921 for the purpose of preserving the spacious and scenic character of the natural features of Mount Diablo. During the 1930s, the Civilian Conservation Corps built several facilities at Mount Diablo, including the Summit Building, as well as realigned park roads, constructed hiking trails, and developed campground and picnic areas.

MDSP was designated as a unit of the state park system on April 20, 1931, and was officially classified as a "state park" by the State Park and Recreation Commission in 1963. The 640-acre Civilian Conservation Corps Cultural Preserve was designated as a sub-unit in 1989. This RTMP shall apply to all of MDSP and its sub-unit, the California Conservation Corps Cultural Preserve.

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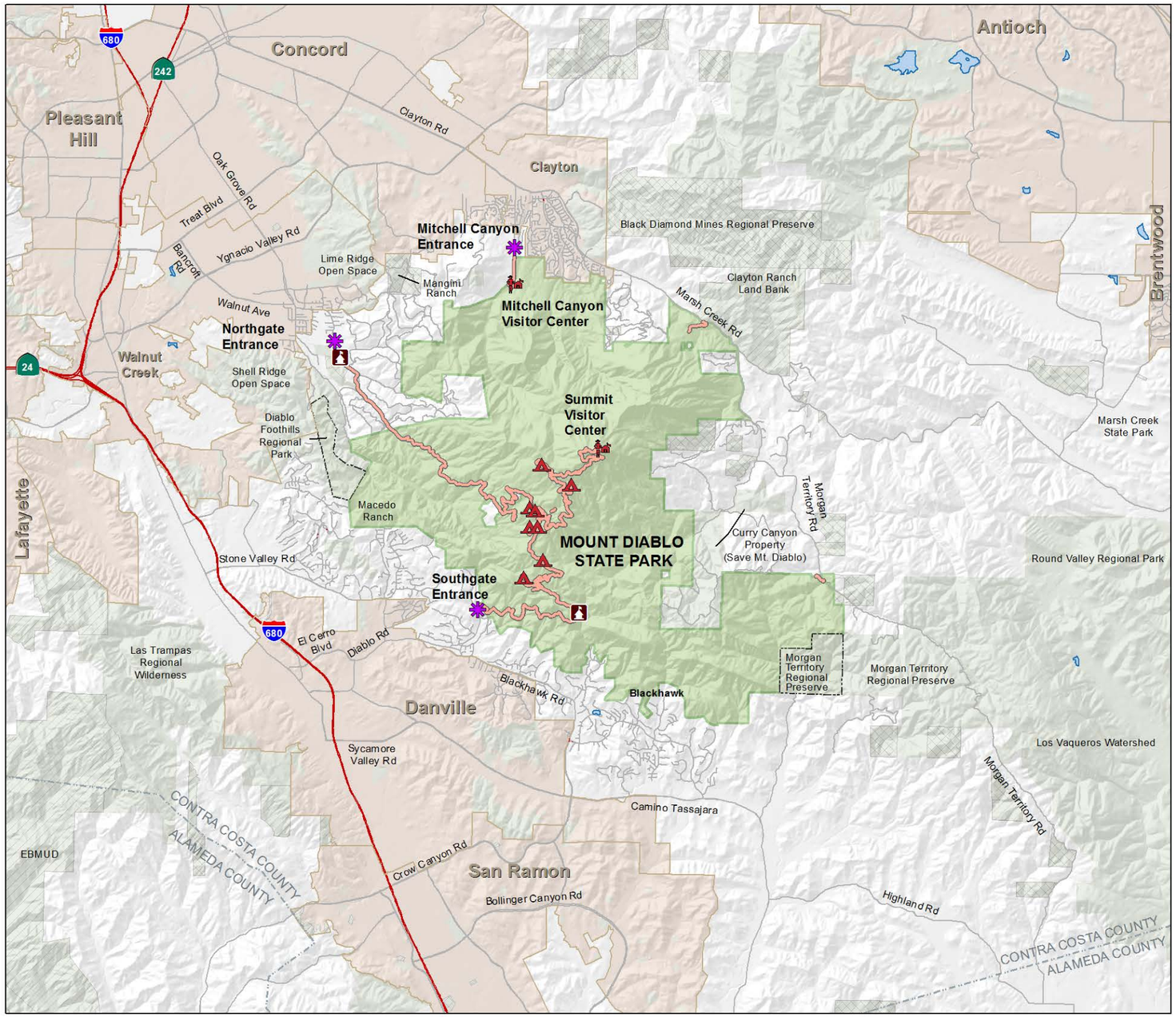
Map: Mount Diablo Region



Vicinity Map

Legend

- Mt Diablo State Park
- CSP Lands Operated by East Bay Regional Park District (EBRPD)
- Campgrounds (Points)
- Museum/Visitor center
- Contact station/Kiosk

California Public Lands

- Other Public Lands
- Restricted Access
- No Public Access
- Highways
- Local Roads
- Paved Park Roads
- Cities
- Main Park Entrance

Scale
1:100,000
Miles
0 0.5 1 1.5 2

Project Location

Project Location

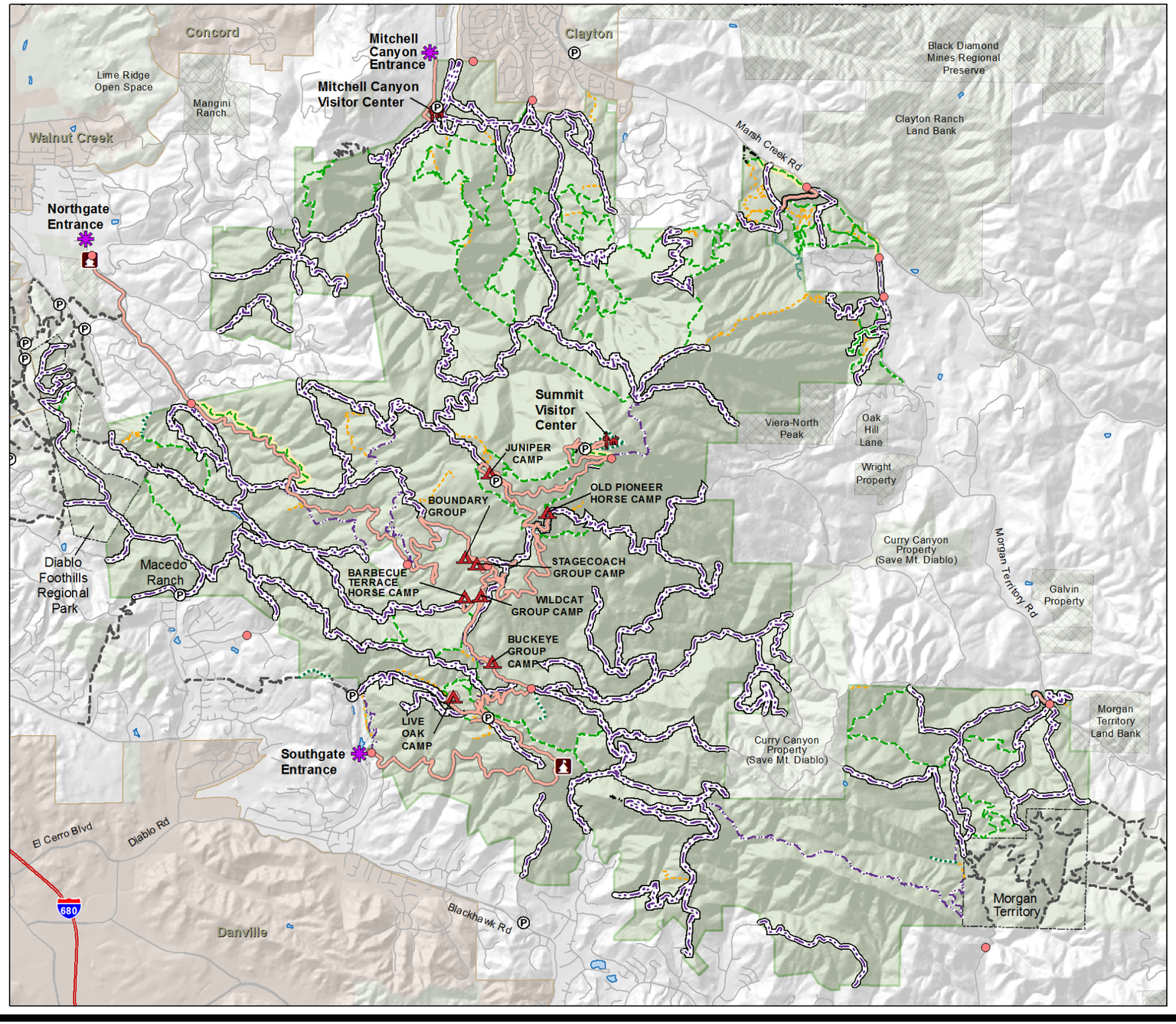
Mount Diablo State Park
Road and Trail Management Plan

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

FACILITIES MANAGEMENT DIVISION

Date: 2/3/2015
Sources:
Calif Public Lands: GreenInfo Inc,
Park Boundaries and roads:
Calif. Dept. of Parks & Recreation

Map: Existing Roads and Trails at Mount Diablo State Park



Parkwide Existing Roads and Trails

Existing State Park Roads and Trails by Designation

- Highways
- Local Roads
- State Park Rd, Hike and Horse
- State Park Rd, Hike, Bike and Horse
- State Park Rd, Not Determined
- State Park Rd, Trl_Rdbed, Hike and Horse
- State Park Rd, Trl_Rdbed, Hike, Bike and Horse
- State Park Trl, Hike
- State Park Trl, Hike and Horse
- State Park Trl, Hike, Bike and Horse
- State Park Trl, Not Determined
- Non-system routes
- Other Trails
- Paved Park Roads

- Mt Diablo State Park
- CSP Lands Operated by EBRPD
- Campgrounds (Points)
- Museum/Visitor center
- Contact station/Kiosk
- Other Public Lands

ACCESS_TYP
- Restricted Access
- No Public Access
- Cities
- Limited Parking
- Parking
- Main Park Entrances

Route Mileage by Recreational Designation

Designation	Miles
Hike	1.3
Hike and Horse	44.2
Hike, Bike, and Horse	96.9

Map Location

Scale 1:50,000

N

Miles 0 0.5 1

Mount Diablo State Park Road and Trail Management Plan

NOTES:
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FACILITIES MANAGEMENT DIVISION

Date: 2/3/2015
Sources:
Calif Protected Areas: GreenInfo Inc,
Park Boundaries and roads:
Calif. Dept. of Parks & Recreation

Section 2 THE PLANNING PROCESS

Developing an RTMP is a dynamic process that can take several years to complete. Per DPR's Trails Policy, opportunities for public participation in the planning process must be provided. Specifically, an RTMP should:

- Meet guidelines provided by the unit's general plan;
- Address stakeholder needs;
- Incorporate and coordinate with local and regional planning documents;
- Adhere to existing laws and regulations;
- Include the public and all potential user groups in the planning process;
- Provide user accessibility;
- Protect resources; and
- Provide a mechanism to monitor outcomes.

2.1 RTMP Planning Process

Preparation of this RTMP followed the process outlined below and was in compliance with DPR Notice 2012-06 regarding the review and approval of management plans, as well as applicable state and federal regulations for resource protection and public participation.

1. Develop the planning team. The planning team consisted of multi-disciplinary staff from the park sector, district and headquarters.

2. Inventory and Mapping. A road and trail inventory is conducted and a base map with associated attributes is created. This inventory and assessment process was developed to provide an objective and consistent method for determining road and trail infrastructural problems and associated solutions as well as to officially record road and trail information such as physical characteristics and allowed uses. The data collection process relies on easily repeatable and non-controversial measurements of features and conditions. Terminology and methods are standardized and applicable throughout the state and across various environments to provide reliable comparisons between watersheds, parks, or other geographic areas of interest. The base map and route attributes conforms to DPR's established guidelines for categorization, segmentation, and classification of roads and trails.

3. Stakeholder Input. As appropriate to the park, data is gathered from park users and other stakeholders. Typically, data includes information on issues pertinent to road and trail use and sustainability. Public or stakeholder workshops are held to allow those people to assist in identifying needs, suggest routes and restoration opportunities, and provide general comments. Trails use surveys are conducted during different seasons and times to solicit input from trail users.

4. Evaluate and synthesize data. Data is collated, compared, and assessed. Issues such as trail sustainability, safety, adequate infrastructure, connectivity, land use compatibility, and potential user conflicts are identified.

5. Development of proposal and alternatives. To develop alternatives, staff considers stakeholder input, accessibility needs, resource issues, National Historic or Recreation Trail certification and/or nomination, and linkages to transit and other recreational trails and facilities outside the park. Recommendations for plan alternatives may include maintenance strategies, new routes, new or alterations

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to trailhead facilities, or change-in-use designations.

6. Administrative Draft RTMP. A preferred plan is developed for review by departmental staff.

7. Draft RTMP. Following review, and necessary revisions, of the Administrative Draft, a Draft RTMP is developed. A public meeting, as determined by plan specifics, may be initiated to solicit comments related to the plan.

8. Final Draft RTMP/Environmental Document. The Final Draft Plan is developed to include the appropriate Draft Environmental Document as required by law. Public comments are solicited through the required environmental review process.

9. Public Review. Department staff receive and evaluate public comments and respond as appropriate per CEQA guidelines. The draft may be modified, as necessary, to incorporate public comments or concerns.

10. Final RTMP/Environmental Document.
The final RTMP and associated environmental document, including changes resulting from public comments as required, is produced and recommended for adoption.

MDSP Planning Specifics

For this RTMP, the California Geologic Survey conducted the road and trail inventory, including components, condition assessment, and preliminary recommendations, in 2011 and 2012. The purpose of this assessment was to:

- Integrate field data into the management process;
- Provide the current status of the roads and trails for decision making purposes; and
- Provide a knowledge-base for ongoing assessment, monitoring, and planning.

The park's roads and trails were evaluated to determine: 1) legacy roads and trails to be decommissioned; 2) roads and trails that have been adopted by DPR for maintenance; and 3) roads and trails that are adopted by DPR but require redesign or reconstruction to meet DPR standards. Information was also gathered through an existing conditions assessment in which existing uses of each road and trail were identified.

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A thorough, inclusive, and transparent public process was initiated to gather data regarding public perception of the appropriate types and locations of roads and trails, and to analyze the relative impacts of proposals. A series of 11 stakeholder meetings were held between 2008 and 2012 in the local community to receive comments and recommendations about the park's roads and trails.

Meetings were held with representatives of user groups, adjoining land management agencies, permitting agencies, cooperating associations, and other stakeholders, including East Bay Regional Park District, Mount Diablo Interpretive Association, East Bay Area Trails Council Board, Save Mount Diablo, East Bay Trail Dogs, Concord Mount Diablo Trail Riders Association, Bicycle Trails Council of the East Bay, and Wings of Rogallo Hang Gliding Club.

In addition, trail users at the park were surveyed throughout the year on both weekdays and weekends to capture as many users as possible. Nearly 500 recreational users, including hikers, equestrians, and mountain bikers were surveyed about the roads and trails in the park.

2.2 Change-in-Use Evaluation

DPR has developed a process to facilitate and make consistent the review of change-in-use proposals resulting from this planning process that would add or remove uses from existing recreational roads and trails in the state park system. This process is intended to identify those changes that best accommodate accessibility and recreational activities appropriate for each road or trail. Specifically, the process is intended to achieve the following objectives:

- Implement the DPR Trail Policy, including consideration of multi-use trails and trail connectivity;
- Ensure that projects can be implemented in a manner that avoids or mitigates significant impacts to the environment;
- Inform decision-making to include the diversity of resources and users at each park unit;
- Ensure that changes are considered in a transparent process; and
- Establish a process for decision making with objective criteria for evaluating proposed changes to trails.

A Change-in-Use Evaluation (see appendix) can provide the planning team with critical information, including:

- Existing conditions
- Compatibility with the park's classification and other trail uses
- Affects to trail circulation patterns
- Affects to trail safety
- Affects to trail sustainability
- Affects or impacts to natural and cultural resources
- Affects or impacts to facility maintenance and operational costs

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Recommendations based on survey results typically fall into one of the following categories:

- Conditional approval that includes design modifications or repairs
- Conditional approval that includes management options
- Approval
- Disapproval
- Put on hold

When a change-in-use is conditionally approved, all proposed conditions need to be implemented, project specific environmental compliance completed, and funding secured prior to the change taking affect.

A process flow chart has been developed to assist staff in the evaluation process (see appendix). The principle steps are outlined below. The first four steps are completed as part of the RTMP process. The second half is conducted for each individual project.

1. Request for change-in-use submitted to district by a user group, DPR staff, neighboring agency, or other stakeholder.
2. Evaluation and trail log prepared
3. Change-in-Use Evaluation completed
4. Recommendation by evaluation team
5. Project Evaluation Form for CEQA prepared
6. Construction Work Log prepared
7. Construction cost estimate prepared
8. Work plan developed
9. Project implementation

2.3 Plan Consistency

Recommendations in this RTMP are consistent with California Public Resources Code Section 5019.53, which provides the overarching directive on the purpose of improvements, such as trails, in a state park. Specifically, the section stipulates that:

> *Improvements undertaken within state parks shall be for the purpose of making the areas available for public enjoyment and education in a manner consistent with the preservation of natural, scenic, cultural, and ecological values for present and future generations.*

In addition, this RTMP is consistent with the park unit's classification and general plan and follows guidelines and policies established in other management and interpretive plans; departmental manuals; local, regional, and statewide plans; sensitive natural and cultural resources documents; deed restrictions; and control agency policies, including:

- Mount Diablo State Park General Plan (1989)
- The Final East Contra Costa County Habitat Conservation Plan/ Natural Community Conservation Plan (2005)
- Wildfire Management Plan, Mount Diablo State Park (2003)
- The Work of the Civilian Conservation Corps at Mount Diablo State Park: Road Drainage Features Constructed in the late 1930s (2004)
- Mount Diablo Roadway Evaluation (2001)
- Draft Recovery Plan for Chaparral and Scrub Community Species East of San Francisco Bay, California, US Fish and Wildlife Service (2002)
- California State Parks Trails Handbook (1991)
- California State Parks General Planning Handbook (2010)

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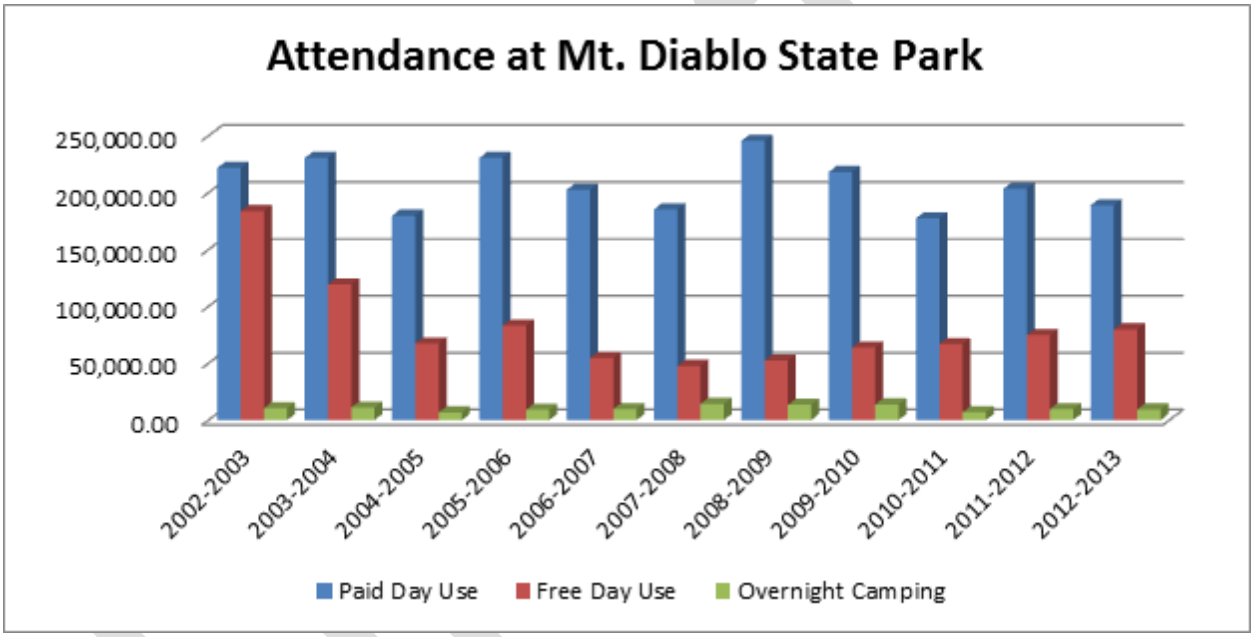
Section 3 PARK CONDITIONS

3.1 Park Visitation

Visitor attendance to the park from July 1, 2012, to June 30, 2013, was approximately 278,133 people with 188,919 paid day users, 79,824 free day users, and 9,390 campers (DPR System Statistical Report 2012/13 Fiscal Year). The heaviest recreational use occurs from March through September annually. Since there are many ways to enter the park, annual visitation numbers are likely to be underestimated. In addition, Contra Costa County's population is predicted to grow by 127,000 people by 2025 (The Final East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan), suggesting that park use will continue to increase.



3.2 Existing Recreational Resources

Because of its diverse resources and proximity to a large urban area, MDSP provides a variety of recreational opportunities. Most use takes place on the summit and in the developed areas along North Gate, South Gate, and Summit Roads. Public facilities include 64 individual campsites, 13 picnic areas, five group camp sites, 114 individual picnic sites, three group picnic sites, and two horse camps. MDSP serves different user groups, including hikers, equestrians, and bicyclists, and provides a variety of trail types for these groups. Other popular trail related activities include trail running, rock climbing, hang gliding, and paragliding.

Popular Park Destinations
Some of the more popular destinations in the park are described below.

Mary Bowerman Trail
This short, easy trail can accommodate hikers of all abilities and is located just below the summit, which is a top destination for most park visitors.

Trail Through Time
This interpretive trail is interconnected with a series of other trails, including Sycamore Creek, Devil's Slide, Madrone Canyon, Rock City, Staircase, Summit, Summit Road, and Juniper. It leads visitors through the 180 million-year geologic history of the area and can be accessed from several locations along its 6.25-mile length.

Rock City
This area hosts numerous trails through large sandstone formations and small caves, and has been impacted by heavy visitor use. Graffiti has been carved into the sandstone rock formations; sandstone has been smoothed out due to repetitive use by people hiking and rock climbing; and "volunteer" trails have emerged.

Falls Trail
This trail can be accessed via Mitchell Canyon Day Use Area and via the summit. The most commonly used trailheads for accessing the Falls Trail are on Regency Drive or Mountaire Parkway. This area has been impacted by heavy use during the rainy season.

Boy Scout Rocks and Sentinel Rock
These areas are subsections of Rock City that are often used for rock climbing.

Fossil Ridge
Evidence of previous residents (clams and oysters) is embedded in these Miocene-era sandstone rock formations, which were quarried to construct the Summit Museum and Visitor Center. The rocks have tilted upward from their original horizontal orientation, creating prominent "hogback" formations.

Deer Flat
Deer Flat is located at the intersection of Deer Flat Road, Mitchell Canyon Road, and Meridian Ridge Road, and can be accessed by a moderately strenuous 1.6-mile hike from Juniper Campground, or a moderately strenuous 3.7 mile hike from the Mitchell Canyon staging area. There is a picnic site and spring-fed horse trough.

Mitchell Canyon Staging Area
This area provides the main access point to trails on the mountain's north side. From here you can hike to Deer Flat (3.7 miles) or all the way to the summit (6.8 miles) via Juniper Campground.

Diablo Valley Overlook
Located 3,200 feet above sea level, this overlook offers views of the Golden Gate to the west.

Summit Area
The summit is the most popular destination in the park. The spectacular views are ideal for photography and sightseeing. Many people explore the area surrounding the summit for photo opportunities.

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Popular Trail Routes

Popular trail routes not listed above as a destination in themselves are listed below. A complete list of park trails and their designated uses is included in the appendix. Many of the trails below are popular because they are part of a larger loop or they lead to a visitor or scenic destination.

- Mitchell Canyon Road
- Stage Road in Pine Canyon
- Cardinet Oaks Road
- Wall Point Road
- Summit Road
- North Peak Trail (from Summit Road to Prospectors Gap Road)
- Deer Flat Road
- Prospectors Gap Road
- Barbecue Terrace Road
- Donner Canyon Road
- Back Creek Trail
- Middle Trail
- Eagle Peak Trail
- Juniper Trail
- Curry Canyon Road
- Knobcone Point Road
- Madrone Canyon Trail
- Ray Morgan Road
- Dusty Road

Popular Trailheads

- Mitchell Canyon (entrance fee revenues in 2013 were $56,119*)
- Macedo Ranch (entrance fee revenues in 2013 were $12,517*)

Trail Access Outside of the Park Boundary

- Regency Drive and Mountaire Parkway Red Corral, Morgan Territory Road, Morgan Territory Road south of the reservoir
- Morgan Territory Road near intersection with Marsh Creek Road
- 10050/10030 Marsh Creek Road
- Marsh Creek Road, three-quarters of a mile west of 10050/10030 Marsh Creek Road (access to Sharkey Road)
- Rialto Drive, Clayton (access to Clayton Oaks Road)
- Regency Drive, Clayton (access to Donner Canyon Road)
- Mountaire Parkway, Clayton (access to Donner Canyon Road)
- Mount Tamalpais Drive, Clayton (access to Bruce Lee Road)

* Revenues reflect day use passes purchased by visitors arriving by vehicle and parking in the park. They do not reflect use by annual pass holders or visitors who enter without a vehicle.

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3.3 Adjacent Recreational Opportunities and Connections

Three public agencies manage lands for public recreation near or adjacent to MDSP.

East Bay Regional Parks District (EBRPD)

There are regional and local trail connections into MDSP from EBRPD properties, including Diablo Foothills Regional Park, Castle Rock Recreation Area, Las Trampas Regional Wilderness, and Morgan Territory Regional Preserve. In addition, EBRPD manages the California Riding and Hiking Trail in this region, which is planned to end near the Mitchell Canyon area of MDSP, pending acquisition of appropriate easements. Existing connecting trails include:

- Stage Road
- Little Yosemite Trail
- Briones to Mt Diablo Regional Trail
- Las Trampas to Mt Diablo Reg. Trail
- Crestview Road
- Morgan Ridge Road
- Old Finley Road

City of Walnut Creek

The City of Walnut Creek, Open Space and Trails Division, also owns and/or manages several properties for public recreation in the area. Lime Ridge and Shell Ridge Open Spaces both offer trail recreation with existing and potential links to MDSP including Hanging Valley Road/Trail.

City of Concord

The City of Concord, Parks and Recreation Division, also owns and/or manages several properties for public recreation in the area including portions of the Lime Ridge Open Space, which offers trail recreation with existing and potential links to MDSP planned portions of the California Riding and Hiking Trail.

3.4 Natural and Cultural Resources

A complete discussion of the natural and cultural history of the park, including topography, meteorology, hydrology, geology, ecology, and Native American and Euro-American sites, is included in the park's General Plan, 1989. In addition, the habitat types and associated sensitive species for each region of the park are discussed within the area-specific recommendations herein.

A Negative Declaration (ND) has been prepared for this plan and is included in the appendix of this document. Additional information about the project location and the natural and cultural resources of the area is included in the Project Description and Environmental Checklist sections of the ND.

3.5 General Plan

The RTMP is intended to be a sub-component of a park's general plan, addressing the specific transportation management issues of the unit within the goals and objectives of the General Plan. The MDSP General Plan (November 1989) lists "improve the existing trail system, including signage," "develop perimeter trailheads, staging areas, and access points," and "develop a trailhead, staging area, and parking near Camel Rock, and at Curry Point," as top priorities for the park. Specific transportation-related recommendations made in the General Plan are identified and included herein.

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Section 4 DESIGNATIONS AND CLASSIFICATIONS

The following is a summary of guidelines pertaining to the planning, design, layout, and maintenance of roads and trails in the state park system.

4.1 Road and Trail Designations

As part of this planning effort, existing roads and trails and their uses were identified in a geographic information system (GIS) database. Roads and trails were identified using the best available information from topographic and road and trail maps, existing GIS data, global positioning system data, aerial photography, light detection and ranging technology, ground surveys, staff institutional knowledge, and records searches. This information was used to develop a base map that included all system and non-system roads and trails.

All roads and trails were identified as either a "system" or "non-system" route. If the alignment was a system route, then the route was further designated as either a "road" or "trail". System roads and trails are included in the park's facilities inventory. "Non-system" routes (e.g. user-created or volunteer trails) or system routes maintained by another agency are not included in the park's facilities inventory.

"Non-system roads" are located on state park property, but operated or maintained by other agencies, such as county roads and highways. Management and maintenance of these roads may be determined by an easement and legal agreement with the outside agency. "Non-system trails" occur in most parks and often result from visitor or historic uses. Non-system trails are not maintained by the park and are not recognized as part of the park's trails system. Non-system routes at MDSP were identified and recommended for removal.

If the route currently accommodates street-legal vehicles or was initially constructed to allow street-legal vehicle access, then it is designated a "road". Roads include routes that were initially constructed as roads and topographically display a road prism profile, but may no longer accommodate vehicles due to erosion, vegetation growth, physical barriers, or use designation. Roads may have trail uses such as hiking, biking, or horseback riding, in addition to vehicle use. Old roads may be difficult to detect due to vegetation or geological movement. At first observation, a route may look like a trail (e.g. single-track, three feet wide), but is actually located in the middle of a twelve-foot-wide road prism profile.

Trails on road beds that are no longer passable by vehicles are considered a road in the sub-category of "Trail on Roadbed". This sub-categorization is useful to track the location and condition of old or abandoned roads. This information can then be used to determine if the route should be maintained as a road, converted to a trail, or removed. Work to remove or maintain this type of road requires heavy equipment, not hand labor typically associated with the removal or maintenance of trails.

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The route is a “trail” if it was not initially constructed to allow street-legal vehicle access and currently does not accommodate street-legal vehicles. Unconstructed, informal routes of travel that accommodate recreational and/or vehicle uses may be designated as “routes”. Routes include desert washes utilized as roads, paths across beaches or through sand dunes, or peak ascent paths in authorized climbing areas. They are often inherited from past land use practices. In some situations, they are designated by staff as the most appropriate place to put roads and trails in dynamic and/or sensitive environments.

4.2 Designated Uses

All trails in California’s state parks allow for pedestrian use, although pedestrian access may not be considered the primary use. Once the route is designated as a road or trail, the type of use is assigned. All roads and trails are assigned one of the following uses:

- Hike Only
- Bike
- Horse
- Bike and Horse (“multi-use”)
- None/Controlled Access (e.g. residence areas, administrative facilities)
- Road with Bike Lane

A trail designated for hiking only has a much different design than roads and trails designated for bikes or horses. For example, sight distances, abrupt grade changes, turning radii, and linear grades are much more flexible with pedestrian trails than for other types of trails and roads.

A “multi-use” trail is one that allows two or more uses in addition to pedestrian. Thus, a bike trail, which by default allows for pedestrian use, is not considered “multi-use”, but a bike and horse trail is considered “multi-use.” A multi-use trail designation dictates the most sustainable and least resource-damaging design, which is blended from both horse and bike trail standards.

4.3 Classification of Trails

Once identified, trails are further classified based on intensity of use and location within the park. Classifying trails allows a manager to objectively assign design standards and work priorities that are consistent with the primary function of the trail, environmental sensitivity of the habitat, relationship to developed facilities, and visitor use. Class I trails require the highest trail construction and maintenance standards. The standards for Classes II, III and IV diminish consecutively. The selection of trails to receive maintenance and rehabilitation is also influenced by their classification. Assuming visitor safety, resource protection, and trail investment concerns are equal; those trails with the highest classifications ("Class I" being the highest) will receive the highest maintenance and rehabilitation priority.

The Trail Classification Matrices for MDSP are located in the appendix.

- **Class I** - Includes accessible, bicycle, equestrian, interpretive, and hiking trails within close proximity to developed facilities. Gravel, turnpikes, puncheons or other drainage structures are required for resource protection and visitor safety in areas of trail trenching, trampling, multiple trails, or saturated trail beds.
- **Class II** - Includes hiking, bicycle, and equestrian trails that lead away from developed facilities. Primarily native materials are used for trail tread.
- **Class III** - Includes lightly used hiking trails. Native materials are used for trail tread.
- **Class IV** - Includes special use and access trails. The minimal trail tread necessary to provide safe footing is used.

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Section 5 BEST MANAGEMENT PRACTICES

This section provides a summary of the best management practices used by DPR to plan, design, construct, and maintain sustainable roads and trails within the state park system. Additional and more detailed information can be found in DPR's Project Implementation and Best Management Practices, 2009, and DPR's Trails Handbook, 1991. This section is meant to supplement but not replace avoidance, minimization, and mitigation measures located in the environmental document for this plan.

General road and trail design and layout practices include:

- Establish trail user type(s) and identify appropriate design standards.
- Maintain system connectivity and circulation patterns.
- Provide for long-lasting, low-maintenance, and low-erosion (i.e., "sustainable") roads and trails.
- Do not disrupt or alter the natural hydraulic flow of the landform.
- Avoid, minimize, or mitigate significant impacts to natural and cultural resources.
- Use inherent aesthetic resources to enhance new trail alignments.
- Design roads and trails so that they meet the needs of the intended user group(s).

5.1 Sustainability

A "sustainable" road or trail has been designed, constructed, or re-constructed such that it:

- does not adversely impact natural and cultural resources;
- can withstand the impacts of the intended user groups;
- meets the needs of the intended user to a degree that the user does not deviate from the established road or trail alignment; and
- survives the natural elements while receiving only routine cyclical maintenance.

To design, construct, and maintain sustainable roads and trails requires a thorough understanding of the landform that the road or trail is or will be traversing. It also requires an understanding of the user groups being served, and the needs and design standards that are specific to each user group. Combining this information with high-quality construction materials, results in a sustainable road or trail. Roads or trails that do not meet the "sustainable" definition but are considered integral to park operations may be constructed with specific trail structures added to help address the problems that lead to the lack of sustainability.

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5.2 Resource Considerations

Roads and trails can be considered as park facilities similar to restrooms, campsites, and parking lots. They are developed to provide access to the natural and cultural resources of a park and to enhance the visitor's enjoyment of those resources. Thus, the resources of a park should live in harmony with its facilities and decisions regarding design, layout, and construction of roads and trails should be balanced with what is best for the park's resources. No road or trail shall compromise the integrity of park resources.

If a road or trail cannot be constructed without significantly impacting resources, or if it becomes too costly to construct or maintain a road or trail to avoid impacts to resources, an alternative corridor should be considered or the need for the trail should be reassessed.

5.3 Maintenance Activities

A thorough maintenance program will prevent deferred maintenance problems and reconstruction projects. Maintenance activities can be broken into three types:

1. Annual/Cyclical – Includes drainage maintenance, vegetation clearing, tread maintenance, and brushing performed on a re-occurring basis. Typically, annual trail maintenance tasks require minimal supervision and can be conducted by maintenance staff, a conservation corps, or volunteer crews. Typically, cyclical maintenance is planned for the average life span of a facility. However, weather, vandalism, and other unpredictable events can greatly affect the life span and periodic trail inspections are necessary to keep staff abreast of current conditions.
2. Pro-rated/Deferred – Includes construction, re-construction, re-engineering, and restoration activities performed on a periodic basis and necessary to address road and trail infrastructure deterioration due to age and/or improper initial design.
3. Incident-Related/One-time Repair – Includes construction, re-construction, re-engineering, and restoration activities performed on a project basis to address road and trail infrastructure damaged caused by natural or man-made events such a major storm, wildfire, or vandalism.

5.4 Monitoring

A comprehensive monitoring program is required for all road and trail projects. The purpose of a monitoring program is to evaluate the effectiveness of the project and to adapt management of a project to improve its success over time. In addition, monitoring provides valuable data that can be used to improve the success of future road and trail projects, as well as further assess problem areas. Monitoring protocols are described in DPR's Field Guide for Road and Trail Assessment and the Official Guide for Road and Trail Assessment.

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5.5 Prioritization Matrix

Usually there are more trail project proposals than there are funds and time to complete them and the project selection process can be contentious. Setting maintenance priorities facilitates allocation of limited resources and provides a focus for fund raising efforts. To make the prioritization of trail projects less subjective, trail projects should be categorized based on the trail's deficiencies. The five categories of projects are:

Priority	Type of Project	Example
Essential	Visitor Safety	Trail conditions that represent a threat to the safety of park visitors, usually severe enough to warrant barricades, warning signs, or temporary to permanent trail closures.
	Resource Protection	Trail conditions that represent a threat to the park's natural or cultural resources, usually severe enough that critical resources are being damaged.
	Preservation of Investment	Trail structure conditions that, if not repaired, will result in total loss of the structure.
Non-Essential	Visitor Convenience	Trail conditions that make it uncomfortable to use the trail.
	New Trail Construction	The development of an entirely new trail.

Thus, projects that ensure visitor safety, resource protection, or protection of the facility itself take priority over projects that provide a visitor convenience. For example, failing to maintain trail drainage can result in unsafe trail conditions and eventually the loss of the entire facility, while a trail that receives no brush removal could become over-grown to the point of physical closure but without loss of the investment or creating a threat to visitor safety.

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The following charts list the priority and frequency of essential trail project types.

ANNUAL TRAIL MAINTENANCE	PRIORITY	EXAMPLE MAINTENANCE OCCURRENCE
Emergency drainage	1	Major Water Runoff
Structure repair	2	Annual
Drainage repair	3	Annual
Clearing	4	Annual
Tread repair	5	Annual
Brushing	6	Annual

PRO-RATED OR INCIDENT-RELATED TRAIL MAINTENANCE	PRIORITY	EXAMPLE REPLACEMENTS
Structure construction/re-construction - Bridges - Puncheon - Steps - Retaining walls	1	As Needed 15-20 years 10-15 years 10% of total yearly As Needed
Drainage facility construction/re-construction	2	As Needed
Trio rehabilitation	3	Every 5 years
Turnpike construction/re-construction	4	Every 10 years
Trail re-route	5	As Needed

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5.6 Reconstruction

"Reconstruction" is construction work on an existing road or trail to bring it back to its original design. Reconstruction can be used to re-establish trail sustainability if the original design was sustainable, or to re-establish an "unsustainable but maintainable" trail. Trail reconstruction also may reshape the backslope of the trail, remove the berm, scarify the tread, and restore tread elevations and drainage structures. Typically, work of this scope also involves repair or reconstruction of other trail structures, such as switchbacks, climbing turns, retaining walls, steps, bridges, and puncheons.

5.7 Re-engineering/Redesign

The term "redesign" can be used interchangeably with the term "re-engineer". Reengineering/redesign can be used to create a sustainable trail when the existing trail alignment can be sustainable, but improperly designed structures and elements along the trail have created an unsustainable situation.
Reengineering/redesign can also be implemented to create an "unsustainable but maintainable" trail when political, cultural, or environmental issues require retaining a sub-standard alignment. Minor re-routes may occur within the original trail corridor. Curvilinear techniques can reduce the linear grade and improve drainage by lengthening the trail and decoupling it from natural drainage features. Linear grades also can also be reduced by cut-and-fill techniques, where appropriate.

5.8 Road-to-Trail Conversion

Road-to-trail conversion is a re-engineering technique used for transforming an existing road, originally constructed for vehicles or currently used by vehicles, into a recreational trail. Similar to road removal, road-to-trail conversion involves excavating road fill from the embankment and placing it against the cutbank to match the slope above. A four- to six- foot wide portion of the original road bench must be retained to serve as the new trail tread.

5.9 Removal

Road and trail removal and site restoration should correct damage or disturbance to natural and cultural resources created by road and trail construction, maintenance, and/or visitor use. When a trail or section of trail is abandoned, steps should immediately be taken to restore the habitat. Typically, the re-route or replacement trail is constructed before the old trail is removed and the site rehabilitated.

During site restoration, the cutbank and bench are de-compacted and the soil aerated to promote re-vegetation of the trail bench and bonding of imported soil. Soil from the fillslope is excavated and placed against the cutbank to restore the natural slope or contour and facilitate natural sheet flow drainage. Once the trail bench is re-contoured and gullies are stabilized, vegetation is re-established through encouragement, management of existing native seed banks, or active transplanting of native species.

5.10 Re-Route

A trail can be "re-routed" outside of its original corridor when the current corridor is determined to be unsustainable. A re-route can be used to by-pass environmentally or culturally sensitive areas, provide a sustainable grade, expand trail width, or improve system connections.

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Section 6 THE PLAN

This RTMP includes system-wide and area-specific recommendations.

6.1 Parkwide Recommendations

- All new trails and alterations to existing trails shall follow DPR's Accessibilities Guidelines and the federal accessibility guidelines for outdoor developed areas.
- Within park boundaries, every non-system trail shall be removed and rehabilitated, unless otherwise specified in the RTMP.
- Every system road and trail shall be on a park maintenance plan and receive cyclical and pro-rated maintenance.
- Service roads shall be a maximum of 12 feet and limited to those needed to ensure public safety, perform required maintenance, or provide access per a utility easement.
- Trail width shall be limited to that required for the type of use and classification of the specific trail. Trail layout, design, and maintenance shall follow the DPR's Trails Handbook.
- Provide adequate staffing to properly maintain, plan, budget, design, and construct the unit's roads and trails system.
- Roads and trails shall be designed, constructed, re-engineered, re-constructed, or re-routed to improve sustainability and drainage, prevent erosion, and reduce future maintenance needs.
- Roads and trails shall provide public access to the park's most popular features.
- Roads and trails shall not fragment large areas of open space or viewsheds. The overall aesthetic quality of the park, including human sounds carried from one road or trail to another, should be a primary consideration of road and trail design and management.
- Loops and connections to regional trail systems are preferred, to give users more choices for the length and duration, as well as a greater diversity of terrain and experiences.
- For route connections and directional and interpretive signage, coordinate with regional, state, and national trail systems and organizations recognized under the California Recreational Trails Plan, such as the Mokelumne Coast to Crest Trail and the American Discovery Trail.
- Connections to parking areas and pedestrian access points shall be provided and/or improved.
- Multi-use trails shall be considered in accordance with DPR's Trails Policy.
- Consider providing non-paved, multi-use routes to the summit.
- Improve road and trail signage to better facilitate way-finding and interpretive opportunities.
- On a project basis, re-engineer all drainage crossings identified in the Drainage Structure Condition Index Assessment and associated maps contained in this document. Implementation shall address the most significantly affected drainage structures first.
- Consider acquisition of land and/or easements to support local, regional, state, and national trail connections.

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- Interpretive roads and trails, including the Mitchell Canyon Road and the Mary Bowerman Trail at the summit, require special maintenance. Both of these routes have interpretive guides with numbered stops that highlight unique features, including specific plants and vegetation assemblages. Road and trailside brushing work must take into consideration this type of interpretive experience and prevent inadvertent removal of features identified in the interpretive guides.
- Maintenance activities shall be coordinated with the district environmental staff prior to being scheduled, to avoid adversely impacting rare plants. Conservation measures may include flagging individual rare plants for avoidance, scheduling work for a time of year when annual rare plants have already set seed, and carefully pruning rare shrubs instead of full removal. Some service roads with known rare plant occurrences along them include Mitchell Canyon and Knobcone Point.

6.2 Area-Specific Recommendations and Maps

Five areas of the park were identified for area-specific recommendations. Each area has unique recommendations and accompanying maps. Additional maps are also available in the appendix.

- Mitchell Canyon to Summit
- North Gate to Summit
- South Gate to Summit
- Diablo Mines
- Morgan Territory

Existing Roads and Trails Maps

These maps show existing road and trail conditions at the time of planning and include:

- System paved and non-paved roads and their designated uses. Non-paved roads are divided into segments and identified with a unique segment identification number.
- Non-system roads owned and operated by other agencies.
- System trails and their designated uses. These trails are divided into segments and identified with a unique segment identification number.
- Non-system trails.
- Mileage total per area for each designated use.

Maintenance Recommendations Maps

These maps show the recommended maintenance for exiting roads and trails, including the following:

- **Reconstruction:** Rebuild existing roads and trails to return them to the original design. These trails typically can be sustainable if annual or cyclical maintenance occurs.
- **Re-engineering:** Apply new or additional structures, design techniques, or modifications to an existing road or trail corridor to improve sustainability.
- **Rerouting:** New sustainable road or trail sections that originate from and return to an existing road or trail. The abandoned, unsustainable section of trail is removed and the site is rehabilitated.

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- **Annual or Cyclical Maintenance:** Routine periodic maintenance of existing roads and trails, including brushing, logging out, slough and berm removal, and drainage maintenance. By default, roads and trails that are not designated for reconstruction, re-engineering, or rerouting fall into this category.
- **Road-to-Trail Conversion:** Re-engineer to transform an existing road into a recreational trail. Similar to road removal, road fill is excavated from the embankment and placed against the cutbank to match the slope above. A four- to six- foot wide portion of the original road bench serves as the new trail tread.

Planning Recommendations Maps

Maps show recommendations for roads, trails, and associated infrastructure including:

- New trails or routes that extend or re-route existing trails to a new destination.
- Access for administration or easements along exiting roads and trails.
- Improvements to existing trailheads or new trailhead locations.
- Resource protection related to road and trail use.
- Removal of existing road or trail routes.
- Road and trail safety improvements.
- Public or administrative road and trail access improvements.
- Interpretative improvements along roads and trails.
- Change-in-use designations.

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Mitchell Canyon to Summit Area

Significant natural resources:
Mitchell Creek is one of the most important waterways in the park. Located in a keystone watershed, it supports special-status species such as the California red-legged frog (*Rana draytonii)*. Historically, native rainbow trout were also present. Drainages on this side of the mountain, including Mitchell Creek and Donner Creek, are tributaries to Mount Diablo Creek, a regional watershed important because of its relatively natural condition. The Mount Diablo fairy lantern (*Calochortus pulchellus*), a rare plant, grows along Mitchell Canyon Road and other roads and trails in this section of the park. Bruce Lee Pond supports a breeding population of red-legged frogs (*Rana draytonii*), as well as numerous other native amphibian species. The Meridian Ridge area contains serpentine chaparral that supports an extremely rare and endemic plant, Mount Diablo bird's beak (*Cordylanthus nidularis*). Other rare plant species found in this area include the Mount Diablo phacelia (*Phacelia phacelioides*) and Mount Diablo jewel-flower (*Streptanthus hispidus*). Chaparral in this area of the park provides critical habitat for the Alameda striped racer (formerly known as Alameda whipsnake, *Masticophis lateralis euryxanthus*).

Significant cultural resources:
Archaeological: There are some historic archaeological sites in this area, mostly associated with earlier homesteads. A few prehistoric sites primarily used for hunting have been recorded.

Paleontological: The area has not been thoroughly surveyed for paleontological resources, which potentially exist throughout the park.

Existing Area Trail Mileage:
There are 70.4 miles of trails, including almost five miles of non-system trails, 0.8 miles of hiking trails, 26.3 miles of hiking and equestrian trails, and 38.4 miles of hiking, biking, and equestrian trails ("multi-use").

RECOMMENDATIONS

TRAIL AREA: MC#1 DONNER CABIN TRAIL-1
Issue: Portions of this trail paralleling Donner Canyon Road are redundant since access is already provided via Donner Canyon Road. Other portion of the trail connecting Donner Canyon Road and Tick Wood Trail is very steep and unsustainable and are not required as alternate trail connections heading west can be made using the Tickwood Trail.
Recommendation: Remove trail and rehabilitate the site.

TRAIL AREA: MC #2; CLAYTON OAKS ROAD AND CARDINET OAKS ROAD
Issue: Unconnected routes and access improvements.
Recommendation: Provide a new, multi-use trail connection starting at Clayton Oaks Road and heading south towards the Wassermann Trail. Reconstruct and/or re-route the existing portion of Wassermann Trail south of Clayton Oaks Road to meet multi-use trail standards and make a connection to the Cardinet Oaks Trail.

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TRAIL AREA: MC #3, EAGLE PEAK TRAIL-1
Issues: Potential safety issues associated with visitation to unprotected Eagle Peak Mine, as well as a need to interpret regional mining activities.
Recommendation: Create a designated interpretive trail and secure mine shaft.

TRAIL AREA: MC #4, FALLS TRAIL-1
Issue: This highly used trail has many abrupt grade changes and poor trail alignment causing trail erosion, trail instability, reduced accessibility, and potential safety issues.
Recommendation: Re-route portions of the trail to a sustainable alignment.

TRAIL AREA: MC #5, RED ROAD
Issue: Desire for administrative connection through Genochio property from Red Road to Burma Road.
Recommendation: Pursue necessary easements to allow access.

TRAIL AREA: MC #6, PORTIONS OF JUNIPER AND SUMMIT TRAIL (CHANGE-IN-USE)
Issue: Desire for an additional non-paved mountain bike route from the Mitchell Canyon Trailhead to the summit.
Recommendation: Change the use of Juniper Trail-7, Juniper Trail-6, Juniper Trail-3, Summit Trail-7, Summit Trail-14, Summit Trail Road-1, Summit Trail-8, and Summit Trail-5 to allow mountain bike use.
Prescribed Modifications: Design and management modifications shall be performed prior to implementation of the Change-In- Use and may include but are not be limited to the following:

1. Widen portions of the trail, as appropriate, to create safe passing spaces.
2. Brush portions the trail, as appropriate, beyond standard cyclic brushing standards to provide and maintain proper sight distances and trail widths necessary for trail safety.
3. As necessary for trail safety and sustainability, determine and consider management actions such as trail signage, one way travel, alternating days of use, seasonal closures, and increased patrols.
4. Re-engineer or re-route portions of the trail, as appropriate, to reduce steep slopes, minimize mechanical wear and erosion, and improve trail safety and sustainability. Consider major re-route of the Juniper Trail sections located between Summit Trail and the old burn pile landing to reduce the number of tight switchbacks and improve sight distances.
5. Re-engineer or re-route drainage crossings, as appropriate, to slow user speeds and reduce erosion from mechanical wear and water run-off.
6. Install speed control devices, such as pinch points and textured surfacing as appropriate, to provide trail safety and minimize mechanical wear.
7. Summit Trail-7 is steep with loose trail surfacing. Consider using Green Ranch Road-3 as an alternate to Summit Trail-7.

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TRAIL AREA: MC #7, OAK KNOLL TRAIL (CHANGE-IN-USE)

Issue: Desire for increased mountain biking opportunities and route connections.

Recommendation: Modify trail to create sustainability and change the use of the Oak Knoll Trail to allow mountain bikes.

Prescribed Modifications: Design and management modifications shall be performed prior to implementation of the Change-In-Use and may include but are not limited to the following:

1. Widen portions of the trail, as appropriate, to create safe passing spaces.
2. Brush portions the trail, as appropriate, beyond standard cyclic brushing standards to provide and maintain proper sight distances and trail widths necessary for trail safety.
3. As necessary for trail safety and sustainability, determine and consider management actions, such as trail signage, one way travel, alternating days of use, seasonal closures, and increased patrols.
4. Re-engineer or re-route portions of the trail, as appropriate, to reduce steep slopes, minimize mechanical wear and erosion, and improve trail safety and sustainability.
5. Re-engineer or re-route drainage crossings, as appropriate, to slow user speeds and reduce erosion through mechanical wear and water run-off.
6. Install speed control devices such as pinch points and textured surfacing, as appropriate, to provide trail safety and minimize mechanical wear.

TRAIL AREA: MC #8, MOSES ROCK RIDGE TRAIL-1

Issue: Moses Rock Ridge is a dead-end ridgeline trail. Visitors are creating non-system trails in an attempt to create a loop or connection to other trails.

Recommendation: Re-route Moses Ridge Trail to provide an ADA-compliant loop along the hill slope surrounding the ridge with associated overlook opportunities. Consider re-routing the Juniper Trail-8 to provide a more direct, less steep, and more sustainable connection to Juniper Trail-7 and the Moses Ridge Trail.

TRAIL AREA: MC #9, MUIR DAY USE-JUIPER TRAIL-8 CONNECTION

Issue: Desire to increase opportunities for visitors with disabilities

Recommendation: Provide a new ADA-compliant connection from Muir Day Use Area to Juniper Trail-8. Provide ADA-compliant parking at Muir Trailhead and re-route or reconstruct sections of Juniper Trail-8 to meet ADA standards as necessary to connect to proposed ADA-compliant Moses Rock Ridge Loop Trail.

TRAIL AREA: MC #10, JUNIPER TRAIL-2 RE-ROUTE

Issue: Trail sustainability issues associated with the steep section from Summit Road to the intersection with Juniper Trail-8.

Recommendation: Re-route trail from the ridgeline to the hillside to reduce the slope and provide improved sheet flow drainage across trail.

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TRAIL AREA: MC#11, MOUNT OLYMPIA ROAD-5
Issue: The end of Mount Olympia Road-5 is very steep, unstable, and occasionally impassible.
Recommendation: Remove the problematic section of road and provide alternative trail connections to East Trail and North Peak Trail.

TRAIL AREA: MC# 12, MOUNT TAMALPAIS DRIVE
Issue: Desire for improved trail connections from Mount Tamalpais Drive.
Recommendation: Provide new trail to connect Mount Tamalpais Drive to Bruce Lee Rd-6. It has been recommended that the new trail be named Lone Oak Trail.

TRAIL AREA: MC#13, MITCHELL CANYON TRAILHEAD*
Issue: Desire to improve visitor facilities with enhanced ADA and vehicle access in the staging area.
Recommendation: Upgrade existing facilities to include improved ADA access and re-engineer bridges to connect parking locations.

TRAIL AREA: MC#14, REGENCY MEADOWS*
Issue: Desire to improve visitor access.
Recommendation: Develop a trailhead, parking for six to ten cars, and a small staging area.

TRAIL AREA: MC#15, BLACK POINT ROAD-1
Issue: The route transitions from road to trail and back to road. It is not appropriate as a road since it is narrow with tight switchbacks and a dead end that has no turnaround for emergency vehicles.
Recommendation: Re-engineer and perform road-to-trail conversion.

TRAIL AREA: MC#16, BRUCE LEE/MURCHIO ROADS
Issue: Concerns for tread wear, sustainability, and winter use.
Recommendation: Re-engineer and perform road-to-trail conversion of Bruce Lee Road-5.

* From the Mount Diablo General Plan, 1989

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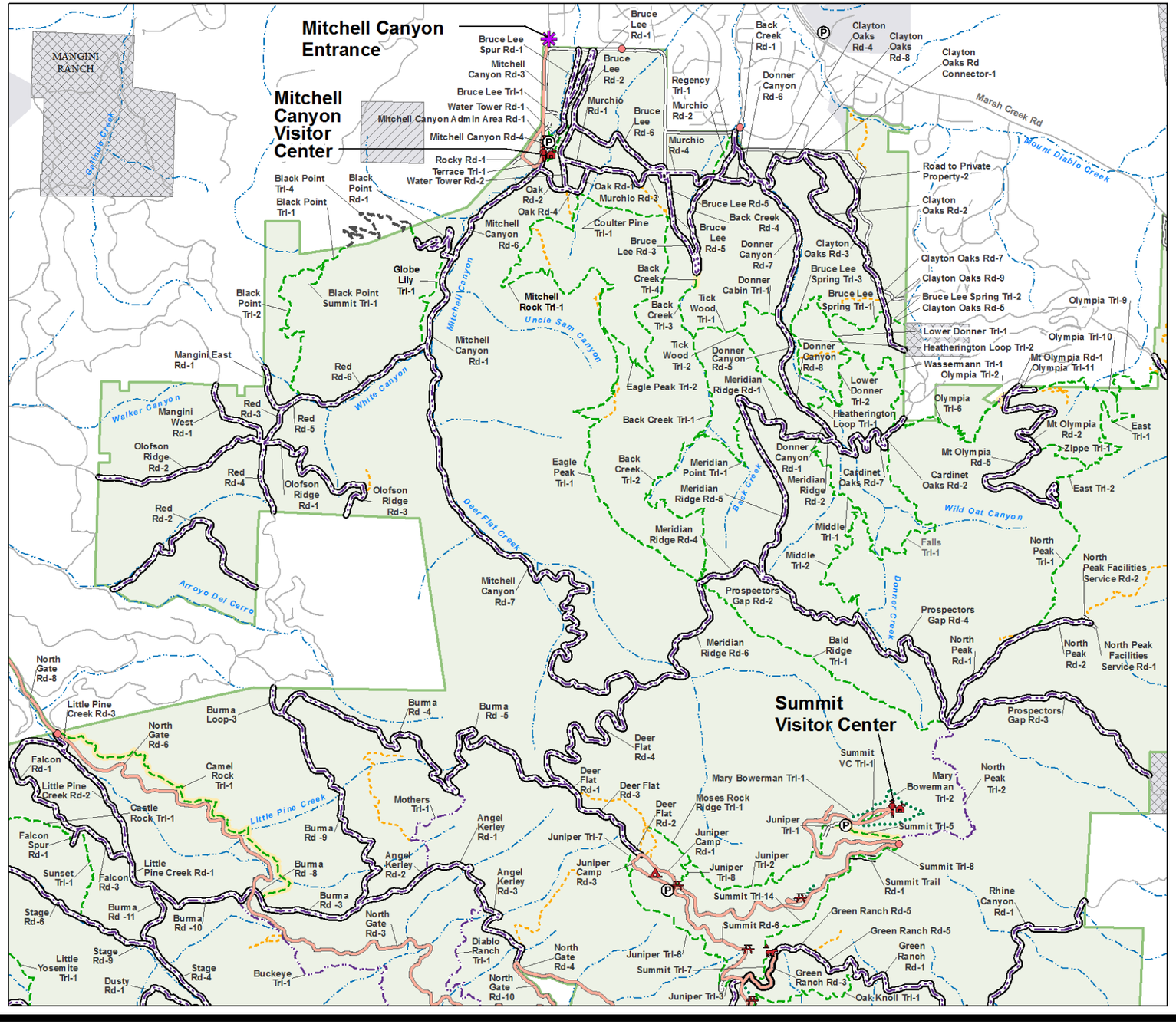
Map: Mitchell Canyon to Summit Area Existing Roads and Trails



Existing Roads and Trails

MITCHELL CANYON TO SUMMIT

Current Road & Trail Network by Category and Use Designation

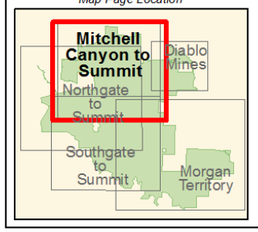
- Local Roads
- State Park Rd, Hike and Horse
- State Park Rd, Hike, Bike and Horse
- State Park Rd, Undetermined
- State Park Rd, No Vehicles, Hike and Horse
- State Park Rd, No Vehicles, Hike, Bike and Horse
- State Park Trl, Hike
- State Park Trl, Hike and Horse
- State Park Trl, Hike, Bike and Horse
- State Park Trl, Not Determined
- Non-system routes
- Other Trails
- Paved park roads

- Museum/Visitor center
- Picnic Areas
- Campground
- Horse Camp
- Mt Diablo State Park
- Intermittent Stream
- Parking
- Limited Parking

Other Public Lands
Public Access Limits
- No Access
- Restricted Access

Mileage by Designated Use in Mitchell Canyon
Area:
Hike: 0.8
Hike, Horse: 26.3
Hike, Bike, Horse: 38.4
Non-system: 4.9

Map Page Location



Scale
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1 inch = 2,083 feet
N
Miles
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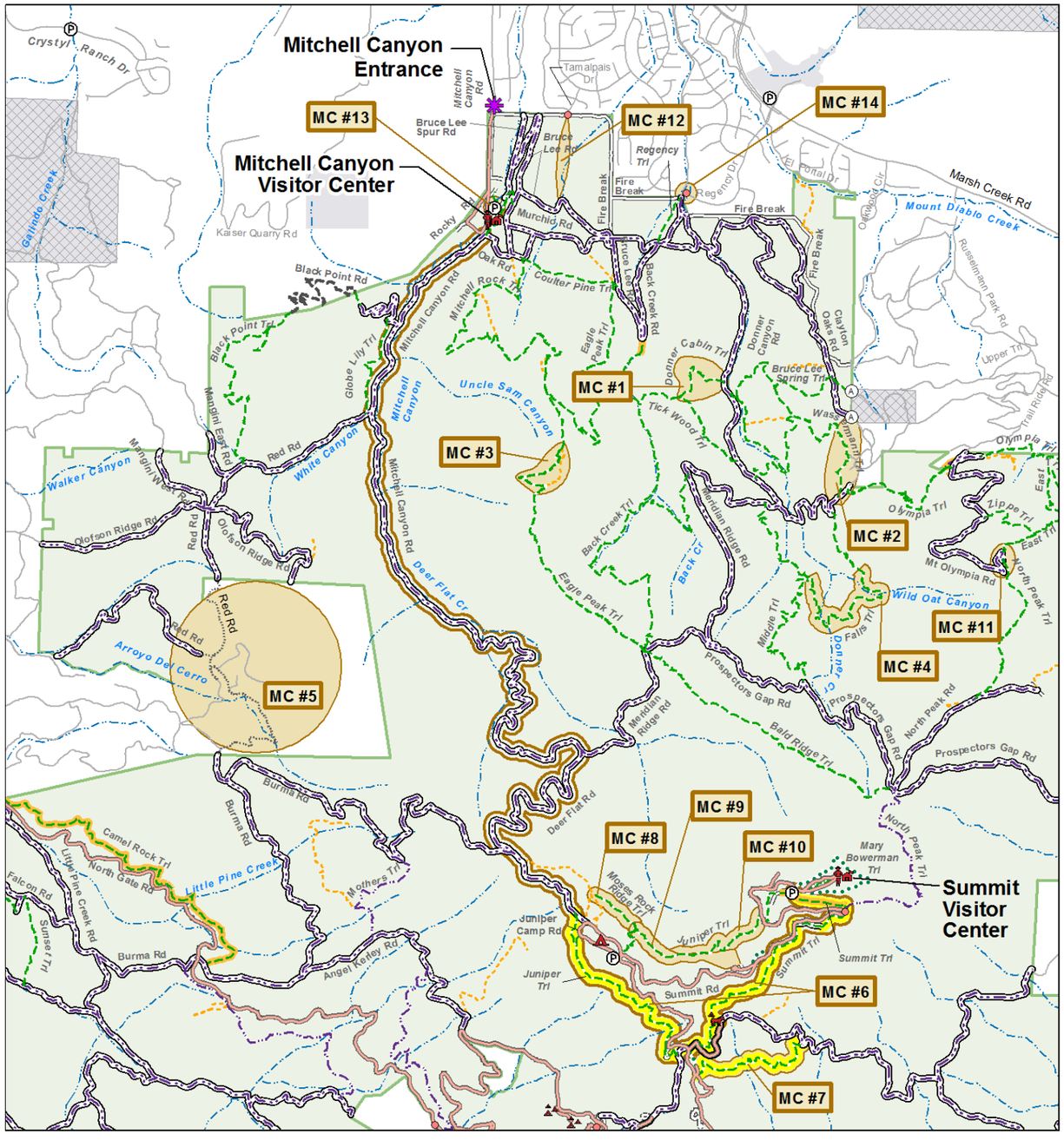
Mount Diablo State Park Road and Trail Management Plan

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

FACILITIES MANAGEMENT DIVISION

Date: 2/2/2015
Sources:
Calif. Dept. of Parks & Recreation
Parking and Trailheads:
Save Mount Diablo
Other Public Lands
GreenInfo, Inc.

Map: Mitchell Canyon to Summit Area Planning Recommendations



Plan Recommendations

MC #1. Donner Cabin Trl.
Issue: Steep / Unsustainable alignment.
Rec: Remove Trail / Rehabilitate.

MC #2. Clayton Oaks / Cardinet Oaks Rd.
Issue: Improved public access.
Rec: Connect Clayton Oaks Rd to Cardinet Oaks Trl along Wasserman Trail, reconstructed to Multi-use Trail.

MC #3. Eagle Peak Trl.
Issue: Safety concerns, and improved interpretive experiences.
Rec: Create designated Interpretive Trail, and secure mine shaft.

MC #4. Falls Trl.
Issue: Highly used area, poor alignment, and potential safety concerns.
Rec: Reroute portions of trail.

MC #5. Red Rd.
Issue: Improved administrative access through Genochio property from Red Rd to Burma Rd.
Rec: Pursue necessary agreements to allow access.

MC #6. Portions of Juniper/Summit Trails.
Issue: Desire for non-paved mtn bike route from Mitchell Canyon trailhead to Summit.
Rec: Allow mtn bike use after required modifications are completed.

MC #7. Oak Knoll Trail
Issue: Desire for increased mtn biking.
Rec: Allow mtn bike use after required modifications are completed.

MC #8. Moses Rock Ridge Trail
Issue: Dead end trails creating user trails.
Rec: Provide new compliant ADA loop trail.

MC #9. Juniper Trl-8
Issue: Increased trail opportunities for visitors with disabilities.
Rec: Provide new ADA trail and parking from Muir Day Use.

MC #10. Juniper Trl-2
Issue: Steep, unsustainable trail.
Rec: Reroute trail.

MC #11. Mt Olympia Rd-5
Issue: Steep, unstable.
Rec: Decommission problematic sections, and provide alternate route to East and North Peak Trails.

MC #12. Mt Tamalpais Dr.
Issue: Improved trail connection from Mt Tamalpais Dr to park roads and trails.
Rec: New trail connecting Mt Tamalpais Dr to Bruce Lee Rd-6, avoiding sensitive habitat.

MC #13. Mitchell Canyon Trailhead.
Issue: Improve visitor facilities and ADA accessibility. Improve vehicular access.
Rec: Upgrade existing facilities to include improved ADA access and re-engineer bridges connecting parking locations.

MC #14. Regency Meadows.
Issue: Improve visitor access.
Rec: Develop trailhead, 6-10 car parking, staging area.

Planning Recommendations

MITCHELL CANYON TO SUMMIT

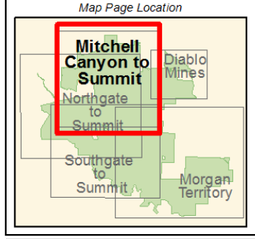
Proposed Change in Use - Add Mtn. Bike
Proposed unpaved mtn. bike route to Summit
Other Planning Recommendations

Existing Roads and Trails

- Local Roads
- State Park Rd, Hike and Horse
- State Park Rd, Hike, Bike and Horse
- State Park Rd, Undetermined
- State Park Rd, No Vehicles, Hike and Horse
- State Park Rd, No Vehicles, Hike, Bike and Horse
- State Park Trl, Hike
- State Park Trl, Hike and Horse
- State Park Trl, Hike, Bike and Horse
- State Park Trl, Not Determined
- Non-system routes
- Other Trails
- Paved park roads
- Request admin access on private roads

- Museum/Visitor center
- Campground
- Group Camp
- Horse Camp
- Trailhead parking
- Limited parking
- Access Pts from Public Lands
- Paved park roads
- Mt Diablo State Park
- Intermittent Stream
- Other public lands
- No Public Access

Map Page Location



Scale
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1 inch = 2,333 feet
N
Miles
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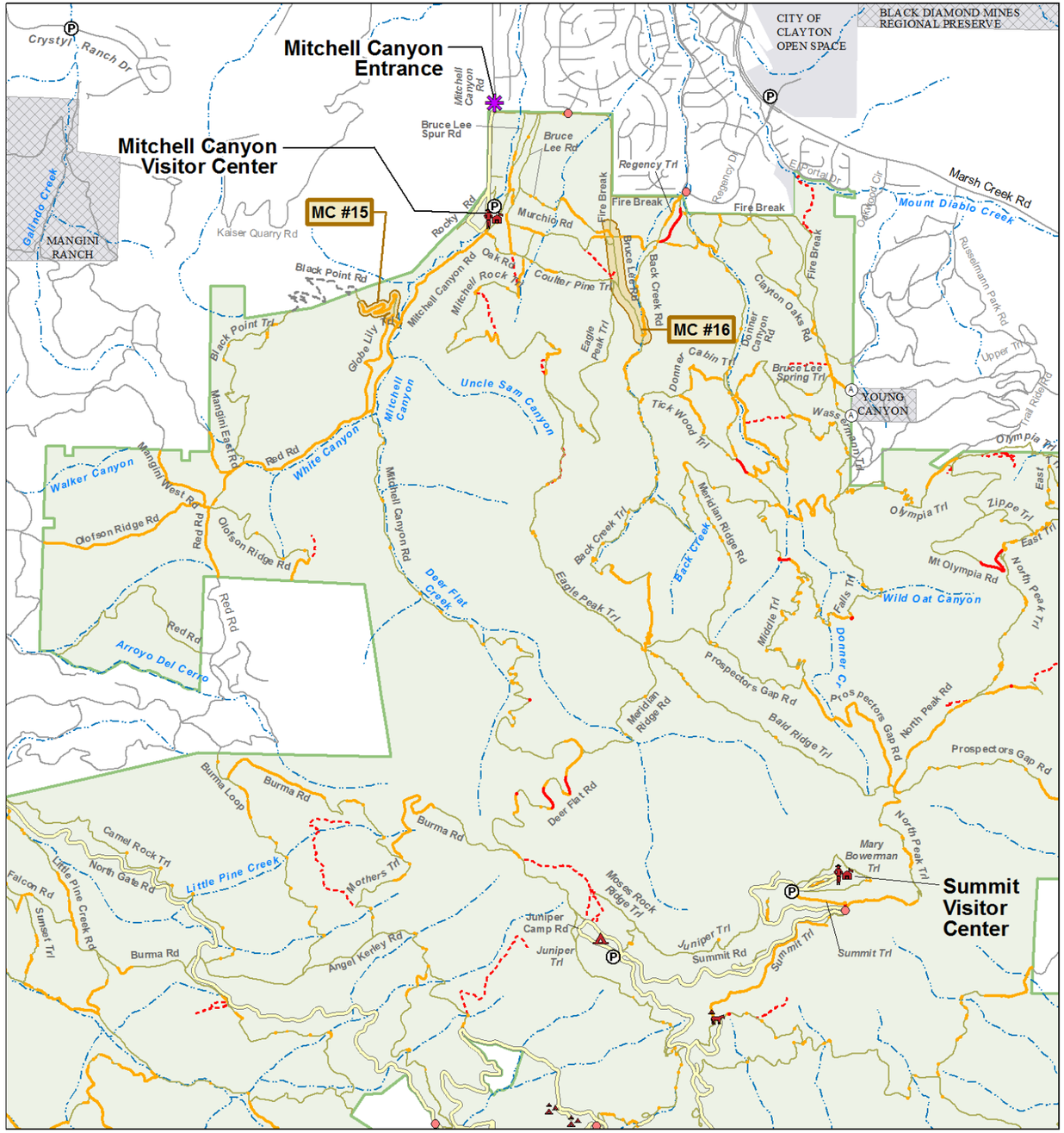
Mount Diablo State Park Road and Trail Management Plan

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

FACILITIES MANAGEMENT DIVISION

Date: 2/3/2015
Sources:
Calif. Dept. of Parks & Recreation,
Parking and Trailheads:
Save Mount Diablo
Other Public Lands:
GreenInfo, Inc.

Map: Mitchell Canyon to Summit Area Maintenance Recommendations



Maintenance Recommendations

MC #15. Black Point Rd-1.
Issue: Road is narrow, tight switchbacks, dead end. No turn around for emergency vehicles.
Rec: Road to trail conversion.

MC #16 Bruce Lee / Murchio Rds.
Issue: Concerns for tread/road wear, sustainability, and winter use.
Rec: Re-engineer and perform road to trail conversion of Bruce Lee Rd-5.

Maintenance Recommendations

MITCHELL CANYON TO SUMMIT

Maintenance Recommendations

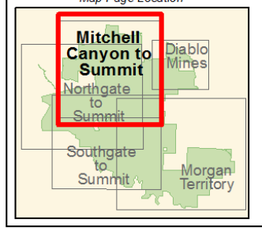
- Reroute
- Reconstruct / re-engineer
- Maintain

Maintenance Recommendations

- Non-system routes to be removed

- Museum/Visitor center
- Campground
- Group Camp
- Horse Camp
- Trailhead parking
- Limited parking
- Access Pts from Public Lands
- Paved park roads
- Mt Diablo State Park
- Intermittent Stream
- Other public lands
- No Public Access

Map Page Location



Scale
1:28,000
1 inch = 2,333 feet
Miles
0 0.1 0.2 0.3 0.4 0.5

Mount Diablo State Park
Road and Trail Management Plan

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

FACILITIES MANAGEMENT DIVISION

Date: 2/2/2015
Recommendation Sources:
- Calif. Dept. of Parks & Recreation,
- Calif. Geologic Survey, Road and Trail Inventory.

Parking and Trailheads: Save Mount Diablo
Other Public Lands: GreenInfo, Inc.

North Gate to Summit Area

Significant natural resources:
A number of ponds in this portion of the park, including Pine Pond, support special-status species, such as the California red-legged frog (*Rana draytonii*) and Western pond turtle (*Actinemys marmorata*). Pine Canyon has several intermittent streams such as Pine Creek and Little Pine Creek, which are tributaries to Walnut Creek, the largest watershed in Contra Costa County. Its riparian habitat supports a diverse population of wildlife. Rocky outcrops in the Castle Rock area of lower Pine Canyon are used for nesting by peregrine falcons (*Falco peregrinus*). Oak woodlands in this region of the park, including those between North Gate Road and Burma Road, provide habitat for many wildlife species. Several rare plant species are found in this region of the park, including Halls' bush mallow (*Malacothamnus hallii*) and Mount Diablo sunflower (*Helianthella castanea*).

Significant cultural resources:
Archaeological: In this area there are some historic archaeological sites primarily associated with the old road to the summit. A few prehistoric sites have been recorded, including bedrock mortar outcrops and cupule boulders. Civilian Conservation Corps resources can be found throughout the park, particularly in association with the park's roads and other infrastructure. Stage Road is an historic route.

Paleontological: The area has not been thoroughly surveyed for paleontological resources, which potentially exist throughout the park. Fossils have been found on the north side of Mount Diablo in the Knoxville Formation.

Area Trail Mileage:
There are 72.8 miles of trails in this region of the park, including six miles of non-system trails, 0.7 miles of hiking trails, 26 miles of hiking and equestrian trails, and, 46.1 miles of hiking, biking, and equestrian trails ("multi-use").

RECOMMENDATIONS

TRAIL AREA: NG #1, BUCKEYE TRAIL TO DIABLO RANCH TRAIL CONNECTION
Issue: Desire for multi-use trail connection from Buckeye Trail to North Gate Road and Diablo Ranch Trail.
Recommendation: Reconstruct and re-route the abandoned road to provide a new multi-use trail from Buckeye Trail to North Gate Road. North Gate Road can be used to provide access to the Diablo Ranch Trailhead.

TRAIL AREA: NG#2, MARY BOWERMAN TRAIL-1
Issue: Desire to increase access for visitors with disabilities.
Recommendation: Reconstruct and re-route the entirety of the Mary Bowerman Trail as needed to provide an ADA-compliant loop around the summit.

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TRAIL AREA: NG#3, MOTHERS TRAIL-1
Issue: Trail is unsustainable due to excessive slopes.
Recommendation: Re-route the trail to improve sustainability. Remove and rehabilitate the old trail alignment.

TRAIL AREA: NG#4, CAMEL ROCK TRAIL (TRAILHEAD)*
Issue: Desire to improve visitor access.
Recommendation: Establish a trailhead with parking for 10 to 15 vehicles and an associated staging area in the vicinity of Camel Rock. Provide interpretive signs regarding the area's natural values and trail opportunities.

TRAIL AREA: NG#5, NORTH GATE ENTRANCE STATION*
Issue: Desire to improve visitor access.
Recommendation: Acquire additional property near the entrance station to develop a 40-car parking lot, staging area, and turn-around. Acquire a public easement for trails along North Gate Road from the entrance to the park boundary, if feasible.

TRAIL AREA: NG#6, STAGE ROAD AND CASTLE ROCK
Issue: This area hosts numerous non-system trails created by visitors trying to access the sandstone rock formations through Pine Canyon or the Diablo Foothills Regional Park (managed by East Bay Regional Parks District). Recreational rock climbing is popular in this area and recent graffiti vandalism has greatly impacted the rock formations. The rock formations are a documented nesting site for sensitive raptor species.
Recommendation: Develop at least one system trail in partnership with East Bay Regional Parks District to provide access to the site. Remove all non-system trails and restore the habitat. Develop and implement management options, such as seasonal closures, to protect nesting raptor species.

TRAIL AREA: NG#7, STAGE ROAD-4
Issue: Road is coupled with drainage, causing erosion and creek sedimentation.
Recommendation: Re-route the road outside of the creek corridor.

* From the Mount Diablo General Plan, 1989

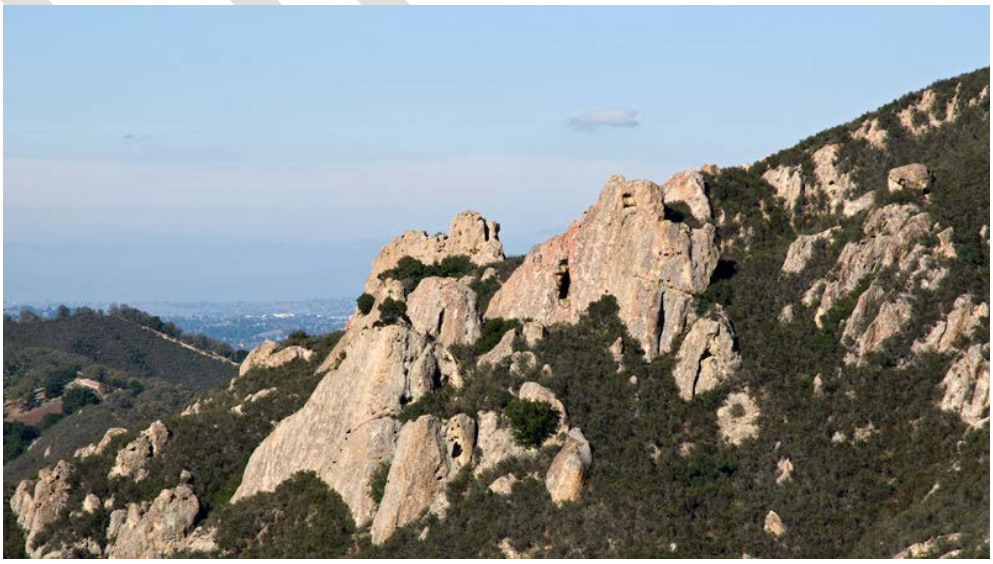
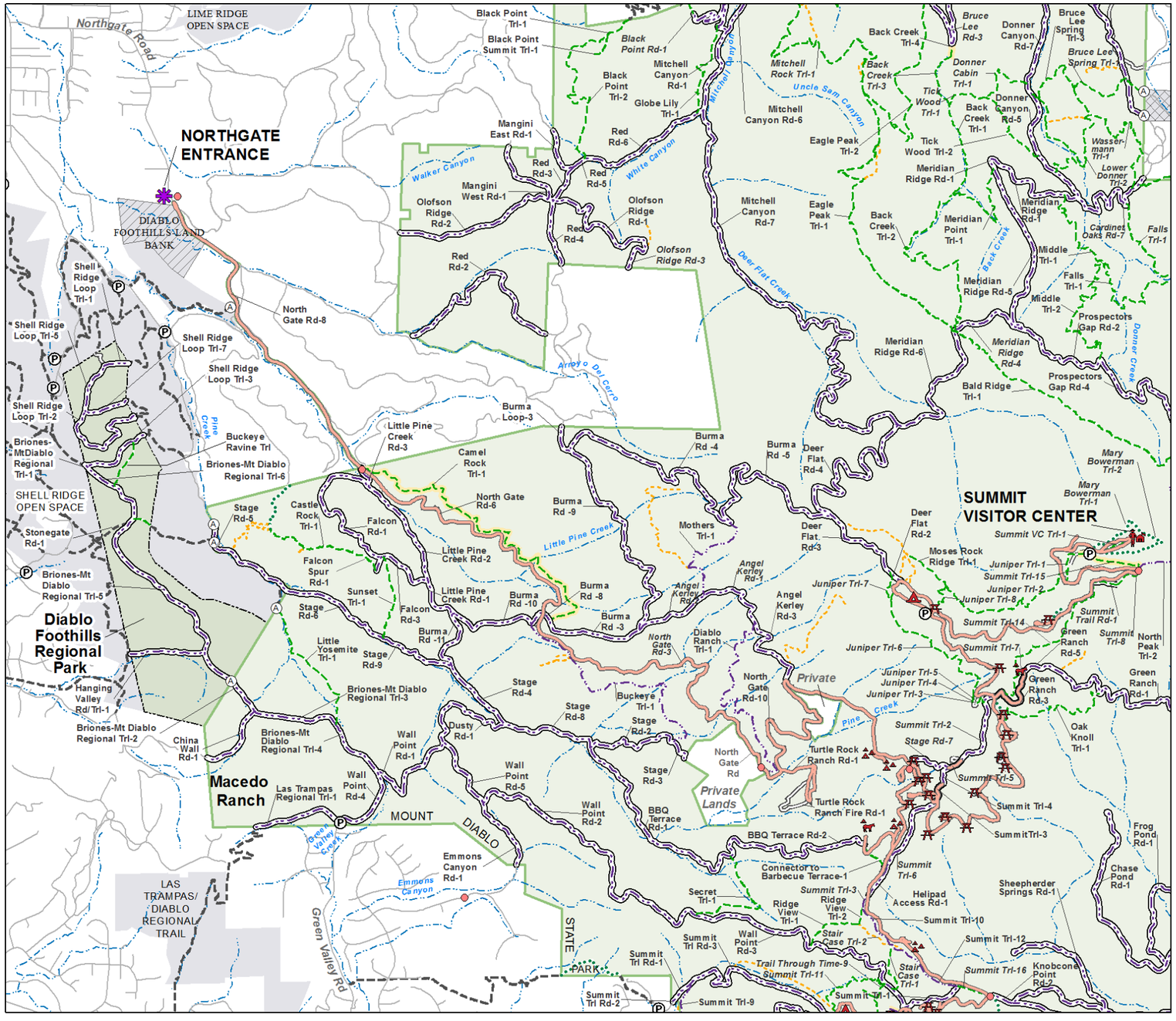


Photo courtesy of Bill Karieva / exploremdiablo.com

DRAFT

Map: North Gate to Summit Area Existing Roads and Trails



Existing Roads and Trails

NORTHGATE TO SUMMIT

Current Road & Trail Network by Category and Use Designation

- Local Roads
- State Park Rd, Hike and Horse
- State Park Rd, Hike, Bike and Horse
- State Park Rd, Undetermined
- State Park Rd, No Vehicles, Hike and Horse
- State Park Rd, No Vehicles, Hike, Bike and Horse
- State Park Trl, Hike
- State Park Trl, Hike and Horse
- State Park Trl, Hike, Bike and Horse
- State Park Trl, Not Determined
- Non-system routes
- Other Trails
- Paved park roads

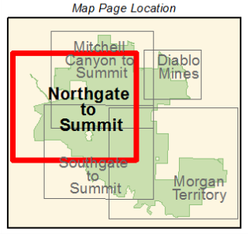
- Museum/Visitor center
- Picnic Areas
- Developed Camp Area
- Group Camp Area
- Horse Camp Area
- Mt Diablo State Park
- CSP Land Operated by EBRPD
- Parking
- Limited Parking

- Access Pts from Public Lands
- Intermittent Stream
- Other Public Lands

Public Access Limits
- No Access
- Restricted Access

Mileage by Designated Use in Northgate Area:
Hike: 0.7
Hike, Horse: 26.0
Hike, Bike, Horse: 46.1
Non-system: 6.0

Map Page Location



Scale
1:27,257
1 inch = 2,271 feet

N
Miles
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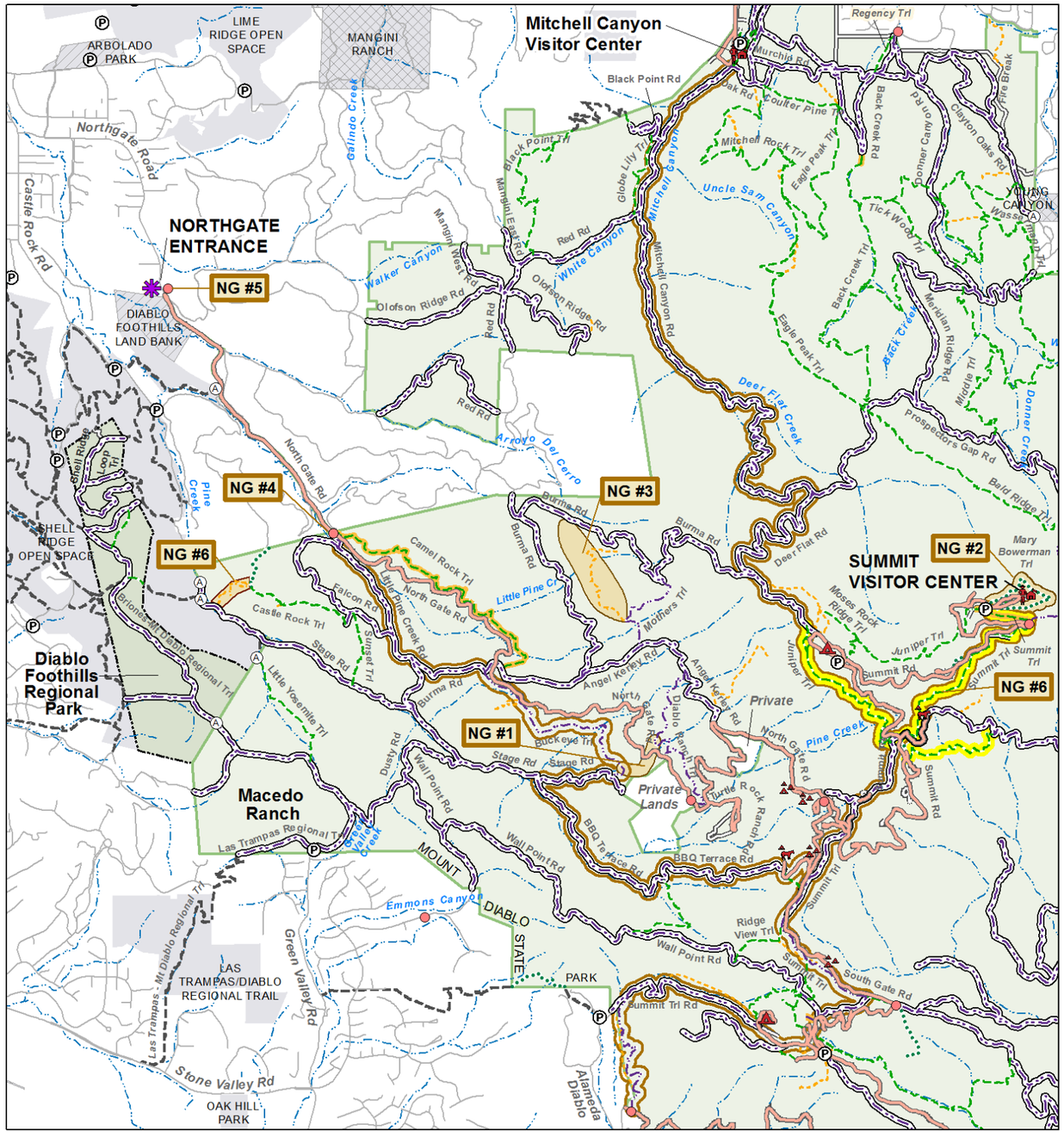
Mount Diablo State Park Road and Trail Management Plan

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

FACILITIES MANAGEMENT DIVISION

Date: 2/3/2015
Sources:
Calif. Dept. of Parks & Recreation
Parking and Trailheads:
Save Mount Diablo
Other Public Lands:
GreenInfo, Inc.

Map: North Gate to Summit Area Planning Recommendations



Plan Recommendations:

NG #1. Connect Buckeye Trl to Diablo Ranch Trl.
Issue: Desire for multi-use trail connection from Buckeye Trl to Northgate Rd and Diablo Ranch Trl.
Rec: Reconstruct and Reroute existing abandoned road route to provide connection.

NG #2. Mary Bowerman Trl-1.
Issue: Increase access for visitors with disabilities.
Rec: Reconstruct and reroute existing trail as necessary to provide an ADA compliant loop trail around the summit.

NG #3. Mothers Trl-1
Issue: Usustainable trail due to excessive slopes.
Rec: Reroute trail to lessen trail slopes and improve sustainability. Remove and rehabilitate old trail alignment to natural conditions.

NG #4. Camel Rock Trailhead
Issue: Improved user access.
Rec: Establish a 10-15 car trailhead parking lot and staging area in the vicinity of Camel Rock.

NG #5 Northgate Entrance
Issue: Improved user access, and additonal interpretive displays.
Rec:Provide interetive signs and displays.Acquire additional property near the entrance station to develop a 40-car parking lot, staging area,and turn-around. Acquire public easement hiking / equestrian trail along North Gate Rd from the entrance station if feasible.

NG#6 Stage Rd. And Castle Rock
Issue: Vandalism of rock formations on documented nesting sites.
Rec: Develop at least one-system trail in partnership with East Bay Regional Parks District to provide access to the site. Remove allnon-system trails and restore the habitat. Develop and implement management options, such as seasonal closures, to protect nesting raptor species.

Planning Recommendations

NORTHGATE TO SUMMIT

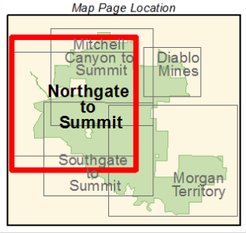
Proposed Change in Use - Add Mtn. Bike
Proposed unpaved mtn. bike route to Summit
Other Planning Recommendations

Existing Roads and Trails

- Local Roads
- State Park Rd, Hike and Horse
- State Park Rd, Hike, Bike and Horse
- State Park Rd, Undetermined
- State Park Rd, No Vehicles, Hike and Horse
- State Park Rd, No Vehicles, Hike, Bike and Horse
- State Park Trl, Hike
- State Park Trl, Hike and Horse
- State Park Trl, Hike, Bike and Horse
- State Park Trl, Not Determined
- Non-system routes
- Other Trails

- Museum/Visitor center
- Developed Camp Area
- Group Camp Area
- Horse Camp Area
- Trailhead Parking
- Limited Parking
- Access Pts from Public Lands
- Mt Diablo State Park
- CSP Land Operated by EBRPD
- Other public lands
- No Access
- Restricted Access
- Intermittent Stream

Map Page Location



Scale
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1 inch = 2,827 feet
Miles
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Mount Diablo State Park Road and Trail Management Plan

NOTES:
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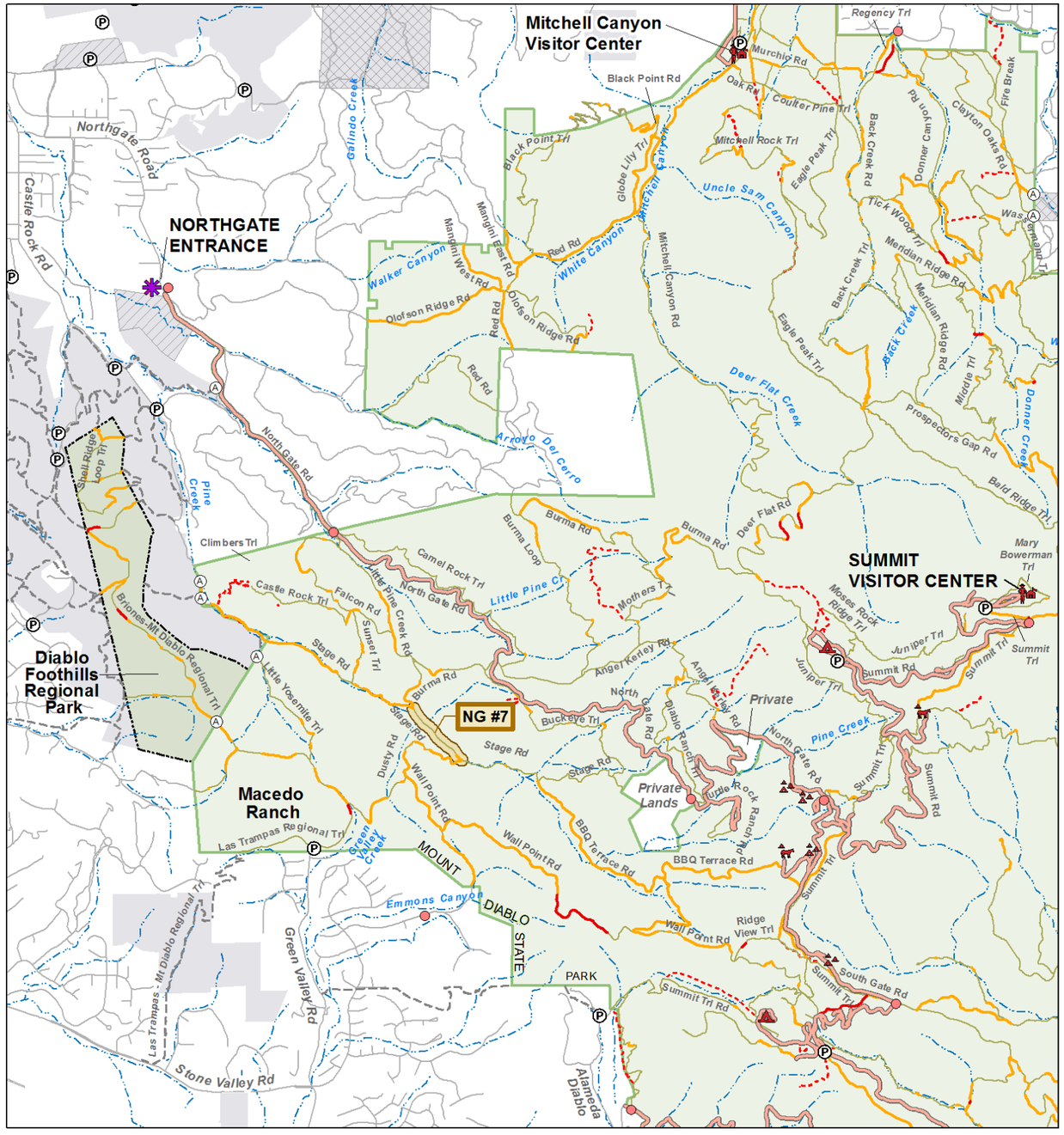
FACILITIES MANAGEMENT DIVISION

Date: 2/3/2015
Sources:
Calif. Geologic Survey
Road and Trail Inventory
Calif. Dept. of Parks & Recreation
Parking and Trailheads:
Save Mount Diablo

Map: North Gate to Summit Area Maintenance Recommendations



Maintenance Recommendations:

NG #7. Stage Rd.
Issue: Road in creek. Erosion and creek sedimentation.
Recommendation: Reconstruct / re-engineer, or re-route.

Maintenance Recommendations

NORTHGATE TO SUMMIT

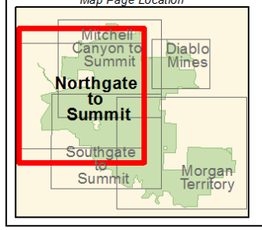
Maintenance Recommendations
- Reroute
- Reconstruct / re-engineer
- Maintain

Maintenance Recommendations

- Remove non-system routes

- Museum/Visitor center
- Developed Camp Area
- Group Camp Area
- Horse Camp Area
- Parking
- Limited Parking
- Access Pts from Public Lands
- Paved park roads
- Local Roads
- Other Agency Trl
- Mt Diablo State Park
- CSP Land Operated by EBRPD
- Other public lands
- No Access
- Restricted Access
- Intermittent Stream

Map Page Location



Scale
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1 inch = 2,827 feet
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Miles
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Mount Diablo State Park
Road and Trail Management Plan

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

FACILITIES MANAGEMENT DIVISION

Date: 2/3/2015
Recommendation Sources:
Calif. Geologic Survey
Road and Trail Inventory
Calif. Dept. of Parks & Recreation
Parking and Trailheads:
Save Mount Diablo
Other Public Lands:
GreenInfo, Inc.

South Gate to Summit Area

Significant natural resources:
Chaparral habitat in this portion of the park supports Alameda striped racer (*Masticophis lateralis euryxanthus,* formerly known as Alameda whipsnake), as well as a number of rare plant species. The rare Mount Diablo manzanita (*Arctostaphylos auriculata*) and Contra Costa manzanita (*Arctostaphylos manzanita* spp. *laevigata*) are both found in this region of the park, with some plants growing along South Gate Road and service roads such as Knobcone Point Road. The Mount Diablo sunflower (*Helianthella castanea*) is also found in numerous locations in this area of the park. There are several ponds, including Sheepherder Pond, Hidden Pond, Chase Pond, and Frog Pond. These aquatic habitats support special status species including California red-legged frog (*Rana draytonii*) and California tiger salamander (*Ambystoma californiense*), as well as other native amphibians like the California newt (*Taricha torosa*) and western toad (*Anaxyrus boreas*).

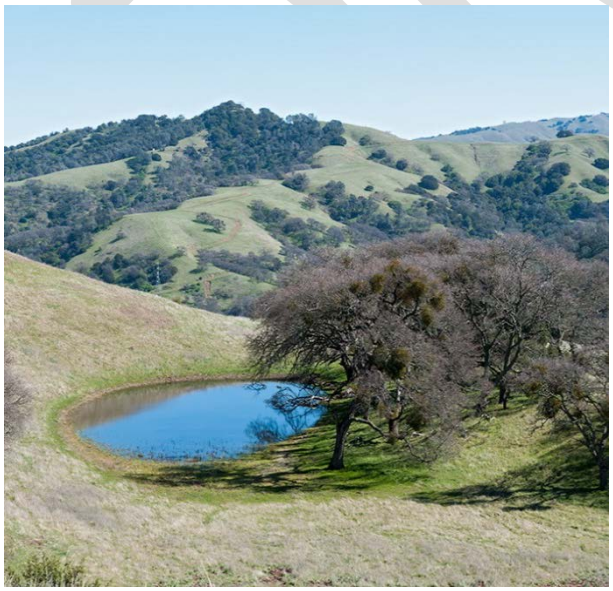


Photo courtesy of Bill Karieva / exploremdiablo.com

Significant cultural resources:
Archaeological: Numerous prehistoric archaeological sites are located in the areas of Rock City, Live Oak Camp, and Curry Canyon. Most of these sites consist of bedrock mortar outcrops and cupule boulders. Significant historic resources dating to the Civilian Conservation Corps are found in the Live Oak Camp area.

Paleontological: This area has not been thoroughly surveyed for paleontological resources, which potentially exist throughout the park. However, this area has the greatest potential due to nearby Blackhawk Quarry, a world-renowned paleontological site. Areas in the southern part of the park characterized by the Sycamore, Sobrante, Cierbo, Briones, Meganos, Domengine, and Neroly formations are known fossil locations. Trail construction in this area must avoid or mitigate potential impacts to these resources.

Area Trail Mileage:
There are 59.9 miles of trails, including 5.6 miles of non-system trails, 0.7 miles of hiking trails, 11.7 miles of hiking and equestrian trails, and 41.9 miles of hiking, biking, and equestrian trails ("multi-use").

DRAFT

RECOMMENDATIONS

TRAIL AREA: SG #1, CAMP FORCE ADA TRAIL
Issue: Desire to increase access for visitors with disabilities.
Recommendation: Reconstruct and/or re-engineer trail to be ADA-compliant.

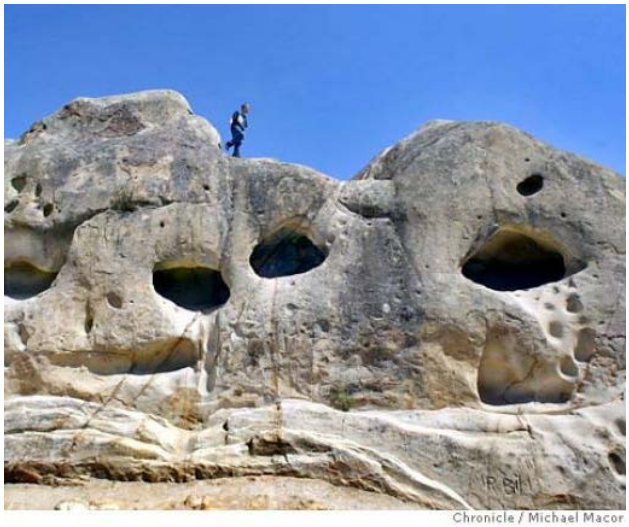
TRAIL AREA: SG #2, SHEEPHERDER SPRINGS ROAD
Issue: Sheepherder Springs Road has an unsustainable creek crossing that is impacting natural resources through creek sedimentation and reduced water quality. In addition, Sheepherders Road, a dead end route, is no longer required for vehicle access and receives limited visitor use.
Recommendation: Remove Sheepherders Road and rehabilitate the site.

TRAIL AREA: SG #3, RIDGE VIEW TRAIL
Issue: Trail has a fall-line alignment that goes straight up a hillside with no reasonable re-route opportunities. The trail is entrenched, carries water and sediment, and is considered unsustainable and unmaintainable. Alternatives to this trail currently exist and the trail is not needed.
Recommendation: Remove trail and restore habitat.

TRAIL AREA: SG #4, CURRY POINT*
Issue: Desire to improve visitor access and trailhead amenities.
Recommendation: Redesign and expand the parking area to provide a trailhead, comfort station, staging area, and parking for 40 vehicles. Provide interpretive information illustrating the area's natural and recreational values, including trails.

TRAIL AREA: SG #5, ROCK CITY*
Issue: Desire to improve visitor access, interpretive facilities, and trailhead amenities.
Recommendation: Develop a centralized parking plan for the upper and lower day use areas as a joint effort between field and headquarters staff. Upgrade or replace restrooms with a centrally located, modern unit. Develop trail signs from Rock City parking lots to the Sentinel and Gibraltar rock climbing areas, as well as signage directing visitors to rocks and caves. The General Plan recommendation to close small grottos to vehicles has already been completed.

TRAIL AREA: SG #6, SOUTH GATE ENTRANCE STATION*
Issue: Desire to improve visitor access and trailhead amenities.
Recommendation: Once the park entrance station is relocated per the Mount Diablo General Plan, develop a new parking lot for 25-30 cars, and a new trailhead to provide access to the Summit Trail through Dan Cook Canyon.


Chronicle / Michael Macor

* From Mount Diablo State Park General Plan, 1989

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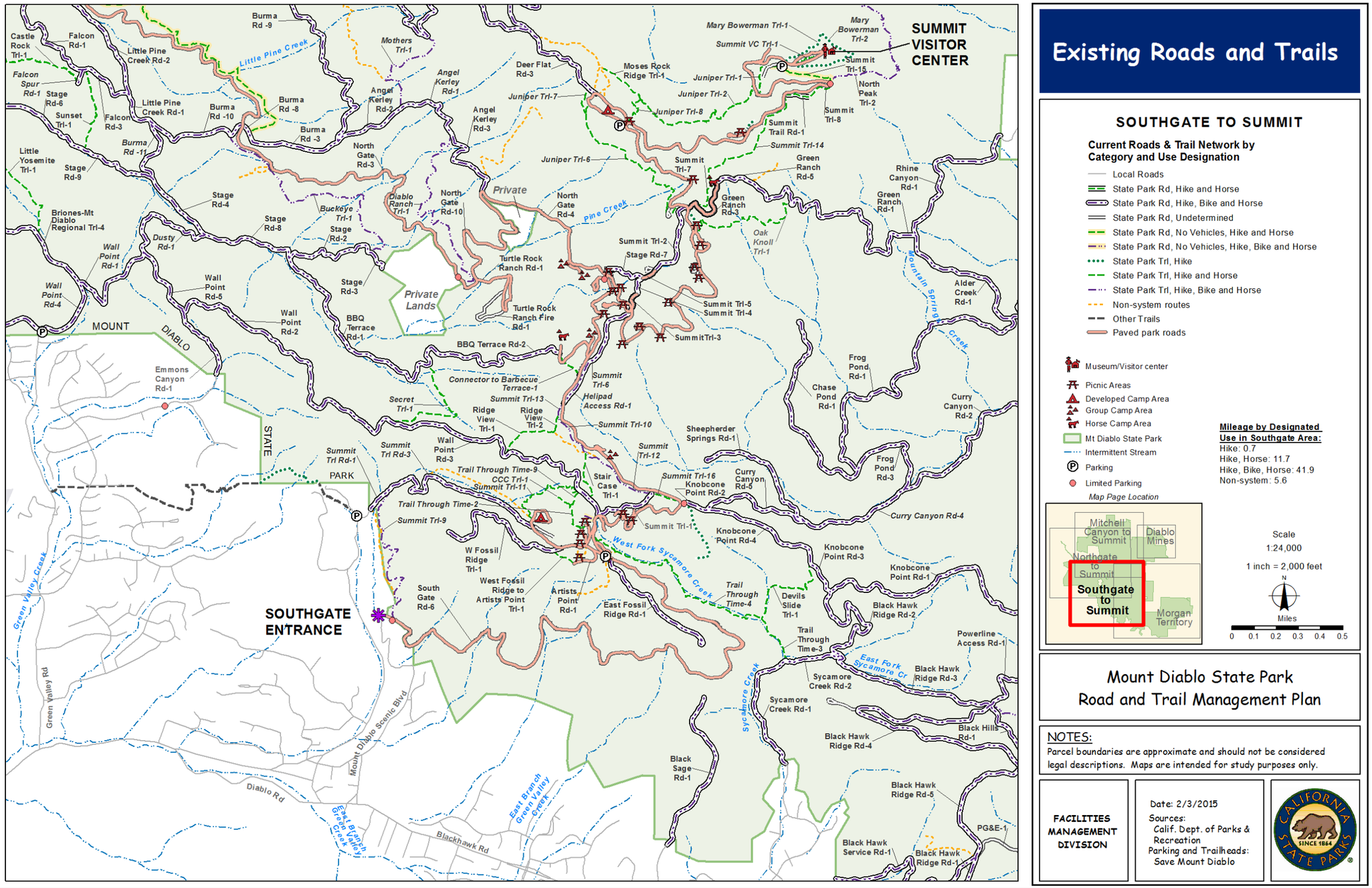
Map: South Gate to Summit Area Existing Roads and Trails



Existing Roads and Trails

SOUTHGATE TO SUMMIT

Current Roads & Trail Network by Category and Use Designation

- Local Roads
- State Park Rd, Hike and Horse
- State Park Rd, Hike, Bike and Horse
- State Park Rd, Undetermined
- State Park Rd, No Vehicles, Hike and Horse
- State Park Rd, No Vehicles, Hike, Bike and Horse
- State Park Trl, Hike
- State Park Trl, Hike and Horse
- State Park Trl, Hike, Bike and Horse
- Non-system routes
- Other Trails
- Paved park roads

- Museum/Visitor center
- Picnic Areas
- Developed Camp Area
- Group Camp Area
- Horse Camp Area
- Mt Diablo State Park
- Intermittent Stream
- Parking
- Limited Parking

Map Page Location

Mileage by Designated Use in Southgate Area:
Hike: 0.7
Hike, Horse: 11.7
Hike, Bike, Horse: 41.9
Non-system: 5.6

Scale
1:24,000
1 inch = 2,000 feet

Miles
0 0.1 0.2 0.3 0.4 0.5

Mount Diablo State Park
Road and Trail Management Plan

NOTES:
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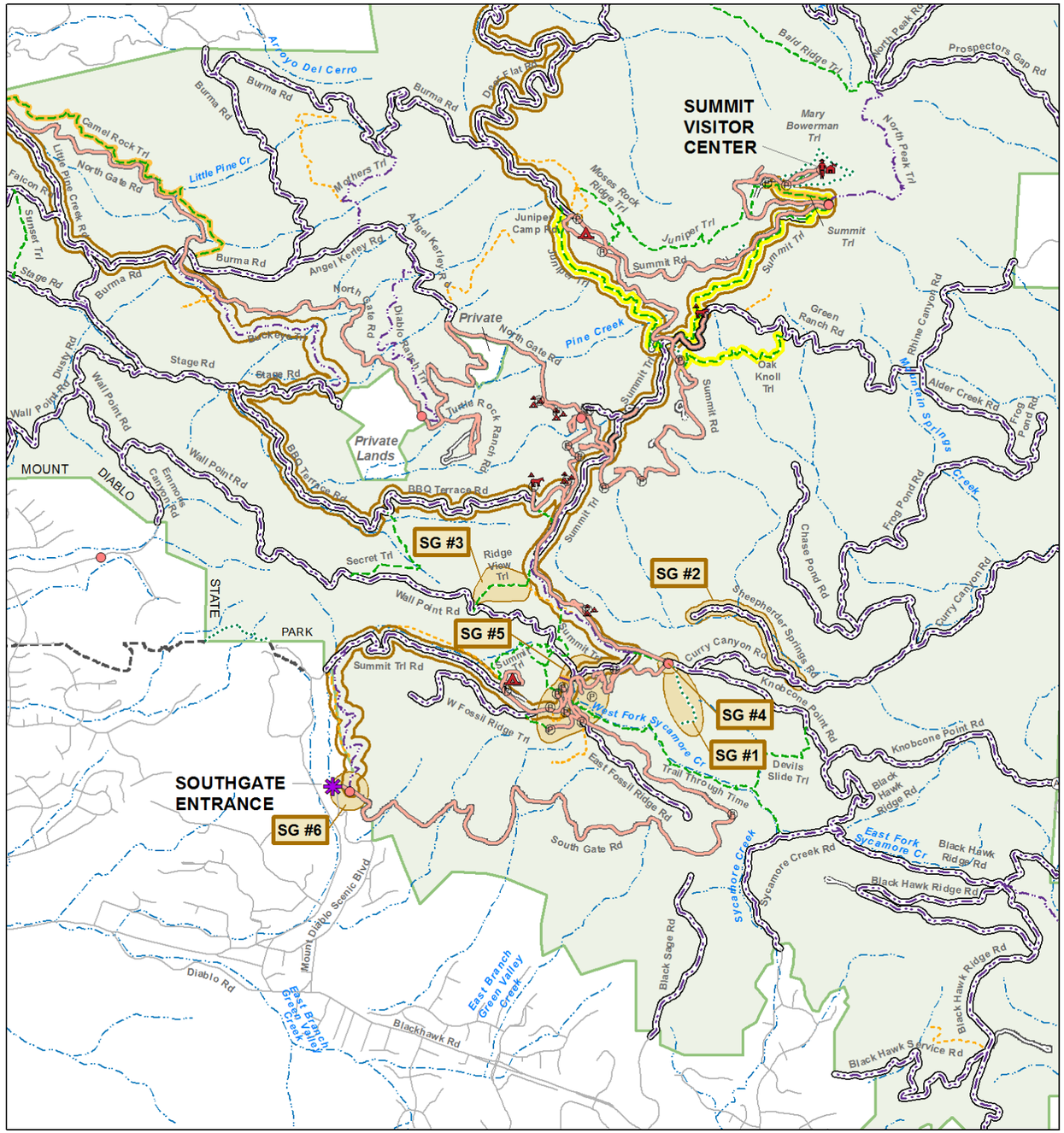
FACILITIES MANAGEMENT DIVISION

Date: 2/3/2015
Sources:
Calif. Dept. of Parks & Recreation
Parking and Trailheads: Save Mount Diablo

Map: South Gate to Summit Area Planning Recommendations



Plan Recommendations

SG #1. Camp Force ADA Trail.
Issue: Increase access for visitors with disabilities.
Rec: Reconstruct / re-engineer as ADA Accessible Trail.

SG #2. Sheepherder Springs Rd,
Issue: Dead-end trails, and resource sensitivity.
Rec: Remove Sheepherder Road and rehabilitate the site.

SG #3: Ridge View Trail.
Issue: Trail has fall-line alignment, no reasonable reroutes. Alternative trails exist,
Rec: Remove and rehabilitate trail.

SG #4: Curry Point
Issue: Improved access and trailhead ammenities.
Rec: Redesign and expand parking to accomodate 40 vehicles. Provide interpretive kiosks, develop major trailhead, staging area, and comfort station.

SG #5: Rock City
Issue: Improved access, interpretive opportunities, and trailhead amenities.
Rec: Develop centralized parking plan, upgrade or replace restrooms with centrally located modern unit, add trail signs.

SG #6: Southgate Entrance
Issue: Improved access and trailhead amenities.
Rec: Provide new trailhead parking lot for 25-30 cars after entrance station is relocated closer to park entrance.

Planning Recommendations

SOUTHGATE TO SUMMIT

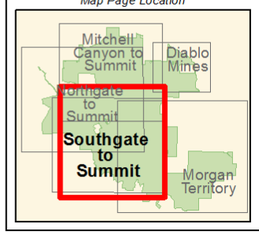
- Proposed Change in Use - Add Mtn. Bike
- Proposed Unpaved Mtn. Bike Route to Summit
- Other Planning Recommendations

Existing Roads and Trails

- Local Roads
- State Park Rd, Hike and Horse
- State Park Rd, Hike, Bike and Horse
- State Park Rd, Undetermined
- State Park Rd, No Vehicles, Hike and Horse
- State Park Rd, No Vehicles, Hike, Bike and Horse
- State Park Trl, Hike
- State Park Trl, Hike and Horse
- State Park Trl, Hike, Bike and Horse
- Non-system routes
- Other Trails
- Paved park roads

- Museum/Visitor center
- Developed Camp Area
- Group Camp Area
- Horse Camp Area
- Limited Parking
- Access Pts from Public Lands
- Parking
- Mt Diablo State Park
- Intermittent Stream

Map Page Location



Scale
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1 inch = 2,349 feet
N
Miles
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Mount Diablo State Park
Road and Trail Management Plan

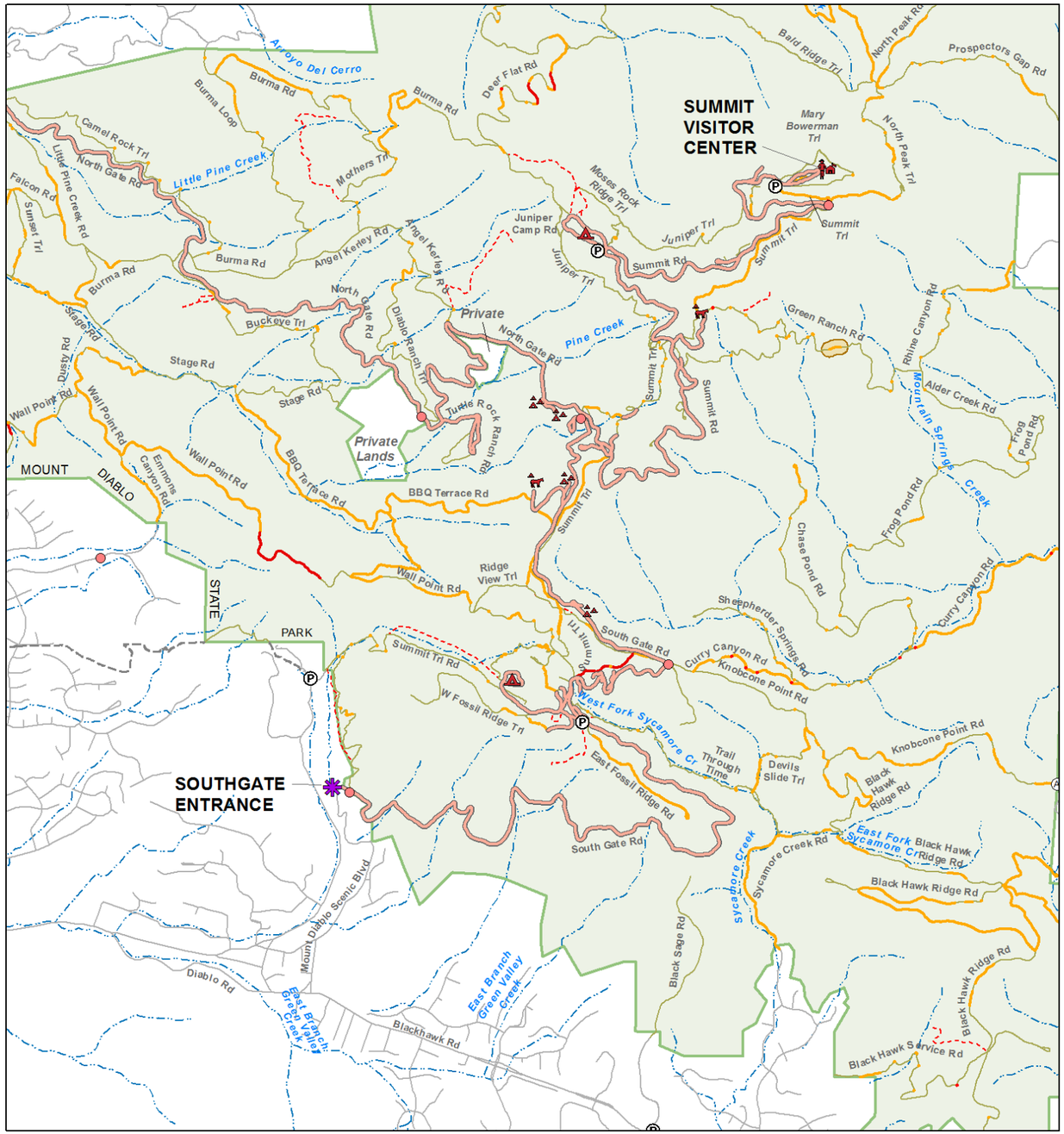
NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

FACILITIES MANAGEMENT DIVISION

Date: 2/3/2015

Sources:
Calif. Dept. of Parks & Recreation
Parking: Save Mt. Diablo

Map: South Gate to Summit Area Maintenance Recommendations



Maintenance Recommendations

SOUTHGATE TO SUMMIT

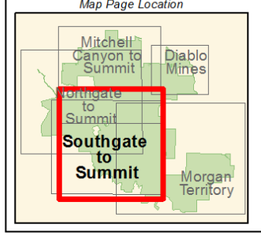
Maintenance Recommendations

- Reroute
- Reconstruct / re-engineer
- Maintain
- Remove non-system routes

- Museum/Visitor center
- Developed Camp Area
- Group Camp Area
- Horse Camp Area
- Trailhead Parking
- Limited Parking
- Access Pts from Public Lands

- Paved park roads
- Local roads
- Other trails
- State Park Trl
- Mt Diablo State Park
- Intermittent Stream

Map Page Location



Scale
1:28,186
1 inch = 2,349 feet
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Miles
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Mount Diablo State Park
Road and Trail Management Plan

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

FACILITIES MANAGEMENT DIVISION

Date: 2/3/2015
Recommendation Sources:
- Calif. Dept. of Parks & Recreation
- Calif. Geologic Survey Road and Trail Inventory

Parking: Save Mt. Diablo
Other Public Lands:
- GreenInfo, Inc.

Diablo Mines Area

Significant natural resources:
Chaparral habitat in this portion of the park supports Alameda striped racer (*Masticophis lateralis euryxanthus,* formerly known as Alameda whipsnake*)*, listed as threatened under the federal Endangered Species Act in 1997. This area also contains rare and sensitive plants, including the Mount Diablo fairy lantern (*Calochortus pulchellus*), slender silver moss (*Anomobryum julaceum*), Brewer's western flax (*Hesperolinon breweri*), and Mount Diablo Manzanita (*Arctostaphylos auriculata*).

Significant cultural resources:
Archaeological: There are numerous historic archaeological sites located in this area, most of which are associated with historic mines. A few prehistoric sites, primarily used for hunting, have been recorded. The cultural resources in this area include the Marsh Creek Road Tank House on Marsh Trail, and the Diablo Mines Quarry Cabin, located southeast of the Sharkey Road and Three Springs Road junction.

Paleontological: This area has not been thoroughly surveyed for paleontological resources, which potentially exist throughout the park.

Area Usage Trail Mileage:
There are 5.8 miles of non-system trails and 17.4 miles of system trails in the Diablo Mines area, including less than one mile of hiking trail, 8.6 miles of hiking and equestrian trails, 3.2 miles of hiking, bicycling, and equestrian trails, and 1.7 miles of undesignated trail.

RECOMMENDATIONS

TRAIL AREA: DM #1, POWER TOWER AREA
Issue: Redundant routes that have the potential to impact sensitive habitat.
Recommendation: Remove and/or re-route trails as necessary to protect habitat while providing loops and destination trails.

TRAIL AREA: DM #2, RIDGELINE TRAIL AND POWER LINE SERVICE ROAD
Issue: Desire for trail connectivity and increased loop trails.
Recommendation: Establish trail connection between Ridgeline Trail and Power Line Service Road.

TRAIL AREA: DM#3, QUICKSILVER TRAIL-1
Issue: Trail extends onto private property and sensitive habitat.
Recommendation: Re-route trail away from private property. Inventory and develop protection and/or mitigation measures for rare plants.

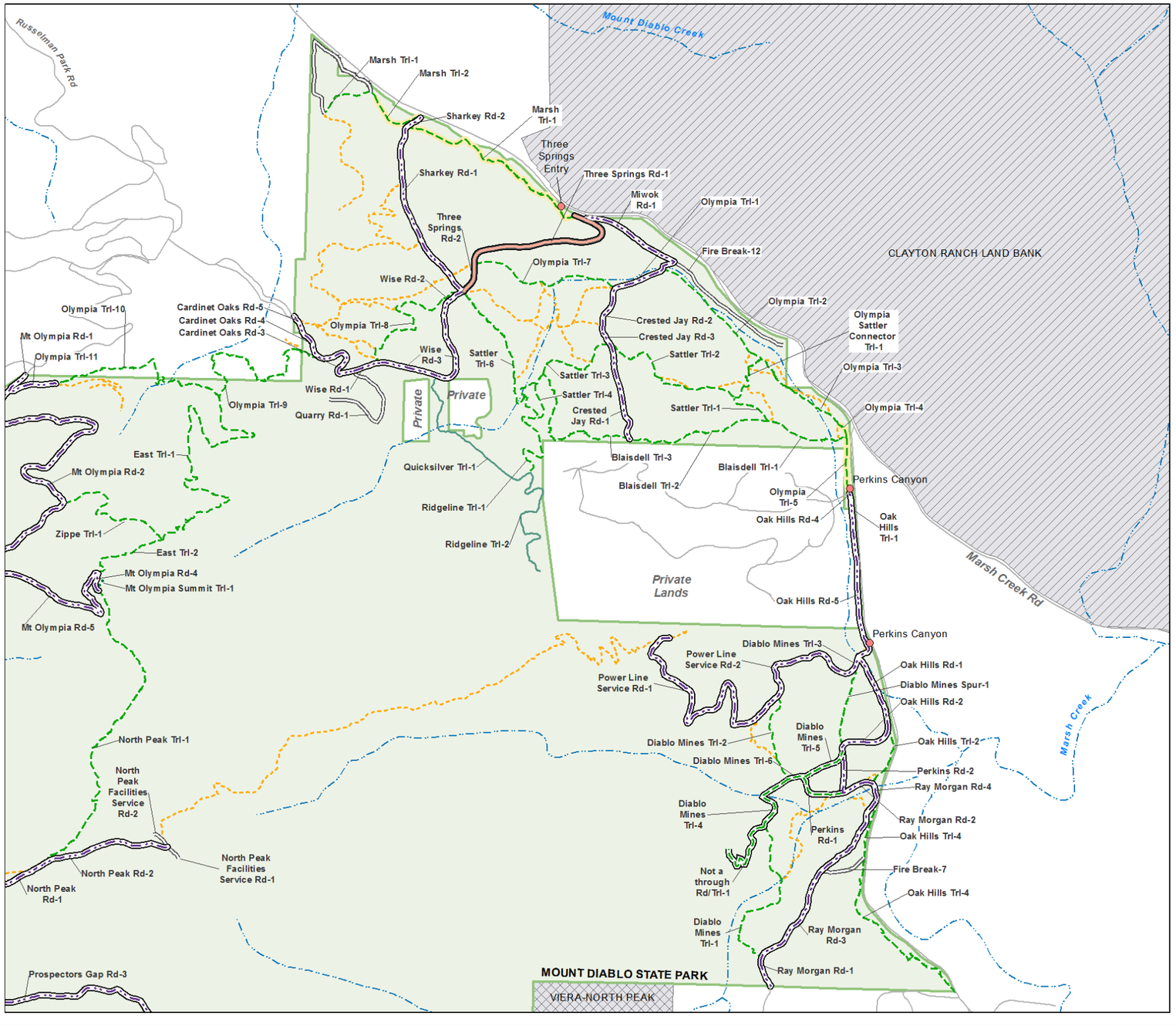
TRAIL AREA: DM#4, BLAISDELL TRAIL
Issue: The layout of this relatively unused trail is steep and unsustainable. This trail is redundant since the Sattler Trail accesses the same location.
Recommendation: Remove Blaisdell Trail Segments 2 and 3 and rehabilitate the site. Use Sattler Trail as an alternative route.

TRAIL AREA: DM#5, PERKINS CANYON*
Issue: Desire for improved visitor access through Perkins Canyon.
Recommendation: Develop a 20-25 car parking lot and staging area, and install a restroom and drinking fountain.

* From Mount Diablo State Park General Plan, 1989

DRAFT

Map: Diablo Mines Area Existing Roads and Trails



Existing Roads and Trails

DIABLO MINES

Current Road and Trail Network by Category and Use Designation

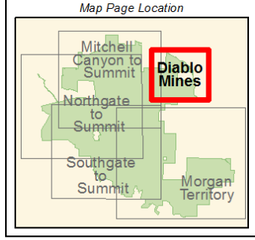
- Local Roads
- State Park Rd, Hike and Horse
- State Park Rd, Hike, Bike and Horse
- State Park Rd, Undetermined
- State Park Rd, No Vehicles, Hike and Horse
- State Park Rd, No Vehicles, Hike, Bike and Horse
- State Park Trl, Hike
- State Park Trl, Hike and Horse
- State Park Trl, Hike, Bike and Horse
- State Park Trl, Not Determined
- Non-system routes
- Paved park roads

- Mt Diablo State Park
- Intermittent Stream
- Limited Parking
- Other Public Lands

ACCESS_TYP
- Restricted Access
- No Public Access

Mileage by Designated Use in Diablo Mines Area:
Hike: less than 1
Hike, Horse: 8.6
Hike, Bike, Horse: 3.2
Not Determined: 1.7
Non-system: 5.8

Map Page Location



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1 inch = 1,054 feet
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Miles
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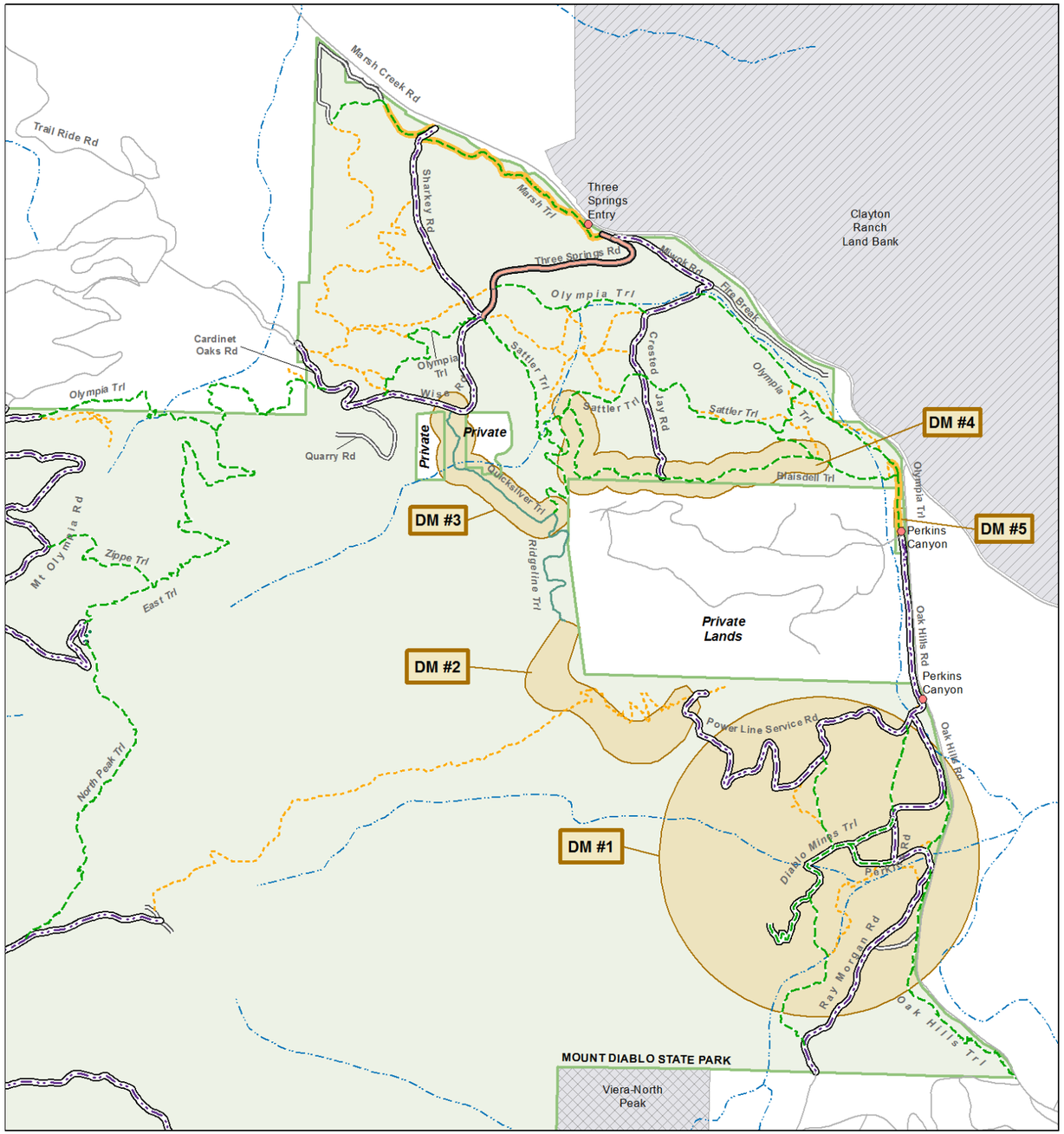
Mount Diablo State Park Road and Trail Management Plan

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

FACILITIES MANAGEMENT DIVISION

Date: 2/2/2015
Sources:
Calif. Dept. of Parks & Recreation
Parking and Trailheads:
Save Mount Diablo
Public Lands:
GreenInfo, Inc.

Map: Diablo Mines Area Planning Recommendations



Plan Recommendations

DM #1. Power tower area.
Issue: Redundant routes which have the potential to impact sensitive habitat in the Power Tower Area.
Rec: Remove and / or reroute trails as necessary to protect habitat and provide loop and destination trail experiences.

DM #2. Ridgeline and Power Line Service Rd
Issue: Improved trail connectivity and loop trail opportunities.
Recommendation: Establish trail connection between Ridgeline Trl and Power Line Service Rd.

DM #3. Quicksilver Trl.
Issue: Trail extends onto private property and into sensitive habitat..
Rec: Reroute trail away from private property. Inventory and give protection measures for rare plants.

DM #4. Blaisdell Trl.
Issue: Very steep, little used, unsustainable, redundant.
Rec: Remove and rehabilitate Blaisdale Trl segments 2,3. Use Sattler Trl as alternate.

DM #5. Perkins Canyon
Issue: Limited visitor access to Diablo Mines area.
Rec: Develop a 20-25 car parking lot, staging area, and install restoom and drinking fountain.

Planning Recommendations

DIABLO MINES

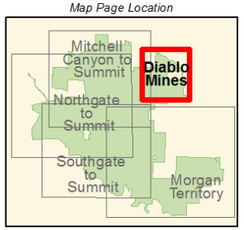
Planning Recommendations

Existing Roads and Trails

- Local Roads
- State Park Rd, Hike and Horse
- State Park Rd, Hike, Bike and Horse
- State Park Rd, Undetermined
- State Park Rd, No Vehicles, Hike and Horse
- State Park Trl, Hike
- State Park Trl, Hike and Horse
- State Park Trl, Hike, Bike and Horse
- State Park Trl, Not Determined
- Non-system routes
- Paved park roads

- Limited Trailhead Parking
- Intermittent Stream
- Mt Diablo State Park
- Other public lands
- No Access
- Restricted Access

Map Page Location



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1 inch = 1,083 feet
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Miles
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Mount Diablo State Park
Road and Trail Management Plan

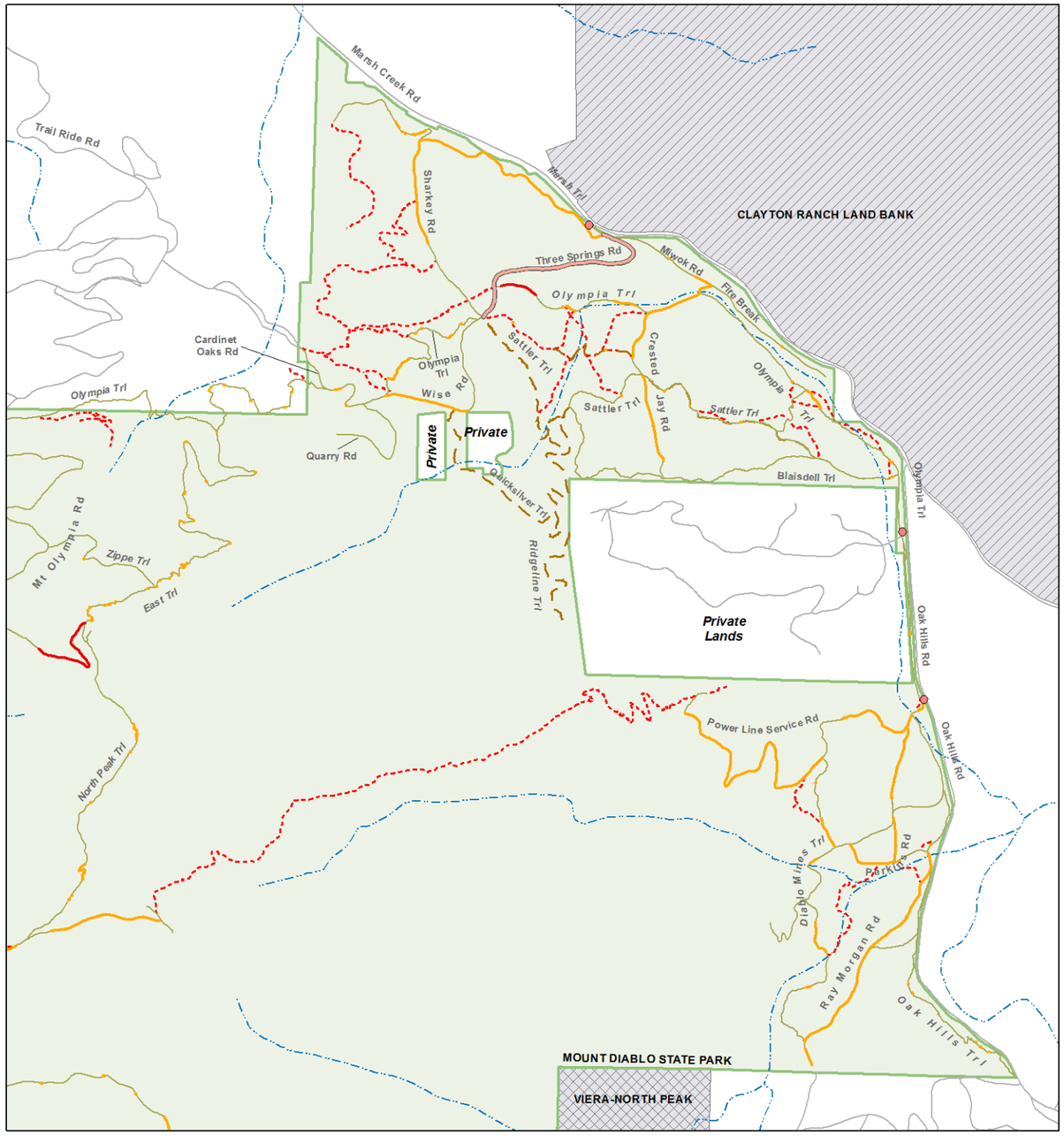
NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

FACILITIES MANAGEMENT DIVISION

Date: 2/2/2015

Sources:
Calif. Geologic Survey
Road and Trail Inventory
Calif. Dept. of Parks & Recreation
Trailheads: Save Mt Diablo

Map: Di



Maintenance Recommendations

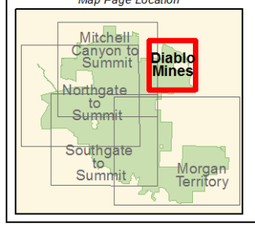
DIABLO MINES

Maintenance Recommendations

- Reroute
- Reconstruct/Re-Engineer
- Maintain
- Non-system routes to be removed
- Paved park roads
- Unsurveyed (categorized non-system at time of inventory)

- Limited Parking
- Local Roads
- Mt Diablo State Park
- Other public lands
- Restricted Access
- No Public Access
- Intermittent Stream

Map Page Location



Scale
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1 inch = 1,083 feet
N
Miles
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Mount Diablo State Park
Road and Trail Management Plan

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

FACILITIES MANAGMENT DIVISION

Date: 2/2/2015

Sources:
Calif. Geologic Survey
Road and Trail Inventory
Calif. Dept. of Parks & Recreation
Trailheads: Save Mt Diablo

Morgan Territory Area

Significant natural resources:
Rocky outcrops in the Jackass Canyon Area support nesting prairie falcons (*Falco mexicanus*). Tassajara Creek is one of the main waterways in this region of the park, and it has been known to support the western pond turtle (*Actinemys marmorata*) and California red-legged frogs (*Rana draytonii*). Alameda striped racer (*Masticophis lateralis euryxanthus,* formerly known as Alameda whipsnake) also are known to be present in suitable habitat in this area of the park.

Significant cultural resources:
Archaeological: There are numerous prehistoric archaeological sites in the Curry Canyon Area. Most of these sites are bedrock mortar outcrops and cupule boulders. A highly important prehistoric painted cave is located in the Cave Point Area. Trails should avoid the general location of the cave.

Paleontological: The area has not been thoroughly surveyed for paleontological resources, which potentially exist throughout the park.

Area Trail Mileage:
There are 51.4 miles of trails, including 1.4 miles of non-system trails, 0.9 miles of hiking trails, 10.5 miles of hiking and equestrian trails, and 38.6 miles of hiking, bicycling, and equestrian trails ("multi-use").

RECOMMENDATIONS

TRAIL AREA: MT #1, RED CORRAL LOCATION ON MORGAN TERRITORY ROAD
Issue: Need for improved visitor access.
Recommendation: Provide trailhead parking and associated amenities.

TRAIL AREA: MT #2, KNOBCONE POINT ROAD
Issue: Need for improved administrative and emergency road connections.
Recommendation: Work with landowners to establish easement between Morgan Territory and South Gate to include connections to Curry Cave Road, Knobcone Point Road, and Riggs Canyon Road.

TRAIL AREA: MT#3, MORGAN CREEK ROAD
Issue: Road alignment is steep, poorly drained, and partially located in a riparian zone, causing stream bank instability and sedimentation from road run-off. The section of road above Jeremiah Creek Trail is steep, difficult to drive when dry, and impossible to drive when wet.
Recommendation: This road is not required since Morgan Ridge Road and Old Finely Road both provide access. Implement a road-to-trail conversion from the intersection with Morgan Ridge Road and Old Finely Road southwest to the intersection with Jerimiah Creek Trail. This conversion will move the trail out of the stream zone, provide improved drainage, and reduce the surface area subject to erosion. Remove the section of road located between Jerimiah Creek Trail and Highland Ridge Road and restore the site.

DRAFT

TRAIL AREA: MT #4, JEREMIAH CREEK TRAIL

Issue: The upper portion has a steep, fall-line alignment, making it unsustainable and unmaintainable.

Recommendation: Re-route the trail to provide a more sustainable alignment, reducing maintenance needs and resource impacts.

TRAIL AREA: MT #5, OLD FINLEY ROAD

Issue: A portion of Old Finely Road leaves state park property and enters private property, eliminating the opportunity for a loop trail via Morgan Creek Rd-1.

Recommendation: Provide a new trail on state park property that would bypass the portion of Old Finely Road located on private property. The new trail would connect Old Finely Road south of the private property gate back to Morgan Creek Road using a new route alignment. The bypass would create a loop from the Morgan Territory Road access point.

TRAIL AREA: MT#6, JACKASS CANYON TRAIL AND TASSAJARA CREEK TRAIL CONNECTION

Issue: Desire for more loop trails. Existing trail is an "out-and-back" trail with no trail connections or loops.

Recommendation: Extend Jackass Trail-1 to connect to Riggs Canyon Road-2 then to Tassajara Creek Trail-1. This extension will create a loop using Jackass Canyon Trail, Riggs Canyon Road, and Oyster Point Trail, and a loop using Riggs Canyon Road, Jackass Trail extension, and Tassajara Creek Trail. Options for longer loops will be available using Highland Ridge Road or Old Finely Road and their associated trail connections.

TRAIL AREA: MT#7, JACKASS CANYON TRAIL AND OYSTER POINT TRAIL CONNECTION

Issue: Lack of trail connectivity. There is an existing, non-system route, which is poorly laid out and negatively impacting natural resources.

Recommendation: Design a sustainable route connecting Jack Ass Trail and Oyster Point Trail. Remove and rehabilitate the exiting non-system trail.

TRAIL AREA: MT#8, TASSAJARA CREEK TRAIL AND RIGGS CANYON ROAD CONNECTION

Issue: Lack of trail connectivity and desire for more loop trails.

Recommendation: Convert the existing non-system route connecting Tassajara Trail and Riggs Canyon Road to a system route to create an official multiple loop trail.

TRAIL AREA: MT #9, FINLEY ROAD TERMINUS*

Issue: Desire to improve visitor access.

Recommendation: Develop a trailhead, 30 to 40 car parking lot, and a staging area. Install restroom and interpretive trail panels. Note: this proposal is for land owned by DPR but operated by the East Bay Regional Parks District.

TRAIL AREA: MT #10, – RIGGS CANYON SITE†

Issue: Desire to improve visitor access.

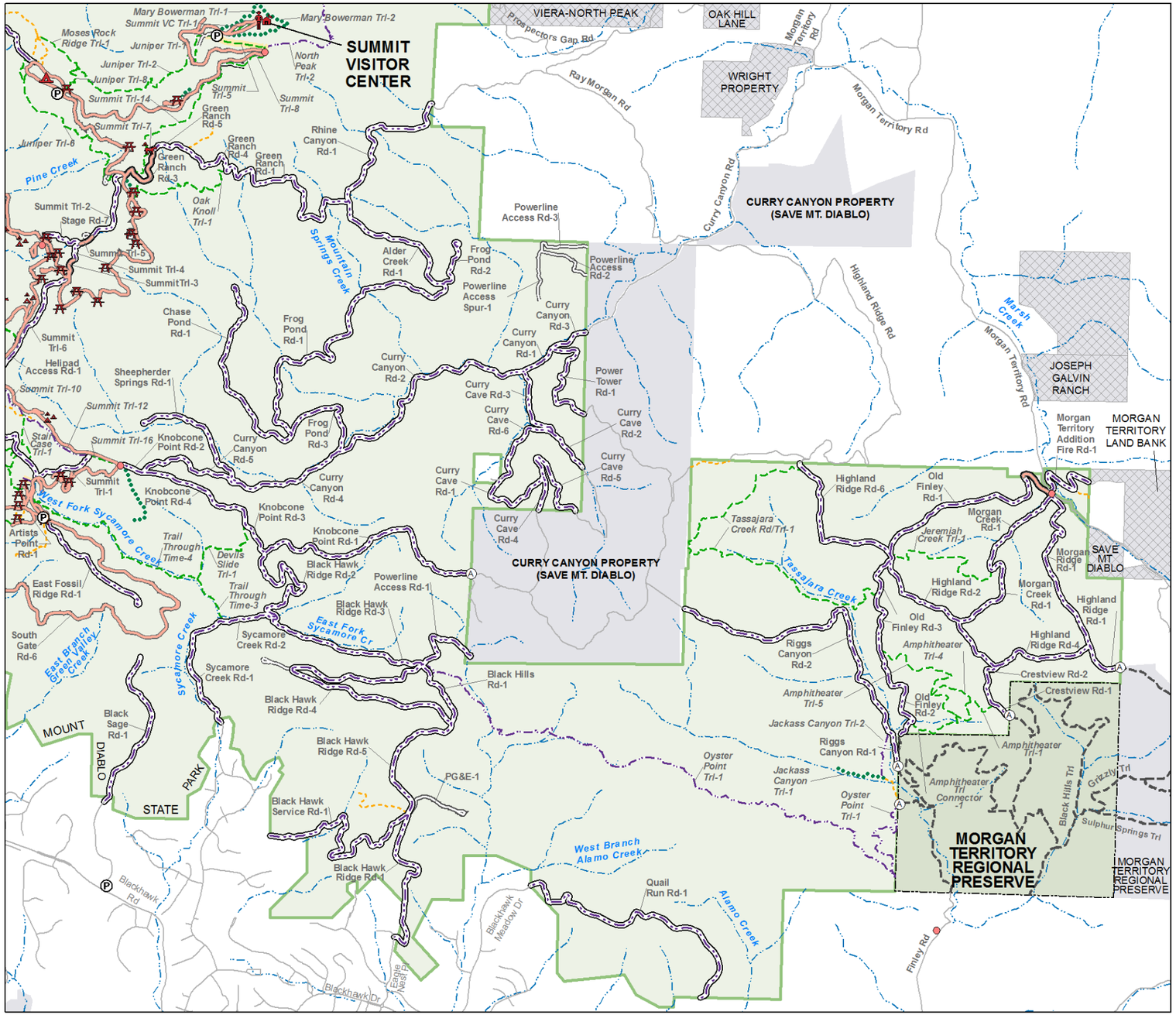
Recommendation: Develop a trailhead in association with the Mount Diablo General Plan. Note: this proposal is for land owned by DPR but operated by the East Bay Regional Parks District.

* From Mount Diablo General Plan, 1989

† From the Mount Diablo General Plan, 1989

DRAFT

Map: Morgan Territory Area Existing Roads and Trails



Existing Roads and Trails

MORGAN TERRITORY TO SUMMIT

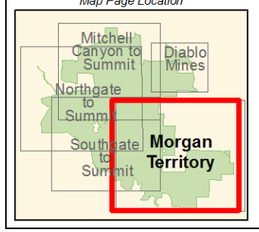
Current Road & Trail Network by Category and Use Designation

- Local Roads
- State Park Rd, Hike and Horse
- State Park Rd, Hike, Bike and Horse
- State Park Rd, Undetermined
- State Park Rd, No Vehicles, Hike and Horse
- State Park Rd, No Vehicles, Hike, Bike and Horse
- State Park Trl, Hike
- State Park Trl, Hike and Horse
- State Park Trl, Hike, Bike and Horse
- Non-system routes
- Other Trails
- Paved park roads

- Museum/Visitor center
- Picnic Areas
- Developed Camp Area
- Group Camp Area
- Horse Camp Area
- Mt Diablo State Park
- CSP Land Operated by EBRPD
- Intermittent Stream
- Parking
- Limited Parking

Other Public Lands
ACCESS_TYP
No Public Access

Map Page Location



Mileage by Designated Use in Morgan Territory:
Hike: 0.9
Hike, Horse: 10.5
Hike, Bike, Horse: 38.6
Non-system: 1.4

Scale
1:28,044
1 inch = 2,337 feet

Miles
0 0.1 0.2 0.3 0.4 0.5

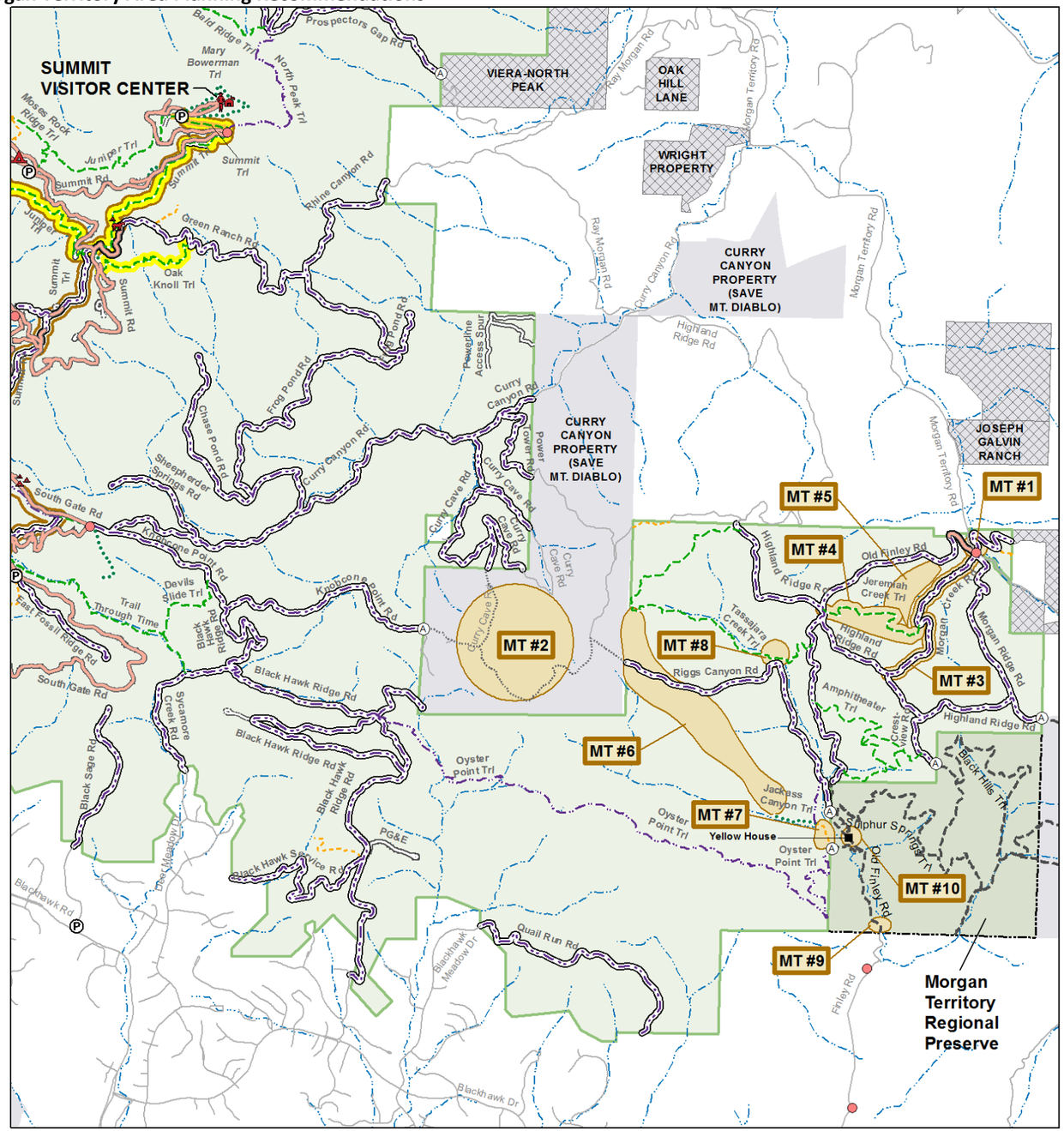
Mount Diablo State Park
Road and Trail Management Plan

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

FACILITIES MANAGEMENT DIVISION

Date: 2/3/2015
Sources:
Calif. Dept. of Parks & Recreation
Parking and Trailheads:
Save Mount Diablo
Other Public Lands:
GreenInfo, Inc.

Map: Morgan Territory Area Planning Recommendations



Plan Recommendations:

MT #1. Red Corral
Issue: Limited visitor access.
Rec: Provide trailhead parking and amenities Red Corral location.

MT #2. Knobcone Pt Rd
Issue: Improve administrative/ emergency access to Morgan Territory.
Rec: Work with landowners to establish easement between Morgan Territory, and Southgate, including connections to Curry Cave Rd, Knobcone Point Rd, and Riggs Canyon Rd.

MT #3. Morgan Creek Rd.
Issue: Steep road in riparian zone causing erosion and creek sedimentation.
Rec: 1) Road to trail conversion from int. of Morgan Ridge and Old Finley southwest to int. with Jeremiah Cr Trl. 2) Remove road between Jeremiah Creek Trl and Highland Ridge Rd.

MT #4. Jeremiah Creek Trail.
Issue: Unsustainable route.
Recommendation: Remove trail and re-route.

MT #5. Old Finley Rd to Morgan Cr Rd.
Issue: Desired loop trail connection.
Rec: Provide new trail connection between Old Finley Rd and Morgan Cr Rd.

MT #6. Jackass Cyn - Tassajara Cr Trl
Issue: Desired loop trail.
Rec: Extend Jackass Trl to connect with Riggs Canyon Rd and on to Tassajara Creek Trl.

MT #7. Jackass Cyn - Oyster Pt Trl
Issue: Desired loop trail, impacts from existing non-system route.
Rec: Design sustainable route connecting Jackass Trl and Oyster Point Trl. Remove / Rehabilitate existing non-system route.

MT #8. Tassajara Cr Trl - Riggs Cyn Rd.
Issue: Desire for loop trail.
Rec: Designate existing non-system route as system route to formalize multiple loop trail opportunities.

MT #9. Finley Rd Terminus.
Issue: Improved trail access.
Rec: Develop trailhead with 30-40 car parking lot, and staging area. Install restroom and interpretive panels.

MT #10. Riggs Canyon Site.
Issue: Improved access to Morgan Territory area.
Rec: Develop trailhead.

Planning Recommendations

MORGAN TERRITORY TO SUMMIT

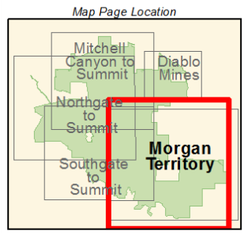
Proposed Change in Use - Add Mtn Bike
Proposed Unpaved Mtn. Bike Route to Summit
Other Planning Recommendations

Existing Roads and Trails

- Local Roads
- State Park Rd, Hike and Horse
- State Park Rd, Hike, Bike and Horse
- State Park Rd, Undetermined
- State Park Rd, No Vehicles, Hike and Horse
- State Park Trl, Hike
- State Park Trl, Hike and Horse
- State Park Trl, Hike, Bike and Horse
- Non-system routes
- Other Trails
- Paved park roads

- Museum/Visitor center
- Developed Camp Area
- Group Camp Area
- Horse Camp Area
- Trailhead Parking
- Limited Parking
- Access Pts from Public Lands
- Mt Diablo State Park
- CSP Land Operated by EBRPD
- Other Public Lands
- Intermittent Stream

Map Page Location



Scale
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1 inch = 2,727 feet
N
Miles
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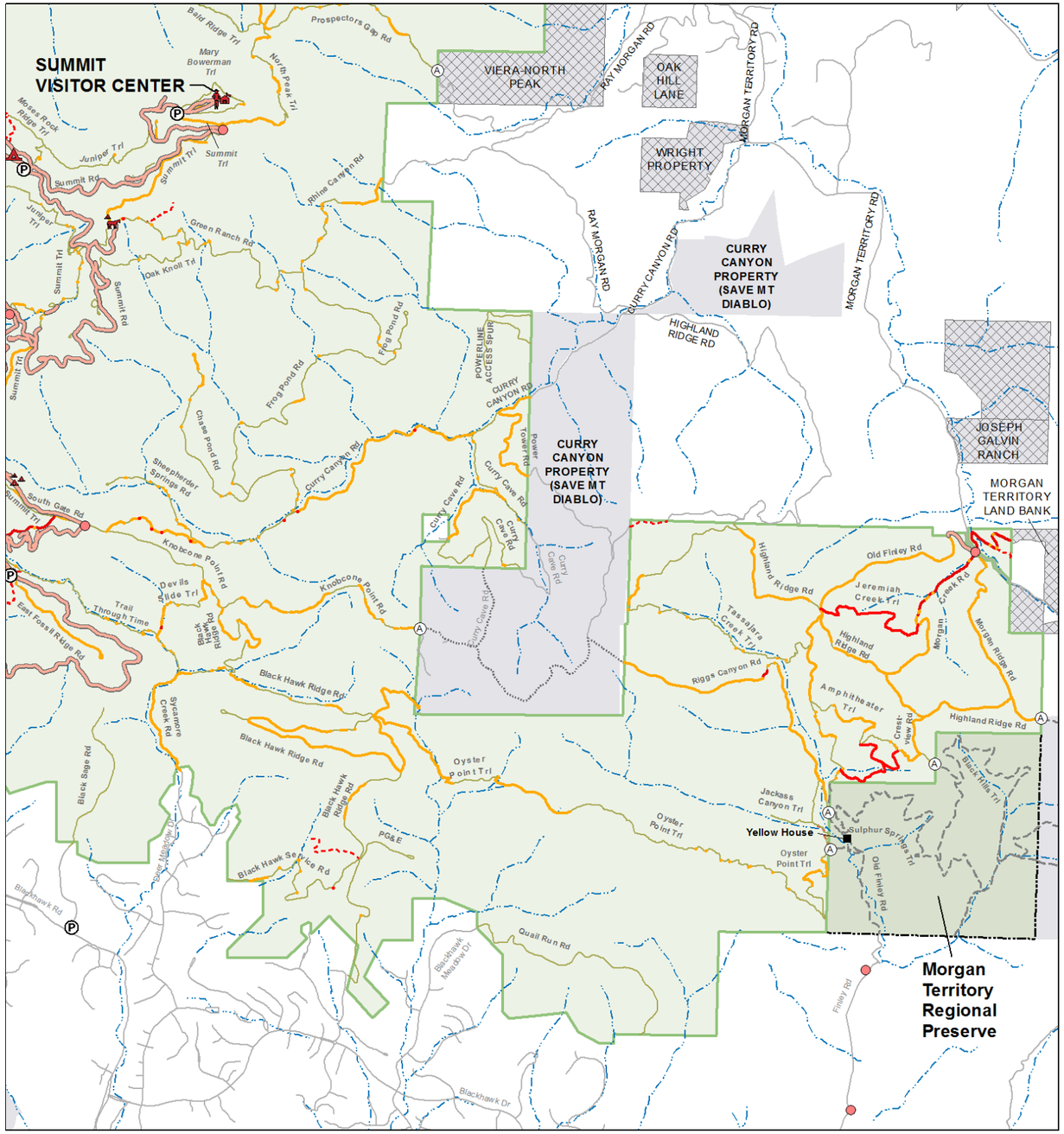
Mount Diablo State Park
Road and Trail Management Plan

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

FACILITIES MANAGEMENT DIVISION

Date: 2/3/2015
Sources:
Calif. Geologic Survey
Road and Trail Inventory
Calif. Dept. of Parks & Recreation
Parking and Trailheads:
Save Mount Diablo
Public Lands: Green Info

Map: Morgan Territory Area Maintenance Recommendations



Maintenance Recommendations

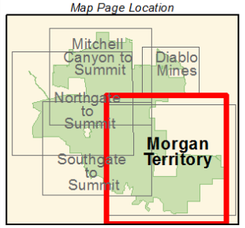
MORGAN TERRITORY TO SUMMIT

Maintenance Recommendations

- Reroute
- Reconstruct / re-engineer
- Maintain
- Remove non-system routes

- Museum/Visitor center
- Developed Camp Area
- Group Camp Area
- Horse Camp Area
- Parking
- Limited Parking
- Access Pts from Public Lands
- Mt Diablo State Park
- CSP Land Operated by EBRPD
- Other Public Lands
- No Public Access
- Paved park roads
- Local Roads
- Other Agency Trl
- Intermittent Stream

Map Page Location



Scale
1:32,725
1 inch = 2,727 feet
N
Miles
0 0.1 0.2 0.3 0.4 0.5

Mount Diablo State Park
Road and Trail Management Plan

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

FACILITIES MANAGEMENT DIVISION

Date: 2/3/2015
Sources:
Calif. Geologic Survey
Road and Trail Inventory
Calif. Dept. of Parks & Recreation
Parking: Save Mount Diablo
Public Lands: GreenInfo, Inc.