

Castle Rock State Park

Road and Trail Management Plan

Change in Trail Use Question and Answer (Q&A)



1. *Q-Is California State Parks (CSP) evaluating **all** trails at Castle Rock State Park (CRSP) for potential change-in-use (CIU)?*
A-No, CSP is only evaluating requests to add bicycles to the following trails: Skyline to the Sea, Saratoga Toll Road, Skyline to the Sea/ Toll Road Interconnector, Saratoga Gap (segment between CRSP Trail Camp and Travertine Springs Trail only), Loghry Woods, and Beekhuis Road. Travertine Springs Trail is being evaluated for the addition of both bicycles and horses.
2. *Q- If approved under a Road and Trail Management Plan (RTMP) will an approved CIU happen immediately?*
A- No, CIU will follow the CIU process, which is described at https://www.parks.ca.gov/?page_id=28461. Typically, trails recommended for CIU require design and management modifications, which necessitate funding as well as environmental evaluation under CEQA, and possible permitting work, prior to implementation. Once implemented Adaptive Use Management (AUM) will be required for completed CIU trails that will entail subsequent trail monitoring and reporting. Failure to comply with AUM objectives will necessitate remediation actions, which if ultimately unsuccessful could result in the removal of the approved CIU. (i.e. removal of added bikes /horses). Public input and CSP management will guide prioritization of CIU implementation and use of limited resources and funding.
3. *Q- Won't proposed CIU design modifications to accommodate safe/sustainable trails change the current character of the trail?*
A- Trail modifications could include trail widening at designated locations for safe passing; pinch points to slow user speeds in locations with insufficient sightlines; rock armored watercourses to reduce erosion; vegetation brushing to improve sight distances at blind corners; trail reconstruction to improve drainage; and installation of trail signage to educate users on trail speed limits and user etiquette. Many of these modifications will improve overall sustainability of the trail regardless of the proposed CIU. Depending on the individual user's perception, these modifications may change the character of a trail in designated locations. If CIU is approved, CSP will strive to keep the existing character of the trail as much as possible while providing a safe and sustainable trail. The RTMP will strive to maintain appropriate hike only or hike/horse trail options (see Q&A #4).
4. *Q-Is there a desire to make all trails multi-use (hike, bike, horse) or dual use (e.g. hike/ bike, bike/ horse) at CRSP?*
A-No, CSP has received no request for multi-use on all trails. CSP has no intent to do this and values single use or appropriate dual use options and experiences for visitors.
5. *Q-Doesn't the 2000 General Plan (GP) for Castle Rock prohibit bicycle use on trails?*
A-No, the GP calls for a Unit Trails Plan that would govern trail use at CRSP. The current RTMP process is meant to respond to this GP recommendation. A summary of GP goals and guidelines related to trail use are provided below. These guidelines will be considered along with other CIU criteria when making RTMP proposals.
 - Manage CRSP and provide access, while not degrading the natural features and ecological processes, achieving unitwide resource management goals and objectives, protecting resource values and opportunities for low impact recreation.
 - Future trails planning and construction should follow Department's specifications and policies and be coordinated with soil erosion and sediment policies prescribed in the "San Lorenzo River Watershed Management Plan".
 - A loop-trail system should be designated to distribute people throughout the park and facilitate a balance of trail use that is commensurate with resource values. First consideration should be given to trail routes and

connections outside the natural preserve boundaries, such as portions of the Kings Creek Truck Trail, through the use of recreation and/or conservation easements.

- Mountain bike usage would require trail planning and management that may designate some trails as single use, one way use, or multiple use to reduce conflicts of oncoming traffic and reduce confrontation with other trail users.
- The visitor's quest for open space and solitude are met through an integrated system of trails and protected natural areas. Encounters with the most significant park values intensify as visitors penetrate deeper into these forested canyons. An environmental ethic guides responsible behavior and minimizes visitor impacts on the natural systems. There is a heightened awareness of the significance and sensitivity of park resources and the effect recreation may have on the health of the ecosystem, with recognition to preserve this area for future generations.
- [CRSP] has opportunities to provide a trail experience where access and low impact use remain a priority in future park management, and complement the preservation of wildlands and diverse resource values.

6. *Q -Is CSP receiving my input on the CRSP RTMP?*

A-Yes. If your comments are received via email, you will receive a confirmation. All comments received from meetings, workshops and written correspondence are recorded and evaluated by the planning team. A list of initial comments and responses is available on our website (https://www.parks.ca.gov/?page_id=28392). Please note that CSP will be evaluating input based on the content of comments received and not the number of comments submitted. A generalized summary of comments receive to date include:

- General support of bikes on CRSP trails
- General opposition of bikes on CRSP trails
- No new trail use as CRSP is already too crowded
- More bike use will increase vehicle traffic going to the park and there is already limited parking
- CRSP has a disproportional number of trails open to hikers and horses than bikes
- Open trails to bikes will provide another user group willing to maintain trails
- There is already ample bike trail opportunities at nearby Sanborn park and Mid-pen open space
- Adding bikes to trails increases resource and wildlife impacts
- Bicycles and hikers/horses don't mix and the combination is unsafe
- Bike trails are more expensive to maintain than hiking trails
- Other local and regional land managers should provide bike trails. State parks should have a higher standard of preservation.
- Limit bikes to park roads
- Look for other regional bike connections outside of CRSP
- Bikes will affect the peaceful trail experience of CRSP
- Build more trails for all user groups
- Trail bicycling is popular and there is not sufficient places to ride
- Trail bicycling is only a small percentage of trail users. Hikers are the greatest percentage. Don't give up the peaceful hiking experience for a minority of users.
- Trails that allow bikes create a de facto closure for other user groups due to safety concerns and altering the experience.
- Bikes are a legitimate use at and deserve trail equity
- Hwy 9 and 35 is not safe for bikes. Bike trail use at CRSP could provide safer routes
- Adding bikes will require additional maintenance and patrols
- Bikes deserve the same regional trail connectivity provided to other users
- If trails are modified to allow bike use they would lose their vital qualities as natural experiences
- Opening trails to bikes would violate CSP core values and conflicts with the CRSP GP.
- Mountain biking is a great sport but not for CRSP
- If bicyclist are allowed on some trails they will disregard no bike trails and try to use those also.
- Provide loop opportunities for bicycles.
- If equestrians use and associated resource impacts are allowed on trails why not bicycles
- Not all bicyclist are looking for technical thrill rides. Just an opportunity to enjoy nature on a different mode of transportation.