

County of San Mateo
Environmental Services Agency
Parks and Recreation Division



HUDDART AND WUNDERLICH PARKS

MASTER PLAN

May 2006



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with

Sasaki Associates

BKF Engineers

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Cressey and Associates

Wildland Resource Management, Inc.

Wilks Landscape Architecture, Inc.

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CHAPTER 1

INTRODUCTION AND BACKGROUND

THE SAN MATEO COUNTY PARKS SYSTEM

The San Mateo County Environmental Services Department, Parks and Recreation Division, manages 16 separate parks, three regional trails, and numerous other county and local trails encompassing 15,680 acres. These facilities are located throughout the County and represent a wide variety of natural settings including a Coastside marine reserve, a Bayside recreational area, coastal mountain woodland areas, and urban sites. County Parks are typically large, regional parks that serve a significant population from the County and throughout the greater Bay Area region.

The mission of the County Parks Division is stated as: “Through stewardship, the San Mateo County Park and Recreation Division preserves our County's natural and cultural treasures, and provides safe, accessible parks, recreation and learning opportunities to enhance the community's quality of life”.

The County parks planning staff strives to prepare and update a master plan for each facility on a 20-year basis. These master plans outline a general vision for each park, set forth goals, outline specific improvements, and serve as a guiding framework for operation and improvement of each facility.

PURPOSE OF THE MASTER PLAN

Master plans for regional parks and open space areas typically serve to provide a guiding framework for land use and stewardship, natural resource enhancement, and the development of appropriate recreational facilities such as trails, staging area, and group gathering areas. Such a framework allows the public agency to provide a variety of recreational opportunities in an environmentally sound and sensitive manner. This Master Plan presents a 20-year vision for the development, operation, and maintenance of Huddart and Wunderlich Parks. More specifically, the Master Plan is intended to achieve the following objectives:

- Develop a plan that can be implemented over time, taking into account available financial resources, potential phasing, and long-term management implications

- Create achievable proposals to address each park’s unique challenges and problems
- Be a working tool that can be implemented with flexibility to respond to changing conditions over the 20-year planning horizon
- Be internally consistent with other adopted County plans, including the County General Plan and County Trails Plan

Given the large size of the parks, master plan implementation time frame of 20 years, and multiple proposed uses, the recommendations in the Master Plan are conceptual in nature. More specific planning and design will be developed and refined for each proposed improvement project.

MASTER PLAN GOALS

The following broad goals have emerged from the planning process:

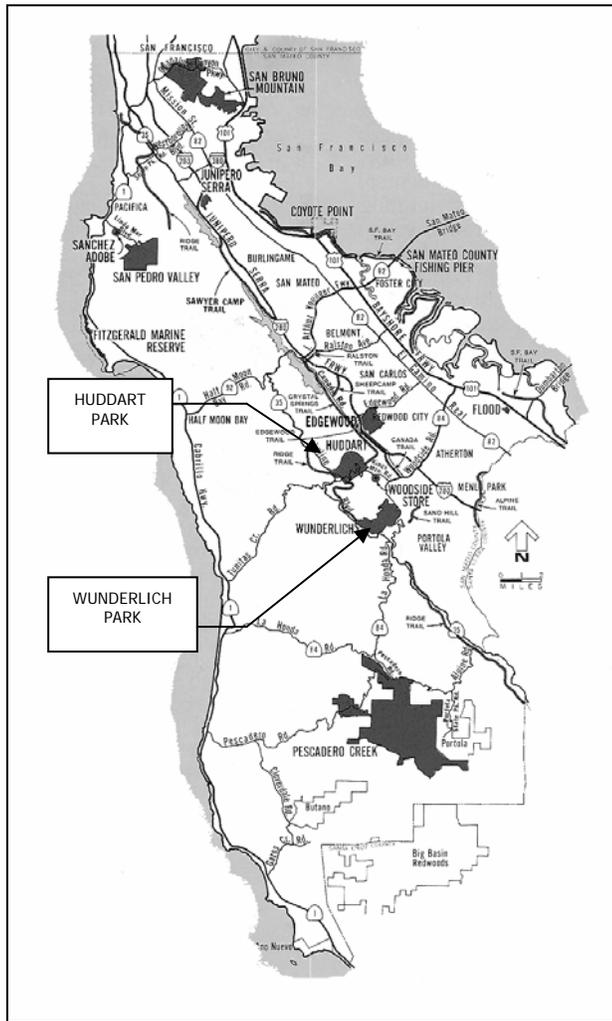
- Continue to provide multiple recreational opportunities that are consistent with the regional nature of the parks and with protection of the environmental, cultural, and historic resources of the land.
- Concentrate development of new facilities in the already-developed portions of the parks. Protect the wild character of the undeveloped portions of the parks.
- Increase the revenue generation capability of each park.
- Identify physical improvements that will decrease ongoing operation and maintenance costs.
- Make public safety a top priority in ongoing park operations and maintenance, and in new improvement projects.
- Ensure the continued equestrian use of the parks.
- Improve vehicular and pedestrian circulation within each park.

GENERAL DESCRIPTION OF THE PARK SITES

Location and Character

Huddart and Wunderlich Parks are large, rural, rustic areas set within a regional greenbelt of open space lands. The parks are located in the Santa Cruz Mountains in central San Mateo County, west of the towns of Woodside and Portola Valley (Figure 1). Park elevations range from 500 to 2000 feet above sea level. Separated from the built-out urban area of the San Francisco Peninsula by a mere 20-minute

drive, these parks provide a spectacular semi-wilderness environment, situated surprisingly close to a major urban population.



Park Size and Uses

Huddart Park

Huddart Park contains 974 acres of land, and serves two major functions. Approximately 80 acres of the lower portion of the park is devoted to developed facilities for large group gatherings. Primary uses of this portion of the park include large group picnicking, family picnicking, overnight group camping, and organized youth group day camping. The upper portion of the park is a semi-wilderness natural area devoted to hiking, trail running and horseback riding. An archery center also occurs on the edge of the upper portion, occupying approximately 25 acres. Huddart Park experienced approximately 91,000 visitor days in 2004.

Figure 1: Location Map

Wunderlich Park

Wunderlich Park contains 942 acres and like Huddart, also serves two major functions. The lower portion of the park contains the park entrance, parking lot, and an equestrian center house in the Folger Stable complex. These facilities occupy only approximately 16 acres. The remainder of the park is a semi-wilderness natural area devoted to hiking, trail running and horseback riding. Wunderlich Park experienced approximately 46,500 visitor days in 2004.

Natural Resources

Both parks are situated on steep, east-facing, mostly forested slopes. A number of different plant and animal communities are present on each site. Both parks

support redwood forest, mixed evergreen forest, chaparral, and disturbed landscape. Huddart Park supports oak woodland, and Wunderlich Park supports an area of open grassland. These plant communities and associated wildlife are described in the *Wunderlich and Huddart Natural Resources Management Plans*, prepared by San Mateo County Parks and Recreation Division Staff, prepared April (Wunderlich Park) and August (Huddart Park) 1979. The vegetation resources are also described in the County's *Vegetation Resources Plan*. Resource protection measures are described in the *Watershed Protection Program Maintenance Standards, Volume 1*, by the San Mateo County Department of Public Works and Parks and Recreation Division. Vegetation management guidelines are currently in process of formulation, in the *Decision Making Guidelines for Vegetation Management in San Mateo County Parks*.

Regional Context

Huddart and Wunderlich County Parks are set within an open space network comprised of public and private land that extends virtually the length of the San Francisco Peninsula, from San Francisco to San Jose. These open space lands, taken as a whole, provide significant visual resources, recreation opportunities, wildlife habitat, native vegetation, soils, and hydrological resources located close-in to an urban area.

Adjacent Lands

- **Midpeninsula Regional Open Space District**

The Midpeninsula Open Space District owns and manages nearly 50,000 acres of land in 25 open space preserves located in San Mateo and Santa Clara Counties. These areas are open to the public free-of-charge from sunrise to sunset, 365 days per year. Trails in the open space areas located in the general vicinity of Huddart and Wunderlich Parks are available for use by hikers, bicyclists, and equestrians.

Most of the District's 220 miles of designated trails are unpaved Wildland trails in steep, rugged terrain. Approximately 65% of these trails are multiple use trails and are open to bicyclists, which is the highest ratio of among parks and open space providers in the Bay Area. Many of these trails are also single-track trails, providing bicyclists with a more technical experience.

Teague Hill Open Space Preserve

This open space area is undeveloped at present. The MROSD will be preparing a master plan for Teague Hill sometime in the next few years. Private Property and California Water Service Company Property make it difficult to visit the majority of Teague Hill. Currently, only one designated trail, the Bay Area Ridge Trail (BART), touches Teague Hill Preserve, There are no plans in the near future to create additional designated trails.

Purisima Creek Redwoods Open Space Preserve

The Purisima Creek Redwoods Open Space Preserve is located on the western slopes of the Santa Cruz Mountains overlooking Half Moon Bay, immediately adjacent to and directly across Skyline Boulevard from Huddart Park. The preserve was established with a gift of \$2 million from the Save-the-Redwoods League. This open space area contains 3120 acres and has 21 miles of trails.

El Corte de Madera

This open space area features 36 miles of multi-use trails on 2,821 acres. The trails include some steep, technical single-track trails that are favored by advanced mountain bicyclists. The terrain is very rugged and heavily forested terrain with occasional views to the coast. The open space area is located immediately adjacent to and directly across Skyline Boulevard from Wunderlich Park.

Thornewood Open Space Preserve

This open space area is a 163-acre preserve offering nice, easy hikes or horseback rides through beautiful surroundings. The preserve's ¾ -mile trail gradually winds through sunlit canopies of big-leaf maples and moss-covered oaks, and ends under the shade of the giant redwoods that surround Schilling Lake, an excellent site to view waterfowl during their migration. Dogs are allowed on leash on the ¾ mile trail, bicycles are not.

- National Park Service – Golden Gate National Recreation Area

Phleger Estate

The Phleger Estate became a public open space area in 1995 when the National Park Service, Peninsula Open Space Trust (POST), The Save the Redwoods League, and private donors provided the needed funding for purchase from the Phleger family. The recreation area is located immediately adjacent to and north of Huddart Park, south of the San Francisco watershed lands, and east of Skyline Boulevard. This recreation area contains several miles of trails. Access to the trails is through Huddart only, either from Richards Road Trail, or the Skyline Trail.

- **California Water Service Company Watershed Land**
A large area of open space, located south of Teague Hill and north of the strip of private lands lying on the north side of Wunderlich Park is owned by the California Water Service Company. This parcel is managed as a watershed, and is not open to the public except for a portion of the BART which runs within a County-managed easement adjacent to Skyline Boulevard. This trail easement connects Huddart to Wunderlich Parks on the east side of Highway 35, and is open to hikers and equestrians.
- **Private Lands**
Privately held lands in the parks' vicinity are generally rural, single-family residential, and undeveloped, forested resource lands. Bear Gulch Road, a privately owned road managed by the Bear Gulch Road Association, runs along the northern edge of Wunderlich Park.

BRIEF PARK HISTORIES

Huddart Park

In August 1840, the Governor of Spanish California granted the land, later called Rancho Canada de Raymundo, to John Coppinger, an Irishman who had become a naturalized Mexican citizen. This 12,545-acre rancho contained the 973 acres, which are now Huddart Park.

In 1850, the California Gold Rush was booming, and the demand for lumber to build San Francisco resulted in extensive logging operations in the rancho area. Near the present borders of the parks, 5 sawmills operated between 1853 and 1860. Richard's sawmill, built in 1853, operated just outside the present park boundary west of Skyline Boulevard. From this mill, Richard's Road led down the mountain. Wagons loaded with lumber and drawn by teams of oxen traveled down it towards Redwood City, where the lumber was barged to San Francisco. Today, Richard's Road Trail follows the route of this old road.

Near the park is the historic Woodside Store built in 1853 by Dr. Orville Tripp. Tripp's store was at the hub of activity during this early logging boom since about 15 sawmills were within five miles of its door.

James Huddart was a wealthy San Francisco lumberman and long-time resident of Woodside. He was raised in an orphanage with his sister and apparently spent a rather miserable youth. It was his desire to do something with his holdings in San Mateo County, particularly for the youth in the area.

Before his death on in 1935, Mr. Huddart deeded 900 acres of his property to the County of San Francisco with the provision that it would be accepted and developed into a public park. Due to water rights problems along Squealer Gulch Creek, San Francisco held it only two years. When the State of California also had problems with the water rights, the property was willed to the County of San Mateo, who has owned and operated the land as a public park since 1944.

In the hundred years since the Huddart Park area was logged, a new forest of redwoods and other trees have grown, covering much of the evidence of this early logging activity. However, still visible are large stumps of the virgin redwoods and "skid roads" over which the teams of oxen dragged logs to the sawmills.

Wunderlich Park

The first users of Wunderlich Park were the Costanoan Indians who were numerous in the area. Woodside Valley entered current recorded history on November 6, 1769, when the first Portola expedition camped in the valley.

One of the first prominent settlers was John Coppinger, who was granted the Canada de Raymundo Rancho on August 4, 1840 by Governor Alvarado. This rancho consisted of most of the eastern slopes and valleys in the Woodside area, including Wunderlich Park. In 1846 Charles Brown received from Coppinger a formal deed to 2,880 acres of timbered slopes and valley range, which contained Wunderlich Park.

In 1872 Simon Jones purchased 1,500 acres of the western portion of the property and named it "Hazel Wood Farm". He went on to prove that it had value beyond its lumber. Under his guiding hand the mountainside bloomed. Utilizing Chinese labor, he cleared the matted natural growth, built rock retaining walls, planted grapes and fruit trees and developed the property into a working ranch. Remaining on the site is the Ice House, used for cold storage of food and beverages. Some of the original planting is also evident to this day.

Jones died in 1890, and his son Everett sold the property to James A. Folger II on October 12, 1902. Folger was the son of James A. Folger, I. who came to California in 1850 and for the Pioneer Steam Coffee and Spice Mills, which he bought in 1872, renaming it J. A. Folger & Co. When he died in 1889, the business was taken over by his son, James A. Folger II.

Under Folger's ownership, the land changed roles, becoming a recreation area, suited to the family's taste. Wagon trails and old skid roads became riding and carriage trails. Weekend campouts were quite common in the area of Alambique

Creek. In 1904 Folger developed the first hydro electrical power system in this part of California. Waters from Alambique Creek were used to develop this power.

The next owner of the property was contractor Martin Wunderlich, who purchased the property from the Folgers in November 1956. In 1974 he graciously tendered it for public recreation by deeding 942 acres to San Mateo County for use as park and open space.

PREVIOUS PLANS

First Huddart Park Master Plan

Most of the existing park improvements were made in the 1950's and 1960's. By the last half of the 1970's, park attendance became so heavy that park managers were forced to restrict attendance as a means of controlling park use and attendant impacts to the natural environment. As a result of this increasing usage pressure, the County prepared the first Master Plan to guide the management and operation of the park.

The first Master Plan for Huddart Park was prepared for the County by the Planning Collaborative, Inc., in 1982. The plan focused on increasing the carrying capacity of the site to accommodate more visitors, improving the layout and facilities of the park to increase efficiency of park management and operation, and enhancing the natural resource base by rehabilitating environmentally damaged sites and promoting proper forest management practices.

The 1982 Master Plan outlined extensive physical improvements, including the creation of several new picnic areas located on both sides of Kings Mountain Road, and recommended that Kings Mountain Road be made a toll road. Approximately half of these improvements were completed, and consisted of redevelopment of the already-developed areas in the lower portion of the park. Development of the additional picnic areas and other facilities along Kings Mountain Road were not pursued due to the lack of funding for development, and anticipated difficulties associated with the ongoing operation and maintenance of user facilities located outside of the park entrance.

Wunderlich Park Concept Plan

The Wunderlich Park Concept Plan prepared in 1975 by Artunian/Kinney Associates was not intended to be a comprehensive master plan, but rather a conceptual look at possibilities for future development and expansion of the park. The Concept Plan made several long-range recommendations that have not proven to be practical given available funding levels. The plan recommended the

acquisition of the privately-owned land north of the park which has subsequently been developed with single family homes, and therefore no longer is available. The plan also recommended establishment of day camps and picnic areas in the Meadows Area. Now that East Bear Gulch Road has been gated and privatized, the necessary vehicular access no longer exists to service such development.

Folger Stables

The Folger Estate Stable Committee commissioned the *Folger Estate Stable Feasibility and Master Plan Study*, by Blackburn Architects, which was completed August 1, 2003. The study presents a preliminary concept and use program for the stable building, describes needed improvements, restoration of the architectural integrity of the structure, and provides cost estimates for the needed work.

The FESC submitted a “concept paper” to the Division of Parks and Recreation on October 6, 2003, that summarized the committee’s purpose, goals, and vision for the future of the stables complex.

Previous studies include the *Adaptive Use Cost Study, Folger Buildings*, prepared by Charles Hall Page Associates, February 1980. This study provides useful information regarding the site structures. It outlined three optional use programs for the complex: equestrian center, museum, and community center. The cost estimates presented are now out of date and of little value.

FRIENDS OF HUDDART AND WUNDERLICH PARKS

The Friends of Huddart & Wunderlich Parks is a private, non-profit 501c3 organization dedicated to promoting environmental awareness and education through community participation. The Friends provide children’s’ educational programming and opportunities to help maintain both Parks as well as financial support for park programs and volunteer activities. The Friends also promote environmental awareness and education through community participation in the preservation and enjoyment of the parks. The Friends assist park rangers to maintain the parks and conduct educational programs through the development, management, and financial support of community volunteer efforts.

The organization was begun in 1995, in direct response to San Mateo County’s budget problems. Fewer rangers were hired and park maintenance suffered and the funds for educational programs in the parks were cut. The If Not Now When (INNW) Fund in Menlo Park began working with the San Mateo County Parks and Recreation Division to provide direct financial support to Huddart Park. Through this effort, four utility vehicles and computer equipment were donated to the park.

INNw began building community support for the two parks. Among their many accomplishments, they hired Celia Hartnett as a volunteer coordinator to help the park rangers maintain the parks and conduct educational programs through the development and management of community volunteer efforts. An energetic, creative and tireless park advocate, Ms. Hartnett oversaw the genesis of the Friends of Huddart & Wunderlich Parks.

No longer with the Friends, Ms. Hartnett's early contributions included creation of ongoing volunteer workdays for schools, corporations and community groups who regularly maintained trails and watered new plantings. In collaboration with the Environmental Volunteers, a site guide for Huddart Park's Chickadee Trail and the Redwood Nature Trail was developed. A junior ranger program and curriculum was created to encourage and sustain children's' interests in the park. The Peninsula AIDS Memorial Grove at Huddart Park was also established with the Friends' assistance.

PLANNING PROCESS

Initial Steps

The planning process for the Huddart and Wunderlich Parks Master Plan was initiated in the spring of 2004. Initial steps included inventory and assessment of existing conditions, interviews with County Staff, and review of previous plans and related plans and data.

Stakeholder Outreach

This was followed by an outreach effort in which the universe of interested stakeholders was identified, and contacts made. The stakeholder groups were engaged in a variety of ways, including meetings and telephone interviews. The stakeholders include the following organizations and individuals:

- Bear Gulch Road Association
- C/CAG Bikeways Committee
- California Department of Forestry and Fire Protection
- California Water Service Company
- Diamond Crest Girl Scouts
- Equestrian Trail Riders Action Committee (ETRAC)
- Folger Estate Stable Committee

- Folger Stable Lessee - Pat Holmes
- Friends of Huddart and Wunderlich Parks
- Kings Mountain Archers
- Los Viajeros Riding Club
- Midpeninsula Regional Open Space District
- National Park Service, Golden Gate National Recreation Area
- Peninsula Bicycle and Pedestrian Coalition
- Peninsula Girl Scouts
- Pacific Gas and Electric (PG&E)
- Portola Valley Trails Association
- Responsible Organized Mountain Pedalers (ROMP)
- San Francisco Bay Area Ridge Trail Council
- San Francisquito Creek Watershed Council
- San Mateo County Horseman's Association
- San Mateo County Parks Commission
- San Mateo County Trails Advisory Committee
- SBC (now ATT)
- Sierra Club, Loma Prieta Chapter
- Skyline Water District
- The Trail Center
- Town of Woodside
- Volunteer Horse Patrol
- Woodside Bicycle Committee
- Woodside Fire Department
- Woodside Trails Club
- Woodside Trails Committee

Public Participation

The process benefited greatly through the active participation of the stakeholder groups and other interested individuals. Several workshops and meetings were held at key points in the process. (See Appendix C for record of comments made in these meetings.) The following sessions informed and guided the planning effort:

- Public Workshop #1 – July 2004
- Equestrian Focus Group – July 2004
- Public Workshop #2 – November 2004
- Woodside Bicycle Committee Focus Group – December 2004
- Neighboring Agencies Focus Group – February 2005
- Girl Scouts Focus Group – February 2005
- Trails Stakeholders Focus Group – March 2005
- Public Workshop #3 – June, 2005
- Parks and Recreation Commission Meeting (on site) – July 2005
- Parks and Recreation Commission Meeting – consideration of the Draft Master Plan – August, 2005

Questionnaire

A questionnaire in the form of a “comment sheet” was made available to participants in each public meeting, and blank sheets made available at both park entrances. In addition, the various stakeholder groups circulated the questionnaire to interested members of their organizations. One bicycle advocacy group posted the questionnaire on its web site. Between July, 2004 and May, 2005, approximately 160 questionnaires were received. In addition, numerous letters and emails have been received and entered into the public record (see Appendices B and D).

Schedule and Next Steps

The Master Plan will be presented to the Parks and Recreation Commission and the Board of Supervisors in early 2006 for conceptual approval and authorization to initiate the environmental review process. Upon approval of the Board of Supervisors and completion of the required CEQA process, the Master Plan will become the Final Master Plan adopted by the County.

CHAPTER 2

HUDDART PARK IMPROVEMENTS

The 1982 Huddart Park Master Plan outlined extensive physical improvements, including the creation of several new picnic areas located on both sides of Kings Mountain Road. Approximately half of these improvements were completed, and consisted of redevelopment of the already-developed areas in the lower portion of the park. The physical improvements that were made in the 1980's are generally functioning well. These include improvement of Zwierlein, Werder, and the entrance parking lot, and development of the Sequoia Day Camp. Development of the additional picnic areas and other facilities along Kings Mountain Road were not pursued due to the lack of funding for development, and anticipated difficulties associated with the ongoing operation and maintenance of user facilities located outside of the park entrance.

The Master Plan recommends confining further improvements within the developed areas of the park to accommodate the demand for group and family picnicking, and organized youth day camping. The natural character of the wild portions of the park should be preserved and enhanced, with improvements limited to trails improvements, natural resource enhancement, and erosion and sediment control. Specifically, the following goals for Huddart Park have emerged from the planning process:

- Accommodate increased demand for group and family picnicking
- Improve traffic circulation and increase parking in the Redwood and Oak picnic areas
- Improve pedestrian circulation to increase visitor safety
- Improve internal water system
- Reduce sedimentation arising from various sources including road and trail erosion, creek bank erosion due to horse crossings and human use, and natural sources
- Construct interpretive center
- Construct day-use rental building
- Maintain archery range in existing location; Implement phased improvements

- Expand Toyon group camp
- Improve signage
- Implement fire hazard reduction programs
- Relocate Ranger’s residence to corporation yard area
- Ensure the continued existence of equestrian use within the park
- Provide horse trailer parking
- Provide additional trail loops to increase variety of hiking and horseback riding experiences

These recommendations are discussed in additional detail in the remainder of this chapter.

LOWER PICNIC AREAS

(Proposed improvements are illustrated in Figure 4.)

Oak – Existing Conditions

The Oak Area is reached from the park road via an asphalt drive with two-way traffic in and out. The Oak Area is divided into two use areas, which are divided by a drainage course.

Upper Oak Area

The upper area is used for group picnicking by reservation, and is also used extensively by the Girl Scouts for youth day camping and occasional overnights. A gravel parking lot accommodates approximately 45 vehicles. A significant, mature oak tree is located within the lot, and suffers compaction of its roots due to vehicles parking on the dirt area immediately adjacent. Several other significant trees occur immediately adjacent to the edge of the gravel surface, with vehicles parking on their roots in the shade below the canopy. A fire ring, used for gatherings by the Girl Scouts, is located next to the tree in the parking area. No seating other than the gravel parking lot surface and the asphalt road is provided for the fire ring. The upper area is served by a restroom with separate men’s and women’s sides, with electricity and running water.

The group picnic area is located west of the parking area and consists of a small meadow with picnic tables. This area is approximately 35 feet by 60 feet, with a surface composed of wood chips, and a slope of 2%, making it accessible to persons with disabilities. The area is well shaded due to surrounding vegetation of

coast redwood, madrone, and brush. This group area can accommodate up to 125 people seated at the picnic tables. Nearby volleyball poles and horseshoe pits are provided. The Redwood Trail skirts the group picnic area and parking lot, and connects via a bridge to the Redwood Group Picnic Area parking lot.

Lower Oak Area

The lower area is used for family picnicking and as a parking area for users of the Meadow Walk-in Areas located below. A restroom with separate men's and women's sides, electricity, and running water serves the lower area. However, it is located across the drainage course and therefore must be accessed via the asphalt drive, or by scrambling through the drainage during the dry season. A gravel parking lot accommodates approximately 55 vehicles.

Parking

Up to 100 vehicles can be accommodated in the two Oak parking lots. These lots are irregular in shape with undefined parking spaces, which leads to haphazard parking arrangements. The irregular geometry of the lots and adjacent asphalt drive creates additional inefficiency. Visually, the large expanse of gravel in both the upper and lower parking lots dominates the available open space, which is defined by the surrounding tree line. Functionally, because the lots are located in the middle of the open space, the amount of forested and meadow space available for use by park visitors is minimized and relegated to the margins of the lots. In contrast, the parking arrangement at the re-designed Werder and Zwierlein areas consists of a loop drive with parking located around the perimeter of an expansive green open space use area.



Lower Oak Parking Area – vehicle parking dominates the open space area



Upper Oak parking lot – note vehicle parking on dry grassy area under oak tree



Upper Oak parking lot at group picnic area

Oak – Recommendations

Parking and Circulation

The opportunity exists to create a loop access drive with improved traffic flow similar to the Werder/Zwierlein areas. This drive would depart from the park road at the Redwood Group Picnic area, traverse the slope west of the existing Redwood restroom, cross a new bridge, descend into the upper Oak area, and return to the park road via the existing drive alignment. The drive would be one-way to reduce the required pavement width and reduce vehicular conflicts and congestion. Such an arrangement would reduce operations costs by eliminating the need for ranger personnel to assist in directing traffic in and out of the current dead end arrangement.

Parking areas would be located off the loop road (with the exception of the lower Oak parking area), and would provide for approximately 130 spaces, or 30 more than currently exist. The circulation system, in which vehicles drive alongside and past the parking area prior to entering, allows drivers to scan and spot available parking prior to entering the lot. This system reduces the amount of circling and entering/exiting the loop road that occurs when drivers enter a typical lot, drive past the available spaces to determine the most desirable location, and then either back up or circle back via the park drive to obtain their preferred space. This arrangement is similar to that at Werder/Zwierlein, which has been tested and proven effective in reducing conflicts and congestion.

An exception to this system occurs at the lower parking area. Here, the arrangement is a typical drive-through lot. This lot has been repositioned closer to the slope above. This reduces the paved area and creates additional open space for

family picnicking, in part to compensate for the reduction of family picnic sites caused by the expanded parking in the upper area. The new open space could be planted with meadow grasses, be re-forested, or a combination of both. The meadow concept is preferable because it maximizes the open space within the heavily forested park context, and creates space for informal games and other activities. The character of any new development should be rural in nature, as opposed to the somewhat “urban” appearance of the Werder/Zwierlein Area. Accessible parking spaces would be provided. The new lower lot could accommodate 45 vehicles.

The upper parking lot would be pulled back away from the group area somewhat, thus providing additional open space for the group area. Parking would be relocated away from the areas adjacent to the mature trees in order to eliminate the current damage caused by compaction of roots. A planted median island, separating the parking area from the loop road, would cut down on the expanse of paving and improve the visual appearance of the area. Accessible parking would be provided near the restroom, with an accessible path leading to the restroom and the group area. The upper lot could accommodate approximately 85 vehicles.

- Create one-way loop road for vehicular circulation
- Increase parking
- Relocate improved parking to provide additional recreational open space
- Improve safety of pedestrian circulation by adding connector trails and pedestrian crosswalks (see Chapter 4).

Group Picnic Area

The upper Oak Area is devoted to group picnicking. As discussed above, the new parking arrangement would provide additional space for the picnic area. A small amphitheater, fire ring, and flagpole are proposed on the sloped area adjacent to the drainage. This facility would be used primarily by the Girl Scout groups, and would provide ample, comfortable seating for gatherings and programs. The flagpole should have an interior rope and lock box to minimize vandalism. A new water source should be developed near the fire ring. Fire hydrants should be upgraded in the Oak Area in consultation with Woodside Fire Protection District. Some forest clearing would be required to create a flat, open area for the fire ring. The amphitheater would take advantage of the sloping terrain. The slope above the new amphitheater would be revegetated with either meadow grass or with new tree plantings. Accessible routes of travel to the amphitheater and seating within would be provided. A deck overlook should be installed above Squealer Gulch Creek for

use by Girl Scouts and others for natural history interpretation. Split rail fencing and educational signage should be installed along Squealer Gulch Creek to minimize damage to the creek banks and waters.

- Enlarge size of open space devoted to group picnicking
- Create amphitheater and fire ring area
- Create interpretive creek overlook at Squealer Gulch Creek

Family Picnic Area

The lower Oak area would continue to serve as parking for users of the Meadow Walk-in Area. It would also be developed with individual picnic sites to serve individuals and families on a drop-in (non-reserved) basis. As discussed above, the parking area would be reconfigured to provide additional space for picnicking and flexible use activities.

- Create one-way loop road for vehicular circulation
- Increase parking
- Relocate improved parking to provide additional recreational open space
- Improve safety of pedestrian circulation by adding connector trails and pedestrian crosswalks (see Chapter 4)

Redwood – Existing conditions

The Redwood Area is reached from the park road via an asphalt drive with two-way traffic in and out. The Redwood Area consists of two use areas: the group picnic area and the shelter above.

Group Picnic Area

Upon turning into Redwood from the park road, the visitor encounters a gravel parking lot with space for up to 28 vehicles. The lot is irregular in shape with undefined parking spaces, which leads to haphazard parking arrangements. The irregular geometry of the lot and adjacent asphalt drive creates additional inefficiency. The group picnic area is located south of the lot under the tree cover. This area is approximately 50 feet by 55 feet, with a surface composed of wood chips, and a slope of 2%, making it accessible to persons with disabilities. The group area can accommodate up to 150 people seated at tables

A restroom is located at the west end of the parking lot. A power pole is located near the restroom. Electricity is brought overhead to this pole, from which an underground line provides service to the Redwood restroom and the restrooms in

the Oak Area. The Redwood Picnic Area is currently closed during the week except by reservation, due to reduced operations budgets.

Redwood Shelter

The Redwood Shelter is one of three picnic shelters in Huddart Park. It is located west of the Redwood parking area, at a vertical elevation approximately 70 feet above the lot. The shelter is accessed via a dead-end, single lane asphalt drive, which is very steep, reaching a 25% grade at its steepest point. Although the shelter is valued by some park patrons for its relative isolation, it is the least popular shelter, most likely due to the lack of supporting facilities and unattractive spaces around it. Because the shelter has been built on a steep slope, there is little usable level space around it. Most of this space is occupied by an asphalt parking lot which holds approximately 15 cars, and there is no visual separation between the parking lot and the shelter. The shelter itself can accommodate 125 people seated at tables.



Redwood shelter parking lot



Redwood Shelter

Redwood - Recommendations:

Group Picnic Area

- Reconfigure the parking lot to provide a loop arrangement similar to the Oak Area as discussed above.
- Implement drainage improvements to eliminate the soil erosion occurring on the slope below the existing parking lot.

Redwood Shelter

- Replace the shelter building with a modern structure.
- Construct a new loop road and parking lot to serve the shelter.
- Construct a new restroom at the Redwood Shelter. To minimize expense and reduce water demand and septic system impacts to the surrounding terrain, consider the use of a vault toilet with two unisex stalls.

- A deep craft sink is needed by the Girl Scouts at the Redwood Shelter. The sink would need potable water supply, and should be located away from the proposed restroom.
- The Redwood Shelter improvements and loop road should be implemented in a second phase, after completion of the Oak Area loop road and improvements.

Meadow (Walk-in Area) – Existing Conditions

The Meadow Area is a walk-in facility which consists of the East and West Meadow Group Picnic Areas, and the grassy meadow area located to the north of the picnic areas.

East Meadow

This group picnic area is approximately 40 feet by 55 feet with a surface composed of wood chips and dirt, with a 5% slope. Because this area is not otherwise accessible to persons with disabilities (due to the steep slope of the road accessing the area from the lower Oak parking lot) park staff allows vehicular drop-offs at the walk-in area. This area is mostly shady due to its surrounding vegetation of coast redwood, madrone, and oak brush. Nearby volleyball poles and horseshoe pits are provided. This group picnic area accommodates 250 seated at tables.

West Meadow

This area is approximately 50 feet by 45 feet, with a surface composed of wood chips and dirt, 3% slope. Because this area is not otherwise accessible to persons with disabilities (due to the steep slope of the road accessing the area from the lower Oak parking lot) park staff allows vehicular drop-offs at the walk-in area. It is mostly shady due to its surrounding vegetation of coast redwood, madrone, and oak brush. Nearby volleyball poles and horseshoe pits are provided. This group picnic area has a capacity of 120 people seated at tables.



West Meadow



Grassy Meadow

This area was created in 1968 when an arroyo was filled with rip rap to create a level area. The grassy meadow is located approximately 200 feet to the north of the group picnic areas. It is used for sunbathing and informal use, and is open to the general public on a drop-in basis. The meadow has a rectilinear shape which appears unnatural given its surroundings.

Meadow - Recommendations:

East and West Meadow Picnic Areas

- Continue the “walk-in” use of these areas to provide picnicking space where vehicles and their attendant noise and danger to pedestrians are not present.
- Replace the site furniture as necessary as the wood members deteriorate. The existing table arrangement is acceptable as is.

Grassy Meadow Area

- Remove the gravel parking area which is no longer needed given that this is a walk-in area.
- Provide a gravel vehicle turnaround near the gate to Richards Road.
- Reconfigure the edge of the grassy area to appear more natural and less rectangular. Introduce sporadic tree plantings along the edge to provide shade and blend with the surrounding forest.

Horse Trailer Parking

A riding ring and horse trailer parking area were removed when the Zwierlein and Werder areas were enlarged in the late 1980's. As a result, the park currently lacks suitable parking facilities for persons wishing to bring horses into the park.

Recommendations:

- Construct three to five horse trailer parking spaces on the east side of the park road between the Redwood and Oak areas.
- Parking lot to have gravel surface and be designed with proper turning radii for truck and trailer rigs.
- A trail head should be included adjacent to the parking area, with gravel surface, hitching posts, and water source. The trail head should be located to link with the park's equestrian trail network.

UPPER PICNIC AREAS

Sequoia Day Camp

This area was developed in 1990 to serve the day camp needs of the Girl Scouts and other youth group organizations. This area is approximately 4 acres in size. It has a woodchip surface with a 5%-15% slope. Paths are paved and provide accessible routes to all day camp areas and the amphitheater. 48 parking spaces are provided in the paved parking lot located just off the park road.



The Sequoia Day Camp received an award of merit from the American Society of Landscape Architects, who cited it as a model for accessible camping facilities, and was subsequently selected for publication in Landscape

Architecture Magazine. The project was noted for its barrier-free design on a steeply sloping site, and for its green initiatives which include photovoltaic power for the restroom lighting and irrigation controllers, and on-site treatment of waste water. These initiatives avoided the expense of bringing in conventional electric and sanitary service, and provide a sustainable source of energy.

Occupying a logged and disturbed site at the convergence of coastal redwood and oak ecosystems, the project area formerly was dominated by exotic chaparral pea shrubs, and suffered from significant soil erosion. The site was rehabilitated through regrading and planting with native oak and redwood trees and other native



shrub species.

Amenities include an amphitheater, a group crafts area, and “pods” that accommodate up to 300 day-campers. The flexibility of the space allows the County to accommodate individual and group picnickers as well as day-campers.

Redwood trees and wooden shade structures at Sequoia Day Camp

The site tree plantings have grown significantly over the past 10 years, but have a way to go to provide adequate shade cover for all pod areas. Once mature, these trees will be effective in shading the hot, sunny hillside, and will transform the once disturbed area into a forested environment. Some shade is currently provided by wood shade structures built on several sites at the upper end of the day camp area. Eventually, these structures will no longer be needed and will be removed.

The amphitheater is located below the restroom, and can seat 175 to 200 people. An amphitheater picnic area is also available near the grassy meadow where the flag pole stands. Electricity is not available, except for lights in the restroom.

Recommendations

- Install a second vault-style restroom to serve this area. Locate restroom near the parking lot to facilitate access for sewage disposal trucks.
- Upgrade the existing flagpole with an interior rope and lockbox.
- Add a deep craft sink with water source, located away from the restrooms.

Zwierlein

The Zwierlein area is approximately 75 feet by 110 feet with a wood chip and dirt surface, with a 2% slope. The surrounding vegetation is made up of coast redwood, madrone and brush. A nearby horseshoe pit is provided. There are also two sand

volleyball courts with nets at the end of the grassy meadows. The Zwierlein Area accommodates 250 people seated at tables.

Although used for large functions such as weddings and parties, the Zwierlein Area in its current configuration is relatively inflexible, as it provides for large gatherings only.



Zwierlein Group Picnic Area

Recommendations

- Remove the outdoor group picnic facilities, and replace them with an indoor-outdoor rental facility (see “Structures” section of this chapter).

Werder

The Werder Area is devoted to individual family picnicking. It provides extensive picnic sites located in a wide range of natural environments. This area was improved in the late 1980’s. Other than the eventual replacement of the shelter and restrooms, no further improvements are recommended.

Recommendations

- Replace picnic shelter.
- Replace three existing restrooms

Miwok and Madrone

The main need at these two adjacent picnic areas is to increase available parking. Parking at the Miwok Area is currently insufficient to handle the volume of people using the shelter, the drop-in picnic area, and the Dean Trail trailhead. Ironically, the best views within the park are had from the Miwok parking lot. A County microwave communications tower is located on the roof of the shelter building and is unsightly. The shelter itself was damaged during the 1989 Loma Prieta earthquake. These areas should be redesigned and reconfigured to increase efficiency and provide a more enjoyable park experience as a long-range project.

Recommendations:

- Reconfigure the Miwok Area to increase available parking and enhance the setting.
- Construct new shelter, either at the existing parking location to maximize views, or further up the hill, tucked into the trees, with views over the top of an expanded parking area.
- Enhance views with selective tree removal.
- Construct a more efficient parking arrangement to serve the Miwok Area and the Dean Trail trailhead, either above the new shelter, or using the area occupied by the existing parking lot and shelter building, and the existing individual drop-in picnic sites.
- Prepare a preliminary design for the area to establish the design program, spatial relationships, and estimated cost of improvements.

TOYON GROUP CAMP

The Toyon Area is currently used as a group overnight camping area open to organized groups by reservation only. The current configuration accommodates approximately 150 people in three loop road areas. Each area can accommodate 50 people. Parking capacities are 15 vehicles at Toyon #1, 20 at Toyon #2, and 10 at Toyon #3. Toyon has two working restrooms and one shower building, which is in need of repair and is closed. Each area has a food locker and fire ring.

The area was previously used as a 24-site drop-in camping area. However, the recreational value of the 24-site camping area did not justify the high operational costs and number of personnel required to manage the facility.

The Girl Scout organizations have expressed an interest in using Toyon for day and overnight camping. Improving Toyon to accommodate these activities would take some pressure off of the lower picnic areas which septic systems are currently overtaxed.

The Girl Scouts also suggested the County investigate the feasibility of providing for primitive overnight camping below the Archery Range. The Master Plan does not recommend implementation of this idea, based on the need for additional sanitary facilities, the cost of maintenance, and a lack of demand.

Recommendations:

- Expand the capacity of the area by an additional 50 people by developing an additional loop below the shower building. Additional vehicle parking for 15 vehicles would be necessary to serve the additional area.
- Repair or replace the shower building. Install coin-operated controls.
- Construct one additional restroom for the new lower loop.
- Improve water distribution system that services Toyon.
- Pave Campground Road and improve sight distances and turning radii at tight turns to allow easier access for larger vans and fire-fighting vehicles.
- Construct an amphitheater for youth group gatherings.
- Improve the layout of the parking stalls and the site furniture. Evaluate site furniture and replace as needed.

INTERPRETIVE CENTER/RANGER’S RESIDENCE

Based on the County Parks Division mission to provide for environmental education, an interpretive center should be built at Huddart Park. The center would include indoor and outdoor spaces where visitors could view displays and exhibits providing information on the natural, cultural, and historic resources of the park. The County is in the process of developing a new 1,500 square foot interpretive center at Edgewood Park. The design of the Edgewood center should serve as a model for the size and layout of the Huddart center.

The design of the new facility should incorporate Green initiatives to the maximum extent feasible. Such measures could include incorporation of photovoltaic power systems (currently in use at Sequoia Day Camp), use of recycled building materials, design for passive solar, and other measures.

The interpretive center building should also serve as the park headquarters office, a facility the park currently lacks. The interpretive center should be located near the park entrance to provide visitor orientation upon arrival in the park.



Ranger's residence as viewed from the park entrance parking lot

Currently, the Ranger's residence is located adjacent the park entrance parking lot, and is the first building visible to the park visitor. Consequently, many visitors mistake the private residence for a visitor's center, which leads to a lack of privacy at the residence. While a 24-hour Ranger presence is desirable, other areas within the park would provide a better location. The level area at the lower end of the park, located between the park's maintenance yard and Greer Road, would provide an ideal location, affording privacy and convenient access in and out of the park. This location would also reduce fuel costs by eliminating the need to drive up Kings Mountain Road and back down into the park to access the residence.

Recommendations:

- Prepare a preliminary feasibility study to explore alternatives and identify a preferred approach. Options to be explored should include the following:
 - Convert the Ranger's residence into an interpretive center after construction of a new Ranger's residence near the parks yard as recommended elsewhere in this Master Plan.
 - As a second option, construct a new interpretive center near the Chickadee Trail trailhead. The existing Ranger's residence

would then be converted to a park headquarters should a new residence be constructed near the parks yard.

- Use the Edgewood Park interpretive center design as a model for the design of the interpretive center in either option.
- Incorporate Green architecture into the design of a new or converted building.
- Construct new Ranger’s residence in the level area at the lower portion of the park near Greer Road. The new residence should be approximately 1200 square feet in size, single-story, with an attached garage.

ARCHERY RANGE

The Huddart Park Archery Range is located in the upper portion of the park, with vehicle access from Kings Mountain Road. The range is maintained and operated by the Kings Mountain Archers, Inc. (KMA) a California non-profit corporation founded in 1956, chartered "...to foster competition with bow and arrow, practice for hunting with the bow, and to provide personal enjoyment of the sport of archery."

In exchange for maintenance of the range, County Parks grants KMA certain usage rights, such as vehicle access to the area through a locked gate to park near the shooting ranges. The revocable agreement between the County and KMA that allows use of the area is codified in County Resolution #038521. Except during official club events, such as the monthly club tournament held the second Sunday of every month, the practice and field ranges are open to the public during normal Park hours. The public is welcome to use the practice range at such time as tournaments are held.

The range area includes a parking area, outdoor practice range, “kid’s corner” practice range, club house, storage shed, storage container box, picnic area, restroom, and a 28-target field range.

The archery range is the only such facility located on the San Francisco Peninsula, and is a unique recreational resource that increases the diversity of available outdoor recreation opportunities. The Master Plan recommends the range remain in its present location. KMA should work with the County to implement KMA’s long-term goals. The funding of any capital improvements would be subject to negotiation between the County and KMA; however, it is assumed that most if not all of the costs would be the responsibility of KMA. In addition, KMA could work with the San Mateo County Park and



Above: Practice Range



At Right: Field Range – Target No. 1

Recreation Foundation to help raise funds. The following recommendations have been developed internally by KMA, and are presented in priority order:

Recommendations:

1. Maintain the existing revocable agreement for use of the area. KMA and the County should evaluate the existing agreement at such time as substantial new capital improvements are proposed by KMA.
2. Build a ten-lane indoor range/clubhouse/storage facility (approximately 4800 square feet).
3. Install solar power for electricity at the existing clubhouse and proposed new indoor range, or construct a block wall enclosure and install a quiet 6000-watt generator.
4. Construct a cover for the shoot line on the practice range and make the area accessible for the disabled. Lengthen/realign the practice range and correct drainage
5. Expand the existing clubhouse and provide additional storage area.
6. Upgrade the drainage at the main entrance with new culverts, rolling dips, or other appropriate methods, and expand the public parking.
7. Upgrade the roadway and drainage along the upper fire road.

8. Improve drainage on the lower fire road with a new culvert or other appropriate method. Review and modify all culverts on the range as appropriate.
9. Reopen the old fourteen target range.
10. Establish the exact boundaries of the archery range using GPS.
11. Connect the archery facility to PG&E electric service. Install a separate electric meter for invoicing directly to KMA.

PARK MAINTENANCE YARD

The parks yard should remain in its current location. Improved water service to the yard is discussed in Chapter 7. An expanded storage area within the parks yard is desired by the Girl Scouts. This would consist of enough space to hold a small shed that could hold tables, fire pits, and other items needed for the month-long camp sessions.



Parks maintenance yard

Recommendations:

- Keep maintenance yard in present location
- Provide expanded storage area for Girl Scouts' use

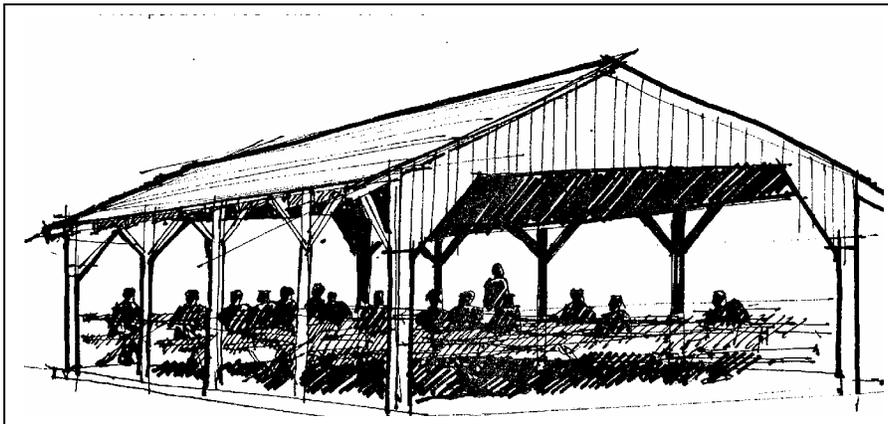
PARK STRUCTURES

Picnic Shelters

Three shelter buildings are located in the park, the Werder Shelter, the Miwok Shelter, and the Redwood Shelter. These buildings provide partial cover for group picnics. Fees are charged for shelter building use and are available by reservation only. The Werder Shelter is adjacent to the park's largest grassy meadow and the Redwood Shelter affords a wonderful view of the central Bay Area. Miwok Shelter is closed during the week except by reservation

The Werder Shelter is approximately 85 feet by 35 feet with a flat concrete surface. Nearby volleyball poles and horseshoe pits are provided. The shelter has a capacity of 125 people seated at tables. The Miwok Shelter is approximately 45 feet by 75 feet with a flat concrete. Nearby volleyball poles and horseshoe pits are provided. The shelter has a capacity of 125 people seated at tables. The Redwood is approximately 35 feet by 60 feet with a flat concrete surface. Nearby volleyball poles and horseshoe pits are provided. The shelter has a capacity of 125 people seated at tables. The Redwood Shelter is currently closed during the week except by reservation.

The three shelters were constructed 50 years ago and are reaching their useful lifespan. In addition, the shelters are dated in their design and appearance, with a solid wall on one side creating a dark interior condition. The Miwok Shelter was damaged during the Loma Prieta earthquake of 1989, and is in need of significant repairs estimated by County Staff at \$250,000.



Prototypical shelter design (illustration from 1982 Master Plan)

Recommendations:

- The three shelters should be replaced during the 20-year planning horizon with shelters of more modern design and built to seismic codes.
- The Miwok Shelter should be replaced as a first priority rather than repaired.
- The park restrooms should be replaced sometime during the 20-year planning horizon.
- All new structures should exhibit architectural design compatible with the rural, rustic park environment.

Multi-Purpose Building

A rental facility should be constructed to accommodate the needs of groups desiring an indoor-outdoor venue for weddings, birthday parties, company gatherings, and other social functions. Such a facility would fill an existing need and also provide a source of revenue. Huddart Park is the site of two to three weddings each weekend during the summer and fall months. An indoor-outdoor facility would provide additional opportunity for events held during times of inclement weather.



Wedding in the Zwierlein Area

The recommended location for this building is the existing Zwierlein Group Picnic Area. The existing arrangement of tables is inflexible, and serves only the needs of large group picnickers. The multi-purpose building would be constructed in the area where the tables and BBQ's currently exist.

The building should be large enough to accommodate group functions of up to 150 to 200 people inside and an additional 50 to 100 people outside, for a total of 250 people seated at tables. Approximately 2,500 to 3,500 square feet of interior space would minimally be required to accommodate a multi-purpose room, a small warming kitchen, storage, coat closets, and a lobby area. The building would also have a large outdoor deck or patio area approximately 1,500 square feet in size, several outdoor picnic tables and grill area, and possibly a small lawn area of 750 square feet in size. These elements would fit into the existing 8,250 square foot area. No tree cutting and minimal grading would be

necessary. The building would be connected to the existing sanitary leach field which services the nearby restroom. It would have electricity and domestic water. The building would be served by the nearby restroom. Consideration should be given to inclusion of small men’s and women’s rooms within the building.

Recommendation:

- Replace the existing Zwierlein group picnic area with a multi-purpose building, complete with indoor-outdoor facilities. Program elements and sizes should be generally conform to the above guidelines, however a more precise planning and design process is necessary to determine the optimum mix of facilities.

Restrooms

The existing restrooms located throughout the park are 50 years old and are reaching their useful lifespan. Many of the restrooms are not in compliance with ADA requirements. The restrooms have older toilet fixtures which use relatively high amounts of water, which in turn overtaxes site septic systems during periods of high use.

Recommendations:

- The park restrooms should be replaced during the 20-year planning horizon with restrooms of more modern design, built to seismic codes, in compliance with ADA, and utilizing low-flow toilet fixtures.
- Replacement restrooms in areas receiving lower amounts of use should be vault-type (pump-out) to reduce impacts of septic systems.
- All replacement restrooms should have electric lights and running water.
- Power for electricity should be generated from solar photo-voltaic systems to reduce utilities costs.

AIDS MEMORIAL GROVE

The AIDS Memorial Grove is located above the Madrone Area. It includes a pathway with benches, native planting, and memorial posts. The grove is serviced by approximately 13 parking spaces that are shared with the Madrone Area. The Huddart Park AIDS Memorial Grove is the only such memorial located on the Peninsula.

Future improvements should arise from the community as interest surfaces. In general, the grove should remain a place for quiet reflection, in keeping with the natural surroundings, rather than a constructed memorial such as is present in

Golden Gate Park. The grove should continue to occupy its current location, and should not be enlarged.

Recommendations:

- Improve directional signage within the park to guide visitors to the AIDS Grove.
- Add the AIDS Grove to pre-printed park maps.

PARK AREA LOCATED SOUTH OF KINGS MOUNTAIN ROAD

The land within the park boundary located south of Kings Mountain Road is in an undeveloped, forested state. No trails or other recreational facilities exist here. Although the 1982 Master Plan had recommended establishment of Kings Mountain Road as a toll road, and extensive development of this area to accommodate increased numbers of group picnickers and other park users, this development is no longer recommended. Funding for development, operation, and maintenance of this land is beyond the capability of the County Parks Division at this time and for the foreseeable future. In addition, operation and management of such spread-out facilities located outside of the park entrance is much more difficult than the management of the existing facilities which are all located inside of a single park entrance.

This land area is contiguous with the Teague Hill Open Space Preserve. Currently, the boundary between Teague Hill and Huddart Park is a property line that traverses undeveloped forested terrain. Consideration should be given to a land transfer from the County to the Midpeninsula Regional Open Space District for incorporation into Teague Hill. MROSD has expressed an interest in merging this area with the Teague Hill Open Space, constructing a trailhead and parking area alongside Kings Mountain Road, and constructing a new east-west trail in this area. A transfer would facilitate better operation of each park area, because the County would no longer have a regional park bisected by a busy rural road, and Teague Hill would have road access which it currently lacks. Should the long term plan for Teague Hill include trails, a parking area could be constructed along Kings Mountain Road to provide trailhead access. In addition, this area is the subject of a proposal for construction of a new trail open to bicyclists as part of a Valley-to-Skyline trail connection (see Chapter 4 for a discussion of this issue). The County should coordinate with MROSD in the coming years as a master plan for Teague Hill is formulated.

The San Mateo County Director of Parks and Recreation met with the General Manger of the MPROSD in October, 2005 to discuss this area. The MPROSD

General Manager agreed that MROSD would work with the County on securing funding, planning, design, and construction of the trail and parking area, and a subsequent land transfer.

Recommendations:

- Work with MROSD on the funding, planning, design, and construction of a trailhead and parking lot on the south side of Kings Mountain Road to serve as a trailhead for Teague Hill and also to provide parking for access to trails in Huddart Park.
- Work with MROSD on a land transfer for incorporation of this area into the Teague Hill Open Space Preserve.
- Work with MROSD on the funding, planning, design, and construction of a new east-west trail.

ACCESSIBILITY

Guidelines for accessibility in “outdoor developed areas” have been prepared by the Access Board, an independent Federal Agency devoted to people with disabilities. In the summer of 2005, the Board plans to propose new guidelines for outdoor developed areas, including trails, beach access routes, and picnic and camping sites. The guidelines will be responsive to the need for greater guidance in this area since issues of terrain and limited levels of site development have raised many questions on how and to what extent, access is to be achieved. The upcoming guidelines will focus specifically on outdoor developed areas owned or managed by the Federal government. Once published, it will be available for public comment.

The proposed guidelines will include detailed criteria for newly constructed and altered trails that will cover running slope or grade, cross slope, width, surface, passing space, edge protection, and signs. Provisions will also address beach access routes and elements of picnic and camping sites, including picnic tables, fire rings, cooking surfaces and grills. The specifications will be based on consensus recommendations from an advisory body the Board had previously chartered, the Outdoor Developed Areas Regulatory Negotiation Committee.

The Board intends to build on this work with a follow up rulemaking devoted to non-Federal sites owned or operated by state and local governments or private entities subject to the Americans with Disabilities Act (ADA). Information collected during and through the rulemaking on Federal lands will be used to advance the follow-up effort on ADA-covered sites.

Once adopted, the guidelines will provide specific direction to local agencies such as the County of San Mateo.

Recommendations:

- All new construction and renovation of existing facilities shall conform to the guidelines for accessibility in “outdoor developed areas”.

OTHER RECOMMENDATIONS

- See chapters 4 through 9 for analysis and recommendations for Huddart Park trails, signage, erosion control, utilities, fire hazard management, and fisheries improvements.

CHAPTER 3

WUNDERLICH PARK IMPROVEMENTS

Wunderlich Park currently provides for two main forms of outdoor recreation: trail use, and horse boarding and training. The Folger's Stable complex and park entrance occupy a relatively small portion of the park (16 acres), and provide private horse boarding and training facilities. The remainder of the 942 acres consists of semi-wilderness, mountainous terrain offering trail access to hikers, runners, and equestrians, as well as opportunities for nature study.

The 1984 Wunderlich Park Concept Plan made several long-range recommendations that have not proven practical given the realities of available funding. The plan recommended the acquisition and incorporation into the park of the privately-owned land located between East Bear Gulch Road and the California Water Service Company lands. This land has subsequently been developed with single family homes, and therefore this option has effectively been permanently precluded. The plan also recommended establishment of day camps and picnic areas in the Meadows Area. Now that East Bear Gulch Road has been gated and privatized, the necessary vehicular access no longer exists to service such development.

This Master Plan recommends improvements to the park entrance and stables area, and the trails system. Changes in use and/or addition of new facilities are not recommended, based on the inherent constraints of site topography and access, and the anticipated funding levels foreseen for the next 20 years. Perhaps most importantly, major changes are not recommended because the park provides unique recreational resources which are not available elsewhere on the Peninsula, are currently functioning well, and are cherished by the local community and other park users.

The natural character of the wild portions of the park should be preserved and enhanced, with improvements limited to trails improvements, natural resource enhancement, and erosion and sediment control. The park entrance should be improved to provide safer access, additional parking, and better internal circulation. The Folger Stables should be improved according to the plan as developed by the Folger Estate Stable Committee, following the execution of a use agreement with the County.

Specifically, the following goals for Wunderlich Park have emerged from the planning process:

- Ensure the continued existence of equestrian use within the park
- Establish a desired carrying capacity of the Folger Stables area for the number of resident horses
- Preserve and improve the Folger Stables for horse boarding; Maintain the presence of living animals at the stable
- Reconfigure the immediate Folger Stables site area to increase opportunities for public access, education, and enjoyment of the equestrian facilities and historical buildings
- Implement programming designed to promote supervised public access to the Folger Stables, including equestrian related programming for children and architectural and history tours for children and adults in addition to the continuation of public horse boarding.
- Improve traffic safety and circulation at the park entrance and exit, parking lot, and internal drive
- Incorporate additional, dedicated horse trailer parking
- Implement fire hazard reduction programs
- Maintain trail system and improve drainage structures to minimize soil erosion
- Implement horsekeeping measures at the Folger Stable area to eliminate water pollution sources
- Improve drainage at the arena
- Provide permanent public restroom
- Improve signage
- Implement a fee for parking

These recommendations are discussed in additional detail in the remainder of this chapter.

FOLGER STABLE COMPLEX AND LOWER PARK ENTRANCE AREA

Folger Stable History

Around 1904, J.A. Folger Jr. commissioned Arthur Brown Jr., in partnership with Henry Schulze, to design his estate and stables in Woodside. Born in 1874, the son of an accomplished engineer, Arthur, Jr. studied at Berkeley under Bernard

Maybeck. Among his peers were Julia Morgan, John Bakewell, and Edward Bennet, all of whom would become prominent architects. Brown, like the rest, left for Paris after graduation to continue his education at the Ecole des Beaux Arts.



*Architects John Bakewell, Jr. (left)
and Arthur Brown, Jr. c.1914*

By 1920 the Folger family apparently began living in San Francisco again, using the estate for escapes from foggy summers in the city. After James' death in 1921, his son Peter Folger I took over the business, which became a major roaster and seller of coffee throughout the nation. In 1955 Peter Folger I bought the house and 30 acres from his siblings. In 1956, Peter Folger I sold the stables and 942 acres of land to Martin Wunderlich, retaining the mansion in the Folger family. It was eventually sold and still remains in private ownership. Martin Wunderlich donated the stables and surrounding land to the County of San Mateo in 1974.

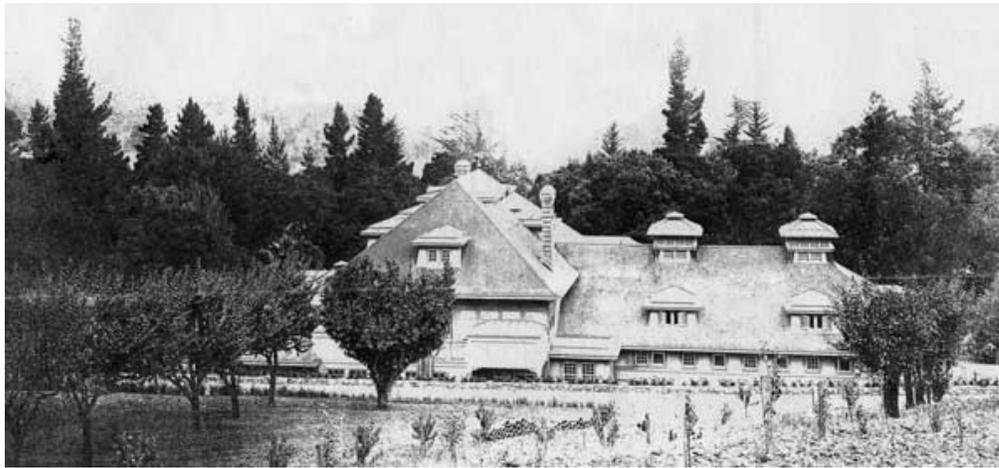
In April, 2004, the Folger Estate Stable Historic District was listed on the National Register of Historic Places. The protected structures within the Historic district include the main stable building, the upper barn, the carriage house, the cold house, and the stone walls throughout.

Folger Stable Architecture

The main stable building belongs to a combination of the Beaux Arts, Arts and Crafts, and French Renaissance traditions. The footprint of the main stable contains a central square for carriages, tack, and living quarters, with a rectangular stable wing at the south end and a narrow workshop wing at the north end. The Folger stable is a "bank barn", built into the side of a hill where material to be stored in the upper level could be unloaded from wagons directly in to that level. At the Folger Stable, this was done from the rear. Since ventilation was important due to the storage of so much combustible material, there were louvered dormers, ventilation towers, and skylights.

The stable is appointed with pink marble baseboards, cast iron fenders to deflect carriage wheels, three fireplaces, and radiators to heat the carriage room. Hay drops were designed so the hay could be dropped into what were probably tie stalls

for the horses. The gas chandeliers are long gone, but enough remains in this stable for the visitor to imagine the elegance of the original building.



Early view of Folger Stable from hillside above

Soon after designing the Folger Estate and Stable, Brown became partners with John Bakewell and designed San Francisco City Hall, San Francisco Opera House, City of Paris Department store in San Francisco, and the San Francisco Art Institute. At the time of his death in 1957, he was working on an extension of the east front of the United States Capital building. Architect and Engineer described him as "One of the leading architects of the United States" (Architect and Engineer, 1957:15).

Current Planning Efforts

The Folger Stable has operated as a private equestrian training and boarding facility under a lease agreement with the County since 1974, when the Wunderlich Park property was donated to the County of San Mateo. The complex is an historic, cultural, and recreational resource that should be preserved and improved. Considerable interest has arisen in the local community in preserving both the equestrian presence and the historic architecture of the stable building. In addition to preservation and restoration of the building's period architecture, the structure itself is in need of numerous major repairs, including seismic retrofitting and roof replacement.

The Folger Estate Stable Committee (FESC) was formed as a subcommittee of the Friends of Huddart and Wunderlich Park, with the expressed purpose of preserving and restoring the stables and maintaining the presence of living horses on site. Specifically, the FESC has three main goals: (1) to restore the historic stable; (2) to work with County officials to insure the continuation of public horse

boarding; and (3) the implementation of educational programs for children and architectural and history tours for adults.

The FESC commissioned a planning feasibility study made possible by a private donation. The study was completed in 2003 (see Chapter 1 for discussion of related planning efforts). The FESC has taken the lead in initiating a fundraising effort to initiate the needed improvements.

Going forward, the FESC envisions a three phased improvement program:

- Phase 1: restoration of the main stable building
- Phase 2: repair and improvement of the site components, such as parking, pathways, paddocks, materials storage, and other features
- Phase 3: implementation of programming for public and private use of the stable complex

Operation

The FESC, County Staff, and community have discussed the long-term future of the Folger Stable for a number of years. County Staff is supportive of the current use as a private boarding operation, but would like to see the facility provide greater benefit to the public. After consideration of a variety of options, including various equestrian museum possibilities, it has been determined that the creation of an “active, living, equestrian center” has the potential for providing the greatest amount of public benefit.

The intention is to operate the Folger Stable as a small functioning equestrian center for privately owned horses and, at the same time, to develop a strong public outreach program that brings in the public for a large variety of demonstrations, activities and educational experiences. To be successful, the design and operation of the stables must create opportunities for public use, appreciation, and enjoyment of the stable area, while preserving the private functions associated with safe horse-keeping within the stables, paddocks, and adjacent areas.

It is recommended that the County enter into an agreement with a non-profit foundation to operate and improve the Folger Stable complex, and that the foundation should participate with the County in selecting their operator manager on a basis agreeable to both parties in the interest of the public.

Funding

For many years, there has been limited funding for major maintenance and upgrading of the Folger Stable complex. With a new and expanded vision for this

facility, the need for repair and enhancement is clear. The establishment of a non-profit foundation to accomplish the improvements is in a formative stage. Some of the required site improvements, such as site drainage, public parking lot, and park/trail improvements and related maintenance, are the responsibility of the stable lessee and the County Parks Division. The restoration and maintenance of the Folger Stable and other equestrian facilities on the site as well as public programming of events/activities will be funded by the foundation.

The County is supportive of the continuation of an on-going stable operation, and will work collaboratively with the non-profit foundation to select a suitable stable operator. While a market analysis has not been performed, experience with other similar operations indicates that in order to be self-supporting, Folger Stable would need to be expanded to board many more horses than it does currently. However, the site constraints of topography and vegetation will not permit and increase in the size of the developed area. Therefore, a horse boarding and training operation is believed to be economically viable only if it is supported by an operating endowment.

Site Carrying Capacity

The site is currently configured to hold up to 36 horses. However, the steep terrain and limited usable area indicate that this number is not sustainable. The current operation is causing significant site damage, including soil erosion at the hillside paddocks, and water pollution from un-treated surface runoff. While the exact number of horses that can be safely boarded on site has been discussed, the Master Plan proposes that a maximum of 27 horses can safely be accommodated based upon the improvements outlined in the development plan described later in this chapter. Prior to the completion of all proposed improvements, it is estimated that 16 to 18 horses could be accommodated assuming utilization of all existing paddock facilities and the elimination of the Old Hillside Paddocks.

The key features of the improvement plan are shown on the “Key Plan” (Figure 7), and are outlined as follows:

1. Folger Stable

The existing Folger Stable is the centerpiece of the Historic Folger Estate Stable complex. Built in 1904 by James Folger II, it is widely recognized for its majestic appearance and as a prime example of the architecture of the “Great Estate” period of California architecture.

Built mostly of redwood, the building can provide horse boarding for ten (10) horses. The facility has feed and tack storage, an awards room, horse-grooming space, and in the near future a carriage room will be established. In addition to providing stabling for privately owned horse, there are plans to open it up to the public for tours and demonstrations.

A major historic preservation effort is needed to preserve the Folger Stable for years to come. Preliminary Architectural studies have been prepared under the auspices of the FESC. Further more detailed planning and design will be required to implement the improvement program as envisioned.



2. North Wing Folger Stable

The existing north wing of the Folger Estate is currently not fully utilized. It is recommended that this wing be upgraded and utilized to provide five (5) horse stalls. These stalls, if provided with more open stall doors, would be more visible to the public.

3. Service Courtyard

The existing stable service courtyard is a decomposed granite surfaced area that facilitates a variety of outdoor functions such as farrier pad, wash area, horse trailer loading and unloading. This large flat area is an important element of the equestrian center and needs to remain open and unobstructed. Over time, it would be desirable to install a new drainage system and to resurface the space with base rock to improve use during the 4-5 month rainy period of the winter season, a current problem right now.



4. Small Barn

A small accessory barn with accommodation for six (6) horses exists just north of the service courtyard. It is a small utilitarian-looking building built with a metal frame on concrete foundation, with wood siding. Although this small building is not particularly architecturally comparable with nearby Folger Stable, it is recommended that it continue to be used to house horses. It is a useful building, and the stabling capacity that it provides is useful to the overall operation. To enhance its architectural compatibility with the Folger Stable, it could be painted with some of the

same colors. Addition of landscape improvements should be carefully considered since horses will tend to eat anything within their reach. Further efforts to increase architectural compatibility would very likely not be successful.

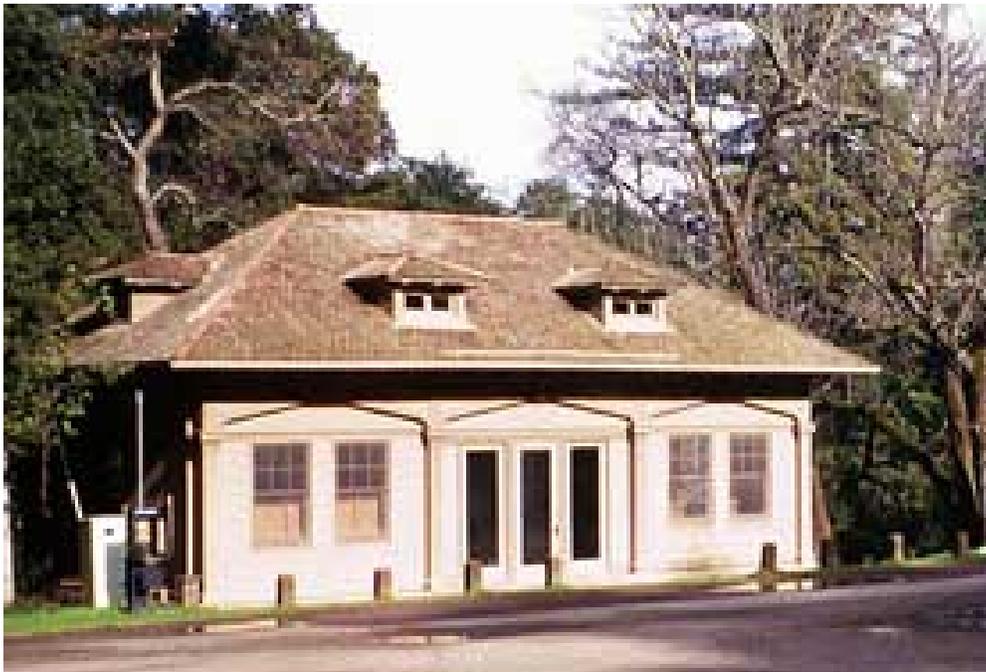
5. Hot Walker Area

This is an excellent location for a hot walker at the south end of the Folger Stable. The hot walker area could also be used as an additional tacking up area until such time that the need for a hot walker is fully determined. This location is also visible to the public and the use of a hot walker might be part of demonstrating the training operation to the public.



6. Carriage House

The existing 800 S.F. Carriage House is a unique part of the Folger Stable complex. It is a small building built in the style of the Stable, and is presently used mostly for County or non-profit meeting purposes. It is recommended that the building continue to be used for meetings, exhibits, and as a classroom facility. The Carriage House has great potential to support the public outreach aspect of the Folger Stable project. Prior to



any public use, this facility must be brought up to current seismic and ADA standards (i.e. restrooms and an accessible vehicle parking space).

Additionally, County Parks recommends the use of the Carriage House as an orientation venue, where all visitors and school groups be offered an opportunity to view a video about the site before touring the stables and related facilities to gain a better appreciation for the history and context of the facility, and to educate visitors about required safe behavior to protect horses and visitors alike.

7. Upper Barn (formerly the Blacksmith Shop)

An existing blacksmith shop of the same period as the Folger Stable exists to the north is an important part of the historic district designation of the area. This building, which now contains ten horse stalls, is considered an historic structure. Of the existing ten (10) stalls, only six (6) are considered as well suited for stable occupancy. Although it no longer functions as a blacksmith shop, it has the capability to stable the equestrian operation. There are plans to undertake some architectural renovation activity in the future. Until such time, the six (6) remaining stalls would be considered as temporary stalls until renovation of the Blacksmith Shop is completed. At that time, the boarding of horses at this location can be reassessed

The undersized barn stalls behind the Blacksmith's Shop should not be used for horse boarding since there are inherent safety issues and physical

space limitations. This back area is envisioned as place for tack, storage, and other support uses.

8. Caretaker/Manager's House

Just south of the Blacksmith's Shop is the location of the mobile home owned and occupied by the current lessee. This location is particularly strategic due to its ability to provide security and monitor what is going on in the equestrian center during the day and, to some extent, during the night. Should the existing stable operator change in the future, a new caretakers residence would need to be provided by the stable operator.



9. Central Paddock Area

The equestrian operation at Folger Stable would benefit considerably from the development of a more unified central paddock area, instead of spreading paddocks sporadically around the site.

The most appropriate location for a combined paddock area is the somewhat sloped meadow west of the caretaker/manager's trailer unit. At that location, there is about ½ acre that could accommodate at least nineteen to twenty (19 to 20) paddocks. Paddocks should typically be about

16 ft. X 30 ft., be constructed of metal pipe rails, and located fifty feet (50 feet) clear of the center line of the creek.

While the existing septic tank and leach field, located under this area is at capacity, it maybe feasible to relocate this facility to one side of the meadow to allow reconfiguration of the meadow area into a centralized paddock facility. The exiting dirt road also needs to be stabilized to better handle storm water drainage as part of this improvement. This concept needs further grading analysis and investigation. At present, the existing septic tank leach field, which serves the caretaker/manger’s trailer unit is working at its maximum capacity and cannot be expanded.



10. New Manure Holding Area

The temporary housing of manure waiting for pickup occurs at the large 30 cubic yard metal dumpster. This is an effective concept, but the placement of the dumpster in front of the Folger Stable is not an attractive feature and it needs to be moved to another functional location. This bin needs to be easily accessible by the large flat bed truck that picks it up, as well as by the carts used to clean manure and moist shavings from the stalls. The

most effective way to relocate the dumpster and achieve operational effectiveness would be to create a partially recessed holding area south of the Folger Stable. This is a less visible location for the public, and it is operationally a good location.

The new manure holding area would involve creating a new sloped concrete paved pad area near the southern edge of the Folger Stable building where the dumpster maybe accessed by service vehicles. A covered bin is required for storm-water pollution purposes. The pad should be drained properly as part of the improvements preferably into a vegetated area. The architectural treatment/finishes should be consistent in quality and design with the Folgers Stable.



Existing manure storage

11. Small Manure Holding Area

Because some horses are housed in the Upper Barn (former Blacksmith Shop), it would be wise to have a smaller dumpster next to the blacksmith shop for the storage of manure. Again, a covered bin is required for storm-water pollution purposes. There is a place immediately north of the building for such a facility. An investigation as to the location of existing underground drains and proximity to the existing stone walls need to be

taken into consideration prior to installing this facility. At minimum, all sub-surface drains and impacted existing stone walls need to be repaired and protected and a concrete pad constructed to hold the dumpster.

12. Small Training Ring

The existing 70 ft. x 50 ft. training ring at the north side of the site is an important component of the training facility and should be retained in its current location.

13. New Hay & Shaving Storage Facility

A new roofed hay and shavings building needs to be established. None exists at this time. This facility could be located next (south east) of the small training ring and provide the necessary truck access. This site would support two large concrete bin spaces that can accommodate large volumes of both hay and shavings stored and piled high in a dry enclosed space. It is assumed that while the bins are of reinforced concrete, the basic vertical structure of the building could be a pole building with a sheet metal roof on wood trusses.

The final site location/design of the bins shall be developed based upon grading studies and selection of the minimal impact solution. This will be handled during the schematic design stage.

14. Old Hillside Paddock Area

The existing hillside paddock area at the north side of the site should be phased out. This is a problematic location to begin with and is the source of major water quality erosion problems that has already adversely affected the adjacent creek and private property owner. The erosion that has



occurred at this location is not safe for horses. This hillside should be rehabilitated and replanted to minimize erosion.

15. Large Show/Training Arena

The large show/training arena is a valuable asset to the equestrian center. It has been at its existing location for many years, and its approximate size (105 ft. x 220 ft.) is desirable. This arena has fallen into disrepair over the years and needs to be repaired, improved, and maintained.

Improvements proposed consist of a new sub-drainage system, construction of new railings, installing a new watering system, and the creation of a new 12-foot wide dirt road around its perimeter for carriage rides. Because the site slopes sharply away from the roadside edge of the existing arena fence, the creation of the dirt roadway around the arena floor would require some adjustment of the arena fence to provide the necessary level ground for the carriage track. To avoid excavating into the adjacent hillside, the footprint of the arena should be reduced.



Drainage improvements are mandatory and prerequisite to any arena improvements in order to mitigate the flow of natural spring water from the hillside from the west, as well as remove rainwater accumulating in the arena. The improvements would include installation of a continuous

subsurface perforated drain line in a drain rock trench located along the length of the arena at the base of the slope. This drain line would be tied into the on-site drainage system. Additional grading and drainage of the arena floor itself are also likely necessary.

The placement of a new small bleacher for spectators will add to the public use and programming of the facility (i.e. up to no more than 50 seats). Provision of new night lighting, as part of a final phase of implementation should be considered to enhance use during the winter months and to extend training operations into the early evening hours. Night lighting would be shielded from adjacent neighbors and directed only onto the arena floor. It is envisioned that all programmed activities occurring after park hours will be funded and operated by the non-profit organization and coordinated with the County with a formal agreement and indemnification provisions in place.

16. Arena Paddocks

The existing paddock occupies an important visual location at the entry of the equestrian center and its run down appearance does not create a positive initial visitor experience. While the desire to having a small paddock near the large show/training arena is apparent, it is suggested that the existing wood-fenced paddock be removed and replaced with a small well-manicured metal railed holding paddock to hold horses waiting to go into the arena or coming out of the arena. This proposed paddock should be located away from either service or public roadways by at least 50 feet to maximize safety to both horses and people.

17. Public Entry & Exit Road

Vehicular access to Wunderlich Park and Folger Stable has, for some time, been ill defined, circuitous, and dangerous for both horses and people. The Master Plan proposes to create a new one-way loop road that enters the park from the driveway nearest the existing arena and exits out by way of the original park entrance onto Woodside Road. This proposal envisions creating a new roadway segment that winds through the existing trees and enters the existing parking lot from the south. The exit route would then utilize the existing roadway that goes over the old bridge and connects Woodside Road. The existing driveway needs to be redesigned to provide safe sight line conditions for motorists entering and exiting the park onto Woodside Road. This route will provide the clarity and needed separation

between equestrians and other park users. The primary vehicular route would be signed accordingly. County Parks has a commitment to work with the Arts Commission on art in public spaces, and the main entrance signs offer opportunities to incorporate public art.



18. Service Roadway

The current dirt road servicing the stables area will become a dedicated service only road. Public visitors will not be allowed to use the service road to access the stables, but rather must park in the parking area and walk up. An exception to this arrangement would be made for handicapped visitors. One or two accessible parking spaces would be provided on the level area adjacent to the stables and carriage house for this purpose. Horse boarders and trailers will not be allowed to park in this area. The service road will connect all major features of the equestrian center. Storm drainage improvements should be made according to a civil engineer's recommendations.

19. Public Parking Lot



Public Parking Lot at Wunderlich Park

The dirt-surfaced public parking lot is inefficient, and suffers from traffic congestion during periods of high use due to the fact that there is no parking lot striping. Automobiles and horse trailers are often parked in a haphazard manner. Park users report frequent instances of arriving at their vehicle after using the park, only to find their vehicle is blocked by another and they can not exit the park. The first recommendation is to establish a clear one-way circulation system and delineate the parking spaces by use of a combination of paving, wheel stops, and bollards. Secondly, the proposed plan separates horse trailer parking from cars into two lots. The existing parking lot is to remain essentially in its current “foot print” with greater definition to the stalls. The horse trailer parking area will be a separate lot large enough to handle/maneuver 5 truck trailer combos (stall size 15 x 40 feet) and 2 trailer only parking spaces (stall size 15 x 30 feet). The horse trailer parking area will be gravel-surfaced. The horse trailer parking area will also accommodate van or bus parking for youth or other groups during the week, when horse trailer demand is low. Vans and buses would only be allowed by permit, and would not be allowed on the

weekends. Accessible parking spaces should be provided according to current Federal Americans with Disabilities Act (ADA) requirements and County standards. Removal of approximately 12 trees and grading disturbance to approximately 8800 square feet of land will be required to create the horse trailer parking area. Removal of approximately 3 trees and grading disturbance to approximately 4,275 square feet of land would be required to improve the entrance loop drive. Removal of approximately 3 trees and grading disturbance to approximately 3,300 square feet of land would be required to improve the entrance loop drive.

Increased programming of the stables for public use will increase parking demand in the future, as will population growth. The park's trail system is capable of accommodating many more users than can be accommodated in the current dirt lot. The lot currently accommodates approximately 30 vehicles if parked in a proper manner, i.e., not blocking other vehicles. The proposed site plan indicates that by relocating the horse trailer parking to a separate (new) parking area, the existing lot could accommodate approximately 38 vehicles in standard stalls of 9 x 18 feet. It is also possible to gain additional efficiency by paving the auto parking spaces with asphalt and striping the stalls, and this should be considered at a later design stage. In addition, the capacity of the lot could be further increased by expanding the parking lot toward Woodside Road. This would require additional grading and tree removal.

Modification of the parking area must conform to Best Management Practices as required by the State Regional Water Resources Control Board. Permeable pavement should be considered in the design, as well as filtering of sediments from runoff with bioswales or other means

An alternative plan was considered in which the location of the arena and the parking lot would have been switched. It was determined that this was not a desirable option for several reasons. The existing parking area is of insufficient size for the arena without cutting a significant number of mature trees. Parking in the arena location would provide for a greater number of spaces, but this would come at the cost of a less efficient ingress/egress arrangement because the parking area and park would be accessed by a single entrance/exit rather than the preferred one-way loop road. In addition, such a modification would entail greater design and construction cost.

Amenities should be added to the parking area when it is redeveloped. These would include bicycle racks or other lockable storage, hitching rails, and a few picnic tables.

20. Septic System (Folger Stable)

Currently, there is no possibility of connecting the Folger Stable septic system to a public sewer. The existing septic system is at capacity with the Stable and Carriage House and any new connections would have to be built within the historic regulations constrained by current environmental regulations. Before undertaking any new site related improvements, a study needs to determine if it is feasible to increase flows into the existing system that is located below Carriage House in the vicinity of the parking lot.

21. Caretaker Trailer Parking

Currently the existing lessee has three trailers on site, one truck trailer combo and two trailers at this location. Our recommendation is to relocate the trailer parking into the horse trailer parking area within the public parking lot described in item 19. This is the only location where trailer parking will be allowed in the park. No trailer parking should be allowed in front of the Carriage House.

22. Toilets

The existing chemical toilet should be replaced with a three (3) stall restroom with sinks in the same location. Handicapped restroom facilities should be provided according to current Federal Americans with Disabilities Act (ADA) requirements and County standards.

WUNDERLICH PARK TRAIL SYSTEM

The Wunderlich Park trail system is discussed in Chapter 4.

ACCESSIBILITY

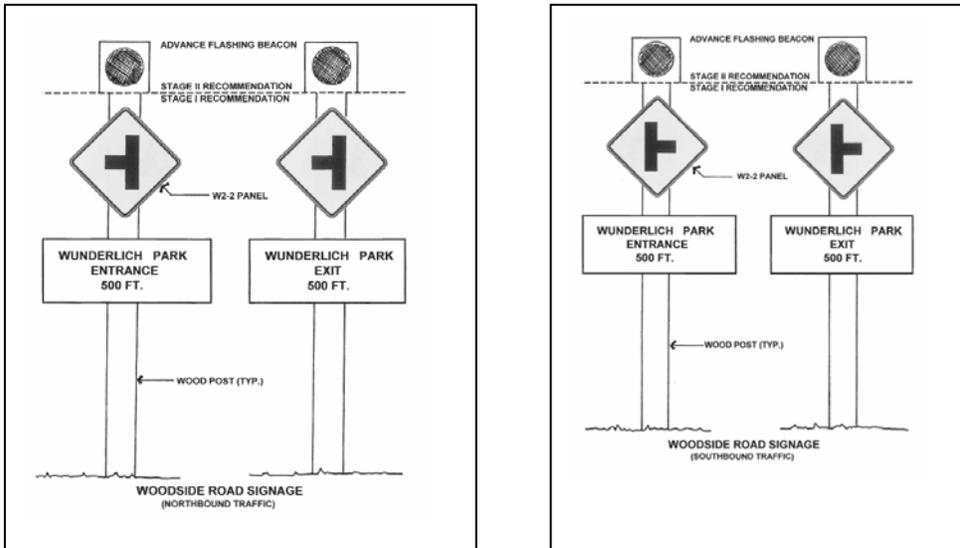
Improvements to facilities at Wunderlich Park will need to conform to the accessibility guidelines discussed in Chapter 2 for Huddart Park.

PARK ACCESS FROM WOODSIDE ROAD

Vehicular access to Wunderlich Park occurs at one location only, at the lower stables complex area on Woodside Road (State Highway 84). The original park access and egress used the entrance at the north end, and used a narrow road for both entering and exiting the parking area. This entrance is currently closed due to the failure of a vehicular bridge located on the park entry drive. The park exit is therefore temporarily in use as both an entrance and exit. This drive is of substandard width for two-way traffic. In addition, the vertical alignment of the drive is rolling and has exaggerated dips which present problems for longer vehicles and trailers. The dirt surface of the drive is also undesirable, and should be paved with asphalt to provide a reliable, all-weather surface.

The Master Plan recommends improvement of the park access drive. The existing southerly access connection to Woodside Road will become an exclusive entrance for all vehicles, and the northerly access connection to Woodside Road will become an exclusive exit for all vehicles. As configured, the entrance and exit activities will be separated by more than 700 feet. The linear alignment of Woodside Road along the frontage of Wunderlich Park allows vehicles to travel at relatively high rates of speed. The vertical profile of Woodside Road between these access points restricts the effective sight distance for drivers traveling southbound and slowing to enter the current (and proposed permanent) entrance to the park. Public workshop participants have reported instances of very nearly being “rear-ended” by vehicles following as they slowed to enter the park in a southbound direction.

To help mitigate this hazardous condition, a Side Road (CalTrans Standard Drawing W2-2) intersection warning sign should be used in advance of each intersection to indicate the presence of the access points and the possibility of vehicles entering or exiting the park (see illustration next page). An advance park “entrance” or “exit” sign panel should be placed below the intersection warning sign and located a minimum of 500 feet in advance of each intersection for each travel direction as a Stage I recommendation for early implementation. If additional funding is available, it may be prudent to improve the “visibility” of the intersection warning signs by adding an advance flashing beacon to the top of the sign post (one-section signal face with a 12-inch yellow lens and back plate per Caltrans Standard Drawing ES-4C) as a Stage II recommendation.



Proposed Intersection Warning Signs

In the event that the signage program does not prove to be totally effective a more aggressive approach would include the installation of a deceleration lane in advance of the park entrance for southbound traffic on Woodside Road. As a Stage III recommendation, this configuration should include a 15-foot wide deceleration lane with a length of 200 feet and a standard 90-foot transition taper to facilitate maneuvers of vehicles towing horse trailers.

An additional public hazard exists along the park frontage. At times when the parking lot is full, vehicles park on both sides of Woodside Road. Insufficient space exists for safe parking of vehicles. In addition, park visitors crossing Woodside Road may make potentially unsafe and unexpected movements that unsuspecting vehicle drivers may not anticipate. To help mitigate this hazard, “No Parking” signs should be installed along the Woodside Road frontage. All of the recommendations described for improving park access from Woodside Road must be accomplished within the State of California right-of-way (Highway 84). Such improvements require that a CalTrans Encroachment Permit be obtained prior to implementing the recommendations.

Recommendations:

- Create a one-way loop entrance/exit drive.
- Install Side Road (CalTrans Standard Drawing W2-2) intersection warning signs should be used in advance of the entrance and exit drives.
- Add flashing yellow warning lights to the intersection warning signs in the event that additional warning is desired.

- Construct a deceleration lane in the southbound direction.
- Post “no parking” signs along both sides of Woodside Road along the park frontage.

FEE COLLECTION

Entrance to Wunderlich Park is currently free of charge. It is recommended that a fee collection station be installed in the parking lot to help defray the costs of park operation and maintenance, as is a common practice at most other San Mateo County Parks. To minimize the added expense of stationing park personnel to collect the fees, it is recommended that a self-pay system (“iron ranger”) be installed whereby visitors would deposit the fee in an envelope in a metal receptacle, and place a paper tear-off stub on the dashboard of their car. Park personnel would periodically monitor and collect payment of fees, but would not be required to be present on a full time basis. It is further recommended that the fee for horse trailers be higher than the fee for vehicles, due to the additional space occupied by the longer rigs.

Recommendations:

- Install an “Iron Ranger” fee collection station in the parking lot.
- Set the parking rates for horse trailers higher than that for cars, vans, and trucks.

VEGETATION MANAGEMENT

In addition to the extensive redwood and Douglas fir forests, Wunderlich Park contains large areas of exotic vegetation, including eucalyptus, acacia, and broom, which were established by the Folger family. The exotic vegetation interferes with the natural ecology of the native plant communities, and presents an increased fire hazard due to the highly flammable nature of this vegetation. Chapter 9 presents an expanded discussion of this vegetation and recommended removal.

The exotic vegetation occurs primarily in the central portion of the park, in the Meadows Area and slopes below. The meadows themselves are experiencing plant succession from grassland to a chaparral plant community. This is a natural succession process which left unchecked ultimately leads to the establishment of forest plant communities. However, the broom shrubs are filling in the meadows along with the native coyote brush. The meadows have historically been enjoyed by park visitors because they offer a variation from the forested environment, a feeling of open space, and views to the valley, Bay, and East Bay hills. In addition, the grasslands increase the natural diversity of the park by supporting different

plant and animal communities than are found in the forests. Therefore, management of this area should maintain the grassland vegetation through hand or mechanical removal of exotic species, controlled burning, and other methods.

These plant communities and associated wildlife are described in the *Wunderlich Natural Resources Management Plan*, prepared by San Mateo County Parks and Recreation Division Staff, prepared April 1979. The vegetation resources are also described in the County's *Vegetation Resources Plan*. A countywide vegetation management study entitled *Guidelines for Vegetation Management in San Mateo County Parks* is currently being prepared. This document should be consulted for specific recommendations.

Recommendations:

- Implement vegetation management recommendations as outlined in other County planning documents.
- Implement vegetation management recommendations as outlined in Chapter 9, "Fire Hazard Assessment and Recommendations".

OTHER RECOMMENDATIONS

See chapters 4 through 9 for analysis and recommendations for Wunderlich Park trails, signage, erosion control, utilities, fire hazard management, and fisheries improvement.

CHAPTER 4

TRAILS RECOMMENDATIONS

San Mateo County has an extensive network of recreational trails. This trail system is described in the *San Mateo County 2001 Trails Plan*. The plan's chapter entitled County Trails Design and Management Guidelines provides direction for the implementation of new trails, reworking existing trails, and trail maintenance.

PARK TRAILS CONTEXT: REGIONAL TRAIL SYSTEMS

The trails in Huddart Park and Wunderlich Park link to other trails and together form a regional trail network serving the Midpeninsula area (Figure 9). Trails in Huddart Park link to public trails in Purisima Creek Open Space Preserve and the Phleger Estate, and to a private trail system in the Town of Woodside. Trails in Wunderlich Park link to public trails in El Corte de Madera Creek Open Space Preserve.

The Midpeninsula Regional Open Space District "Regional Open Space Study" map dated August 20, 1998 illustrates a concept for a continuous greenbelt in San Mateo, Santa Cruz, and Santa Clara Counties, extending along both sides of the ridge north to south, from the San Francisco watershed lands to San Jose. An interconnecting system of trails would link the open space areas of several different agencies, including Huddart and Wunderlich Parks. The map shows potential trails linking Huddart and Wunderlich Parks routed through the California Water Service Company lands and Teague Hill Open Space Preserve.

The Bay Area Ridge Trail (BART) is a regional trail system envisioned to encircle San Francisco and San Pablo Bays on a 400-mile route along the Bay Area's ridge lands. Approximately 34 miles of trails along the BART alignment within San Mateo County are completed. The BART is endorsed by the Board of Supervisors and all the cities therein. Locally, traveling southbound, the BART enters Huddart Park from Purisima Creek Redwoods Open Space Preserve, travels through the Huddart Park on the Skyline Trail for approximately ¼ mile, continues south via an easement on private property and the California Water Service lands, crosses East Bear Gulch Road, continues 0.14 miles within Wunderlich Park, and terminates (at present) at Skyline Boulevard.

Parking

Parking for trail access (trailheads) is currently available in numerous locations to serve Peninsula open space area. As population and use increase, open space agencies will continue to develop additional parking to meet the increased demand. MROSD is currently planning to increase available parking at the El Corte de Madera Open Space trailhead parking lot.

Current Regional Trails Use

The trails in the open space areas located on the east side of the ridge (Huddart and Wunderlich Park and the Phleger Estate) are open to pedestrians and equestrians. The MROSD open space areas located on the west side of the ridge trails are open to pedestrians, equestrians, and bicyclists. The El Corte de Madera Open Space area in particular, is considered by many to be the premier mountain bicycling area south of Mt. Tamalpais in Marin County, where the sport was born.

COUNTY TRAILS USE POLICIES

Bicycle and Dog Use

By County Ordinance, bicycles are prohibited on off-road trails in County Parks except where designated. It should be noted that bicyclists are allowed to use the paved park roadway system within Huddart Park. Many bicyclists use the park road from Greer Road to Kings Mountain Road to ascend or descend the lower portion of the mountain.

Dogs are not currently allowed in County Parks. However, dogs are allowed in over 60 local, regional, and state parks and recreation areas located in San Mateo County. The County Parks Division may make exceptions to the no-dogs policy in the future with adequate study, where sections of trails in adjacent open space lands are open to dog use.

Bay Area Ridge Trail (BART)

The current BART routing (subject to change as the system is further developed) crosses a very small portion of each park in the form of the “Skyline Trail”. The BART currently allows both dogs and bicycles to the north of Huddart Park and to the south of Wunderlich Park. The portion of the BART located between the two parks is open to equestrians and pedestrians only. A planning issue considered was whether or not to allow dogs and bikes to use the portion of the BART within each park. The parks currently create a broken link in the chain, whereby trail users on bicycle or with dog are not allowed to continue on the trail through the parks,

or on the trail connecting the two. Please refer to the “Regional North-South Bicycle Access” section of this chapter for a discussion of this issue.

REGIONAL VALLEY-TO-SKYLINE BICYCLE CONNECTION

Trails Users Workshop

Much discussion regarding the issue of bicycle use in the parks was had during the public workshops. This was also the issue most often cited on the comment sheets and in letters received. To address this issue in depth, a Trails Users Focus Group was held on March 22, 2005 with representatives of 17 trails stakeholder groups who expressed an interest in the parks. Representatives of organized bicyclists, equestrians, and hikers participated. Representatives of public agencies also participated, including GGNRA, MROSD, and the Town of Woodside. In this focus group, the local bicycling community expressed two distinct desires for allowing bicycle access on park trails:

- Access to some trails within the parks is desired for recreational mountain biking
- A safe regional valley-to-Skyline connection for road bikes and mountain bikes is desired for those who wish to access the roads and mountain biking trails located west of Skyline.

Bicyclists cited safety as the number one reason for their requests. The closest valley-to-Skyline trail connection open to bicyclists is through the Windy Hill Open Space Preserve, located approximately 3 miles south of Wunderlich Park on Portola Road. Woodside Road and Kings Mountain Road provide the only valley-to-Skyline connections between Windy Hill and Highway 92. These two roads are narrow, winding, and have limited sight distance around curves, conditions which can lead to injuries to bicyclists struck by vehicles. An off-road connection would provide the safety desired by the bicyclists.

Equestrians also cited safety as their number one concern. Shared use of trails by bicyclists and equestrians has led to accidents in which bicyclists have spooked horses and riders have been thrown, suffering injuries including broken bones. Almost all participants agreed that separate trails are necessary, and that safety is the number one concern going forward with any change in current policy.

Valley-to-Skyline Options

The issue of bicycle access from valley to Skyline is a regional one. Although this issue is not within the scope of this Master Plan, several potential routes were

identified and evaluated (Figure 9). It is important to note that this effort did not constitute a comprehensive planning study. Further planning and study of this regional issue will be necessary, with the participation of many agencies, organizations, and individuals. The intent of the information presented in this section of the Master Plan is to set forth a preliminary identification of options. None of these options has been studied in depth. Other options most likely exist. The options identified to date are described as follows (numbers refer to key numbers indicated on Figure 9):

1. **Huddart – Phleger:** From Greer Road, using Richards Road Trail, Miramontes Trail, Mt. Redondo Trail, to Skyline.

Issues associated with this option: Bicycle use prohibition by County Ordinance would have to be changed by County Board of Supervisors. Bicycle prohibition in the Phleger Estate would have to be changed by the National Park Service. Safety concerns regarding shared bicycle/equestrian use.

2. **Huddart:** From Greer Road, using the Park Road, Campground Trail, Richards Road Trail, to Skyline.

Issues associated with this option: Bicycle use prohibition by County Ordinance would have to be changed by County Board of Supervisors. Bicycle prohibition in the Phleger Estate would have to be changed by the National Park Service. Safety concerns regarding shared bicycle/equestrian use.

3. **Kings Mountain Road:** Construct a dedicated bicycle-only facility (CalTrans Class 1 bike path or Class 2 bike lane) within the Kings Mountain Road right-of-way and/or on Huddart County Park land.

Issues associated with this option: Kings Mountain Road is considered to be a substandard highway by the County Department of Public Works. Steep topography and road cuts and fills would make construction challenging and expensive relative to other options.

4. **Teague Hill:** From East Bear Gulch Road and Woodside Road, construct a new trail through the California Water Service Company lands and Teague Hill, to Kings Mountain Road, then to Skyline on road or on a dedicated bicycle-only facility (CalTrans Class 1 bike path or Class 2 bike lane) within the Kings Mountain Road right-of-way.

Issues associated with this option: Requires new trail construction; Teague Hill Master Planning process required prior to consideration by MROSD; California

Water Service Company approval required; upper end of new trail would not meet Skyline due to private property.

5. **California Water Service Company lands:** From East Bear Gulch Road and Woodside Road, construct a new trail through the California Water Service Company lands to Skyline at the Skeggs Point trailhead.

Issues associated with this option: California Water Service Company approval required.

6. **East Bear Gulch Road:** Allow bicycles to use the existing easement for bicycle use through a cooperative agreement with the Bear Gulch Homeowners Association.

Issues associated with this option: Narrow one-lane road with restricted sight distances would pose a danger for bicyclists; Homeowner’s Association is on record as being opposed; improvements would be expensive and difficult.

7. **Highway 84:** Construct a dedicated bicycle-only facility (CalTrans Class 1 bike path or Class 2 bike lane) within the Woodside Road right-of-way. Note: the City County Association of Governments has identified this stretch of road as the most popular bicycle route in the Midpeninsula area.

Issues associated with this option: Steep topography and road cuts and fills would make construction challenging and expensive relative to other options; CalTrans approval and participation required.

8. **Old La Honda Road:** Convert the existing Old La Honda Road (a County Road) to a Class 1 bicycle path. The road is currently closed due to a landslide that has blocked the roadway. (This option not shown on Figure 9.)

Issues associated with this option: Extensive engineering and construction expense associated with trail re-routing around landslide area.

Valley-to-Skyline Regional Bicycle Access

In response to the requests of the bicycling community, and as requested by the Parks and Recreation Commission at their August 2005 meeting, Parks Division Staff and the Consultant conducted an analysis of an additional possible Valley-to-Skyline trail routing that could accommodate bicyclists in addition to other trail users. The possible trail routing is shown as option 11 on Figure 9.

The route would begin at the lower end of Huddart Park at Greer Road, follow the paved park road uphill to the park entrance on Kings Mountain Road, cross Kings Mountain Road, continue up the mountain south of Kings Mountain Road to intersect with the existing Skyline Trail (Bay Area Ridge Trail) at approximate elevation 1800, follow (use) the Skyline Trail, cross Kings Mountain Road, re-enter Huddart Park, and continue on the Skyline Trail to Skyline Boulevard.

The trail option was presented to the Parks and Recreation Commission and the public at the March 22, 2006 commission meeting. Several hundred people attended. The option received both strong support from the bicycling community, and strong opposition from the equestrian community. Due to the large number of people desiring to speak to this issue, the public comment period was continued to the April 6, 2006 Commission meeting.

It was recognized by the Parks and Recreation Commission and the Parks Staff that establishment of a Valley-to-Skyline bicycle connection in this general area of the Peninsula is a complex, regional, multi-agency issue that requires more in-depth analysis and public participation than is possible given the limited scope of this Master Plan. It was further recognized that due to the significant amount of time necessary for in-depth planning and consensus-building, it would be unproductive to delay the approval of the Master Plan pending resolution of this single issue.

Director David Holland has recommended that a Blue-Ribbon Committee be established to engage in a comprehensive, County-wide assessment of trail needs including off-road bicycling opportunities. The Blue-Ribbon Committee would have the participation of all concerned stakeholder groups, including the Town of Woodside, MROSD, County Department of Public Works, CalTrans, BART Council, bicyclist stakeholder groups, equestrians, other trail users and stakeholder groups.

- The Parks Division, with the assistance of the Blue-Ribbon Committee, will update the 2001 San Mateo County Trails Master Plan. The update should study trail use by all users from a regional perspective, and provide a prescriptive action plan for future implementation.

REGIONAL NORTH-SOUTH BICYCLE ACCESS

The trails in both parks connect to a larger, regional trail network. Currently, the north-south trail routing along Skyline is not sufficiently developed so as to provide off-road bicycle access. The Bay Area Ridge Trail (BART) currently serves as the north-south connection between Huddart and Wunderlich Parks (Figure 9).

This section of trail occurs within a County easement, and traverses land owned by MROSD, California Water, and private parcels. This trail section is currently open to equestrians and hikers only.

Agencies other than the County are responsible for the land located between, north of, and south of each park. These agencies include Midpeninsula Open Space District, California Water Service Company (a private company, not a governmental agency), and the National Park Service. In addition, areas of private land also occur between the two parks. Skyline Boulevard, which serves as a vehicular and road bicycle connection between the parks, is a State Route, owned by the State and operated by CalTrans.

Creation of additional and/or improved north-south trail routings would be the responsibility of the land-owning agencies. The County is willing to work with these agencies on this issue. However, detailed planning and design of a potential north-south routing is outside the scope of this Master Plan, which is limited to analysis and recommendations for Huddart and Wunderlich Parks only, and not for areas located outside of the two parks. Therefore, the County does not intend to make recommendations for improvement of the north-south routing in this Master Plan. Additional opportunities to enhance trails will be addressed in the Countywide Trails Master Plan update.

- Creation of a new BART alignment open to bicyclists located on the west side of Skyline Boulevard was strongly supported by all user groups at the Trails Users Workshop. The trail alignment would utilize a combination of existing trails in the Purisima Creek and El Corte de Madera open space areas. The alignment would also require the dedication of a trail easement through a short section of private property. The County should work with the Bay Area Ridge Trail Council, MROSD, and interested bicycling organizations to investigate the establishment of this route. Should this not be feasible, the feasibility of establishing a section of the BART within the State Highway right-of-way on Skyline Boulevard should be studied. This portion could be a bike lane on a widened roadway surface, or a bike path separated from the roadway. This option would require CalTrans involvement and approval, and may be difficult to achieve due to the existing topography and significant redwood trees lining the roadway.
- Future development of the Bay area Ridge Trail leading north from Huddart Park would create a regional north-south multi-use trail, which presumably would be open to bicyclists. The likely routing between Huddart Park and Highway 92 is located on the east side of Skyline Boulevard, largely located on lands owned by the San Francisco Public Utilities Commission.
- The County should work with MROSD and the BART to develop safe crossings of Skyline Boulevard between Huddart Park and Purisima

Creek Open Space Preserve, and between Wunderlich Park and El Corte de Madera Open Space Preserve. Crossing improvements must be coordinated with CalTrans for any work within the State right-of-way.

LOWER HUDDART - WUNDERLICH TRAIL CONNECTION

An opportunity may exist to connect Huddart and Wunderlich Parks via a new trail located lower down on the mountain than the north-south connection described above. Such a trail would be constructed across land owned by California Water Service Company and MROSD. The following recommendation is made for future study:

- The County should work with the MROSD, California Water Service Company, and interested community members to investigate the establishment of a new trail connection from East Bear Gulch Road to either the Huddart Park entrance at Kings Mountain Road, or to connect with the Kings Mountain Trail (Figure 9, key number 9). This trail would traverse the lower portions of Teague Hill, and would be feasible only if the MROSD master planning process for Teague Hill adopted this idea. An easement across Cal Water land would be required. Allowable use (hiking, bicycling, and or equestrian) would be at the discretion of MROSD and Cal Water, and would be established during the master planning process.

OFF-ROAD BICYCLE USE WITHIN THE PARKS

As stated earlier in this chapter, County ordinance prohibits off-road bicycle use and dog use within Huddart and Wunderlich County Parks. Other than the possibility of establishing an east-west trail in the undeveloped portion of Huddart Park as described elsewhere in this chapter, the Master Plan recommends no change in this policy, based on several reasons:

- *Safety*: Unlike most other open space areas located on the Peninsula, Huddart Park and Wunderlich Park are heavily used by equestrians. Both bicycles and dogs can create conflicts with equestrians who may suffer injury. Historically, illegal bicycle and dog use has created significant safety issues that have resulted in serious injuries to horseback riders. Therefore, separation of use is important.
- *Preservation of equestrian use in the Woodside area*: Huddart Park and Wunderlich Park, along with the Phleger Estate, constitute the only significant open space areas on the Peninsula in which equestrians do not have to compete for trail space with bicyclists. As such, these areas are unique resources for the equestrian community. Equestrian use is an important part of the history and culture of the Woodside and Portola Valley areas. One of the broad goals of this Master Plan is to ensure the continued equestrian presence in this area. Practically speaking, once trails are opened to mountain bicycle use, the equestrians find

themselves opting out of using those trails due to conflicts and safety concerns. For example, there is little equestrian use of the trails in the MROSD open space areas located on the west side of the ridge, primarily out of concern for safety, whereas prior to the advent of the mountain biking as a recreational activity, equestrians routinely used these trails. Dogs on trails also pose issues for equestrians, as occasionally dogs that are uncontrolled by their owners can bite or spook horses.

- *Preservation of the semi-wilderness character of the parks:* In addition to equestrians, hikers and trail runners also appreciate the relative peace and quiet afforded by these semi-wilderness areas located close in to an urban population. Fast-moving mountain bikes and dogs which are not controlled by their owner can be upsetting to other trail users and to wildlife.
- *Resource conservation:* Huddart and Wunderlich Park lie within the San Francisquito Creek Watershed, which has been designated by the Regional Water Quality Control Board as a sediment-impaired watershed. The San Francisquito Creek Watershed Assessment Study prepared by the San Francisquito Creek Joint Powers Authority identified the roads and trails in the upper watershed as significant sources of sediment. Sedimentation of the creeks would be increased with the addition of bicycle use of the trails, due to the ruts created by tire tracks that in turn channel rainwater and create gullies in the trails. Dogs who are uncontrolled by their owner can venture off trail and disturb wildlife.
- *Other nearby opportunities for mountain bicycling:* The Peninsula has numerous nearby areas that are open to bicyclists, including the many MROSD open space areas, Sawyer Camp Trail, the San Francisco Bay Trail, and others. In contrast, few areas are effectively available for equestrian use. Huddart and Wunderlich Parks are unique assets, and can not be expected to be all things to all people.

TRAILS STANDARDS

The San Mateo County 2001 Trails Plan contains standards for the planning, design, and management of County trails. These standards should be followed during maintenance and improvement of any trails within the two parks. Trails in Huddart Park and Wunderlich Park are unpaved, and are of two types.

Single Track Trails

Single track trails are intended to be four feet in width to allow enough space for two hikers to pass one another. A five foot by five foot passing area should be provided every 400 feet to allow for horses and hikers to safely pass one another. All single track trails in Wunderlich Park and most single track trails in Huddart Park are open to both pedestrians and equestrians. Most single track trails in

Huddart Park are open to both user groups, with the exception of the Chickadee, Redwood, and Bay Tree Trails located in the lower portion of the park, which are open to hikers only.

Service Roads

Service or fire roads are intended to be 12 feet wide. All service roads are open to use by both pedestrians and equestrians.

HUDDART PARK TRAILS

Existing Conditions

Huddart Park offers numerous trails, some for horseback riding and hiking, and some for hiking only. Trails run along gulches and creeks, others offer outward views of the countryside, and all traverse unique hillside habitats.

Service roads trails include Richards Road Trail, Summit Springs Fire Trail, Archery Fire Road, and Campground Trail. Together, these service roads form a loop which accesses most of the park area and which may be used for park maintenance, emergency vehicles, and fire fighting.

The Chickadee Nature Trail is a 3/4-mile long fully accessible trail that accommodates users of all capabilities. Horses are not allowed on this trail. The trail traverses three predominant plant communities, coastal redwood forest, mixed evergreen forest and chaparral. This area was severely disturbed by logging and grazing, and many signs of disturbance remain, in contrast to the environment presented by the more moist redwood forests located further up the mountain. The trail offers an experience of the ongoing natural re-establishment of the mature forest that existed before the impact of logging and grazing on the peninsula.

The trails system in each park is well maintained by County Staff, in spite of the operating budget reductions that have occurred over the past three years. Erosion remains an issue to be addressed on an annual basis (see Chapter 6). Where trails cross drainages, culverts typically carry water below the trail. Most of these culverts are in poor condition and are poorly placed, such that downcutting of the streambed occurs at the outfalls. Chapter 6 provides specific recommendations for improving park storm drainage facilities.

Crystal Springs Trail Entrance

The Crystal Springs Trail currently enters the park via an easement on private property which is 20 feet in width. The County has transferred the easement to the

Town of Woodside, who has assumed responsibility for bridge repair and trail maintenance.

Parking for Trail Access

Huddart Park currently provides parking for trails access in the lower portion of the park. The Midpeninsula Regional Open Space District provides limited parking at the Purisima Creek trailhead, located directly across from the upper end of Huddart Park on Skyline Boulevard. Because Huddart Park visitors use this parking area, a safe crossing of Highway 35 should be studied.

Recommendations – Huddart Park Trail System (Figure 10)

Valley-to-Skyline Bicycle Trail Connection

- See section earlier in this chapter for discussion and recommendation.

Trail Closures

- The Archery Fire Road should be removed and revegetated due to excessive erosion caused by the exceptionally steep gradient. The road is a major source of sediment, with Park Staff reporting creation of one-foot-deep gullies every year. In some places, the roadway surface has eroded six to eight feet below original grade. The road should be re-graded, planted with native vegetation, and fenced and signed at the upper and lower ends to discourage continued use. A new trail should be created to provide for lost trail connectivity. Access to the waterline and pressure reducing stations located on the road would be provided by new lateral service roads connecting to Kings Mountain Road.

New Trail Connections

- Once the Archery Fire Road is taken out of public service, a new single track trail should be constructed from just below the archery Range to the Chinquapin Trail, to maintain a continuous trail network.
- A new short stretch of trail should be established at the 1720-foot level to link Chinquapin and Crystal Springs Trails, thereby creating additional loop route options. This would also reduce the amount of cross-country and cross-creek hiking in the vicinity where the two trails are within a few hundred feet of each other. This trail would require a new bridge over McGarvey Gulch, and should be out-sloped and surfaced with base rock.
- The Bay Tree Trail (hiking only) should be extended to Sequoia Day Camp.
- The Chickadee Nature Trail should be connected to the Redwood Nature Trail to provide for a longer hike option, and the existing bridge on the Chickadee Trail replaced as a high priority project to address safety and functional concerns. These trails should also be enhanced with new interpretive exhibits, signposts, and other features to bring

the trails up to modern nature trail standards. The plant communities should be actively managed and improved to provide for greater educational value.

New Connector Trail

- A new roadside path should be extended from the park entrance parking lot to the lower Oak Area, adjacent to, but separated from, the park road, to provide for safe pedestrian access along the road and to facilitate pedestrian movement between the popular group areas.

All-Weather Single Track Trails

- The Crystal Springs Trail, Chinquapin Trail, and portion of the Dean Trail should be improved with $\frac{3}{4}$ - inch minus base rock to provide an all-weather hiking and riding loop. This is a stated priority according to Park Staff.

West Union Creek Crossings

- The County should work with GGNRA and the Town of Woodside to identify a crossing location to allow users of the Town of Woodside's Flood Property trail to access the park. The Town and property owners support the concept of building a new bridge to cross the creek from the private property into the park.
- Install split rail fencing and educational signage along the creek to discourage equestrians and individuals from crossing the creek or playing in the water.
- Discontinue the practice of allowing multiple crossing points and entrance into the park from the private trail system located on the opposite bank. Develop an acceptable park entry utilizing an existing or new bridge or culvert. The Town and property owners support the concept of building a new bridge to cross the creek from the private property into the park.

Bridges

- All park bridges should be evaluated for structural soundness and estimated lifespan. The bridges are of timber construction, and many likely will require replacement during the 20-year planning horizon. The bridge at the far end of the Chickadee Nature Trail has failed and is currently closed off.

Roadway Crossings

- Formalized pedestrian crossings should be provided on the park road to accommodate pedestrian movement throughout the park (see Figure 4 for an illustration of recommended crosswalks in the lower picnic areas).

Park Trail Entrances from the East

- Work with San Francisco PUC and GGNRA to develop a new trail entrance utilizing an existing service road, the existing Miramontes

Trail, and a new short connector trail between the two. This new entrance would require at least three new bridges across West Union Creek.

- Work with the Town of Woodside to allow a portion of the private trail from the Flood property to be used by the public. The property owners support the concept of building a new bridge to cross the creek from the private property into the park. The bridge would require a gate on the park end to control public access to the private property.
- The County should coordinate with the Town of Woodside to replace the existing bollards located at Raymundo Road and Crystal Springs Trail with a gate that is more easily operated by parks maintenance staff for safety purposes.
- The county has transferred the Crystal Springs Trail easement to the Town of Woodside, and they have assumed responsibility for the trail maintenance and bridge repair. The crossing of West Union Creek shall be maintained open until the bridge has been determined to be unsafe, or the Regional Water Quality Control Board or California Department of Fish and Game require County Parks to take mitigating action related to sedimentation and erosion.

Trails Design

- A trails analysis should be conducted to identify those sections of trails with greater than 10% slope, and recommendations made to rework the steep sections of trails where appropriate and desirable. In general, few trail sections are greater than 10%.
- The Crystal Springs Trail easement from Raymundo to West Union Creek has been given over to the Town of Woodside, who will maintain the trail and assume responsibility for repair of the bridge that crossed the creek and enters the park.
- When the bridge is proposed to be replaced, County Parks will work with the Town of Woodside and private property owners to ensure the bridge facilitates crossing by both equestrians and pedestrians.

WUNDERLICH PARK TRAILS

Existing Conditions

Wunderlich Park offers numerous trails for horseback riding and hiking. Trails run along gulches and creeks, others offer outward views of the countryside, and all traverse unique hillside habitats.

The trails system in each park is well maintained by County Staff, in spite of the operating budget reductions that have occurred over the past three years. Erosion remains an issue to be addressed on an annual basis (see Chapter 6). Where trails cross drainages, culverts typically carry water below the trail. Most of these

culverts are in poor condition and are poorly placed, such that downcutting of the streambed occurs at the outfalls. Chapter 6 provides specific recommendations for improving park storm drainage facilities.

Recommendations – Wunderlich Park Trail System

New Trail Connections

- A new trail connection should be created between the Alambique Trail at the 200-foot elevation, and the Skyline Trail at the 1900-foot elevation. The length of this trail connection would be approximately 1200 feet, and the average gradient less than 10%.

All-Weather Single Track Trails

- Bear Gulch Trail and Alambique Trail should be improved with ½-inch minus base rock to provide an all-weather hiking and riding loop.

Fire Access Improvements

- Several improvements on the park's service road system are needed to enable California Department of Forestry and Woodside Fire Department fire fighters to gain access to the interior areas of the park and effectively operate. Fire fighting equipment can not negotiate the small radius on the first turn on the Loop Trail. Therefore it is recommended that a new trail connection be created to connect the Alambique Trail with the Loop Trail. Turnarounds and safety zones should also be created along the park's service roads. These recommendations are discussed further in Chapter 9.

Parking for Trail Access

Because the size of the Wunderlich Park parking lot effectively limits the number of park visitors, and the parking areas are filled to capacity during high-use periods, increasing the size of the lot is needed to accommodate the existing and increasing numbers of trail users. The plan to increase the capacity of the Wunderlich Park parking lot is discussed in Chapter 3. It would also be desirable to develop a parking lot at Skyline Boulevard, at the top of the park. However, the configuration of the access/egress to East Bear Gulch Road and Mountain Meadow Drive, both of which are private roads, does not provide sufficient space for a lot on park property.

The Midpeninsula Regional Open Space District- is currently investigating the potential to construct a regional staging area on the El Corte de Madera Open Space property above Wunderlich Park. This staging area would be accessed from Highway 35 and would provide approximately 70 vehicle parking spaces. If constructed, the facility would provide convenient access to Wunderlich Park's upper trails, which now are only accessed by a long uphill hike. A safe crossing of Highway 35 would be a key consideration in the development of the staging area.

AMENITIES

Water Sources

Water sources along the trails are needed for both people and horses. Due to problems with West Nile Virus, horse watering troughs are not a viable option. Most of the old troughs have been removed from the parks. Instead, hose bibs (spigot) should be installed at appropriate intervals along the trail network where possible in each park. The spigots should be self-closing to avoid the possibility of being left on by park users, either inadvertently or maliciously. Equestrians would need to bring horse bags to be filled from the spigots.

Huddart Park has sufficient domestic water lines that would provide most of the necessary connection points. Wunderlich Park lacks water lines except at the Folger Stables. To provide additional water sources for horses, the feasibility of acquiring an agreement to use the private water system in Wunderlich should be investigated. This water source would be non-potable (not fit for human consumption).

A source of potable water for people should be installed at the top of each park. Skyline Water District has lines running along the Skyline corridor that could serve as sources.

Recommendations:

- Install self-closing hose bibs along park trails where feasible.
- Install potable water sources at the upper end of each park.

Benches

In general, both parks have a lack of benches or other seating along trails. These amenities are desirable for lunch stops and for rest stops. Many people can not hike for long distances without stopping to rest, but are capable of walking substantial distances by using bench seating at suitable intervals. While it is not practical to install benches at regular intervals along the entire length of all trails, benches should be provided at regular intervals within ½ mile of each trailhead to provide at least a 1-mile round trip hiking opportunity for those needing bench resting stops. In addition, benches should be provided at logical points deep within the trail system, to provide opportunities for resting and eating lunch. Benches should be placed in locations with scenic qualities, at points of local interest, viewpoints, and at the end of long uphill stretches. Benches should be sited at locations with sufficient space so as not to crowd the trail and cause congestion.

Recommendations:

- Install benches at regular intervals along the first ½ mile of each main trail.
- Install benches deeper within the parks to provide resting spots.

ACCESSIBILITY

Trails in “outdoor developed areas” are not strictly subject to the Americans with Disabilities Act (ADA) or State Title 24 requirements for accessibility, because they occur in semi-wilderness outdoor recreation areas. General guidelines that address accessibility in remote areas and steep terrain have been developed over the past 10 years. As described in Chapter 2, these guidelines are currently being reviewed and updated by the Access Board, an independent federal agency. The County Trails Plan contains guidelines for accessibility of trails. According to these guidelines, the trails in Huddart and Wunderlich Park are classified as falling under the “Difficult Level of Access” accessibility zone, because they are built on natural slopes greater than 20%. According to the guidelines for this zone, the maximum running slope is 12.5%, with a maximum ramp gradient of 15%. A “ramp” gradient is required to have one level landing area for each six feet of elevation gain.

CHAPTER 5

SIGNAGE GUIDELINES

Signage is essential for operation of parks in a safe, effective, and efficient manner. Good park signage provides direction and orientation, education, information, identification of places and features. Signage is also legally required for enforcement of park regulations and County ordinances.

County Parks has developed effective standard signage for use in all 16 parks and recreation areas. New or improved signage in Wunderlich Park and Huddart Park should conform to the established standards, and be adapted as these standards are modified in the future.

GENERAL SIGNAGE RECOMMENDATIONS

- Signage design should achieve the intended function while not dominating the natural visual quality of the parks
- Signage clutter (gradual addition of individual signs over time) should be avoided. Sites where signage occurs should be kept to the minimum necessary by clustering signs where possible at single locations. Individual signage locations should avoid clutter through minimizing the amount of individual signs by incorporating as much information as possible into single signs.
- The use of recycled plastic timbers for posts and monuments should be pursued to minimize consumption of redwood lumber and maximize the life of sign posts.

SIGNAGE TYPES

Eight signage categories are relevant to the two parks:

Park Entrance Signage

Vehicular entrances must be clearly marked with signage visible from the road. Huddart Park has a large, rustic entrance sign which is very effective and does not require any modification. New entrance signage is needed at Wunderlich, to mark the proposed revised entrance location.

The park entrance signs set the tone for the visitor's experience. As such they should be in character with the rustic, regional nature of these parks.

Incorporation of public art is a possible enhancement that could help create an individual identity for each of the County’s 16 parks. For example, a logo could be designed for each park that expresses the essential character of the facility.

Entrance signage is also necessary at the pedestrian and equestrian trail entrances that occur at each park in several locations.



Park Orientation and Regulations

Once inside the park, a central kiosk is typically provided by the County to serve as an orientation center. The kiosks have permanent panel signs, bulletin boards, and park map boxes. The County has a standard kiosk design, and manufactures the kiosks with County Staff labor and materials.

The kiosks also present regulatory information, hours of operation, and emergency contact telephone numbers. Because it is necessary to access the kiosk locations on foot, park regulations and hours of operation should also be posted at the vehicular entrance.

In addition to the vehicle entrances, trail entrances require orientation and regulatory signage. Regulatory and informational signage is also appropriate at specific locations within the parks’ use areas.



Directional signage and information kiosk in Huddart Park

Directional

Directional signage is needed throughout each park, both on internal vehicular routes, and along the trail system. Currently in Huddart Park, the AIDS Grove is lacking adequate signage to direct visitors to the grove.

Interpretive

Interpretive signage should be incorporated in each park to provide information about the site’s natural, cultural, and historic resources. Interpretive signs should also be used as a device for educating the park visitor about environmental issues and park regulations, such as the need to protect hydrologic resources and the proposed prohibition on accessing creek waters by people and horses. Interpretive signs offer an opportunity for artful graphic design, incorporation of photographs and drawings, and incorporation of a park logo.



Interpretive/educational sign in Redwood Regional Park (East Bay Regional Park District) explaining the need to restrict creek access by humans, horses, and pets

Identification

Place names for park use areas, such as the Huddart Park picnic areas, are in place, as are trail identification signs.

Trail Signage

In addition to trail identification, signage is needed along each trail to direct the user and indicate trail distances. Educational and regulatory signs are also needed along trails.



Trail sign in Huddart Park – a good combination of identification, directional, informational, and regulatory signage to reduce sign clutter

Trail Etiquette Signage

Clear, simple signage should be posted periodically along all trails to define proper trail etiquette. The signage should indicate that hikers, runners, and other pedestrians are required to yield to equestrians. Should a multi-use trail become developed in Huddart Park that allows bicycle use, signage should be installed that indicates that bicyclists are required to yield to both pedestrians and equestrians, and that pedestrians are required to yield to equestrians.

Traffic Signage

Traffic signage is necessary on the internal park roads, drives, and parking lots. For safety, standard traffic signs should be used and should not be customized. Traffic signage should be mounted on wood or recycled plastic posts rather than on metal posts.

New traffic warning signage within the State right-of-way at the Wunderlich Park entrance and exit is recommended. This signage is described in Chapter 3.

PUBLIC ART

The County is committed to working with the Arts Commission to integrate art into appropriate public spaces. The signage component of Huddart Park and Wunderlich Park is a logical place in which to incorporate such artwork. The character of the artwork should be in harmony with the rustic, rural environment. Opportunities for incorporation of artwork in signage include:

- Park entrance signs
- Park logos
- Place name markers, e.g. Huddart picnic areas, Folger Stables
- AIDS Grove memorials and identification signage
- Interpretive signage
- Donor benches and memorials

TRAIL MAPS

Improved trail maps should be produced and made available at the park entrance stations.

Recommendations:

- Install park entrance signage and kiosk at Wunderlich Park

- Install directional signage to the AIDS Memorial Grove in Huddart Park.
- Install habitat protection signage, interpretive signage, and trail etiquette signage along trails.
- Make improved trail maps available at park entrances.
- Incorporate public art into park signage where appropriate.

CHAPTER 6

EROSION AND SEDIMENTATION CONTROL

The implementation of erosion and sediment control and prevention is an important element and step toward protecting the watershed and fisheries environment. Erosion and sediment associated with chronic storm water runoff into creeks and their tributaries from roads, fire trails, hiking trails and equestrian trails and other bare soil sources has the most significant impact to the habitat and fisheries of a watershed. Though road and trail systems can have the most significant impact, they also provide the greatest opportunity to control, maintain and mitigate the erosion and sediment sources in an effort to reduce the impacts of sediment which can be contained in storm water runoff into creeks and their tributaries. Therefore, implementing and continuing to maintain erosion control features associated with roads, fire trails, hiking trails and equestrian trails at Huddart and Wunderlich Parks will have an immediate and ongoing impact and benefit to the creeks, streams and tributaries within the boundaries of these two County Parks as well as the overall San Francisquito Creek watershed area.

The erosion and sediment control section of this Master Plan is not meant to be a complete assessment of all the sediment sources from roads, fire trails, hiking trails and equestrian trails within the park boundaries. A report or study of this magnitude is beyond the level of detail included in this master planning effort. It is recommended that an independent Sediment Assessment Study of Roads and Trails be prepared to assess the overall impacts of all the sediment sources associated with over 38 miles of roads, fire trails and other trails associated with these two parks.

Current industry standards can be implemented on a park-wide basis for cost effective ways to deal with erosion protection. In conjunction with the ongoing maintenance activities and programs at the two parks, these measures should help in reducing the overall erosion and sediment from the use of roads and trails at both Huddart and Wunderlich Parks.



Trail erosion in Wunderlich Park – insloped road with inadequate ditch (photo by Jeanne Schmidt)

Controlling storm water runoff flow by sloping grades on roads and fire trails can be achieved by (1) outsloped road sections, (2) insloped road sections and (3) crowned sections:

- **Outsloped Roads** (Appendix E, Figure 2): Grading the road so it slopes from the cut bank to the road shoulder creates an outsloped surface. Outsloping is effective on road and trail gradients of less than 5% when hillside gradient is less than 20 % or 1: 5 (1 foot vertical for every 5 feet in length). To be effective, the outslope must be sufficient to drain storm water run-off off the surface, but if the cross slope is visible to the eye, it is too steep for an active road. Outsloping is most effective where cut bank slumping will eventually plug any ditch located on the upslope side of the trail or road way. Outsloping reduces the number of cross drains or culverts required except where low grades can pond storm water run-off. Berms along the downhill road edge must be removed or opened up to allow water to flow off the road surface.
- **Insloped Roads** – Insloping is used along short sections of roads and trails to keep road ditch water from flowing onto unstable fill slopes. The road/trail is sloped inward from the shoulder to the ditch or cut bank where storm water runoff is then conveyed along the edge of the road to an appropriate culvert crossing (Appendix E, Figure 2).
- **Crowning Roads** – A crowned road is a combination of outsloping and insloping cross sections where the road or trail is crowned and water flows in both directions; inslope toward a road ditch and outslope toward the downhill bank of the road (Appendix E, Figure 2). Crowned roads provide the best drainage for roads with high traffic use

or roads used during the wet season. On rural un-surfaced roads and trails, it may be needed in areas of transition between an outsloped cross section and insloped cross section and where physical limitations of the existing terrain dictate the circumstances.

In addition to the type of cross sections regarding the roads and fire trails, there are several simple, proven techniques associated with controlling erosion and sediment run-off from road surfaces. These include the following:

- **Water Turnouts** – Ditches, trenches or water ways that divert storm water run-off away from the road surface. They carry storm water run-off into undisturbed areas where the flow slows and the sediments are filtered out and trapped (Appendix E, Figure 3).
- **Broad-based Drainage Dips** – Create a reverse uphill slope on a road surface, effectively slowing the storm water run-off and moving water off the road surface into an undisturbed adjacent area (Appendix E, Figure 4).
- **Rolling Dips** – Rounded humps which create a reverse slope or turnout. They are often used in lumbering operations on skid trails/roads where logs are skidded (dragged) to loading areas. The rolling dip provides cross drainage and slows storm water run-off flow and holds up better under heavy traffic (Appendix E, Figure 5).
- **Water Bars** – A combination mound/trench built into the road or trail and slightly down-sloped to move storm water run-off off the road surface (Appendix E, Figure 6). Water bars are less preferable to rolling dips because of the abrupt mound and consequent higher maintenance costs, however may be used on steep trail sections where rolling dips would not be effective.
- **Ditches** – Inboard trenches large enough to convey and carry the highest expected flow taking into account likely erosion and growth of vegetation. They carry storm water run-off along the side of the road or fire trail to drainage structures or culverts and are usually at least 2 feet wide and 1 foot deep.
- **Cross Road Drainage by a Culvert** – The transfer of storm water run-off across or under a road, usually by a round pipe or culvert. It is used on any road or trail where storm water run-off, ditch to ditch transfer, slope or overland seepage may cause erosion (Appendix E, Figure 7). Culverts are typically galvanized steel or heavy plastic. High Density Polyethylene (HDPE) pipe culverts are easier to install, they have a longer life expectancy and are less likely to be damaged by maintenance activities, but keep in mind that they are flammable. Use of angled outfall pipe or flumes for steep grades is highly recommended in conjunction with erosion protection such as rock riprap protection to minimize the erosion potential at the downstream outfall or outlet of the culverts.

General Recommendations:

- An independent Sediment Assessment Study of Roads and Trails should be prepared to assess the overall impacts of all the site specific sediment sources associated with over 38 miles of roads, fire trails, hiking trails and equestrian trails within with both Huddart and Wunderlich parks.
- Maintain an ongoing maintenance program to inspect, repair and reconstruct erosion control facilities.
- Maintenance activities and new construction shall comply with all applicable governmental requirements and guidelines, including but not limited to:
 - Federal Clean Water Act
 - State Department of Fish and Game regulations for any activity located below ordinary high water level in any creek or stream
 - County of San Mateo, Department of Public Works, Watershed Protection Program final version, dated April 14, 2004
 - County of San Mateo, Department of Public Works, Stormwater Pollution Prevention Program (STOPP)
 - County of San Mateo, Department of Public Works, Best Management Practices (BMP's)
 - County of San Mateo, Department of Public Works, Contract Requirements for Water Pollution Control
 - County of San Mateo, Department of Public Works, Contract Requirements for Erosion Control

HUDDART PARK

There are over 23 miles of paved access roads, fire trails, equestrian trails and pedestrian trails at Huddart Park. Currently all facilities include some sort of erosion and sediment control features such as ditches, culverts, water bars, cross ditches, outsloping roads/trails and insloping roads/trails that control surface runoff. Many of these appear to be performing as expected. Based upon information provided by park personnel, these access roads, fire trails, equestrian trails and pedestrian trails at Huddart Park are maintained by the park personnel on an annual basis. The portion of Kings Mountain Road within the park boundaries is maintained by the County of San Mateo Public Works Department as part of their County Road Department maintenance functions. In addition, inspections are made by park personnel for major access roads and fire trails within Huddart Park after every major storm event during the winter and spring months. This is part of Huddart Park's ongoing erosion and sediment control maintenance program.

The Master Plan conducted a field inventory to identify the range of representative soil erosion conditions in Huddart Park. Then, erosion and sediment control

measures were identified which could be implemented in each case to mitigate current situations. These are described below:



*Richard's Trail Road along West Union Creek.
A good example of outsloped Road & Trail (See Appendix D, Figure 2).*



*Abandoned equestrian trail at West Union
Creek and Richard's Road Trail.*



*Erosion occurring at abandoned equestrian trail.
Reconstruct with riprap erosion protection and
re-vegetation (See Appendix D Figures 10 and
11)*

WUNDERLICH PARK

Soil Erosion and Sedimentation

There are over 15 miles of paved access roads, fire trails, equestrian trails and pedestrian trails at Wunderlich Park. Currently all of the facilities include some sort of erosion and sediment control features such as ditches, culverts, water bars, cross ditches, outsloping roads/trails and insloping roads/trails that control surface runoff. Many of these appear to be performing as expected. Based upon information provided by park personnel, these access roads, fire trails, equestrian trails and pedestrian trails at Wunderlich Park are maintained by the park personnel on an annual basis. In addition, inspections are made by park personnel for major access roads and fire trails within Wunderlich Park after every major storm event during the winter and spring months. This is part of Wunderlich Park's ongoing erosion and sediment control maintenance program.

A field inventory was conducted to identify the range of representative soil erosion conditions in Wunderlich Park. Then, erosion and sediment control measures were identified which could be implemented in each case to mitigate current situations. These are described below:



Existing Broad-Based Drainage Dips at current entrance Road to Wunderlich Park (See Appendix D, Figure 4)



Erosion occurring at Culvert crossing along Loop trail on the way up to Salamander Flats.

Recommendation includes reconstruction at both inlet and outlet of the pipe with rock riprap. The pipe outlet at the downstream side should be reconstructed with elbows to bring down outlet pipe in alignment with the existing swale and new riprap (See Appendix D, Figures 7, 8 and 9).



Erosion occurring at Culvert crossing along Loop trail on the way up to Salamander Flats.

Recommendation includes reconstruction at both inlet and outlet of the pipe with rock riprap. The pipe outlet at the downstream side should be reconstructed with elbows to bring down outlet pipe in alignment with the existing swale and new riprap (See Appendix D, Figures 7, 8 and 9).



Meadow Trail on the way to Salamander Flats

Good Opportunity to incorporate Broad-Based Drainage Dips and Rolling Dips for additional erosion control (See Appendix E, Figures 3, 4 and 5).



Along Madrone Trail leaving Salamander Flats. Good place to re-grade for outslipping trail section (See Appendix E, Figure 2).



View from along Bear Gulch Trail, showing recent repair and reconstruction of the trail due to erosion and trail failure repair included new trail with aggregate base material and the installation of a new small drainage culvert and rock riprap at the swale.

Folger Stables Horsekeeping Measures

The Folger Stable site is experiencing significant ongoing soil erosion that originates from the bare dirt surfaces of the parking area, walkways, paddocks, and various exterior stable areas. Sediment due to this erosion finds its way into the site drainage swales, which empty into Alambique Creek, which is part of the sediment-impaired San Francisquito Creek watershed.

Current site horsekeeping practices contribute to water pollution of Alambique Creek. These practices include the lack of entrapment of soiled water at the horse wash-down area, improper (uncovered) manure storage, surface drainage of urine and manure contaminated water, rainwater leaders emptying onto bare dirt surfaces, and severe soil erosion at the steeply sloping hillside paddocks located at the far east end of the site. In addition to the recommendations for erosion control cited above, the following specific recommendations are made for horsekeeping practices at Folger Stable. See Appendix F for further information regarding proper horsekeeping measures.

Recommendations:

- Incorporate erosion control and horsekeeping requirements as conditions of the lease between the County and the Stable Operator
- Implement horsekeeping measures as described in the Council of Bay Area Resource Conservation Districts, Equine Facilities Assistance Program guidelines. Examples of these guidelines include:
- Keep “clean water clean” by diverting natural runoff around unvegetated and manured areas
- Connect rain water leaders from all site structures to an underground drainage system
- Capture and contain contaminated rainfall runoff before it enters waterways, though the use of bioswales, sedimentation basins, and sediment-trapping drainage structures (catch basins)
- Regularly clean up and properly store and dispose of horse waste
- Construct paddocks to minimize water pollution

CHAPTER 7

SITE UTILITIES

HUDDART PARK

Water

Huddart Park is presently served by two water companies; Skyline County Water District for the upper elevations of the park above elevation 400, and California Water Service Company for the lower elevations of the park below elevation 400. Refer to Figure 12 for a diagram of existing utilities in Huddart Park

Skyline County Water District supplies water from their Skyline Boulevard (Hwy. 35) water mains to the Huddart Park water storage tank (75,000 gallon) at the west end of the park above the Archery Range at approximately elevation 2000. From this point the park distributes water via an on-site system which includes a 6-inch PVC water main running down the existing Archery Fire Road from the storage tank to the Miwok Shelter area. This system was constructed in the mid 1980's and was based upon an "Engineer's Report on the Water System Improvements in Huddart County Park", Prepared for San Mateo County General Services, August 6, 1984, Richard K. Hopper, 978 Desoto Lane, Foster City, CA. There are four pressure reducing stations located along Archery Road, which reduces the higher pressures to the operating pressure in the vicinity of the main park areas.

A 2-inch galvanized line branches off from the 6-inch line, and services Toyon Campground. From the Miwok Shelter area the water is distributed through a 2-inch galvanized water pipe system to other areas of the park including Madrone, Werder, Zwierlien, and Sequoia Day Camp. The lower areas of the park (including Redwood, Oak, Meadow, and the Park Maintenance Yard) are serviced by a 2-inch galvanized piping system fed by the California Water Service Company.

The existing 2-inch galvanized water pipe was installed in the late 1950's during the development of Huddart Park and that the water system was originally installed using "previously used" galvanized pipe. Park Rangers indicate that there have been several breaks in the 2-inch galvanized water line each year that have been repaired on an as required basis.

Recommendation:

- The existing 2-inch galvanized water system is approaching 50 years in age and the fact that the water pipe originally installed utilized “previously used” galvanized pipe, the water system will mostly likely begin to fail at a more rapid pace in the future, thereby increasing maintenance and repair costs of the system. A capital improvement program should be established to annually begin replacing segments of the existing water distribution system to current standards, thereby minimizing future water system repair and maintenance costs.

The Skyline County Water District noted that new regulations regarding chemical treatment for water supplies changed in January 2004. The new disinfection and water treatment process requires the Skyline County Water District to monitor their system on a continuous basis. Their monitoring program includes monitoring the Huddart Park water supply on a monthly basis at a point near the current Archery Range below the tank site along Kings Mountain Road.

Skyline County Water District provides their water at a fee of \$13.75 per unit to the Huddart Park water system. This rate is more than 5 times greater than the water service charges of the California Water Service Company, which is approximately \$2.60 per unit. The reason for the discrepancy is that the Skyline County Water District has greater expense in pumping water from lower elevations to the District area that serves approximately 450 customers along the Skyline corridor and Hwy. 35. On an average basis, Huddart Park uses 300 (224,400 gallons) units per month from the Skyline County Water District and 90 units (67,320 gallons) per month from Cal Water Service Company that serves the Huddart Park Maintenance Facility at the Greer Road park access. Generally, the usage in the winter months is much lower than the peak season of May through October.

In addition to the Skyline County Water District, California Water Service Company serves the lower area of Huddart Park, specifically the Huddart Park Maintenance Facility near the Greer Road park access point. The California Water Service supply comes from a 1” meter located at Kings Mountain Road (50 feet left of 700 Kings Mountain Road), which is piped via a 2-inch galvanized line from the meter to the Maintenance Facility. Park officials have complained that both the volume of water and pressure is extremely low at the Maintenance Facility served by the California Water Service Company.

Recommendation:

- The California Water Service Company 1” meter service is at the upper limits of their service area. Therefore, water is provided at the lower limits of pressure and volume. In addition, the pressure and volume problems at this facility are compounded because of the existing system

meter size, size and condition of pipe, and length of service from the meter to the Maintenance Facility. To possibly correct this problem, there are two options available:

Option 1 - Analyze the potential of increasing overall volume and water pressure at the Maintenance Facility. Current volume and water pressure is limited by the California Water Service Company system supply constraints in the area of Kings Mountain Road. Therefore, to increase both water flow volume and pressure, a combined system modification would be needed. These include: verifying pressure available at the Kings Mountain Road meter, increasing meter size, installing new 2-inch or larger service piping from meter to the Maintenance Facility and installing a water pressure booster system at the Maintenance Facility. A combination of these elements should increase the overall volume of water and water pressure at the Maintenance Facility.

Option 2 - Change service to the Maintenance Facility to the on-site Huddart Park service by extending a new 2-inch service line from the Oaks picnic area to the Maintenance Facility. This option is based upon the fact that the pressure zones of the park system in respect to the Cal Water system has greater potential for increasing the water service volume and pressures to the Huddart Park Maintenance Facility. The down side is that the water comes at premium cost from the Skyline County Water District. However, the current usage of water for the Maintenance Facility is 25 % of that currently used for the remainder of Huddart Park and may be a cost effective manner to increase water supply to this facility. In addition, a new service from the Oaks picnic area to the Maintenance Facility would require a creek crossing at Squealer Gulch Creek. This crossing would have to be analyzed based upon feasibility and environmental issues/concerns.

Sanitary

Sanitary waste at Huddart Park is currently disposed of through on-site septic tanks and leach fields in close proximity to existing restroom facilities. It is our understanding that many of these facilities have undergone some reconstruction in the past as on-going maintenance of these facilities is required.

In general, it appears that the soils, geology and terrain allows for the continued use of the on-site septic tank and leach fields system. New septic systems for new restroom areas should be permitted and constructed in accordance with San Mateo County Environmental Health Department requirements for sewage disposal

systems. Use of low flow toilets in the existing restroom facilities may also reduce the amount of effluent liquid distributed in the leach fields which could possibly increase capacities of leach systems at peak use periods.

A new restroom facility is proposed in the vicinity of the Redwood Shelter area. Currently, park visitors have to walk down a steep grade several hundred yards to the restrooms at the Redwood and Oak picnic areas. A new restroom at the Redwood Shelter facility would make this area more desirable and usable for park visitors and specific users groups.

To accommodate a new restroom facility at the Redwood Shelter, a new septic system with septic tank and leach field system would need to be installed. To save cost, a prefabricated self-contained restroom unit (with a holding tank) could be utilized. The effluent or waste would be stored in the holding tank facility and disposed of via an environmental company permitted by San Mateo County for pickup and disposal of the waste on a predetermined schedule. Several manufacturers provide sales and installation of these prefabricated restroom units. These systems are very economical for initial cost of installation for certain situations; however, the cost of environmental pickup and disposal needs must be factored into the long term maintenance costs.

Storm Drainage

Storm Drainage at Huddart Park consisting of various natural drainage swales supported by the major tributaries to the San Francisquito Creek Watershed; these tributaries include Squealer Gulch Creek, McGarvey Creek and West Union Creek. Many other smaller tributaries extend from these creeks up into the Huddart Park property. Drainage from roadways associated with Kings Mountain Road and park access and circulation roads are controlled by various roadway drainage inlets, pipes and culverts that direct the storm water surface drainage to the natural drainage swales. Many of the fire access roads such as Richard's Road Trail and the Archery Road include drainage features such as water bars for diverting the energy of storm water runoff away from the access roads to minimize erosion. Please refer to the Erosion and Sediment Control section for further descriptions.

The County Public Works and Parks and Recreation Departments have begun documenting the various existing road culverts and pipes and keeping an inventory of the age, condition and location of each of these items. Many of these culverts, pipes and inlets are reaching their life expectancy and may have to be replaced or reconstructed in the future. Many of the existing roadways over these culverts are showing deterioration that may be a warning that the system may fail in the future .

Recommendation:

- The existing drainage systems at the park and surrounding areas are approaching 50 years in age or older and these drainage features will likely begin to fail at a more rapid pace, thereby increasing future maintenance and repair cost of the existing system. Huddart Park should establish a capital improvement program to annually begin or continue replacing the existing storm water drainage culvert systems to current 100-year storm water drainage capacity standards, thereby minimizing future drainage system repair and maintenance costs. Improvements should be analyzed on the basis of age, condition and location and should focus on location where failures would potentially impact or shut down portions of the park access roads utilized by visitors and park maintenance operations.

Electric/Telephone/Gas/Communication

Electric and telephone services to Huddart Park are serviced by Pacific Gas & Electric (PGE) as well as Southern Bell Communication (SBC) and there are no natural gas services nor facilities that require natural gas at Huddart Park. An inventory of these services has not been researched and no system inadequacies have been documented at this point in time. Both PGE and SBC have easement rights across the Huddart Park property for their distribution systems. For PGE this includes the overhead electrical service lines running northerly from the southerly corner of Huddart Park through the Archery Range to Richard’s Road Trail, then easterly through the park and the adjacent Phleger Estate to a substation along Canada Road near Edgewood Park.

SBC has an easement for underground communication lines through the park along Richard’s Road Trail from the easterly side of the park up to Skyline Boulevard (Hwy. 35) at the westerly edge of Huddart Park. It appears that in various places along Richard’s Road Trail the SBC underground communication line is very shallow and in close proximity to the existing road surface.

SBC also provides local telephone and DSL service to park buildings. Park Staff has reported that these lines are unreliable and may need repair.

Recommendations:

- Since SBC underground communication lines are private, BKF recommends that Huddart Park put SBC on notice regarding the disposition of their existing communication lines along portions of the Richard’s Road Trail area where SBC facilities are very close to the existing surface of the road. As a franchise utility, SBC is responsible for maintaining their facilities and repairing damages to their communication lines as a result of their original installation and the ongoing roadway maintenance conducted by Huddart Park personnel. Park officials may want to review any maintenance agreements they may have with SBC regarding these facilities. To this extent, it is further

recommended that SBC place a minimum of 12-inch to 18” of compacted base rock over the roadway areas where minimal cover exists over their communication facilities. In addition, existing roadway drainage patterns should be maintained along with erosion and sediment control features, including rolling dips, should be incorporated into the resurfaced road. Refer to Chapter 6 for additional information.

- The County should request SBC investigate the local service lines and repair them as needed to provide reliable service.
- As the park restrooms and shelter buildings are replaced, new solar photo-voltaic electric generation systems should be incorporated into each structure. This type of system has been in place at Sequoia Day Camp for over 10 years and has performed well with little maintenance and repair required.
- Existing overhead electric lines should be placed underground in those cases where they are not replaced by solar power.
- A separate electric meter should be installed to service the Archery Range.



Portions of the Richard’s Road Trail area where SBC facilities are very close to the existing surface of the road



SBC underground communication lines delineated by sign along portions of the Richard's Road Trail area

WUNDERLICH PARK

Water

The California Water Service Company currently provides service to the existing stable facility, residence and Wunderlich Park via a 2-inch meter located along the frontage of the property on the west side of Woodside Road near Bridle Lane at the north side of the current park entrance. The domestic meter and fire service with Fire Department Connection (FDC) is located at this point next to a public fire hydrant. An additional private fire hydrant is located near Folger Stables adjacent to the Alambique Trail head. The water mains on the property side of the meters are most likely undersized, quite old and ongoing maintenance of this system is required. The extent of the existing on-site water system from the meter to the site buildings and features is undocumented, other than a few water valves shown on the existing site plan for the lower part of Wunderlich, dated December 1976.

On an average basis, Wunderlich Park uses approximately 65 units (48,620 gallons) per month (one unit equals 748 gallons or 100 cubic feet of water). Generally, the water usage in the winter months is much lower than the peak season of May through September.

Recommendation:

- The existing 2-inch galvanized piping water system is most likely very old and the water system will begin to fail at a more rapid pace in the future, thereby increasing maintenance and repair costs of the system. A capital improvement program should be established for Wunderlich Park to annually begin replacing segments of the existing water distribution system to current standards, thereby minimizing future water system repair and maintenance costs.

The Skyline County Water District does not currently provide water to Wunderlich Park. However, a priority for the District is the construction of new water supply tanks within the upper area of Wunderlich Park to service the south end of their district near the Bear Gulch Road/Mountain Meadow Road area. The District completed preliminary plans for the location of the two tanks at a site in Wunderlich Park between Bear Gulch Road and Mountain Meadow Road. The District has also begun conversations with San Mateo County regarding this plan.

These new Skyline County Water District water tanks could potentially provide water service for both domestic and fire for the upper areas of Wunderlich Park in the future. Timeframe for construction of these improvements would be in the range of 2 years from the time the County Board of Supervisors would approve the proposal for use of the land for the new water supply facilities.

Wunderlich Park also has a cement holding pond/reservoir located at Salamander Flats. The water supplied to this pond comes from natural springs in the hillside above which have been piped down via old piping in various conditions of disrepair to the cement pond/reservoir at Salamander Flats. The existing Folger Estate, north of the current Wunderlich park boundary, has the water rights to Salamander Flats for irrigation purposes and The Folger Estate maintains the cement pond/reservoir and a 3” overland irrigation water pipe from the cement pond/reservoir to their property at Bear Gulch Road and Woodside Road (Hwy. 84).



Salamander Flats – Cement Reservoir

There is also an old abandoned Redwood Water Tank located just above the cement pond/reservoir at Salamander Flats. This tank once collected water from the natural springs and piped the water down to the Folger Stables and Barn area. The tank has not been in operation since the late 1960's and early 1970's and the tank structure has completely failed. This system is not operational and would require complete reconstruction to be utilized again. However, if water rights exist, this could be looked at as a potential water source for irrigation purposes for the lower area of Wunderlich Park.

Recommendation:

- Determine the water rights and County Health Department requirements for irrigation water from Salamander Flats associated with potentially upgrading the existing systems (i.e., reconstruction of the tank and piping system needed for supplying water for irrigation purposes for the lower area of Wunderlich Park).

Sanitary

Sanitary waste at Wunderlich Park is currently disposed of through on-site septic tanks and leach fields in close proximity to existing facilities. These facilities are generally located in the meadow area below the upper driveway between the Stable/Horse Barns and the Carriage House. There are two separate septic fields at Wunderlich Park, one for the Carriage House with the leach field located southerly and below the Carriage House. The other leach field that serves the existing residence building located in the meadow on the other side of the site access road to the east.

In general, it appears that the soils, geology and terrain allows for the continued use of the on-site septic tank and leach field system. A new septic system for the new restroom area should be permitted and constructed in accordance with San Mateo County Environmental Health Department requirements for sewage disposal systems. Use of low flow toilets in the existing restroom facilities will also reduce the amount of effluent liquid distributed in the leach field which could possibly increase capacities of the leach system at peak use periods.

A new restroom facility is proposed to be constructed in the vicinity of the new parking area of Wunderlich Park. To accommodate a new restroom facility, a new septic system with septic tank and leach field system would need to be installed. To save cost, a prefabricated self-contained restroom unit (with a holding tank or “vault”) could be utilized. The effluent or waste would be stored in the holding tank facility and disposed of via an environmental company permitted by San Mateo County for pickup and disposal of the waste on a predetermined schedule. Several manufacturers provide sales and installation of these prefabricated restroom units. These systems are very economical for initial cost of installation for certain situations; however, the cost of environmental pickup and disposal needs to be factored into the long term maintenance costs.

Recommendation:

- Install new restroom at the parking area.

Storm Drainage

Storm Drainage at Wunderlich Park consists of various natural drainage swales supported by a major tributary to the San Francisquito Creek Watershed; this tributary includes Alambique Creek. Many other smaller tributaries extend from Alambique Creek up into the Wunderlich Park property. There are many culverts along the trail systems through the park. Some of these culverts have erosion problems associated with them. Many of the fire access roads such as Alambique Trail, Meadow Trail, Loop Trail, and Madrone Trail include drainage features such as water bars for diverting the energy of storm water runoff away from the access roads to facilitate erosion control.

Drainage for the lower area of the developed portion of Wunderlich Park along Woodside Road (Hwy. 84) is collected by various site drainage inlets, pipes and culverts. Surface drainage from the Arena, Horse Barn, Carriage House, Black Smith Barn and site residence flows toward two natural drainage ways that flow out to Woodside Road into two separate culverts; one 36-inch culvert near the center and one 30” culvert along the northern boundary of the Wunderlich Park site, which was recently reconstructed in April 2004. There are numerous small

drainage inlets in and around the existing Stable/Horse Barn, Carriage House and Black Smith Barn areas, including the horse wash off area at the Folger Stables, which appears to be in working order. However, the extent of this drainage and plumbing system is undocumented and not known. If needed, the extent of these utilities could be located by a utility locating company to determine the location, size and depth of these features.

Based on site review, it appears that many of these storm drainage pipes connect to the existing underground culvert than runs in an easterly direction just north of the Carriage House and then runs in a natural drainage swale into the 36-inch culvert at Woodside Road (Hwy. 84). The culvert begins uphill from the Folger Stables and extends via an arch culvert to an existing head wall below the staging and driveway access to the stable area. The alignment is likely from the uphill inlet through the two manholes and out through the exit headwall. This culvert is probably 100 years old, most likely constructed at the same time as the Folger Stables in approximately 1905. The culvert was observed to be in working order with water flowing through the system, however, the overall condition of the underground portion of the culvert is not known.

An existing bridge that crosses the center drainage course has failed and is now closed. Replacement of this bridge has been scheduled by the County as a high priority repair project.



*Upstream headwall inlet -
Portion of existing underground
drainage system in vicinity of Folger Stables*



Downstream Headwall outlet

Recommendations:

- The existing drainage systems at the park and surrounding areas are approaching 100 years in age or older and these drainage features will likely begin to fail at a more rapid pace, thereby increasing future maintenance and repair costs of the existing system. There is evidence that ongoing replacement of these culverts has occurred. It is recommended that Wunderlich Park establish a capital improvement program to annually begin or continue replacing the existing storm water drainage culvert systems to current 100-year storm water drainage capacity standards, thereby minimizing future drainage system repair and maintenance costs for the fire roads and trails. Improvements should be analyzed on the basis of age, condition and location and should focus on location where failures would potentially impact or shut down portions of the park access roads utilized by visitors and park maintenance operations.
- The extent of the existing drainage and plumbing systems in and around the existing Stable /Horse Barn, Carriage House and Black Smith Barn areas is undocumented and not known. If the actual locations, size and depth of these features are needed for renovation or design purposes, a utility locating company should be contacted to determine the location, size and depth of these drainage and plumbing system features.

Electric/Telephone/Gas/Communication

Electric and telephone services exist at Wunderlich Park and are provided in overhead service by Pacific Gas & Electric (PGE) and Southern Bell Communication (SBC). This service comes from Woodside Road through the site via existing utility poles and overhead wires and serves the various existing buildings on the site. Gas is provided via propane storage tanks on the site, one being located directly behind the Carriage House. A complete inventory of these services has not been researched. Any system inadequateness are not known, and none have been documented at this point in time.

It appears that PGE has easement rights across the Wunderlich Park property for their distribution systems. This includes overhead power lines running northerly across the property near the western boundary near Skyline Boulevard (Hwy.35). In addition, another overhead power line runs along the southern boundary of Wunderlich Park in the west to east direction.

Recommendations:

- Install a separate electric meter dedicated for the Folger Stable complex.
- Replace existing overhead electric lines with underground service.

CHAPTER 8

FISHERIES RECOMMENDATIONS

The drainages and streams in Huddart Park and Wunderlich Park are located at the upper reaches of the San Francisquito Creek watershed. These water courses flow to Bear Creek, which in turn flows to the Searsville Reservoir. From here, San Francisquito Creek flows to San Francisco Bay. The watershed supports numerous native and non-native fish species, including steelhead trout, a special status species, and rainbow trout. Issues within the watershed affecting fish habitat include several fish passage barriers, and sedimentation.

METHODS

The following description of the streams within the two parks, their habitat and aquatic biota, is based on a review of existing literature comprised of Smith and Harden (2001), Leidy et al. (2003), and Fong (2004), plus stream surveys conducted by fisheries biologist, Scott Cressey. The stream surveys were conducted May 3-6, 2004. The types of information recorded during the surveys included: streamflow estimates, water temperature measurements, pool:riffle ratio, percent substrate composition, percent embeddedness of cobbles and gravels in the tails of pools, and the location of significant sediment sources to the creeks. With the exception of temperature, all recorded data were visual estimates. Categories of substrate used for the survey were: fines (<2 mm); gravel (2-50 mm); cobble (50-256 mm); boulder (>256 mm); and bedrock (solid). [*English equivalents are: fines (<0.08 inch); gravel (0.08-1.9 inch); cobble (1.9-10.1 inch); boulder (>10.1 inch).*]

Embeddedness is the percentage that an average cobble (or gravel if cobbles are absent) is packed in the sands and silts (fines) of the stream bottom. An assessment of embeddedness is usually made at the tails of pools as this is where most salmonid spawning occurs; however, embeddedness can also be used to describe sedimentation conditions in pools and riffles. At 100 percent embeddedness, the cobble is completely covered by fine materials. At embeddedness of less than 25 percent, interstitial spaces among the cobbles and gravels are generally open to shelter aquatic insects and salmonid eggs and embryos and receive adequate circulation of oxygenated water. Steelhead and other salmonids generally can not reproduce in areas where the embeddedness is greater than 40-50 percent because the lack of interstitial water circulation smothers their eggs.

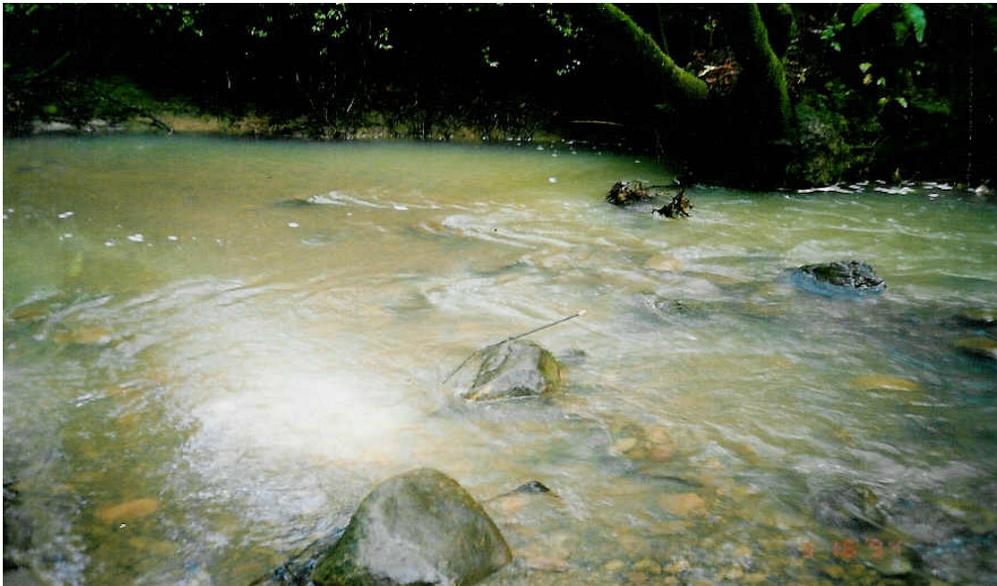
HUDDART PARK – EXISTING CONDITIONS

Physical Description of Streams

Within Huddart County Park are three intermittent creeks supporting aquatic life: West Union Creek, McGarvey Gulch Creek, and Squealer Gulch Creek. Both McGarvey Gulch Creek and Squealer Gulch Creek are tributaries of West Union Creek. The elevation range of the creeks within the park is from 500 feet to 1,960 feet. Although all of these creeks tend to become a series of isolated pools during late summer, this total lack of surface flow during summer is more typical of drought years on West Union Creek.

West Union Creek

The largest of the three creeks is West Union Creek, a second order stream that flows along the northeast park boundary for a length of 0.6 miles before exiting the park. As noted by Smith and Harden (2001), West Union Creek flows southeast along the San Andreas Fault trace. This results in an average stream gradient of 3 percent, an unusually gentle gradient for a headwater stream. When surveyed on May 5, 2004, the flow in West Union Creek below McGarvey Gulch Creek was estimated at 0.3 cubic feet per second (cfs). By mid-summer it is common for West Union Creek to have little surface flow connecting the larger pool habitat (Fong 2004). The creek is well shaded by an overstory of mature redwoods and bay trees.



West Union Creek, winter 2004 (photo by Janet Estep)

McGarvey Gulch Creek

A first order stream, McGarvey Gulch Creek drains most of the park watershed and flows west to east through the middle of the park for a distance of 1.75 miles to enter West Union Creek. Although the average gradient of the creek is 13 percent, the gradient below the Crystal Springs Trail crossing is 7.6 percent while the gradient upstream of the trail crossing averages 15 percent. When surveyed on May 3, 2004, flow in lower McGarvey Gulch Creek was estimated at 0.1 cfs. Midway up the creek, surface flow was infrequent, so it is assumed that by mid-summer most of the creek is without surface flow but retains isolated pool habitat supporting juvenile steelhead. The creek is well shaded by an overstory of second growth redwoods and bay trees.

McGarvey Gulch Creek has four trail/road crossings. The lowermost occurs approximately 0.18 miles above its mouth where Richards Road Trail crosses the creek via a concrete apron and culvert. Moving a little further upstream to a distance of 0.24 miles above the mouth of the creek, the Crystal Springs Trail crosses McGarvey Gulch Creek via a small concrete and stone bridge with culverts. At a distance of 0.74 miles above the creek mouth, the Toyon Road Trail crosses McGarvey Gulch Creek. At the extreme upper end of the creek at its headwaters, the Summit Springs Fire Road crosses McGarvey Gulch Creek. Natural obstructions to steelhead access (numerous log jams and a 20-foot waterfall) occur throughout this section of McGarvey Gulch Creek between the Crystal Springs Trail and the Toyon Road Trail crossing. Although the Leidy report (Leidy et al. 2003) states that Matt Stoecker of the San Francisquito Watershed Council observed steelhead use in McGarvey Gulch Creek up to 0.7 miles above the creek mouth, this is in error (M. Stoecker, personal communication). The upstream extent of steelhead use of McGarvey Gulch Creek is a short distance above the Crystal Springs Trail crossing and during some years may be limited to the Richards Road trail crossing.

Squealer Gulch Creek

Because the middle length of Squealer Gulch Creek is outside the park boundaries, this first order creek is referred to for this study as upper Squealer Gulch Creek and lower Squealer Gulch Creek. Lower Squealer Gulch Creek flows northward 0.5 miles to enter West Union Creek a short distance outside the park boundary. Its average gradient is 10 percent, but there is a narrow canyon about 300 feet in length with a slightly higher gradient within this half-mile reach. The flow in lower Squealer Gulch Creek on May 3, 2004 was estimated at a little greater than 0.1 cfs. An overstory of redwoods and bay trees keep the creek well shaded.

Upper Squealer Gulch Creek has a length of 0.31 miles and a gradient of 16 percent. It lies in a deep ravine and is well shaded with redwoods and bay trees. Surface flow was consistent through most of the channel and was estimated to be less than 0.1 cfs when surveyed on May 5, 2004.

Description of Stream Habitat

West Union Creek

During the May 2004 survey of West Union Creek, the water temperature of the creek just above the confluence of McGarvey Gulch Creek was 12.5 degrees C (54.5 degrees F) at 1100 hours, while that of McGarvey Gulch Creek above the confluence was 13 degrees C (55 degrees F). Flow in West Union Creek above the confluence was estimated to be twice that of McGarvey Gulch Creek.

West Union Creek along the park boundary is nearly equally proportioned between pool and riffle habitat (45% pool : 55% riffle). Pool habitat included undercut banks (Appendix G, Photo 1) scour pools on bends with root wads or large woody debris (Appendix G, Photo 2 and 3), and plunge pools created by a channel narrowed by rocks, logs, or roots (Appendix G, Photo 4). Maximum pool depth at the time of the survey was usually 1.5 feet with one plunge pool estimated at 4-5 feet deep (see Photo 4). The two predominant substrate materials are cobble (50%) and gravel (25%). The majority of the gravel ranged in size from pea-sized to 1 inch. Small boulders comprised about 10 percent of the substrate, and fines ranged from less than 5 percent to 50 percent depending on location.

Upstream of where the Crystal Springs Trail crosses the creek to Edgewood Park, the percentage of fines in the channel and the degree of embeddedness is generally indicative of good habitat conditions. With a few exceptions, fines were less than 5 percent and embeddedness in the tail of pools was 20-30 percent. Appendix G, Photo 5 shows the tail of a typical pool in this reach with less than 5 percent fines among the cobbles and gravels. The exceptions were typically straight sections of stream channel where 50-70 percent embeddedness was common (Appendix G, Photo 6). Approximately 200 feet downstream of the footbridge at the trail crossing to Edgewood Park is a horse trail crossing that appears to be a significant source of sediment to the creek (Appendix G, Photo 7). Downstream of this trail crossing the channel contains substantially more sediment than upstream. Fines comprise 50-60 percent of the substrate in pools and the slower portions of riffles, and embeddedness is often 50-60 percent (Appendix G, Photo 8). However, in adjacent stretches of slightly greater gradient, fines are mostly flushed from the channel and embeddedness drops to less than 25 percent in these riffles (Appendix G, Photo 9). The larger circular pools with abundant quiet water are 60 percent sand. In addition to the horse trail crossing, other possible sources of significant

sediment input in this reach are two large partially stabilized slides (Appendix G, Photo 10), a raw slump and eroded streambank (Appendix G, Photo 11), and an ephemeral tributary that has headcut about 30 feet back from the creek channel. All of these features are on the east bank and outside the park boundary.

McGarvey Gulch Creek

Water temperature in McGarvey Gulch Creek at the Crystal Springs Trail Crossing was 13.5 degrees C (56 degrees F) at 1130 hours on May 3 and 13 degrees C (55 degrees F) at 1200 hours on May 5. Downstream of the trail crossing to West Union Creek the habitat is 20 percent pool and 80 percent riffle. Substrate is typically 50 percent cobble, 30 percent small boulder, and 20 percent pea-sized gravel. Fines are generally less than 5 percent and embeddedness is 25-30 percent. An ephemeral tributary enters McGarvey Gulch Creek at the trail crossing. The additional flow it provides may explain why there appears to be fewer fines downstream of this point than upstream. An example of a plunge pool within this reach is shown in Appendix G, Photo 12.

Upstream of the Crystal Springs Trail crossing the habitat continues to be predominated by riffles and cascades. As shown in Appendix G, Photo 13, the substrate is predominated by cobble (40%) and small boulder (30%). Debris jams are interspersed along the channel and they often retain pea-sized gravel and fines (Appendix G, Photo 14). Surface flow was often lacking for 100 feet or more behind the debris jams. In many of these areas of sediment retention, fines are less than 5 percent and pea-sized gravel is common. However, as the gradient increases moving upstream, boulders and cobble may predominate both above and below the debris jams (Appendix G, Photo 15). Perhaps because of the gradient, fines were not excessive through the middle and upper portions of McGarvey Gulch Creek and gravels became infrequent. However, two sources of sediment input to the creek were noted. On the north side of the creek near a log jam, a slide has exposed raw soil in an area about 30 feet high and 25 feet wide (Appendix G, Photo 16). Further upstream but below the Toyon Road, severe erosion of an ephemeral drainage on the south side of the creek is notable (Appendix G, Photo 17).

Squealer Gulch Creek

Lower Squealer Gulch Creek had a water temperature of 15 degrees C (59 degrees F) at 1400 hours on May 3. The habitat consists of 25 percent pools and 75 percent riffles/cascade (Appendix G, Photo 18). As the gradient increases upstream the cascades become more prevalent and the pools are usually plunge pools. Approaching upstream to the park boundary, the creek flows through a narrow ravine with near vertical walls about 50 feet in height. Washing machines,

dryers, and an automobile have been dumped off of Kings Mountain Road into the ravine and litter the landscape and channel. Because of the narrowness of the channel here, log and debris jams are common (Appendix G, Photo 19).

The substrate of lower Squealer Gulch Creek is predominated by small to medium boulders (40 %), followed by 20-30 percent cobble and 20-25 percent gravel. Fines are typically 5-10 percent of the substrate but in many of the plunge pools, fines may be up to 60 percent of the substrate composition. In the lower gradient portion of the creek, embeddedness is 30 percent. In the plunge pools of the higher gradient section, embeddedness often ranges from 40-60 percent. There were no substantial sources of sediment input observed in this reach.

Upper Squealer Gulch Creek had a water temperature of 12 degrees C (54 degrees F) at 1400 hours on May 5. The habitat consists of plunge pools, cascades and riffles and the pool: riffle/cascade ration is 1:5. Small and medium boulders comprise 45 percent of the substrate, cobble is 40 percent, gravel 10 percent, and fines were less than 5 percent. Surface flow was consistent through much of the channel. Appendix G, Photos 20 and 21 provide an illustration of the habitat of upper Squealer Gulch Creek.

Aquatic Biota

California newt (*Taricha torosa*) and small specimen of Pacific giant salamander (*Dicamptodon enasatus*) were observed in all the creeks, although less in McGarvey Gulch Creek. The only fish species observed in the creeks were steelhead (*Oncorhynchus mykiss*). No steelhead were observed in McGarvey Gulch Creek, perhaps because of a boulder and root falls located about 50 feet above its mouth. This falls and plunge pool are noted as possible barrier by Smith and Harden (2001), but they also said it may be passable during winter high flows. It is likely that this is the same habitat feature included in this report as Photo 12. Leidy et al. (2003) stated that stream surveys conducted in 1999 and 2001 reported juvenile steelhead in the lower 0.3 miles of McGarvey Gulch Creek. This limit to upstream migration of steelhead is confirmed by Matt Stoecker of the San Francisco Creek Watershed Council (M. Stoecker, personal communication) and by the 2004 survey. The May 2004 survey found that spawning gravels in McGarvey Gulch Creek were infrequent and barriers from log jams are common throughout the middle portion of the creek. A waterfall 20 feet in height occurs in the creek channel midway between the Crystal Springs Trail crossing and the Toyon Road crossing.

The greatest number of juvenile steelhead were observed in West Union Creek where they were common from the mouth of McGarvey Gulch Creek downstream

to where it leaves the park. Three year classes of steelhead were observed in the creek. The vast majority were of these fish were fry that had hatched this spring; however, several 1+ steelhead and two 2+ steelhead were also noted here. The 2+ steelhead, approximately 5 and 6 inches in length, were observed in the deep pool shown in Photo 4. The depth of this pool apparently allows it to serve as a low flow refugia to sustain juvenile steelhead through the late summer. Leidy et al. (2003) reports several stream surveys of West Union Creek above and below Huddart Park that found three year classes of juvenile steelhead with the Young-of-the-Year (fry) steelhead being “moderately abundant” in pools.

Fry and 1+ year classes of steelhead were also frequently observed in the lowermost 0.5 miles of Squealer Gulch Creek up to the debris jam in the narrow ravine (see Photo 19). Smith and Harden (2001) also show this debris jam as a barrier to upstream migration of adult steelhead. Leidy et al. (2003) reports that Dr. Jerry Smith’s 1990 survey found steelhead only in the lower 0.5 miles of Squealer Gulch Creek. No juvenile steelhead were observed upstream of this barrier or in upper Squealer Gulch Creek during the May 2004 survey.

HUDDART PARK – EVALUATION

Criteria used in assessing the general quality of stream habitat relative to percent fines and embeddedness are from the California Department of Fish and Game’s (CDFG) Physical Habitat Quality Assessment criteria used as part of the California Stream Bioassessment Procedure. Less than 5 percent fines is considered to be “optimal”, 5-30 percent fines are “suboptimal”; 30-50 percent fines are “marginal”, and greater than 50 percent fines are “poor” conditions for supporting a diverse population of aquatic life. Cobble/gravel embeddedness of less than 25 percent is optimal, 25-50 percent embeddedness is suboptimal, 50-75 percent is marginal, and greater than 75 percent is poor conditions (Harrington and Born 2000).

West Union Creek

West Union Creek within the boundaries of Huddart County Park contains plentiful steelhead habitat of good quality for spawning and juvenile rearing. Upstream of the Crystal Springs Trail horse trail crossing and the nearby crossing to the Flood property, the proportion of fines in the creek channel are generally at optimal levels of less than 5 percent and embeddedness in the tails of pools is optimal to suboptimal at 20-30 percent. Several of the deeper pools provide low flow refugia for steelhead to sustain them through the late summer. However, the small number of sufficiently deep pools and relatively low dissolved oxygen levels in these pools when surface flow is non-existent (Fong (2004), are likely the

limiting factor controlling the number of steelhead smolt outmigrants this section of the creek can produce.

The Crystal Springs Trail horse trail crossing and the nearby crossing to the Flood property appear to be significant sources of sediment input to West Union Creek, as downstream of the trail crossing there is substantially more fine materials in the creek channel. Fines comprise 50-60 percent of many pools (poor quality) and the slower portions of riffles and embeddedness is often 50-60 percent (marginal quality). Several deeper pools through this reach are important as low water refugia and are presently degraded by excessive sediment. There are also several locations where streambank slides and slumps may be contributing excessive sediment plus one headcutting ephemeral tributary. A geologist should evaluate these potential sediment sources to determine if they warrant stabilization efforts; however, all of these features of concern are located on the east side of the creek and outside of the park boundaries.

As noted above, this portion of West Union Creek contains several deeper pools that serve as refugia for juvenile steelhead during periods of low flow. The physical volume and fish carrying capacity of these deep pools determines how many juvenile steelhead are alive at the end of that year. Because late summer pool depth is critical to juvenile steelhead survival, a determination of the potential for local groundwater extraction to lower the water table sufficiently to adversely impact these pools is warranted.

McGarvey Gulch Creek

McGarvey Gulch Creek has little suitable habitat for steelhead upstream of the Crystal Springs Trail crossing and has many barriers (log jams and a waterfall) to upstream migration of steelhead. Although it is worthwhile to stabilize sources of sediment input to the creek in this portion of McGarvey Gulch Creek, it would not be cost-effective to attempt to extend steelhead passage beyond the Crystal Springs Trail crossing. Should, however, there be a need to rebuild or repair the existing culvert crossings at either the Richards Road Trail or the Crystal Springs Trail, the crossing should be constructed with a design to improve steelhead passage.

Improving the fish passage at the Richards Road Trail could open up another 1,000 to 1,500 feet of suitable habitat to steelhead.

Lower Squealer Gulch Creek

Lower Squealer Gulch Creek contains suboptimal quality steelhead habitat in its lower 0.5 miles. The debris jam in the narrow ravine appears unchanged from Smith and Harden's (2001) photograph of it. Because of the narrowness of this

ravine, removal of debris barriers from this portion of the channel to allow upstream passage of steelhead would require an annual effort and may not cost effective despite the existence of steelhead habitat upstream. The portion of Squealer Gulch Creek outside of the park boundaries was not surveyed, so its habitat conditions and possible sources of sediment are not known.

HUDDART PARK – RECOMMENDATIONS

The following recommendations for improving Huddart County Park’s steelhead habitat conditions are listed in the order of their perceived priority.

- At or near the existing trail crossing and pedestrian bridge over West Union Creek (or an alternate location to be determined with the cooperation of private land owners, the National Park Service, and/or San Francisco Public Utilities Commission), construct a bridge for horses to cross the creek, and prohibit instream crossings at that location. Also prohibit instream crossings at the numerous locations located all along West Union Creek where horses currently cross from private property into the park, as evidenced by the numerous erosion gullies present along the creek banks. Construct split rail fencing on the park property above the creek bank, and install educational and regulatory signage to discourage instream crossings. Once the horse bridge is operating, stabilize and revegetate the eroded stream banks at the horse crossing locations. These actions will remove a significant source of sediment input to the creek.
- When horses are ridden along the park trails, they must periodically be taken to streamside to drink. Because there are limited locations with ease of access to the creek by horses, specific locations get repeated use and damage the stream banks and create erosion, degrading steelhead habitat. Working with local equestrian representatives to determine the proper numbers, locations, and design, construct off-stream horse watering sources. Water sources shall be self-closing spigots which equestrians use to fill water bags carried with them. Open water troughs are not to be installed due to West Nile Virus, which is fatal to horses. Horse access to the stream at previously used “watering holes” can then be blocked with split rail fencing, and stream banks stabilized and revegetated.
- Construct a new pipe arch culvert at the Richards Road Crossing of McGarvey Gulch Creek to eliminate the fish passage barrier that exists at the current culverted crossing. (Note: this project has been funded and will be implemented in 2005-2006.)
- A number of slides along the east bank of West Union Creek are potentially significant sources of sediment input to the creek but are outside the park boundaries. County Staff should continue the history of cooperation with the private property owners to improve conditions along the eastern creek bank.

- Two sources of erosion and slides exposing raw soil occur within the park along McGarvey Gulch Creek that warrant stabilization and revegetation. On the north side of the creek near a log jam located about 800 feet above the Crystal Springs Trail crossing, a slide has exposed raw soil in an area about 30 feet high and 25 feet wide. This slide should be stabilized (see Photo 16). Further upstream and above the waterfall but below the Toyon Road, severe erosion of an ephemeral drainage on the south side of the creek warrants correction (see Photo 17).
- Although removing the debris jams from the narrows in Squealer Gulch Creek (0.5 miles from creek mouth) would allow steelhead access to potentially another mile of habitat, this action is not recommended for economic reasons. The narrows are highly likely to develop new debris jams each winter and removing them would be an annual cost. However, should there be an interest in conducting a feasibility analysis to determine if the associated annual costs of debris jam removal are not prohibitive, it is recommended that the reach of Squealer Gulch Creek on the private land outside of the park boundaries be surveyed first for habitat quality and additional barriers to upstream passage, prior to committing funds for improvements within the park boundaries.

WUNDERLICH PARK – EXISTING CONDITIONS

Physical Description of Streams

Wunderlich County Park contains only one stream within its boundaries, Alambique Creek. The elevation range of Alambique Creek is 727 feet to 1,530 feet over its length of 1.1 miles, and its average gradient is 14 percent. Most of this first order creek lies in a steep ravine vegetated and shaded by second growth redwoods and bay trees. At the time of the May 2004 survey, flow in lower Alambique Creek was estimated at 0.2-0.3 cfs. Water temperature in the creek was 12 degrees C (54 degrees F) at 1200 hours on May 6, 2004.

Description of Stream Habitat

Entering Alambique Creek from La Honda Road, two characteristics of the creek become quickly apparent. Fallen timber in the creek is prevalent, as is excessive fines in pools and the gravel tails of pools (Appendix G, Photo 22). The habitat is 60 percent cascades and riffles and 40 percent plunge pools. Fines comprise 70-80 percent of most pool habitat and gravels in the tails of pools have 80-90 percent embeddedness. Approximately 800 to 1,300 feet upstream from La Honda Road, a slide (Appendix G, Photo 23) and then a deeply eroded ephemeral tributary (Appendix G, Photo 24) on the south side contribute sediment to the creek. Large woody debris in the channel continues to be common (Appendix G, Photo 25) and often contributes to the formation of pools (Appendix G, Photo 26).

Approaching Alambique Flat, the gradient lessens and a deeply incised ephemeral tributary crosses the Alambique Trail and enters the creek from the north side. About 30 feet above its mouth, the tributary shows extensive headcutting that has eroded a ravine 15 feet wide and 16 feet deep. Heavy deposits of sediment in Alambique Creek upstream of this tributary indicate that the primary source of sediment in the creek is not this tributary although it clearly contributes to sediment input. Below an old fallen wooden bridge, deposits of sediment that built up behind a debris jam and then downcut are evident (Appendix G, Photo 27). Every debris jam or obstructions such as an old water diversion structure (Appendix G, Photo 28) have large amounts of sediment built up behind it. Plunge pools typically have a high percentage of fines in their slower waters but the riffles at the tail of the pool will often be flushed clean of excessive fines (Appendix G, Photos 29 and 30). Pools on bends may have sufficient current during higher flows to sweep them clean of excessive sediments (Appendix G, Photo 31).

Proceeding into the upper end of Alambique Flat, it became obvious that the primary source of sediment input were various slumps, landslides, and raw stream banks (Appendix G, Photos 32, 33, and 34). The streambank slump shown in Photo 34 has filled the stream channel with unconsolidated soil that will be washed downstream during next winter's storms. Groups of large trees are frequently part of the collapsed stream bank (Appendix G, Photo 34 and 35). Upstream of the Alambique Trail crossing of the creek, extensive fallen timber continues to be part of the instream habitat (Appendix G, Photo 36).

Aquatic Biota

California newt and Pacific giant salamander were observed in Alambique Creek; however, no fish of any species were found in the creek. Constructed in 1890, Searsville Lake inundated Alambique Creek's historical confluence with Corta Madera Creek and is impassable to in-migrating fish (Leidy et al. (2003). Perhaps a few steelhead were trapped upstream of Searsville Lake as Leidy et al. reports collecting two Young-of-the-Year *O. mykiss* in 1981 from Alambique Creek where it crosses La Honda Road. Leidy et al. also reports that in May 2002, Stoecker (2002) identified the culvert where Alambique Creek crosses Highway 84 as an impassable barrier to upstream fish migration. A partial barrier to steelhead occurs in the form of a culvert under Portola Road where upper Searsville Pond drains into Searsville Reservoir (M. Stoecker, personal communication).

WUNDERLICH PARK – EVALUATION

Criteria used in assessing the general quality of stream habitat relative to percent fines and embeddedness are from the California Department of Fish and Game’s (CDFG) Physical Habitat Quality Assessment criteria used as part of the California Stream Bioassessment Procedure. Less than 5 percent fines is considered to be “optimal”, 5-30 percent fines are “suboptimal”; 30-50 percent fines are “marginal”, and greater than 50 percent fines are “poor” conditions for supporting a diverse population of aquatic life. Cobble/gravel embeddedness of less than 25 percent is optimal, 25-50 percent embeddedness is suboptimal, 50-75 percent is marginal, and greater than 75 percent is poor conditions (Harrington and Born 2000).

A substantial portion of the pool habitat of Alambique Creek has 50-60 percent fines and 50-90 percent gravel/cobble embeddedness in the tails of the pools. Applying the criteria described above, this habitat provides marginal to poor conditions for steelhead and a diverse aquatic macroinvertebrate population. An estimated 10-15 percent of the pools and riffles have been flushed clean of excessive fines. However, the upper half of the watershed continues to provide excessive sediment input from ephemeral tributary headcutting plus landslides and slumps adjacent to the creek. No evidence of the Alambique Trail contributing significantly to sediment input was noted. As described in the San Francisco Creek watershed report by Northwest Hydraulics Consultants and Jones & Stokes (NHC 2004), “landslides, debris flows, bank erosion, and channel incision in the Santa Cruz Mountains appear to contribute most of the sediment that is carried to Searsville Lake.” Any attempt to allow anadromous steelhead to use Alambique Creek within Wunderlich County Park would require the removal of Searsville Dam and the re-construction of the culvert on Highway 84 and perhaps the culverts at La Honda Road and Portola Road. The steelhead habitat in Alambique Creek will always be periodically degraded by massive sediment input from natural sources.

WUNDERLICH PARK – RECOMMENDATIONS

As noted above, there are numerous small but significant sources of sediment input along Alambique Creek in Wunderlich County Park resulting from mostly natural conditions of stream bank and slope instability. This tendency for stream bank slumping and erosion associated with the seemingly innumerable log jams indicates there is little that can be done beyond maintaining the trail system so not to exacerbate erosion. Recommendation #1 is made in case political and economic conditions make this action feasible at some future date.

- When future conditions permit, removal of Searsville Dam is recommended as a means to open up approximately 2 miles of suitable habitat in Alambique Creek to steelhead. With the removal of the dam, it will be necessary to re-construct the Alambique Creek culverts at Portola Road, Highway 84, and possibly at La Honda Road.
- When horses are ridden along the park trails, they must periodically be taken to streamside to drink. Because there are limited locations with ease of access to the creek by horses, specific locations get repeated use and damage the stream banks and create erosion, degrading steelhead habitat. Working with local equestrian representatives to determine the proper numbers, locations, and design, construct off-stream horse watering sources. Water sources shall be self-closing spigots which equestrians use to fill water bags carried with them. Open water troughs are not to be installed due to West Nile Virus, which is fatal to horses. Eliminate any existing water troughs in the park. Horse access to the stream at previously used “watering holes” can then be blocked with split rail fencing, and stream banks stabilized and revegetated.

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CHAPTER 9

FIRE HAZARD ASSESSMENT AND RECOMMENDATIONS

VALUES AT RISK FROM FIRE

Natural resources are typically the values at risk from fire in both parks. The Folger Stables complex comprises the human-made improvements at risk in Wunderlich Park. Huddart Park has numerous human-made improvements at risk, including the corporation yard, park operation buildings, ranger’s residence, and numerous and substantial picnic areas, campgrounds, restrooms, shelters, signage, site furniture, and utilities improvements.

Table 1. Structures Inside Parks at Risk from Wildfires

Huddart Park	Wunderlich Park
- Corporation yard	- Folger Stable
- Shop buildings	- Carriage House
- Ranger residence	- Historic Ice House
- Restrooms	- Arena
- Picnic shelters	- Blacksmith Shop
- Entrance Station	- Caretaker's Residence
- Shade structures	- FAA Vortex Station
- Microwave Tower	
- Kiosks	

In addition to damage within the parks, a major concern is that a fire will move off either of the parks. The neighborhoods that surround the two parks have among the highest real estate values in the nation, with attendant high values at risk. Huddart Park is nearly surrounded by natural values; neighbors include Phleger Estate (GGNRA) to the north and east, Teague Hill Open Space Preserve to the south, and Purisima Creek Redwoods Open Space Preserve to the west. However, high-value parcels and improvements near the park are located at the southern corner at the head of Greer Road. Another high concentration of improvements is located to the northwest of the park, near Raymundo Drive. Wunderlich Park is surrounded by private, developed property, with neighborhoods to the north off Bear Gulch Road, to the east of Woodside Road, and to the south at Sunrise Drive.

The potential of fire damage to structures and improvements are obvious. However, the damage from fire to natural values is not so obvious. Because vegetation in the parks is adapted to fire's occurrence, the natural values which may be damaged from fire are minor if the fire is of low to moderate intensity. Most species on the site such as redwood, coast live oak, bay, and coyote brush, have the ability to resprout after fire, or have seeds which depend on conditions created after a fire for enhanced reproduction.

In some locations within the park, the interval between fires has become unnaturally long, allowing for an excess of fuels that could create a fire of unprecedented intensity and severity. A high-intensity fire can actually damage the wildflower seed bank in the soil. A severe fire can also be expected to top-kill a high proportion of trees and shrubs in the parks. While the species will generally recover in approximately the pre-fire distribution and frequency, the structure of the vegetation, along with the wildlife habitat value and aesthetics of the site will be dramatically changed in the burned area. Recovery also takes decades.

The area of the two parks is part of the San Francisquito Creek watershed, which supplies water for several reservoirs below the parks. Subsequent water quality degradation, sedimentation of reservoirs, and heating of water courses through the removal of shade can drastically affect local fisheries and riparian habitat.

GOALS OF FIRE MANAGEMENT

The main goal of fire management is the reduction of loss of life, property, and fire suppression costs. It makes sense that reducing the chance of a fire igniting is one way to prevent damage from occurring. Minimizing the loss of life and property from fires that will inevitably result also encompasses visitor safety (usually through evacuation), minimizing the chance of fire spreading beyond the parks' boundaries, and reduction of damage to values at risk in the parks. These goals are generally realized through fire prevention, quick fire containment, specific protection of identified features, and minimization of damage from suppression of the fire.

Because of the parks proximity to large off-site values at risk, fire management emphasis should be placed on aggressive containment within the parks.

Table 2. Fire Management Goals and Actions

Fire Management Goal	Actions to Meet Goal
Reduce chance of ignition	Make human behavior fire-safe
	Fuel treatment
Minimize potential damage to life and property	Keep fire from crossing boundaries (compartmentalize)
	<ul style="list-style-type: none"> • <i>Calm fire behavior through fuel reduction</i>
	<ul style="list-style-type: none"> • <i>Increase firefighting efficiency</i>
	Minimize damage to developed areas
	<ul style="list-style-type: none"> • <i>Calm fire behavior through fuel reduction</i>
	<ul style="list-style-type: none"> • <i>Increase firefighting efficiency</i>
Comply with local regulations	Minimize damage to natural resources on park
	<ul style="list-style-type: none"> • <i>Calm fire behavior through fuel reduction</i>
	<ul style="list-style-type: none"> • <i>Increase firefighting efficiency</i>
Comply with local regulations	100 ft clearance around structures (SB 1369)
	10 ft clearance along roads, 14.5 ft high

FIRE HAZARDS

There are a variety of ways to describe fire hazard, but most use potential fire behavior and the components which influence the ability to suppress a fire. Factors in assessing hazard based on potential fire behavior include the fuels, terrain, and weather conditions. Factors involved in the ability to suppress a fire are water availability and access. Hazard assessment describes how severe a wildfire may be, but does not provide any information regarding the chance a fire will burn in the park.

Wildland Fuels

To a fire, all biomass is fuel. Many types of vegetation burn differently, a result of several characteristics: the way the plants in that community grow, the proportion of live biomass or dead material, the proportion in various size classes, and the distribution (in both vertical and horizontal planes) of the biomass. Vegetation types are categorized in terms of the above factors into fuel types sometimes labeled by numbers 1-13. The most significantly factor in distinguishing between fuel types is the amount and distribution of smaller diameter dead biomass, because it is this material that most commonly carries the fire, and drive fire spread. Accumulations of larger-diameter dead material promote hotter fires, and

can promote tree torching and initiation of crown fires, which are extremely difficult to control.

The state-wide map of fuels available from the California Department of Forestry and Fire Protection indicates that most of Huddart and Wunderlich are comprised of fuel two forested fuel models, (fuel models labeled as "9" and "10"), with patches of shrubby fuel model (numbered "5") and a hardwood fuel model (numbered "8").

Fuels can be correlated to vegetation types to be more spatially explicit. The wildland fuels in Huddart and Wunderlich parks include large expanses of four different fuel types, as mapped by Rana Creek Habitat Restoration. The distribution of these fuel types within the parks and the fire behavior of each are described below. The wildland fuels at Huddart and Wunderlich Parks are summarized in Table 3.

Table 3. Vegetation Types

Vegetation Type	Fuel Type	Huddart Acreage	Wunderlich Acreage
Non-Native Grassland	Fuel Model 1	0	21.2
Coyote Brush Scrub	Fuel Model 5	0	54.3
Chaparral	Fuel Model 4/5	69.6	0
Live Oak Woodland	Fuel Model 8	23.9	8.0
Mixed Evergreen Forest	Fuel Model 9	577.7	629.2
Redwood Forest	Fuel Model 9	302.9	162.9
Eucalyptus	Fuel Model 7	0	18.1
Mixed Evergreen Forest (w/eucalyptus, acacia & broom)	Fuel Model 7	0	16.9
Landscaped/Developed	No model	11.5	20.5

Annual Grass (Fuel Model 1)

The Annual Grass fuel type is comprised of the non-native grasslands in Wunderlich Park, which occurs on Meadow Trail. This vegetation type also includes the irrigated meadows in Huddart Park. Grassland fuels (both annual and perennial) are fairly uniform and homogeneous compared to other fuel types. Grasslands are generally characterized as having a light total fuel load made entirely of fine herbaceous material that cures in the summer. This material responds rapidly to changes in humidity and is easily ignited in dry periods. While the Annual grass fuel type will ignite easily and burn rapidly, the hazard posed by grassland is far less than any other fuel type (except Live Oak Woodland).

Grasslands are often used as staging areas for fire response, and when mowed, as safety zones for fire response personnel.

Fire generally spreads rapidly and can exhibit dramatic flame lengths. However, the total heat output of grass is minor when compared to the fuel types. Fire behavior in grass is most responsible to changes in conditions, such as moisture, height, or continuity. Containment is often the greatest challenging in suppression. Grass tends to lead fire into less ignitable fuels with higher heat production. Structure survival is high when grass abuts buildings because of its low heat output and short burn-out time.

North Coastal Scrub (Fuel Model 5)

North Coastal Scrub is found where grasslands have not been disturbed in several years (such as at The Meadows) and as an understory in Mixed Evergreen Forests. Fire behavior in North Coastal Scrub is not normally explosive, however, it was this fuel type that fueled the Oakland Fire of 1991 on Saturday, October 19, and the morning of October 20th. Rates of spread are quite fast, but flame lengths are low (usually under five feet) and heat output minimal except when the stand is extremely old, as occurs in the parks. The dead to live ratio of mature stands is usually quite high - an equal proportion of living and dead material is often found. Additionally, live foliage on the plants comprises over half of the total fuel load. A preponderance of dead fuels can be found in the smallest size class, those smaller than 1/4 inch in diameter, which promotes the fast spread rate.

Chaparral (Fuel Model 4)

This fuel type constitutes the highest hazard, and produces the most severe fire behavior. Flame lengths are predicted to range from 17 to 23 feet, which indicates explosive behavior. The spread rate is predicted to be approximately 50 to 100 feet per minute, with ember production ahead of the flaming front.

Direct attack would not be possible, and containment efforts would need to rely on air attack, backfiring or suppression strategies other than line building because the perimeter of the fire is likely to grow faster than a line could be built. In addition, spotting is likely in chaparral which will present even more challenges to suppression efforts.

Live Oak Woodland (Fuel Model 8)

The Live Oak Woodland fuel type encompasses stands of coast live oak, bay, and buckeye, with black oak, and interior live oak in Huddart and Wunderlich Parks.

Where no understory exists, slow-burning surface fires with low flame lengths are the rule in this type, with isolated pockets of accumulated fuels flaring up and possibly starting crown scorch. Only under severe fire weather do these fuels pose significant fire hazards. Closed canopies of hardwoods support densely compacted surface fuels composed mostly of leaves, and some twigs. Where little understory growth is present, the potential for crown fires is minimized.

Mixed Evergreen Forest (Fuel Model 9)

The Mixed Evergreen Forest includes redwood forests, forests of Douglas fir/redwood mix, and hardwood-dominated stands such as bay, oak/bay mix and oak forests. This fuel type is the most common in both parks, and covers all aspects, and most conditions.

Where the Mixed Evergreen Forest does not support an understory slow burning fires with low flame lengths are the rule, as with the Live Oak Woodland. Wherever accumulations of dead fuels exist, fires will flare up and scorch tree crowns and produce localized torching (creating embers and potential spot fires). However, this fuel type does not usually pose significant hazards.

In contrast, where an understory is present in the Mixed Evergreen Forest, fires will burn with greater intensity than other fuel types due to greater volumes of fuel on or near the ground - both from tree deposition and understory vegetation, or deferred maintenance.

Large dead branches contribute significantly to long-smoldering burnout; a thick understory contributes to the higher probability of crown fires and associated new spot fires. Both of these characteristics make this the greatest native hazard in the parks under severe weather, both in terms of starting new fires via spotting and the difficulty of containment and extinguishment.

A closed canopy provides a moist environment which is usually resistant to ignition. This vegetation type responds slowly to changes in temperature and moisture so that the forest dries out slowly but also remains dry for a longer period of time.

A deep leaf litter layer - possibly 8 inches deep - consisting of oak, and blackberry leaves has accumulated within the Mixed Evergreen Forests. Sometimes this plant community has a brush understory which would carry fire into the canopy and result in crowning and torching, and potential mortality from cambial heating. When the copy of the oaks is ignited, countless embers can be produced and carried in the wind to locations several hundred yards away. Even where oak

forests are absent a shrubby understory, low branches may make them vulnerable to torching and crowning from a grass fire on the site.

Redwood Forest (Fuel Model 8)

The Redwood Forest Fuel Type corresponds to the Redwood Forest vegetation type. This is found in the ravines and deeper parts of the canyons in both parks.

This fuel type supports significant fuel loads from tree deposition and understory vegetation. Consequently, this fuel type burns with intensity. Understory development contributes to a higher probability of crown fires and associated spotting. Dead and down woody fuels include some larger (greater than three inches in diameter) fuels that pose occasional control and containment problems. Concentrations of dead down woody fuels will contribute to isolated torching of trees and under severe dry winds, spotting and crowning is likely.

Both of these characteristics make this one of the greatest fire hazards, both in terms of starting new fires via spotting and the difficulty of containment and extinguishment from smoldering fuels. However, the dangerous fire behavior is expected only under severe fire weather. In addition, the Redwood Forest has a low ignition potential because of the moisture nature of the forest and generally remote location.

Eucalyptus and Acacia Plantings and Mixed Evergreen Forest (disturbed) (Fuel Model 7)

Wunderlich Park has a significant area of non-native vegetation, dating back to its origin as a farm and private garden. The previous owners established groves of *Eucalyptus globulus* and *Acacia spp.* which have expanded their original planting locations by aggressive seeding and vigorous sprouting.

The Eucalyptus Fuel Type contains the highest fuel volume in the park. The forest floor is covered with leaves, strips of bark, tree branches, decomposed forest litter and debris from previous road clearing operations. In some locations the forest litter exceeds two ft in depth and averages 6-12 inches depth. The total volume of dead material that would be involved in a fire (dead material smaller than 3 inches in diameter) is likely to exceed 30 tons/acre. The eucalyptus litter is famous for its ignitability, and for the ferocity with which it burns. Further, if a fire were to ascend to the trees crowns, the burning leaves and bark will be distributed widely. In the 2001 Albion Fire, embers from this 3-acre fire were transported 1/2-3/4 miles eastward from Albion Road to Canada Lane in Woodside; the fire crossed Highway 280.

The combination of a build-up of dead material, and the highly ignitable nature of the litter creates the potential for fire behavior which could exceed the ability of the finest fire department to control. Eucalyptus is very aggressive in its ability to spread, and without containment, more of the park will be endangered by its extreme hazard. In fact, almost 17 acres of Wunderlich Park are mapped as Mixed Evergreen Forest with a significant component of eucalyptus, acacia and broom.

This area of extreme hazard also replaces the native habitat within the park which typically poses a less hazardous fire situation. Were the area to be managed to form a shaded fuelbreak, the structure and species composition of the forest stand would be more conducive to wildlife.

Roadsides in Eucalyptus and Acacia Plantings (disturbed) (Fuel Model 12)

Approximately 1000 trees fall down each year in Wunderlich Park. Those that fall across service roads have been cut to clear the road, and due to budget restrictions, the debris has been pulled to a roadside location and left in place. This area poses particular hazards due to the presence of a high proportion of dead material (from leaves, litter, and twigs).



Acacia and eucalyptus on the Loop Trail in Wunderlich Park

This explosive fuel type is located along the Loop, Alambique and Meadow Trails in Wunderlich Park. Here the cuttings (also known as 'slash') are 3-5 feet deep,

and contain debris from trees which are up to 10 inches in diameter. More recent forest litter and debris are suspended over the slash, creating an elevated, high aerated fuel bed more conducive to ignition and intense burning.

In *How to Predict the Spread and Intensity of Forest and Range Fires* by Richard Rothermel (1983), this fuel type is described as "Rapidly spreading fires with high intensities capable of generating firebrands can occur. When fire starts, it is generally sustained until a fuelbreak or change in fuels is encountered. The visual impression is dominated by slash, much of it less than 3 inches in diameter."

Landscaping (no fuel model number)

Landscaped areas, being closest to structures, may make the greatest impact on structure survivability during a fire originating in the wildlands. Landscaped areas either (1) are moist, thus will not burn; (2) contain large amounts of fuel which will burn with great intensity; or (3) are landscaped with fire resistant plants, and only burn slowly with little heat release.

While research results regarding fire resistance of landscape plants are meager, several important generalities have surfaced. First, the spacing and design of the garden is more critical than the species selected. Horizontal spaces between planting masses and the structure are important components of a fire safe landscape. Similarly, vertical spacing between tree branches, shrubs, ground cover and the structure (particularly windows) are also part of a well designed garden.

Maintenance of landscaped areas is necessary to remove dead material and to maintain vertical and horizontal spaces. A substantial dead fuel component is a major factor in fire behavior, which is reflected in the characterization of several of the fuel models. Neglect of landscape maintenance, or failure to repair broken irrigation piping, can lead to a significant worsening of the fire hazard closest to the structure.

Topographic Features and Hazards

Topographic features, such as slope, aspect, and the overall form of the land have a profound effect on local weather patterns, vegetation types and distribution, and microclimatic conditions. By influencing the local wind, fuel moisture and heat availability, topography directly and indirectly affects the intensity, direction, and spread rate of wildfires.

Both Huddart and Wunderlich Parks are located on the same east-facing slope below Skyline Blvd., have relatively rugged topography. In fact, the western boundary coincides with the distinct, high north-south ridgeline which defined by

Skyline Blvd. for both parks. Elevations within Huddart range from approximately 600 feet in elevation at the eastern boundary and West Union Creek, to approximately 2000 feet in elevation at the western boundary. Wunderlich Park also runs the entire length of the slope from 450 ft in elevation to 2280 ft, at Skyline Blvd.

A mixture of densely forested valleys with steep canyons of greater than 30% grade and open meadows in flats or ridgelines characterize the topography of Huddart and Wunderlich Parks.

Most of the permanent and intermittent streams flow south, with the exception of McGarvey Creek Gulch, which flows eastward.

These steep slopes would promote rapid fire spread uphill. Because fires burn more rapidly uphill, fires will tend to burn to Skyline Blvd, the high point on the hill. If a crown fire were to travel up these slopes, it would be very difficult to stop it from crossing Skyline Blvd. because of strong convective winds and likely mass ignitions throughout the area. The incised topography will also funnel winds into the "chimneys", concentrating fire heat, and directing fire spread up these canyons. Further, the convoluted topography can cause erratic winds and promote cross-slope burning, where a fire will jump from one steep canyon side to the other. Prominent ridges will maximize the distance embers can spread downslope.

Weather Patterns and Hazards

Like topography, weather conditions have a large influence on fire behavior. Weather conditions significantly impact the potential for fire ignition as well as the rate, intensity, and direction in which fires burn. Wind, temperature and humidity are the more important weather variables used to predict fire behavior.

San Mateo County has warm, dry summers and cool, moist winters that are characteristic of the fog belt area. In general, most of the measurable rainfall, about 30 inches a year, occurs during the winter months (Mid-October to mid-April). Thus, May to October is the time of highest fire danger and constitutes the fire season. Temperatures are usually moderate in Woodside, but hot days associated with stagnant air and high pressures aloft pose times of extreme fire danger (In this case, the effect of slope would mean fast spread uphill).

Summertime temperatures are usually quite warm, often well over 100 degrees however; it is common for the fog to roll in during the early summer evenings. According to weather data at WFPD Station 7 from 1960 to 1990, the average maximum temperatures in June through September exceed 80 degrees. The

average maximum temperature for June is 84 degrees, July, 87.5 degrees, August 87.6 degrees, and September 85 degrees. This indicates that fifty percent of the time the daily temperatures reach 85 degrees.

Because of its proximity to the coast, fog sometimes keeps summertime temperatures cool. It is not uncommon to have hot days and cool nights because of the proximity to the coast, and the steep ridge to the west that blocks the fog.

Additionally, occasional episodes of several still, stagnant days from stationary highs occur during droughts. During this time, periods of continuous high temperatures and low relative humidity, dry fuels to a point where National Fire Danger Rating System (NFDRS) rating during these times are over 81 and indicate extreme resistance to control.

The easterly winds that helped spread the 1991 Oakland Fire do not blow with the same intensity in the east-facing hills of Huddart and Wunderlich Parks. However, this overall weather pattern creates extremely low humidity and enhances the possibilities of ignition and extreme fire behavior. Once a fire escapes initial attack, it generates its own wind, creating strong updrafts that entrains more wind into the burning environment.

Access

The current access within Huddart Park is limited to narrow, windy dirt roads that link West Union Creek, McGarvey Gulch and Kings Mountain Road. Similarly, vehicular access within Wunderlich Park is comprised of access of similar service roads. There are significant restrictions to access in Wunderlich Park. For example, fire engines from the Woodside Fire Protection District cannot make the first turn in the Loop Trail above the Folger Stables. Additionally, there is no place to turn engines around on this same trail system. This presents a serious concern for firefighter safety because retreat from advancing fire is more challenging without turnarounds or safety zones. Some fire departments may not commit engines and firefighters without a turnaround because of a reasonable concern for firefighter safety. Last, water bars installed for erosion control measures slow fire suppression response because they cannot travel as quickly as otherwise possible, and may become stuck on high water bars.

Four-wheel-drive firefighting vehicles can traverse unpaved service roads for initial attack of a fire however larger and longer vehicles are precluded from making an effective contribution to fire suppression. Access is most closely tied to response times, so that limited access prevents timely deployment of most efficient

firefighting resources and generally results in a larger fire where back-up of initial response apparatus is required.

Water Availability for Fire Suppression

Huddart and Wunderlich Parks have virtually no water available to firefighting resources. Hydrants are available within 300 feet of each structure in the parks and are located at the entrance to Wunderlich Park and on Greer Road at the lower Huddart Park entrance. In Wunderlich Park the shallow agricultural reservoir that exists at Salamander Flat is not suitable for firefighting purposes due to its shallow nature and unreliable supply. This reservoir is a private supply used for irrigation purposes. Another water storage tank is located off Skyline at the southwest corner of Wunderlich Park, but is a private water supply.

Despite the ability of four-wheel-drive vehicles to enter the parks, water for fire suppression would more likely be delivered via water tenders with fold-a-tank set-ups, helicopter buckets, and aerial support. With minimal water supply, fire suppression is more difficult and can easily result in a catastrophic fire with a greater potential for damage and loss of life.

Red Flag Park Closures

During times of high fire danger, the California Department of Forestry and Fire Protection declares a Red-Flag warning. Under these conditions, the trails in Wunderlich and Huddart Parks are closed until such time as the Red-Flag warning is removed.

IGNITIONS AND FIRE HISTORY

Ignition Potential of Wildland Fuels

Fuels that are easily ignited are those which are small, dry, and highly aerated. Tall grass suspended by dry twigs and small branches is a highly ignitable condition, and occurs along the service road made of up the Loop, Alambique and Meadow Trails in Wunderlich Park. The ignition potential of mixed evergreen forest fuel type is dependent on the understory vegetation, but is usually moderate due to the cooling effects of canopy cover. Where there is a closed canopy and an understory that has few shrubs or litter build-up the ignition potential is low. The same holds true for redwood forest. The ignition potential of chaparral and north coastal scrub is moderately high, due to the high volume of dry twigs in the stand, and common occurrence of grass and herbs under the shrubs.

The ignition potential of redwood forests is low due to high levels of moisture most of the time. Similarly, vegetation in riparian corridors also has a low ignition potential because of the high foliar moisture and humid conditions which normally persist in those locations. Fortunately, trails usually abut the least ignitable fuel types, typically, mixed evergreen forest, live oak woodland, or redwood forest, especially in Huddart Park.

Ignition History and Potential

Roadside fires, such as might occur along Kings Mountain Drive or Skyline Blvd, are a potential source of ignition with the two parks. Over 45% of all human-caused ignitions in National Forests in California (including coastal Forests) over a ten-year period were located within 50 feet of a paved road.

The most common causes of ignitions in the Santa Cruz-San Mateo area of California are electrical contact with vegetation (power lines), mechanical equipment, arson, and campfires. Thus ignitions may occur from the PG&E transmission and distribution power lines that transect the parks, from maintenance activities (especially in the corporation yard, along power line rights of ways) and from campfires in the park.

Table 4. Ignition Causes - Average from 2000-2004 inclusive

Electrical contact with vegetation (power lines)	46.2%
Mechanical Equipment	12.6%
Arson (structures)	16.0%
Campfire	11.4%
Other	13.8%

Because humans cause these ignitions, it follows that those locations with greatest access are more likely to ignite than remote locations. Huddart Park receives over 100,000 visitors each year, largely during summer months and during weekends; approximately 65,000 visitors enjoy Wunderlich Park annually. Fuels which are either highly ignitable or in locations of illegal campfires should be identified for fuel modification to reduce the chance of ignition.

While unusual, lightning fires are not unheard of in Huddart and Wunderlich Parks. The most recent lightning fire occurred 1998-1999, where a lightning strike ignited the top of a redwood trees in a very remote part of Wunderlich Park. This fire also traveled through the trees roots to other locations near the tree. In 1999, lightning ignited 23 fires in Santa Cruz and San Mateo area.

There has not been a major fire in the Woodside area in the last 100 years. The largest fire in Wunderlich Park grew to only 25 acres and occurred in the 1970's.

No significant fires have occurred in Huddart Park in the last several decades. As a result, fuels are at an unnaturally high level of accumulation. Under current fuel conditions, the expected fire behavior for the majority of the time is moderate, and can usually be contained within the parks. However, under severe fire weather, fire behavior can be expected to be dramatic and challenging in the Redwood Forest, Mixed Evergreen Forest, and the Eucalyptus stands. Because these comprise the vast majority of the area in the park, diligence is in order, and fuel reduction becomes paramount. An ambitious fuel reduction project was initiated in the summer of 2004 to rehabilitate roadside areas of accumulated dead debris.

FIRE MANAGEMENT ACTIONS

Both Huddart and Wunderlich Parks already have policies and practices that address fire management to limit the chance of ignition, minimize potential damage of a fire, and to comply with local ordinances. This section documents current practices, and offers recommendations for future, expanded actions. Finally, these new projects are prioritized.

Actions to Reduce the Chance of Ignition

The chance of ignition can be reduced through fuel treatment and management of public behavior (park usage). Fuel modification is proven to be effective. Because grassland is the most ignitable fuel, cutting grass as it cures is the most common action to limit ignitions. Grass is typically cut along roads, along boundaries and in other locations where vehicles may park, cigarettes may land, or children may play. Budget restrictions resulted in an emphasis on grass cutting, or simply clearing roads for access.

Even though a goal for Wunderlich and Huddart Parks is to increase public use, it may be necessary to close access to the property during times of high fire danger. Currently, the trails of Wunderlich are closed on Red Flag Days, or those days which are particularly hot, dry and windy. However, it is not feasible to completely close the parks because of the adjacency to highly-traveled roads, and paucity of fencing. This strategy is also sometimes ineffective because visitors can be expected to hide and use unsafe locations to recreate rather than use well-designed facilities that have many safeguards for fire occurrence. Instead the developed portions of Huddart Park, with its well-maintained picnic areas, will remain open during Red Flag days, while the trails will be closed.

Existing regulations currently restrict unsafe behavior at the parks. At present, charcoal fires are permitted in park barbeque pits only. No ground fires or portable barbeque pits are allowed, with the exception of campfire ring fires which

are supervised and by permit only. Picnicking and camping are permitted only in designated areas. Minimizing the risks of facility operations, such as the use of mechanical equipment during hot, dry, windy weather, is also important because mechanical devices typically cause one-quarter of all fire starts in the county. Motor vehicles are permitted only on paved roadways and in established parking areas.

Actions to Minimize Potential Damage to Lives Property, and Resources

Vegetation management can calm fire behavior and increase success of suppression. Strategies to reduce fire hazard are to reduce fuel volumes, reduce fuel flammability, establish/maintain fuel discontinuity, and reduce the possibility of fire traveling through tree crowns. Actions to minimize fire's potential damage cannot be applied park-wide. Instead, areas around structures or other high values at risk, areas of high public use, access areas, and park perimeters are foci of work.

Hazard reduction can be done in a variety of ways, encompassing vegetation management, structure design and materials retrofit, education and training, and equipment purchase.

Recommendations

The following is a list of methods that are suitable to reduce the risk of ignition and potential damage from fire. Most of the methods and practices are already employed by both parks; those indicated with an asterisk are recommended new or expanded practices. (Refer to Figure 11 for locations of selected improvements in Wunderlich Park.)

Vegetation Management Actions, by Method

- **Mechanical Treatments and Hand Labor**

- *Clear service roads of understory, thin trees near service roads, especially in Wunderlich Park along the Loop, Alambique and the Meadows Trail. Dead material should be removed on both sides of the roads. The understory of the forest should be thinned such that a vertical separation between the ground and tree canopy is established and maintained. Shrubs should be thinned to form isolated groupings. Small trees, and those that constitute ladder fuels should be removed. Shrubs around trees that are emerging from the shrub canopy should be removed.

- Mow grasslands along roads and selected boundaries (such as Bear Gulch Rd.) for a distance of 30 ft.
- Coordinate with Caltrans, County Department of Public Works, and Town of Woodside to ensure roadside management is conducted along Skyline Blvd., Kings Mountain Road, Woodside Road, and LaHonda Road.
- Work with PG&E to maintain the right-of-way throughout the parks and develop guidelines for trailside trimming procedures that preserve habitat and aesthetics as well as fire safety.
- * Provide survivable space around each structure of 100 ft by mowing grass, pruning trees, and removing dead and flammable material from roofs, decks, grounds, propane tanks.
- **Revegetation and Landscape Design**
 - Ensure the landscape plan minimizes wildland fire hazards and provides defensible space. *Install fire-resistant plants in a fire-safe design that consists of groupings isolated by hardscape or mowed grass.
 - *- Remove invasive and exotic plants that pose a fire hazard
 - *- Pursue habitat restoration with native plants in the disturbed areas with higher fire hazard.
- **Grazing**
 - *- Goat grazing can be instituted in strategic locations that are not appropriate for other types of grazing. If the site were used as an over-winter pasture, costs may be reduced. This is appropriate in Mixed Evergreen Forest where some understory persists in the coastal scrub (also called chaparral), and in the meadows.
 - Continue horse grazing in Wunderlich Park
 - *- Expand horse grazing in Wunderlich Park, in a managed rotation of pastures, with an approved Grazing Management Plan. Explore opportunities for other grazing alternatives

Fire Hazard Education and Training

- Ensure key on-site personnel, including Park Rangers, maintenance staff, caretakers and non-profit organization staffs are trained in basic fire prevention.

- Include information regarding fire ecology and prevention at entrance and trail staging area kiosks, and in interpretive and educational materials.
- Meet with neighboring homeowner associations to collaborate on fire safety projects

Fire Suppression Equipment Purchase

- Ensure the appropriate Park-owned initial attack firefighting equipment is readily accessible.

Improve Water Supply

- Investigate acquisition of water rights to use the Salamander Pond in Wunderlich Park as a water source for fire fighting only
- Evaluate location of hydrants and pressure and volume available in Huddart Park; make necessary improvements

Structure Design Guidelines

- *Evaluate exterior construction features (e.g. roofing, siding) on their ability to meet ignition resistant construction
- *Install Class A roofing
- *Install fire sprinklers in main buildings
- *Install a fire alarm system in main buildings

Improve Access

- *Construct a new section of service road connecting the Alambique and Loop Trails, to meet standards for CDF and Woodside Fire Protection District vehicle weight and turn radius
- *Change water bars to rolling dips and out-sloping roads
- *Improve hairpin turn on Richards Road at McGarvey Gulch to meet standards for CDF and Woodside Fire Protection District vehicle weight and turn radius
- *Construct a turn around in Wunderlich park on The Loop
- *Install safety zones to make it safer for firefighters in order to increase the likelihood fire suppression resources will be committed to that location

Obtain Funding

- Pursue grants for above actions from local, private, state and federal sources. Current funding sources include the State Firesafe Council, California Fire Alliance, and National Fire Plan. San Mateo County Parks will actively work with the Woodside Fire Protection District and Fire Safe San Mateo County to obtain funding.

Priorities

All of the highest priority projects are located in Wunderlich Park. One project addresses the build-up of forest debris, while the other addresses the need for improved access.

- The most pressing need is to reduce the forest debris along The Loop, Alambique Trail and Meadow Trails. The County has initiated a Loop Trail Fuel Reduction Project, and has completed approximately 20% of the length of the trail.
- Construct a new section of service road connecting the Alambique and Loop Trails, to meet standards for CDF and Woodside Fire Protection District vehicle weight and turn radius
- Safety zones should be installed along the Loop Trail.
- A turn-around should be installed along the Alambique Trail.

CHAPTER 10

IMPLEMENTATION

NEXT STEPS

Environmental Review

Once the plan has been adopted, County Staff will prepare environmental documentation in compliance with the California Environmental Quality Act (CEQA).

Future Implementation

This Master Plan is intended to provide a guiding framework for addressing a broad variety of issues affecting the Huddart and Wunderlich Parks. Implementation of the Master Plan's recommendations will require further, more precise planning and design. Some recommendations may be implemented by Park Staff, where others will require professional planning, design, engineering, and construction services. The future precise planning and design will provide a detailed definition of each improvement project and will involve the project stakeholders, other agencies, County Staff and decision-makers, and interested members of the community.

PERIODIC MASTER PLAN REVIEW AND UPDATING

This Master Plan has been developed based on a number of assumptions about the future, including recreational trends, along with environmental and financial considerations. The Master Plan is designed to be flexible so that future conditions can be addressed as they arise. With this in mind, the Master Plan should be reviewed on a five to ten year basis to determine if the master plan goals are being implemented successfully, and if any master plan changes are needed to address changed conditions.

PHASING AND PRIORITIES

This section provides a summary of Master Plan recommendations organized into three phases:

- Phase I: Short-term (implementation completed within next 5 years)

- Phase II: Medium-term (implementation completed within next 10 years)
- Phase III: Long-term (implementation completed within next 20 years)

The rationale for the three phases was based on the following main goals: Phase I improvements address public safety concerns, code requirements, environmental damage, or respond to a pressing need. Phase II addresses improvements that will reduce ongoing operation and maintenance costs or that respond to a pressing need but require a longer lead time for planning and design. Phase III addresses desired facilities that will improve the level of recreational service to the park visitor.

The priority ranking is intended as a guideline for Master Plan implementation. It should be noted that implementation of these priorities will not necessarily follow this priority ranking in the exact order as outlined. Some Phase I projects may be deferred to later phase due to a lack of funding or other reasons. Conversely, some later phase projects may be moved to earlier phases due to availability of funding through grant sources or for other reasons. Note that the projects listed under each of the three phases are not presented in priority order.

Phase I

Huddart Park

- Phase I Archery Range improvements as prioritized and funded by KMA
- Provide directional signage to the AIDS Grove and add to park map
- Horse trailer parking
- Explore possible transfer of park land located south of Kings Mountain Road in cooperation with MROSD
- New connector trail and pedestrian crosswalks in lower picnic area
- Replace damaged trail bridges; evaluate all park bridges and develop a 20-year phased replacement program
- Install new crossing of McGarvey Gulch Creek at Richards Road to eliminate fish passage barrier
- Work with GGNRA and SFPUC to establish an alternate park entrance from the Phleger Estate via an existing service road, the Miramontes Trail, and new bridges across West Union Creek.

- Work with the Town of Woodside and private property owners to replace the existing bridge across West Union Creek at the Crystal Springs Trail entrance with a new bridge suitable for passage of pedestrians and equestrians.
- Prepare assessment of 2-inch water system and replace segments on an annual basis
- Increase water pressure and volume at the Park Maintenance Yard
- Install low-flow toilet fixtures at Sequoia, Redwood, and Oak restrooms
- Coordinate with SBC to protect communications facilities and repair any damage

Wunderlich Park

- Folger Stable Building seismic retrofit and restoration
- Horsekeeping measures at Folger Stable complex
- Vehicular entrance/exit and parking area improvements, including horse trailer parking, and traffic safety improvements on Woodside Road
- New vault-type restroom at parking lot, with running water
- Entrance signage
- ADA upgrades at Carriage House
- Install fee collection station at parking lot
- Prepare assessment of 2-inch water system and replace segments on an annual basis, in coordination with the Folger Stable Improvement Project
- Complete Loop Trail fuel reduction program
- New fire road connection between Loop and Alambique Trails
- Install fire safety zones and turn-arounds

Both Parks

- Establish Blue Ribbon Panel to work with County Parks to prepare an update to the 2001 County Trails Plan. The update should study trail use by all users from a regional perspective, and provide a prescriptive action plan for future implementation.
- Work with MROSD to study potential safe crossings of Skyline Boulevard

- Install additional hose bibs for horse watering; work with equestrian community to identify preferred locations
- Develop interpretive and educational signage
- Prepare Sediment Assessment Study; begin phased implementation of sediment reduction measures
- Prepare prioritized capital improvement program for storm drainage culvert replacement; begin phased replacement program
- Provide benches on trails, with bench donation program

Phase II

Huddart Park

- Install vault toilet at Sequoia Day Camp
- Oak Area improvements, including restroom replacement, road realignment, and parking
- New rental building at Zwierlein Area
- Improve parking at Miwok, replace picnic shelter, replace restroom
- Flagpole and crafts sink at Sequoia Day Camp
- Phase II Archery Range improvements as prioritized and funded by KMA
- All-weather single track trails

Wunderlich Park

- Folger Stable area site improvements, including paddocks, arena, drainage, caretakers residence, and other components
- All-weather single track trails

Both Parks

- Install potable water source at upper end of each park

Phase III

Huddart Park

- Close Archery Fire Road and replace with new loop trail connection between Archery Range and Chinquapin Trail
- Redwood Area improvements, including restroom and shelter replacements, road realignment, and parking

- Meadow Area improvements, including restroom replacement
- Replace Werder picnic shelter
- Replace restrooms at Madrone, Werder, and Zwielerlein
- Provide solar photo-voltaic electric power at new structures
- Expand Toyon Campground, replace restroom and shower buildings
- Replace shower building at Toyon Campground
- Relocate Ranger's residence and construct interpretive center
- Phase III Archery Range improvements as prioritized and funded by KMA
- Replace overhead electric lines with underground facilities
- New trail connections in locations shown

Wunderlich Park

- New trail connection between Alambique and Skyline Trails
- Replace overhead electric service with underground lines

HUDDART PARK

LEGEND

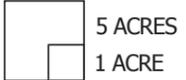
-  PARKING
-  RESTROOMS
-  HANDICAP ACCESS
-  ENTRANCE STATION
-  PICNIC AREA
-  PICNIC SHELTER
-  GROUP CAMP AREA
-  PLAYGROUND
-  AMPHITHEATRE
-  WATER TANK
-  RANGER'S RESIDENCE
-  AIDS GROVE
-  LOCKED GATE

-  SERVICE ROAD
NO BICYCLES
-  TRAIL
NO BICYCLES
-  TRAIL
HIKING ONLY
-  TRAIL
HIKING, BICYCLES & EQUESTRIANS
-  MILEAGE MARKERS
W/ MILEAGE
-  ROAD
-  POWER LINE
-  PARK BOUNDARY
-  CREEK

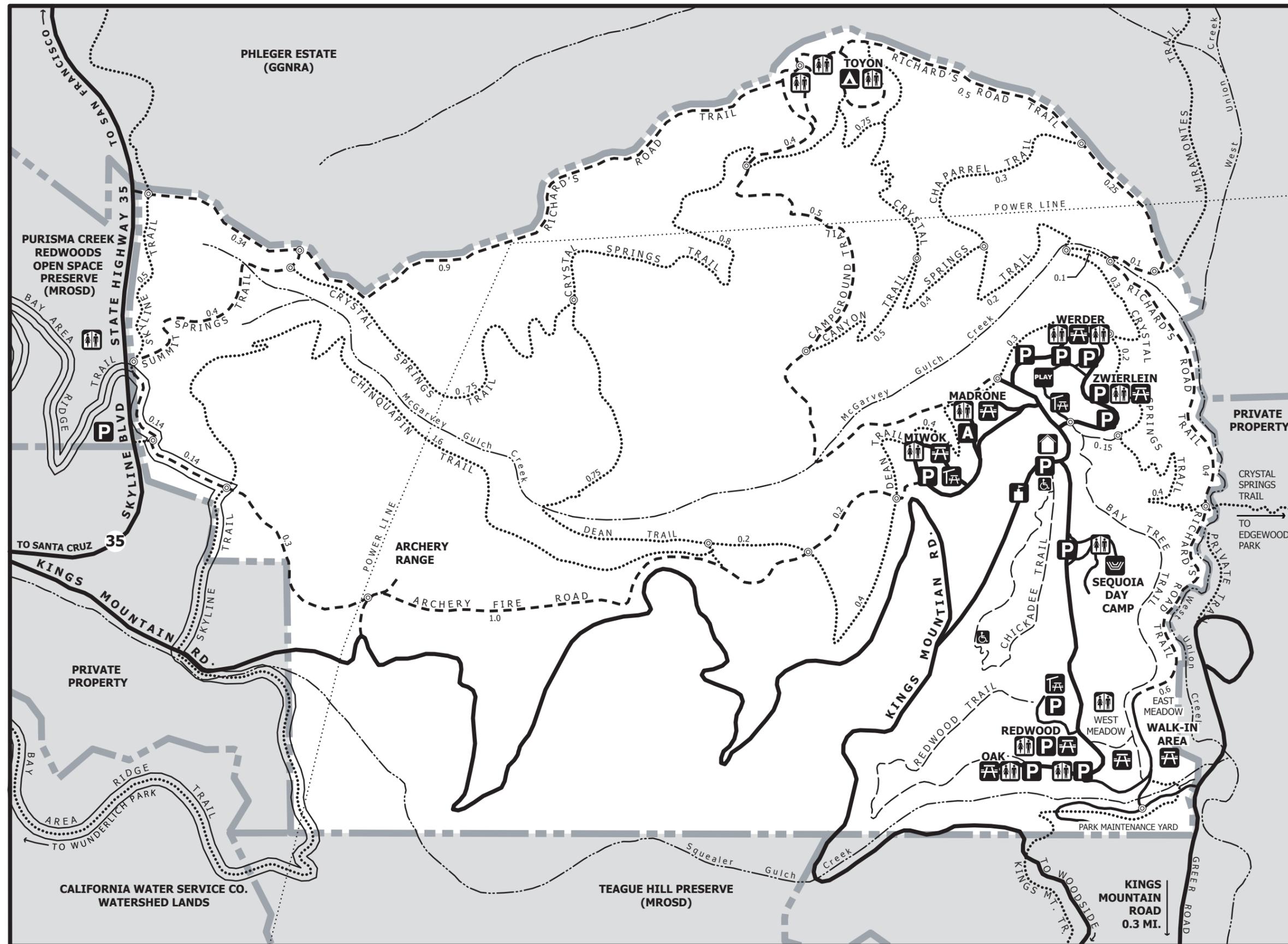
FIGURE 2

EXISTING FACILITIES

 NORTH

 5 ACRES
1 ACRE

 0 1/8 1/4
SCALE IN MILES



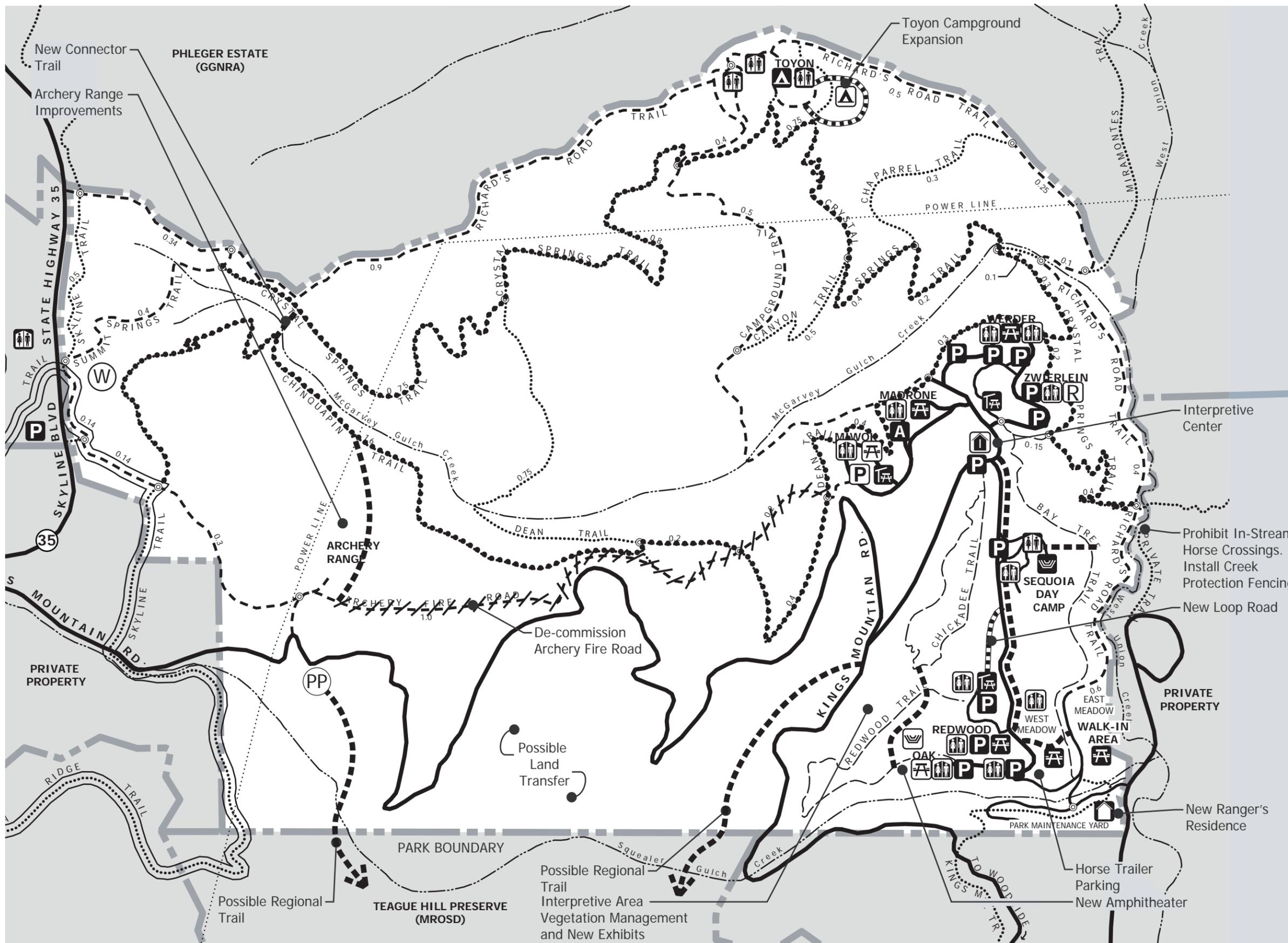
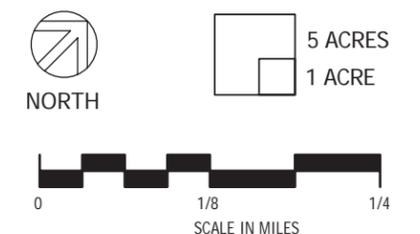
HUDDART PARK

LEGEND

EXISTING	NEW OR IMPROVED	
		PARKING
		PROPOSED INTERPRETIVE CENTER
		RESTROOMS
		RELOCATED RANGER'S RESIDENCE
		PICNIC AREA
		PICNIC SHELTER REPLACEMENT
		GROUP CAMP AREA
		AIDS GROVE IMPROVEMENTS
		AMPHITHEATRE
		PROPOSED RENTAL BUILDING
		EXISTING SERVICE ROAD NO BICYCLES
		EXISTING TRAIL NO BICYCLES
		EXISTING TRAIL HIKING ONLY
		ALL-WEATHER SINGLE TRACK TRAIL
		SERVICE ROAD TO BE CLOSED
		NEW TRAIL CONNECTION
		POSSIBLE NEW PARKING
		PROPOSED POTABLE WATER SOURCE

FIGURE 3

MASTER PLAN DIAGRAM



HUDDART PARK

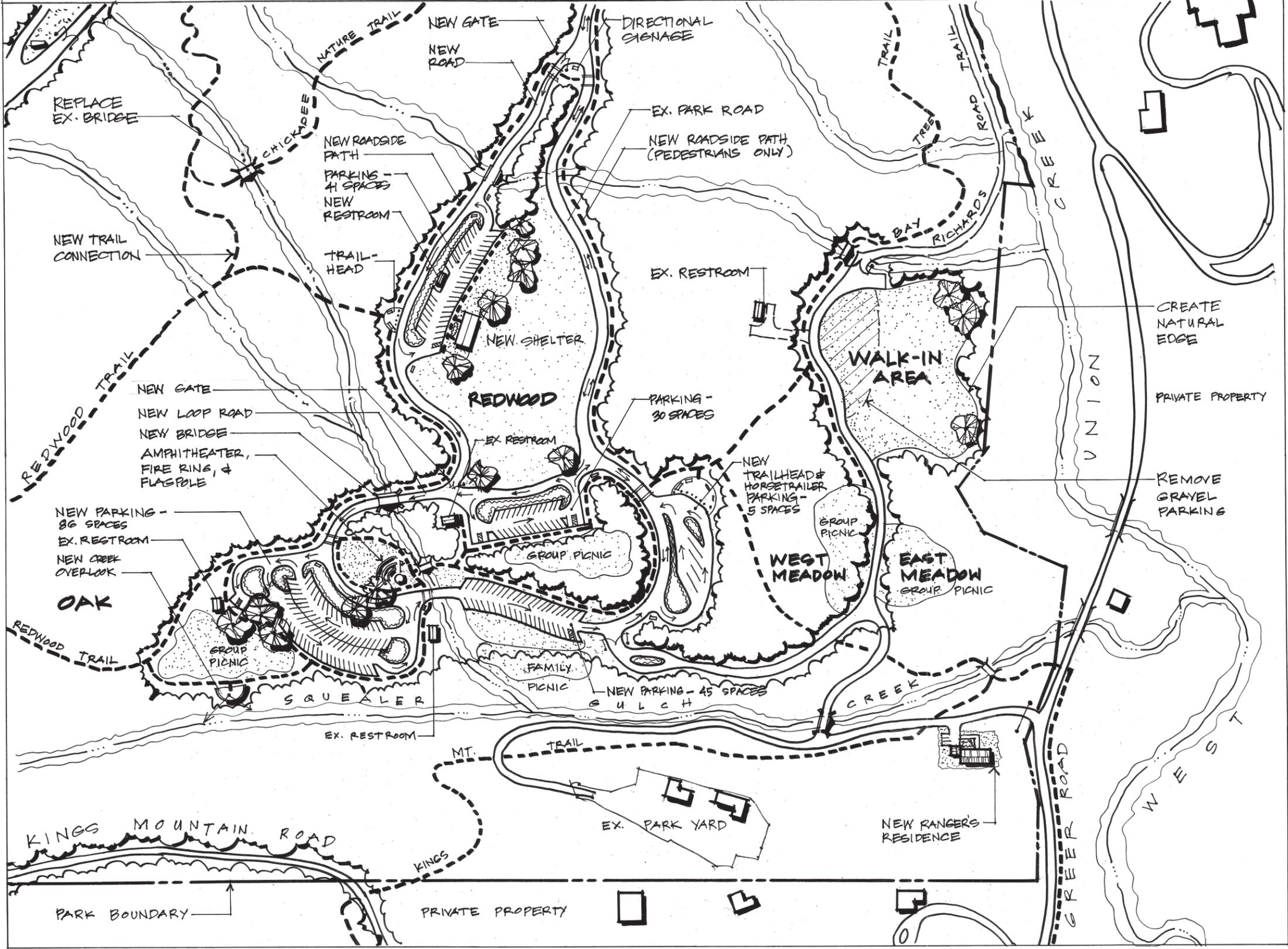
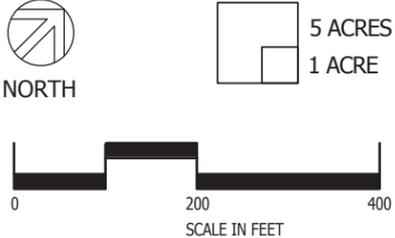


FIGURE 4
LOWER PICNIC AREAS IMPROVEMENTS



WUNDERLICH PARK

LEGEND

-  PARKING
-  RESTROOMS
-  LOCKED GATE
-  SERVICE ROAD
NO BICYCLES
-  TRAIL
NO BICYCLES
-  TRAIL
HIKING ONLY
-  TRAIL
HIKING, BICYCLES
& EQUESTRIANS
-  MILEAGE MARKERS
W/ MILEAGE
-  ROAD
-  POWER LINE
-  PARK BOUNDARY
-  CREEK

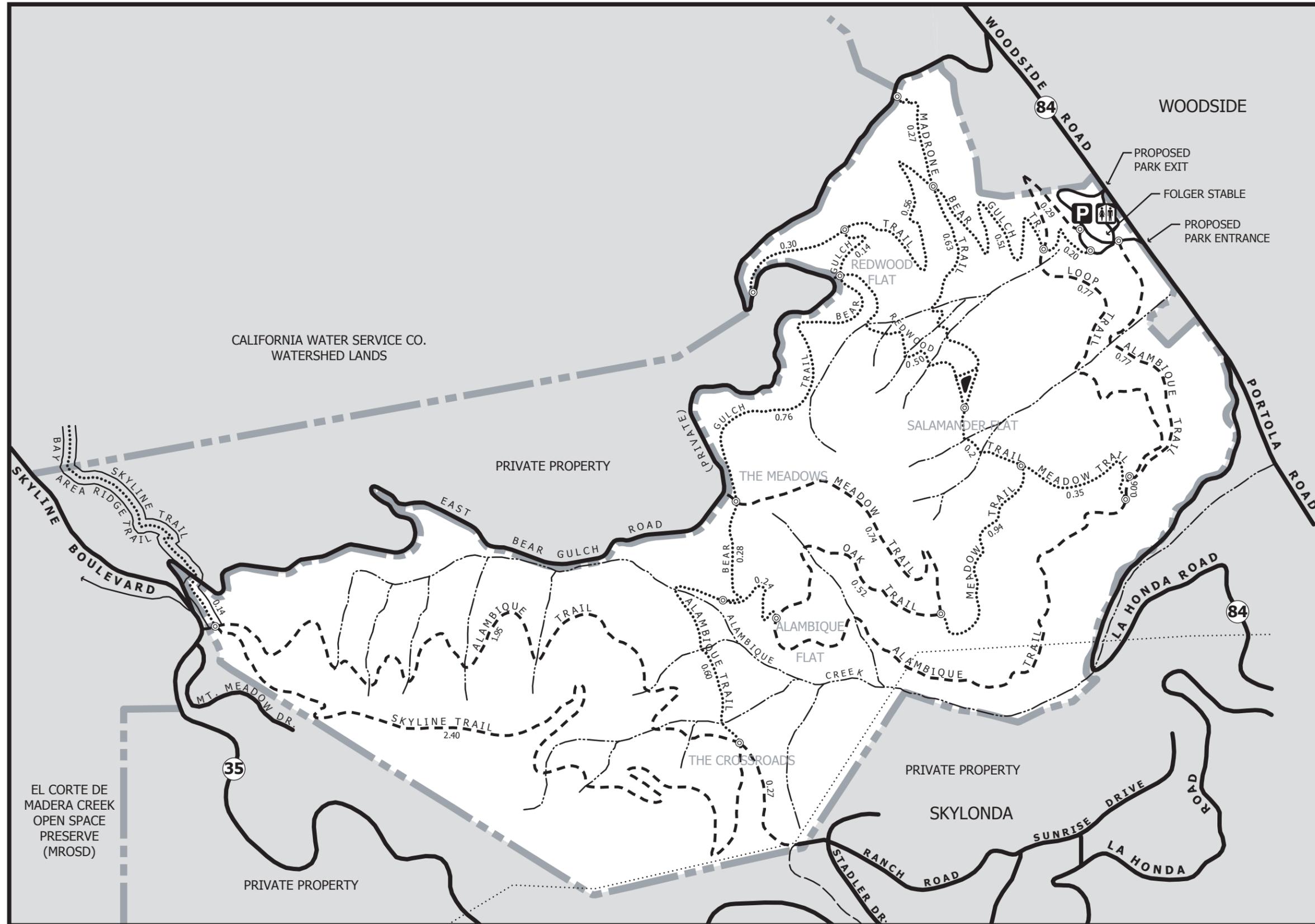
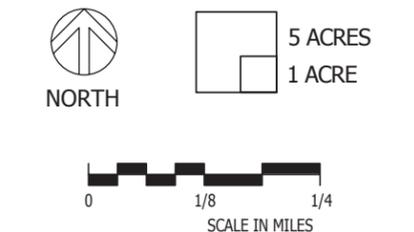


FIGURE 5

EXISTING FACILITIES



WUNDERLICH PARK

LEGEND

1. FOLGER STABLE
2. NORTH WING FOLGER STABLE
3. SERVICE COURTYARD
4. SMALL BARN
5. HOT WALKER AREA
6. CARRIAGE HOUSE
7. UPPER BARN
8. CARETAKER / MANAGER HOUSE
9. CENTRAL PADDOCK AREA
10. NEW MANURE HOLDING AREA
11. SMALL MANURE HOLDING AREA
12. SMALL TRAINING RING
13. NEW HAY & SHAVING STORAGE FACILITY
14. OLD HILLSIDE PADDOCK AREA
15. LARGE SHOW / TRAINING AREA
16. ARENA PADDOCKS
17. PUBLIC ENTRY & EXIT ROAD
18. SERVICE ROADWAY
19. PUBLIC PARKING LOT
20. SEPTIC SYSTEM
21. TRAILER PARKING
22. TOILETS

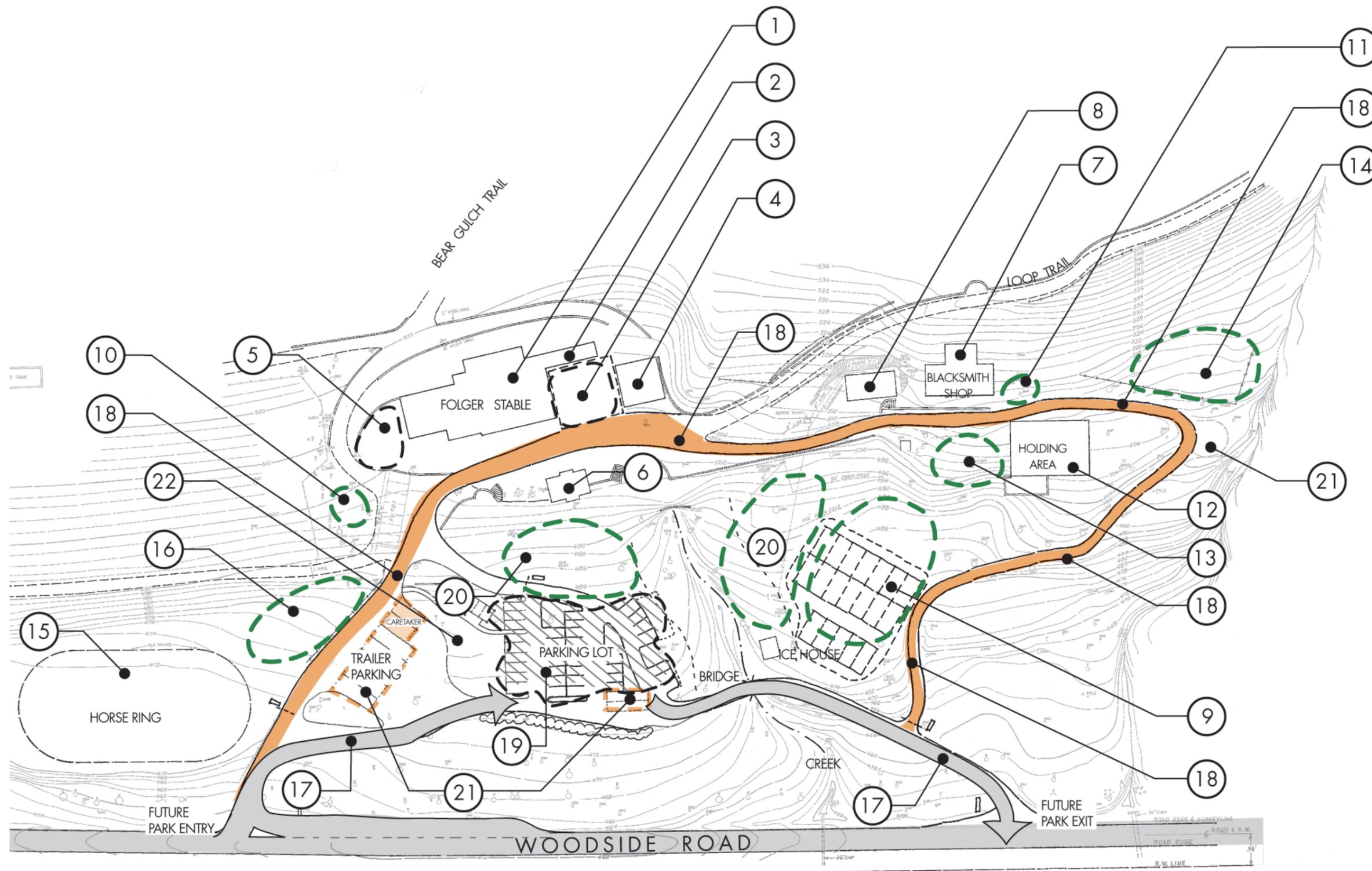
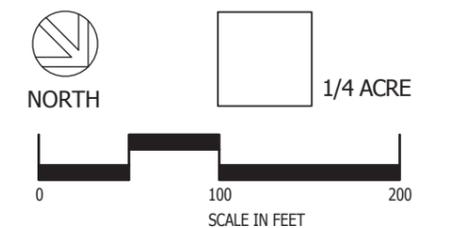
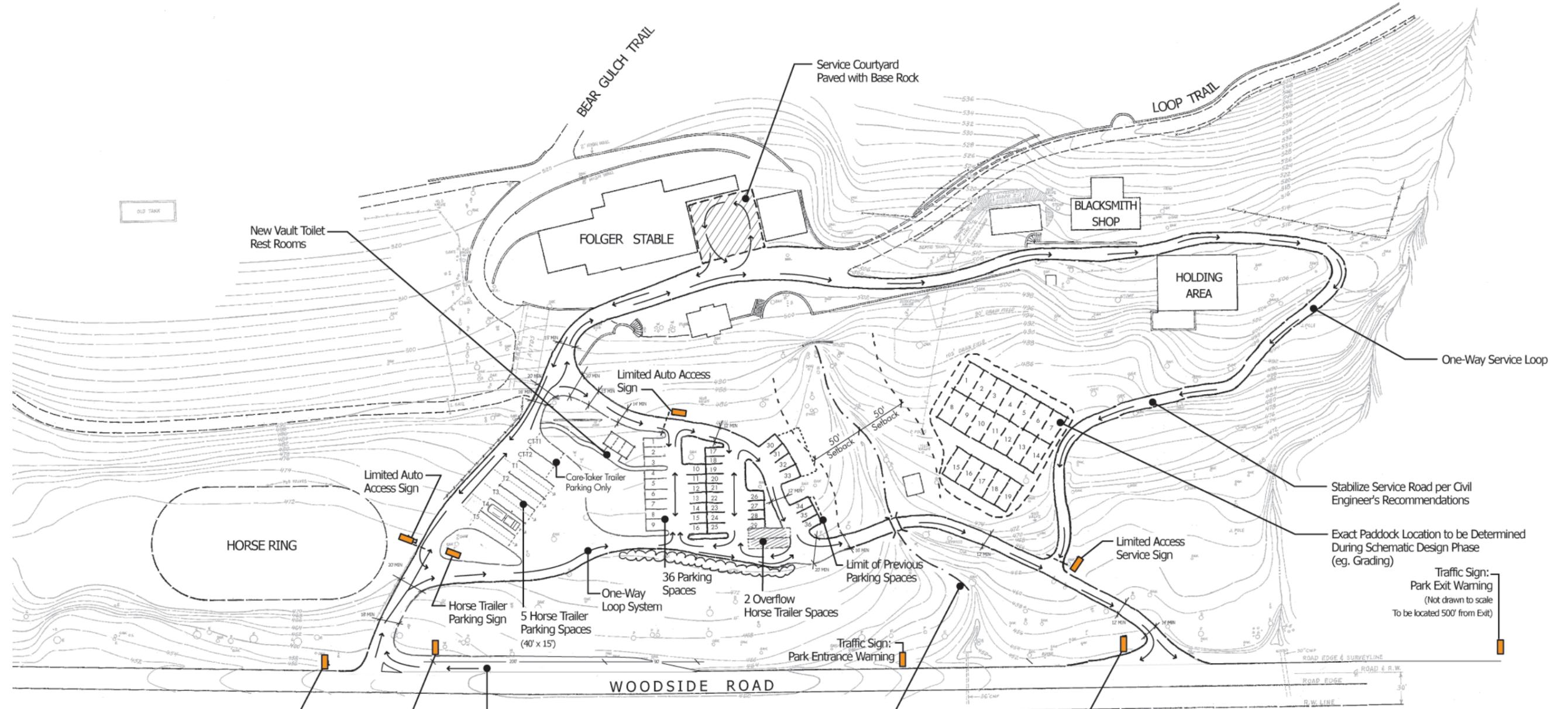


FIGURE 7

FOLGER STABLE KEY PLAN



WUNDERLICH PARK



Traffic Sign:
Park Entrance Warning
(Not drawn to scale
To be located 500' from Entrance)

Park Entrance Signs
(Location to be Determined in Field, Typ.)

Traffic Sign:
Park Exit Warning

FIGURE 8
FOLGER STABLE PARKING & CIRCULATION DIAGRAM

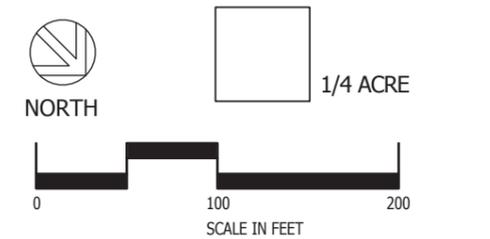


Figure 9:

This figure will be posted soon. Please check back.

HUDDART PARK

LEGEND

-  ALL-WEATHER SINGLE TRACK TRAIL
-  SERVICE ROAD TO BE CLOSED
-  NEW ROADSIDE CONNECTOR TRAIL
-  NEW TRAIL CONNECTION
-  SPLIT RAIL FENCE
-  POSSIBLE NEW REGIONAL TRAIL
-  POSSIBLE NEW PARKING

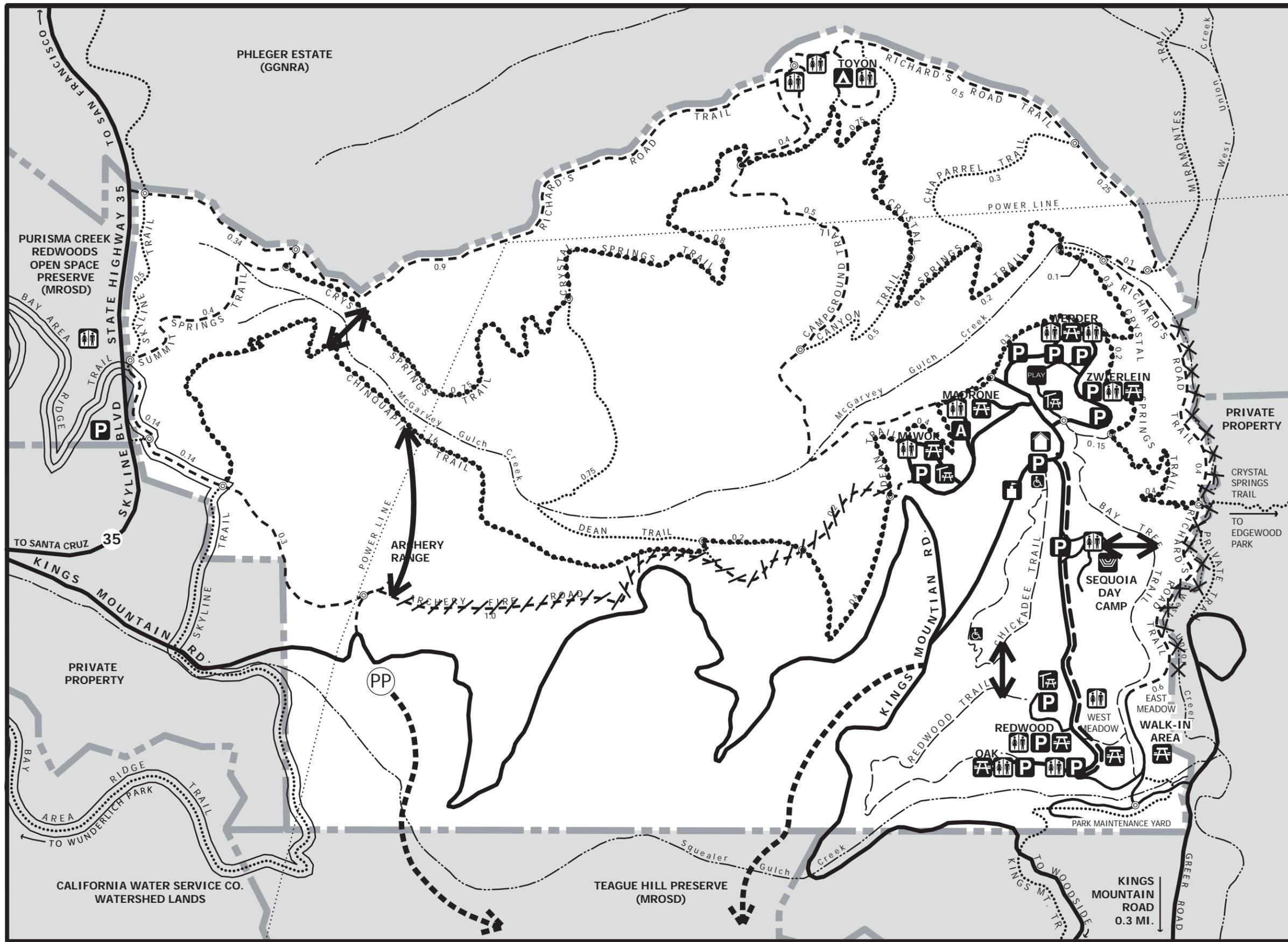
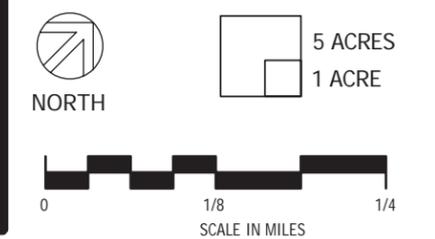


FIGURE 10

TRAILS RECOMMENDATIONS



WUNDERLICH PARK

LEGEND

-  NEW FIRE ROAD CONNECTION
-  NEW TRAIL CONNECTION
-  SAFETY ZONE
-  STRUCTURES AT RISK
-  ALL-WEATHER SINGLE TRACK TRAIL
-  SPLIT RAIL FENCE
-  FUEL REDUCTION PROJECT
-  WATER SOURCE
-  POTENTIAL WATER SOURCE

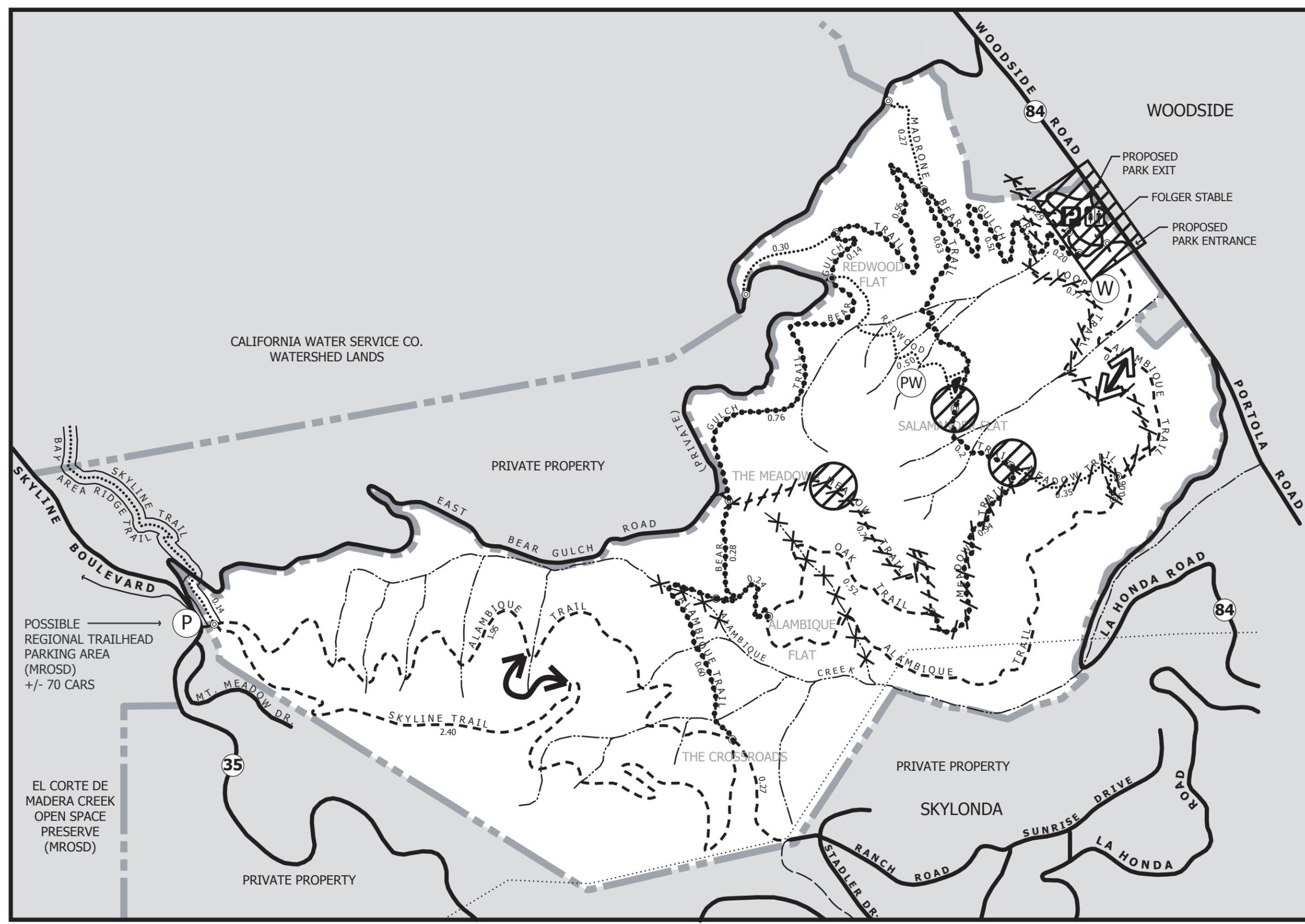
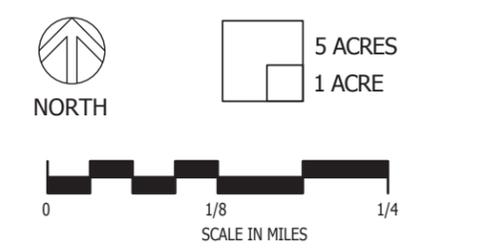
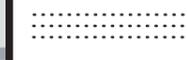


FIGURE 11
TRAILS & FIRE MANAGEMENT RECOMMENDATIONS



HUDDART PARK

LEGEND

-  6" WATER LINE
-  2" WATER LINE
-  WATER PRESSURE REDUCER STATION
-  WATER METER
-  WATER TANK, 75,000 GAL.
-  SBC COMMUNICATIONS LINE
-  ELECTRICAL SERVICE, OVERHEAD
-  ELECTRICAL SERVICE, UNDERGROUND
-  FLOOD TRANSIT LINE, PRIVATE

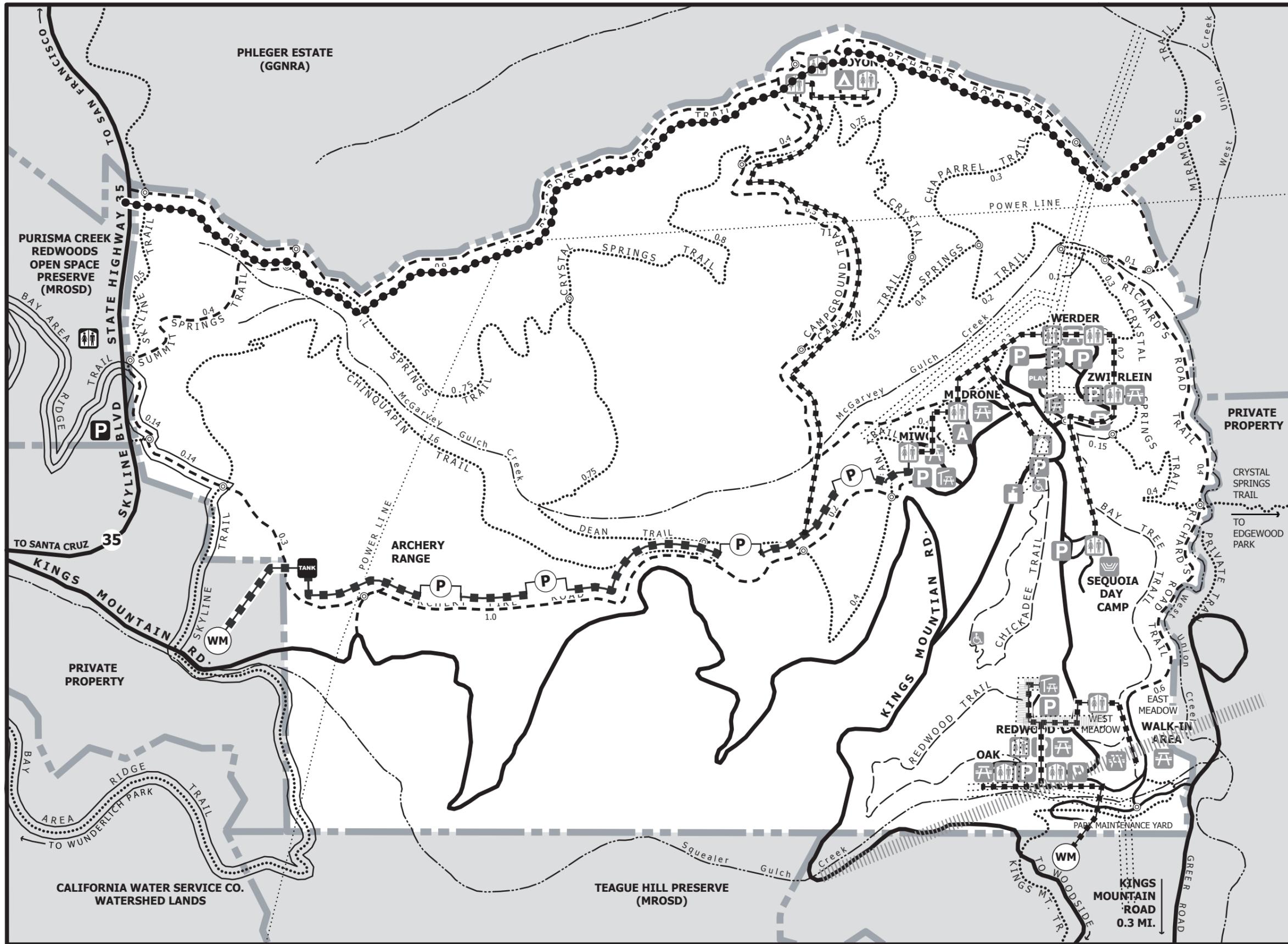
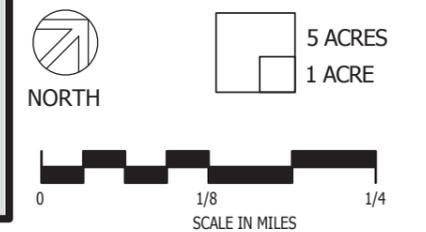


FIGURE 12

EXISTING UTILITIES



APPENDICES

APPENDIX A	PERSONS CONTACTED
APPENDIX B	QUESTIONNAIRE SUMMARY
APPENDIX C	MEETING MINUTES
APPENDIX D	LETTERS RECEIVED
APPENDIX E	EROSION AND SEDIMENTATION CONTROL MEASURES
APPENDIX F	HORSEKEEPING MEASURES
APPENDIX G	FISHERIES ANALYSIS PHOTOGRAPHS
APPENDIX H	SUMMARY OF CHANGES MADE TO DRAFT MASTER PLAN

APPENDIX A

PERSONS CONTACTED

Sue Boynton, Woodside Town Council
Patty Ciesla, Responsible Organized Mountain Pedalers
Jill Daly, Co-Chair, Folger Estate Stable Committee
Rick DeBenedetti, Woodside Trails Club
Debbie DeRoy, Peninsula Girl Scouts
Kent Dewell, Woodside Town Engineer
Susan Dougherty, Woodside Bicycle Committee
Denise Enea, Woodside Fire Department
Millo Fenzi, Woodside Safe Skyline Access Subcommittee
Ellie Ferrari, Portola Valley Trails Association
Al Filice, San Mateo County Horseman's Association
Brooke Fox, San Mateo County Horseman's Association
Mike Gagarin, California Department of Forestry and Fire Protection
Susan George, Woodside Town Manager
Deborah Gordon, Woodside Town Council
Tammy Hannon, Skyline Water District
Elly Hess, Trails Advisory Committee
Alison Hlady, Sierra Club Loma Prieta Chapter
Pat Holmes, Wunderlich/Folger Stable
Gary Johnston, Kings Mountain Archers
Tom Koos, C/CAG Bikeways Committee
Rob Krensky, Volunteer Horse Patrol
Susan Lang, Co-Chair, Folger Estate Stable Committee
Andrea Lucas, GGNRA
Bill Maimone, Bear Gulch Road Association
George Marchelos, SBC
Ernst Meissner, ETRAC
Paul Molder, California Water Service Company
Robert Mosouka, PG&E
Paul Nam, Responsible Organized Mountain Pedalers
Nancy Horner, National Park Service GGNRA Chief of Planning
Mike Nelson, Peninsula Bicycle and Pedestrian Coalition
Bob Power, San Francisco Bay Area Ridge Trail Council
Jean Russmore, San Mateo County Trails Advisory Committee
Jeanne Schmidt, The Trail Center
Ellen Schuette, Friends of Huddart and Wunderlich Parks
Matt Stoeker, San Francisquito Creek Watershed Council
Hope Sullivan, Town of Woodside Planning Director
Linda Teutschel, Diamond Crest Girl Scouts
Marian Vanden Bosch, San Mateo County Park Commission
Douglas Vu, Midpeninsula Regional Open Space District

APPENDIX B

QUESTIONNAIRE SUMMARY

A questionnaire in the form of a comment sheet was provided at all public meetings and was made available at the park entrances. The following is a summary of responses:

1. How often do you visit Huddart and/or Wunderlich Parks?

- I have never been – 0
- I have visited once – 2
- I visit once a year – 2
- I visit 2 to 4 times per year – 17
- I visit once a month – 36
- I visit once a week – 35
- I visit several times each week – 53

2. What activities do you pursue at the parks?

- Hiking – 92
- Horseback riding – 67
- Trail running – 40
- Picnicking with friends/family – 31
- Nature Study, birding, etc. – 26
- Picnicking in organized groups – 13
- Scouting or other youth organization – 8
- Archery – 7
- Ride bike on park roads – 2
- Photography – 2
- Volunteer Horse Patrol – 2
- Mountain Biking – 1
- Camping at Toyon campground – 1
- Tracking wildlife – 1
- Mushroom collecting – 1

3. What improvements to existing facilities do you recommend?

- Provide additional sources of horse water, especially at the upper portions of each park, and away from trailheads – 25
- Increase horse trailer parking – 20
- Restore/improve Wunderlich Park entrance drive – 20
- Provide all-weather single track trails for equestrians – 13
- More horse tie-ups - 13

Appendix B – Questionnaire Summary

- Additional potable water sources on trails – 10
- Improve trail drainage – 9
- Restore Folger Stable – 8
- Increase parking at Wunderlich Park – 7
- Upgrade Wunderlich Arena – 5
- Increase number of paddocks at Folger Stable – 3
- Improve restroom at Wunderlich parking area – 3
- Improve trail maintenance – 2
- Improve archery range – 2
- Pave Wunderlich parking lot to reduce dust – 1
- Decommission Richards Road and replace with single track trail – 1
- Provide larger turnout/grazing area at stable – 1
- Pave Toyon campground road and Richards Road to create a paved bicycle route through Huddart Park – 1

4. What new facilities do you recommend?

- Horse ring at Huddart Park - 5
- New mountain biking trails – 5
- Picnic tables at Wunderlich Park – 4
- Trail etiquette signage – 3
- Allow dogs on leashes – 3
- Stables at Huddart Park – 2
- Parking at Crystal Springs trailhead at Raymundo Road for hiker access into Huddart Park – 2
- Dry horse camp – 2
- New trail on McGarvey Gulch – 2
- Trap shooting – 1
- Remove migration barriers at McGarvey Gulch – 1
- Portable toilet at Meadow in Wunderlich – 1
- New trails in the upper portion of each park – 1
- Family campgrounds – 1
- More horse trails – 1
- Interpretive/history signage and brochure – 1
- Fire alarm boxes throughout parks – 1
- Historical interpretive center at Wunderlich Park stables – 1
- Indoor archery range -1
- New Huddart Park trail connection between Chinquapin and Archery Road – 1
- New Huddart Park trail connection between Chinquapin and Crystal Springs– 1
- Improve trail signage – 1
- Dog exercise area – 1
- Olympic size swimming pool – 1

5. What are your concerns?

- Bicycles should not be allowed on park trails due to safety concerns – 34
- Preserve equestrian trails and use of the parks – 25
- Mountain bikes should be allowed on park trails due to demand for this activity - 15
- Dogs should not be allowed in the parks – 13

- Horses should be allowed to cross through the creeks – 6
- Allow dogs on leash – 4
- Will have to move boarded horses during construction of Folger Stable improvements - 3
- No changes are needed at either park – 3
- Horses cause trail erosion – 2
- Cars block trailer rigs in Wunderlich parking lot – 2

6. Any other suggestions?

- Preserve wilderness character of the parks - 27
- Increased enforcement of “no bikes no dogs” policy - 10
- Allow public use of arena at Wunderlich Park – 6
- Eradicate exotic vegetation – 4
- No improvements are necessary - 4
- Allow increased use of horse trails in winter, reduce length of closure time – 3
- Charge entrance fees at Wunderlich Park – 3
- The existing parks are very well maintained – 2
- Bridges are slippery, please rectify – 2
- Decrease private horse boarding, add picnic areas – 1
- Permit wood campfires – 1
- Allow cart driving on trails – 1
- Post instructions on what to do in case of fire -1
- Eliminate horses – 1
- Allow night hiking – 1
- If bikes are allowed, keep on separate trails – 2
- If dogs are allowed, keep on leash – 1
- Remove poison oak – 1
- Increase presence of Volunteer Horse Patrol – 1
- Do not remove eucalyptus groves, they are beneficial for wildlife – 1
- Reduce manure run-off - 1

APPENDIX C

MEETING MINUTES

STAFF AND CONSULTANT PROJECT PLANNING WORKSHOP

Project: Huddart and Wunderlich Parks Master Plan
Project Number: 04.04
Date Prepared: 4/26/04
Revised: 6/30/04
Date of Meeting: 4/14/04
Meeting Purpose: Pre-Project Planning Team Meeting
Participants: Mary Burns, County Parks
Sam Herzberg, County Parks
Dave Moore, County Parks
Priscilla Alvarez, County Parks
Bill Harris, Harris Design
Tony Gschwend, Gschwend & Company
Roland Haga, BKF
Owen Lang, Sasaki Associates
Eric Lassen, Sasaki Associates
Nathan Pepple, Sasaki Associates

A pre-project planning session was conducted on April 14, 2004, on site at the Wunderlich Park Carriage House. The purpose of the meeting was to develop a shared understanding of the project conditions, issues, planning and design alternatives, and the overall project goals.

Goals:

1. Goals of the Master Plan:
 - 20-year roadmap for operation and improvement of the parks
 - Examine long-term needs
 - Define a vision for future use of the parks
 - Provide technical information to decision-makers
 - Define priorities of improvement projects
 - Identify capital improvements that will reduce future maintenance requirements
 - Work with neighbors, partners, stakeholders, and potential donors
 - Over-arching goal is to turn over the parks to future generations in better condition than existing
 - Master Plan should discuss opportunities for donor funding
 - The Master Plan should be a working document that is put into use by County Staff and updated as necessary

Wunderlich Park Discussion:

2. Stable use

- Current use is likely to continue for the foreseeable future. The Master Plan will assume the preservation of the Folger Stables and continuation of horse boarding.
 - It was agreed that the site probably could not support an increase in boarded horses beyond the current 36 due to the steep topography, and that it may be desirable to reduce this number slightly.
 - Local equestrian community includes individuals who are daily users of the park and are also potential donors.
 - Operator Pat Holmes leases and operates the facility, and is expected to retire in 5 – 10 years. The current lease runs through April 2007, with an option to cancel 180 days after April 30, 2004 by either party.
 - Board is currently \$450 per stall per month.
 - Mary intends to suggest replacing the current lease system with a sole-source non-profit group to manage the stables in the future.
 - Master Plan to coordinate with the Folger Stable Master Plan in which a program is outlined for the repair and improvement of the stable building and designation as an historic landmark.
 - Stormwater improvements are needed in the stables area to reduce pollution associated with equestrian use.
 - An intricate underground drainage system exists at the stables area. Contact Stable Committee for information.
 - Site retaining walls should be preserved.
3. Public use of the lower horse area
- Goal is to facilitate public use, appreciation, and enjoyment of the horse area while preserving the private functions associated with safe horse-keeping within the stables, paddocks, and adjacent areas.
 - Existing steeply sloping topography is a challenge for the design of paddocks, paths, and other horse use areas. Existing paddocks have caused extensive erosion.
 - Consider elimination of paddocks and utilization of a horse rotation scheme.
4. Carriage House
- Could be used as a rental space for meetings and gatherings. There is a need for public rental space throughout the County.
 - Restroom and doorways would need to be retrofitted to ADA standards.
5. Arena
- Existing arena is located at the base of a steep slope where numerous springs exist, making the arena wet over much of the year. No sub-drainage exists at the arena.
 - Size of the arena is larger than is needed for the current use. It is sized for shows, however no shows are held at the park.
 - Existing arena may be a good site for visitor parking, with a smaller exercise arena located elsewhere on site.
6. Parking
- Parking lot is the limiting factor for park visitor capacity. The existing trail system can accommodate many more trail users than can find parking within the park.
 - Cars park along road during busy times when parking lot is full.
 - Conflicts exist between passenger vehicles and horse trailers. Due to the unmarked dirt parking area, vehicles often block other vehicles that then become trapped in the parking lot.
 - Dave estimates 30 horse trailers are parked on a typical weekend.
 - The parking patterns indicate three distinct turnover times: morning/afternoon/late afternoon.
 - A vault-style, unisex, public restroom should be installed in the parking lot.
 - Park Staff would like to install an iron ranger (un-manned) fee collection station for parking at Wunderlich.

- Horse trailers that occupy two spaces or the equivalent amount of space should be charged a higher parking fee than for single-space vehicles.
 - Design should explore use of permeable pavements to decrease runoff.
 - Gravel surface or similar would fit in with the rustic character of the park.
 - Existing parking is on dirt surface with no stall markings. New design should have some sort of markings to maximize the efficiency of the parking layout.
7. Vehicular Circulation
- Existing entrance driveways are narrow, not wide enough for two-way traffic.
 - A one-way entrance and exit would work best.
 - Keeping the entrance/exit roads narrow would help with traffic calming to reduce excessive speeds.
 - Horse/vehicle separation is necessary as many park users ride into the park. A separate path should be provided that links to regional horse trails.
8. Trail use and function
- Dave reports that equestrian use has declined in numbers from the 1960's to today. This could be because many new people have moved into the area who are not equestrian owners or enthusiasts. That said, there is still a high level of equestrian activity at Wunderlich Park.
 - Trails are extensively used by hikers and trail runners.
 - Bicycles are prohibited from all park trails by County ordinance, except for certain service roads.
 - Sam pointed out that much of the trail system was inherited from the previous uses including the Folger Estate and logging. Many trails are logging skid roads that are very steep. The Master Plan should evaluate trail routing and suggest improvements.
 - Many trails are narrow and it can be difficult for horses and hikers to pass one another. Master Plan should evaluate existing trail widths and make recommendations.
 - Dave believes the conflict between hikers and horses is not as great as is perceived. He says very few complaints have been registered over the past 30 years.
 - Master Plan will analyze issue of dog use on the S.F. Ridge Trail. County policy prohibits dogs entirely; however the Ridge Trail on either side of each park permits dogs on leash.
 - Bay Area Ridge Trail is a multi-use trail on either side of each park, which makes it open to bicycles. Master Plan will analyze the issue of making the Ridge Trail open to bicycles within the two parks. Current policies force Ridge Trail bicyclists to detour around Huddart and Wunderlich Parks. County Staff feels bicycle use on the Ridge Trail would be desirable to provide continuity of use along the regional multi-use Ridge Trail.
 - Primitive trails such as at the two parks are not required to be made ADA accessible. However, the Master Plan should evaluate the existing trails and make recommendations to achieve ADA accessibility wherever feasible.
 - Volunteer Horse Patrol has 130 members.
9. Vegetation management and fire hazard assessment
- Exotic vegetation (eucalyptus, acacia, broom, etc.) was introduced by the Folgers. Woodside Fire Department (WFD) is concerned about the groves of eucalyptus and acacia trees in the center of the park.
 - Access roads are another concern for fire equipment ability to respond.
 - County Staff is concerned that WFD may close the park during future high-fire danger times unless existing fuel loads are reduced.
 - The concepts included in the San Bruno Mountain Fire Management Plan could be adapted to Huddart and Wunderlich Parks. Carol Rice to evaluate.

- Per Dave, WFD will not allow any controlled burning in their district.
- California Department of Forestry contact is Mike Gagarin.
- Scott Stevens of U.C. Berkeley authored a fire management study. Carol Rice to obtain and review.

Huddart Park Discussion:

10. General Use

- Huddart Park is primarily used for large group picnics, organized day camps, overnight group camping, family picnicking, hiking, and trail riding.
- The physical planning and improvements that were done in the early 1980's are working very well. Approximately 50% of the 1980 Master Plan has been implemented, including Werder, Zwielerlein, Sequoia, and the entrance parking lot.
- A goal is to make the remainder of the park function as well as the improved areas.

11. McGarvey Gulch fish passage barrier

- San Francisquito Creek Watershed Council has studied this location and may have funding for barrier removal.
- Existing culvert would need to be removed and replaced.
- A bridge on West Union Creek was suggested as a way to eliminate the barrier and also eliminate a short length of road and switchback.

12. Interpretive Center

- The location adjacent to the Chickadee Nature Trail trailhead is a good site.
- Interpretive signage could discuss the creeks, watershed, erosion issues, fisheries, history, human use, etc.

13. Rental Building

- Huddart Park has two to three weddings per weekend.
- There is a need for a multi-purpose building with electricity, water, a small kitchen, meeting space, and an outdoor deck that could be rented out to groups.
- The existing group picnic area at Zwielerlein is a good location for the rental building. The existing group picnic area would be removed, since its design is only suited to large groups whereas Parks Staff prefers more flexible picnic areas such as Sequoia.

14. Amphitheater

- Existing amphitheater has enough capacity for most park uses. However, is hot and sunny.
- Is there a better place within the park for an amphitheater?

15. AIDS Memorial Grove

- Should be a place for reflection rather than a memorial such as at Golden Gate Park.
- Better directional and identification signage is needed.

16. East and West Meadow

- Walk-in area is working very well. People like these areas as they currently function.

17. Miwok Area

- Parking is insufficient for the Miwok shelter and Miwok drop-in picnic use.
- County microwave communications tower placement on shelter roof is unsightly.
- Miwok provides views.
- Investigate construction of a new shelter further up the hill tucked into the trees, and adding more parking at location of existing shelter. Or, moving the shelter and adding the rental building at this location.
- Existing shelter was damaged in 1989 earthquake.

18. Park service roads and trails

- A primary goal is to lower the maintenance costs associated with road and erosion repair.

- Master Plan should evaluate routing of existing trails and suggest improvements.
19. Toyon Group Camp
- Formerly used as a 24-site drop-in camping area, but high operational costs required changing Toyon to a group-only area.
 - Existing shower building has 10 showers, is currently closed.
 - Master Plan should evaluate feasibility of developing additional sites and changing all or part of the campground area to family rather than group camping.
20. Archery Range
- Includes target shooting areas and a trail course.
 - Has several hundred active users.
 - Users are very supportive of the park.
 - A beneficial use of the park that provides unique recreation activities for the public.
21. Kings Mountain Road area
- It was agreed that the area within the park boundary located on the south side of Kings Mountain should remain an undeveloped buffer zone, primarily due to the difficulty and expense associated with the operation of additional facilities located outside of the park entrance.
22. Horse trailer parking
- There is a need for two or three horse trailer parking spaces within the park.

Other Items:

23. Public Meeting
- A single public workshop will be held for both parks.
 - The workshop will be held on a Saturday and organized into two halves, one for each park.

MEETING MINUTES

EQUESTRIAN FOCUS GROUP

Project: Huddart and Wunderlich Parks Master Plan
 Project Number: 04.04
 Date Prepared: 7/15/04
 Date of Meeting: 7/6/04
 Meeting Purpose: Equestrian Focus Group
 Participants: Pat Holmes, Wunderlich Stables
 Susan Lang, Folger Estate Stable Committee
 Jill Daly, Folger Estate Stable Committee
 MaryAnne Canaparo, East Bay Regional Parks District
 Nancy Couperus, Westwind Community Barn
 Ernst O. Meissner, Equestrian Trails Riders Action
 Committee (ETRAC)
 Rob Krensky, Volunteer Horse Patrol
 Andrea Lucas, Golden Gate National Recreation Area
 Steve Griswold, Golden Gate National Recreation Area
 Rick DeBenedetti, Woodside Trail Club
 Sam Herzberg, County Parks
 Dave Moore, County Parks
 Priscilla Alvarez, County Parks
 Bill Harris, Harris Design
 Owen Lang, Sasaki Associates
 Eric Lassen, Sasaki Associates
 Nathan Pepple, Sasaki Associates

An equestrian focus group workshop was conducted on July 6, 2004, on site at the Wunderlich Park Carriage House. The purpose of the workshop was to identify issues and desires of the equestrian community, to learn about other similar operations in the Bay Area, and to discuss options for operation of the Folger Stable complex in the future. Sam Herzberg presented an overview of the planning process, followed by Bill Harris who presented an overview of the consultant's scope of work, and lastly Owen Lang presented an overview of the Folger stable site conditions, opportunities, and constraints. The workshop discussion then commenced.

Folger Estate Stable Committee (FESC) has been meeting for 2-1/2 years. Primary motivation for forming the committee was the desire to keep horses in the stable and maintain the equestrian presence in the Woodside area. FESC views restoration of the stable building as a key to retaining the stables and allowing public use, due to the numerous structural and deferred maintenance issues. Community fundraising (donors) is seen as a viable source of funding for the stable renovation. Vision for the stable operation is to continue boarding and training activities, but not to begin a horse rental operation, due to liability concerns. Public educational programs for schoolchildren and adults are envisioned. The stables should be a living museum rather than a static one, where live animals are kept and exhibits and programs illustrate the equestrian history of the Woodside area. A concrete plan is needed to show to prospective donors. The FESC feels that the demand for riding

lessons is well served in the local area. For example, lessons are offered at Springdown, Circus Club, Stanford, and Portola Valley Training Center. In addition, the National Center for Equine Therapy is located across the road from Wunderlich. This facility provides therapeutic services to handicapped individuals. FESC does not envision becoming the operator of the stables, but rather recommends a separate non-profit take over the operation.

East Bay Regional Parks District (EBRPD) leases several stables located at various park properties. They have had problems with some lessees not being able to make a go it financially. Although some members of the public have been critical of spending public funds on a relatively small group of people (equestrians), EBRPD feels there is a public benefit gained from lessons, day comps, public rides, and therapeutic activities. These programs are created by the operator/lessee. Trail rides create a greater degree of liability than do lessons. Public trail head staging areas are separated from boarded horse areas. Parking is a problem at each of their stables. Their smallest operation is 40 horses boarded. The largest is 70 horses boarded (at Chabot Equestrian Center). Skyline Stables has no arena, but offers extensive lessons, which support the operation financially. Rent at Skyline is \$350 per month. By lease they allow 80 cubic yards of manure to be present on site at a given time.

Westwind Community Barn is leased by the Town of Los Altos Hills to the Friends of Westwood, a non-profit organization that has operated the facility since 1977. The facility provides boarding for 34 horses in a 24,000 square foot barn. Boarding fees are \$475 per month. Currently there is a waiting list for horse boarding. Lessons are available through the Westwind Riding Institute for members (who need not be boarders). The facility offers access to the Town of Los Altos Hills pathways. An all-weather, 100 by 200 foot arena is on site. This arena was constructed in 1995 at a cost of \$100,000. Westwind provides 4-H riding for the handicapped. Westwind finds that 6 horse trailer parking spaces are adequate to serve those who do not board their horse but wish to use the facility. Westwind's operating budget is \$263,000 per year.

National Park Service, Golden Gate National Recreation Area (GGNRA), has a stable at the Miwok area located at the end of Tennessee Valley in the Marin County headlands. 40 horses are boarded at this facility. The Miwok Arena was rebuilt at a cost of \$50,000 and then painted by volunteers. Occasional complaints have been lodged regarding the use of loudspeakers at the Arena. Horse paddocks were previously located on 12% slopes. These were located to areas of less than 8% slope due to erosion. The operator has 19 "string" horses which provide \$500,000 gross revenue per year from trail rides. GGNRA finds that volunteerism and land stewardship is essential to ongoing maintenance. The operation has experienced conflicts between boarders and public users. Nearby trails are up to 30% in gradient and are experiencing significant soil erosion. Some of these trails may be closed for this reason. The trails are mixed-use single track trails averaging 4-feet in width. The facility experimented with weed-free straw, but found that U.S. Forest Service studies determined this feed did not provide enough protein.

Woodside Trail Club would like to see at least one all-weather *single track* trail in each park.

Volunteer Horse Patrol would like to see at least 4 dedicated horse trailer parking spaces in each park.

County Staff pointed out the need for trail etiquette signage and other educational materials, to encourage safe use of the trails by pedestrians and equestrians. Trail etiquette guidelines

could also be worked into park maps and brochures. Staff also pointed out the need for drainage improvement on trails for all-weather use, because many trails have springs, and most are wet in winter. Drainage measure would help to get water off the trails more quickly. All-weather trails must be paved with aggregate base rock to be opened to horses in winter

MEETING MINUTES

PUBLIC WORKSHOP #1

Project: Huddart and Wunderlich Parks Master Plan
 Project Number: 04.04
 Date Prepared: 11/14/04
 Date of Meeting: 7/10/04
 Meeting Purpose: Public Meeting #1

A public workshop was conducted on July 10, 2004, at the Woodside town Hall. Approximately 50 people were in attendance. The purpose of the meeting was to introduce the Master Plan project to the general public, identify planning issues, and facilitate public comment. A record of the comments received are grouped below by subject matter

Folger Stables Area

1. Folger Stables should be preserved for active horse use. It should not become a static museum with exhibits of former active horse use only.
2. Wunderlich Arena
 - a. Existing size and shape is very functional, good for multiple uses such as lessons and exercise.
 - b. Existing location is good – do not relocate to parking lot area.
 - c. Should not mix children and 4H uses next to equestrian uses.
 - d. Carriage driving would be a fun use at the Arena. Build a “road” along the outside of the perimeter fence.

General Equestrian Use and Issues

1. Equestrian trails and facilities should be protected and maintained.
2. Equestrian water crossings are vital.
3. Equestrian facilities have been reduced in past years. Example: Horse ring at Huddart Park was removed in the 1980’s. Desire to put it back.
4. Huddart and Wunderlich Parks provide a valuable opportunity for the public to interact with horses. Such opportunities are limited.
5. An interpretive center or signage program would help tell the story of horse use on the Peninsula.
6. The equestrian community and setting contribute to a unique visitor experience.
7. Volunteer Park Patrol needs horse trailer parking and support facilities in order to provide patrol.
 - a. 3-5 spaces at each park needed
 - b. Dirt surface
 - c. 45 feet long
 - d. Pull-through design
 - e. Small paddock 12 ft. by 12 ft.
 - f. Water source

Wunderlich Parking Lot and Entrances

1. Susan Lang reports results of informal car-count study: parking lot is underused during the week (+/- 10 cars) and overused during weekends (+/- 40 Cars).

2. Horse trailer parking should be separated from automobile parking to minimize conflicts.
3. Parking lot should not be paved – keep it gravel or dirt surfaced.
4. Speed of cars needs to be controlled at horse crossings.
5. Ingress/egress to Woodside Road is dangerous due to insufficient line of sight and high speed of traffic.

Huddart Park Archery Range

1. The range is open to the public.
2. Kings Mountain Archers (KMA) maintains the range.
3. KMA has developed a Master Plan for the range with the following goals:
 - a. Build an indoor range for use during winter rain and foggy weather.
 - b. Alter practice range to extend distances
 - c. Provide cover over shooting line at practice range
 - d. Bring in electrical power.
 - e. Improve drainage and reduce soil erosion.
 - f. Long-term lease agreement desired so the range can remain in its present location.

Trails

1. Skyline Trail connection between Huddart and Wunderlich needs improvements.
2. Single-track equestrian trails that are open in the winter are desired. Bear Gulch Trail should be open in winter.
3. Need water sources at strategic locations along trail. Hose bibs for water bags are preferred over open water troughs due to mosquitoes/West Nile virus issues.
4. Equestrians desire additional loop trails.
5. Trail linkage from Huddart Park to Purisima Creek Open Space trails is desired.
6. Additional trailhead parking off Skyline at Bear Gulch Road is desired, especially by Volunteer Trail Patrol.
7. Volunteer Trail Patrol helps County by riding trails and assisting people in need, providing directions, first aid, notify County of issues or problems, etc.

Girl Scouts

1. Hikers need trails too.
2. Need additional restrooms.
3. Sequoia Day Camp is too hot, not large enough, and has too few restrooms.
4. Typical use is 700 campers with 200 staff. One or two overnights are held every two weeks during summer months.
5. Suggest opening Toyon Group Camp up to Girl Scout use.
 - a. This would take pressure off existing over-used areas in the lower portion of the park.
 - b. Girl Scouts would enjoy using this area if it were made more attractive.
 - c. Remote setting is attractive.
 - d. Would need to improve access road to accommodate 10-12 72-passenger buses each day.
6. Would like to be allowed to build wood fires. Girl Scouts are willing to bring in their own fire wood.
7. Water system at Toyon would need to be upgraded.

General Issues

1. Concern that County may not have financial resources to implement the Master Plan.
2. An entrance fee should be charged at Wunderlich Park to help defray costs of operations.

3. Educational and interpretive signage is desired to teach people about erosion and other resource issues.
4. Concern that County may decide to sell some of the park property in the future.
5. Concern regarding fire protection at both parks.
6. Maintain the rustic character of each park.
7. Install “iron ranger” donation collection stations in convenient areas to encourage donations from hikers and riders. Make them easy to reach. (This is in addition to charging an entrance fee at each park.)
8. Some community members would like to help build facilities or contribute materials and labor, but have been told this is not possible. Suggest guidelines be developed to streamline contribution process.
9. Make provisions for dog use in parks.
10. Eradicate exotic vegetation (broom) at Wunderlich meadows.

MEETING MINUTES

PUBLIC WORKSHOP #2

Project:	Huddart and Wunderlich Parks Master Plan
Project Number:	04.04
Date Prepared:	12/1/04
Date of Meeting:	11/18/04
Meeting Purpose:	Public Workshop #2

A public workshop was conducted on November 18, 2004, at the Woodside Town Hall. Approximately 35 people were in attendance. The purpose of the meeting was to present the preliminary recommendations of the Master Plan, and facilitate public comment. A record of the comments received is grouped below by subject matter.

Wunderlich Parking Area

- Horse trailer parking stalls (located near the entrance) need to be greater than 15-feet wide to provide sufficient space for unloading and tacking.
- The parallel parking arrangement shown on the plan with one horse trailer parked directly behind the other will not work, because it will be difficult to pull in and out. Redesign should provide for pull-through spaces.
- Eliminate the median island shown on the plan that separates the horse trailer parking from the service road so that pull-through can be achieved. Configure trailer parking at an angle.
- Four horse trailer spaces are shown. If the spaces are all taken, it would be beneficial to provide additional overflow trailer parking located in the automobile parking lot.
- Question: where is the trailer parking located for stable boarders? Answer: 2 spaces are provided next to the public trailer parking near the entrance.
- Six trailer parking spaces for stable boarders are desired.
- The new berm located along the northern boundary of the park concentrates drainage flow on the service road and is creating erosion and flooding. Per Dave Moore, this condition will be changed when the upper paddocks are regraded.

Wunderlich Roadway and Circulation

- Provide vegetative screening between the entrance road and the horse ring.
- The two-way portion of the proposed service road should be wide enough for two vehicles to pass each other – 20 to 24 feet wide.
- Can an additional road be created from the trailer parking to the auto parking? Consensus was that an additional road would not serve a useful purpose and would impact a number of existing trees.
- The sight distance looking to the left as one exits the Wunderlich Park road is inadequate. A berm blocks views of oncoming cars. Note: The plan calls for this road to be made into a one-way loop. The current (temporary) ingress/egress would be changed to an entrance only. This would solve the sight distance problem at this location.
- The water bars and sharp turn into the parking lot make it very difficult or impossible to drive truck/trailers into the public parking lot. Note: This condition will be addressed through the reconfiguration of the roadways proposed by the Master Plan.

Other Equestrian Facilities at Wunderlich

1. The arena is not currently available to non-stable boarders. Interest was expressed in making the arena available to day-users. Stable boarders expressed concern that this may lead to degraded conditions, and the boarders rely on the arena for training and exercise, and pay monthly fees to support the general upkeep of the facility. Use by the general public would increase the maintenance expenses incurred by the County.
2. Can the grass arena at the far end of the arena be used for horse trailer parking? There is probably not enough room in this location, and access is difficult.
3. A suggestion was made to locate the hay and shavings storage to the right side of the blacksmith shop. Consensus was that this location is too steep to be practical.
4. Do not use the existing small arena for hay storage. Consensus was to construct a new “pole barn” structure for hay storage.

General Equestrian Use and Issues

1. A new barn should be constructed in Huddart Park to provide additional equestrian facilities which are lacking on the Peninsula.
2. A high priority should be placed on rocking 1.1 miles of single track trail in Huddart Park between the dean trail and the Crystal Springs Trail to facilitate wet weather use by equestrians.
3. Access points to the creeks by equestrians are desired so they do not have to use water bags.

Trails

1. Bicycle access to Skyline Trail (S.F. Bay Area Ridge Trail) is not desirable due to the potential for conflict between bicycles and horses.
2. Changing current policy to allow leashed dogs on the Skyline Trail (S.F. Bay Area Ridge Trail) is not desirable due to the potential for conflicts between horses and dogs that are let off leash by owners in violation of the leash requirement. Pit bulls are especially dangerous and have been known to attack horses.
3. Trail camps (“dry camps”) for equestrians are desired in each park. This would provide overnight facilities for horses and riders, but would avoid horse access to and potential damage to creek waters.
4. Any new trails constructed in either park should be open to both hikers and equestrians.

Girl Scouts

1. Contrary to the opinions expressed in the first public workshop, the girl Scouts do not believe Toyon Camp would be a satisfactory location for day camp and overnights.
2. Girl Scouts requested a separate meeting to discuss their concerns.
3. Girl Scouts do not want to see the Oak and Redwood Areas developed with turf similar to the Werder Area. They prefer to see these areas left natural.

Fisheries Issues

1. The validity of the decision to require horses to cross West Union Creek on a new pedestrian bridge rather than through the creek waters was questioned. The study contained only one “data point”, i.e., the fisheries study reflected observations made on one day in May 2004. It was asserted that other causes of erosion and sedimentation (such as deer, people in the creek, and natural erosion) are more significant than the horse crossings. The equestrians desire the continued ability to cross the creek on horseback for training purposes and to access the creek waters for horse drinking water. A “risk assessment” of horse damage to the creek waters should be conducted.
2. GGNRA philosophy is to let natural debris accumulate in the creeks. Hikers also impact the creeks in addition to horses. Don’t blame the horses.

3. Does the Regional Water Quality Control Board classify West Union Creek as an “impaired stream”? Yes, the entire San Francisquito Creek Watershed (of which West Union is a part) is classified as an “impaired watershed”.
4. The County does not necessarily have control over all creek-related decisions, such as whether or not to allow horses to cross the creek. Other agencies, such as the State of California Department of Fish and Game, and the State regional Water Quality Control Board, have jurisdictional authority over these waters.

General Issues

1. An additional public meeting was requested. The County should provide the Master Plan proposals and concepts in advance for review prior to the meeting. Public notices for this meeting did not reach a broad enough audience. Additional noticing is needed for future meetings.
2. People feel nervous that some of the existing equestrian facilities will be taken away by the County. An example was cited in which an existing historic structure was taken apart and rebuilt piece by piece. Will this happen at Folger Stable and if so, what would happen to the horses currently boarded there? It was confirmed that this is not the anticipated course of action for the stable renovation, although it was acknowledged that some disruption may occur as a result of the construction that is necessary to preserve the structure and make it earthquake-ready.
3. The San Mateo County Horseman’s Association representative expressed the organization’s support for the Kings Mountain Archers’ and Girl Scouts’ use of Huddart Park.
4. Will funding be available for the maser plan improvements?

MEETING MINUTES

AGENCY FOCUS GROUP

Project:	Huddart and Wunderlich Parks Master Plan
Project Number:	04.04
Date Prepared:	2/22/05
Date of Meeting:	2/15/05
Meeting Purpose:	Government Agency Focus Group
Participants:	Kirk Lenington, Midpeninsula Regional Open Space District Douglas Vu, Midpeninsula Regional Open Space District Nancy Horner, Golden Gate National Recreation Area Tamara Williams, Golden Gate National Recreation Area Sam Herzberg, County Parks Dave Moore, County Parks Priscilla Alvarez, County Parks Bill Harris, Harris Design

A government agency focus group workshop was conducted on February 22, 2005, on site at the Wunderlich Park Carriage House. The purpose of the workshop was to discuss trails connections between the various agencies' properties, trails use issues, and regional parking solutions.

- Douglas Vu presented the *Regional Open Space Study* map as prepared in 1998. This map presents a concept for potential future trails connections throughout the MROSD jurisdictional area. The plan illustrates a potential trail connection from Wunderlich to Huddart Park via the Teague Hill Open Space Preserve. It was explained that Teague Hill currently has no visitor-serving facilities, and that a Master Plan for the area is required before any new facilities will be constructed. The Master Plan should be completed sometime during the next three to four years. Doug also noted that MROSD is currently studying the feasibility of constructing a regional staging area with a 70-car parking area to be located on the west side of Skyline Boulevard, between Wunderlich Park and El Corte de Madera Creek Preserve. The staging area would provide informational displays for open space resources for the entire region, not only for MROSD facilities. This facility could provide parking for Wunderlich Park users. A safe crossing of Skyline Boulevard would be desirable if feasible. The possibility of constructing a trailhead parking lot on Huddart Park property to serve future trails in Teague Hill was discussed. This is because Teague Hill is "landlocked", with no roadway frontage. A land swap was discussed, whereby MROSD may assume ownership of the Huddart Park lands located south of Kings Mountain Road, to increase the size of Teague Hill and provide roadway access.

- The National Park Service representatives stated that very little planning has been undertaken for the Phleger Estate. A trails condition analysis will be prepared soon, however this will not be a trails plan under NEPA.
- Dog and bicycle use of the regional trails was discussed. It was noted that MROSD allows dogs in Windy Hill, and dogs on leash in Thornewood. In addition, Pulgas Ridge has an off-leash dog exercise area. Bicycles are allowed in the nearby MROSD open space areas. GGNRA does not allow bikes or dogs on the trails in the Phleger Estate. GGNRA would prefer that the County adhere to the current no-bikes, no-dogs regulations. MROSD concurred that no change in County policy would be acceptable.
- Regional information was discussed. MROSD will install a regional trail map and information at Skylonda. A similar display could be installed at Huddart Park. The idea is to provide a comprehensive overview of the regional recreational opportunities. Collaboration on these displays and/or an informational pamphlet was viewed positively by each agency. It was observed that each agency provides complimentary services and different types of recreational services. For example, MROSD provide mountain biking, while County Parks and the Phleger Estate emphasize equestrian and hiking opportunities.
- The access to Huddart Park from the east was discussed. Presently, horses are crossing into and through the waters of West Union Creek from both Crystal Springs Trail and the private Flood property trail (part of the Town of Woodside trails system). The County desires to close the Crystal Springs trail entrance, due to severe erosion problems that are unsolvable within the limits of the trail easement. Two alternative replacements were discussed. The first would involve using the existing service road located on San Francisco Watershed lands from Raymundo Road to the Phleger Estate, and then construction of a new trail on the Phleger Estate to Richards Road in Huddart Park. The other identified alternative involves public access from Greer Road, using the private trail system on private property. This would require an easement and cooperation from the Town of Woodside.

MEETING WITH GIRL SCOUT REPRESENTATIVES

March 17, 2005

Dave Moore, Priscilla Alvarez, and Sam Herzberg met with representatives of the Diamond Crest Girl Scout Association and the Girl Scout Peninsula Day Camp who use Huddart Park year round. There are large summer camp needs that last for approximately a month, and smaller camporee events that take place on weekends throughout the year. The following recommendations were agreed upon to add to the Master Plan:

- Bathroom maintenance is important during camp times.
- A new restroom (vault toilet with 2 unisex stalls) is needed at the Redwood Shelter. A craft sink (deep) is needed separated and away from the bathroom.
- A storage area is needed at the lower maintenance yard for the Girl Scouts to store a tough shed 11 months of the year to store tables, BBQ pits and other things for the month long summer camp sessions.
- The existing Bay Tree Trail needs to be tied to the Sequoia Shelter as envisioned in the original Huddart Park Master Plan. Dave has a vision for a good alignment.
- When considering traffic and circulation improvements in Huddart Park consider safe pedestrian crossings.
- Propose primitive scout camping along the flats near the Archery Range. The water line runs along the Archery Range Road so hook up to a faucet is possible. A unisex single stall vault toilet will be needed. Dave has ideas regarding specific locations.
- Improve the Toyon area for camping at the flat area below the restroom. Parking needs to be improved in this area. Assume 150 campers in this area. The existing restroom needs to be upgraded.
- Improve the Oak campfire ring. Create new water source with near fire pit. Improve hydrants in this area especially in the lowest ends of the park from the water line that runs from Greer Road. Need to talk with Woodside Fire and CDF about under what conditions they will allow fire rings.
- Need to upgrade the existing flagpole at Sequoia with interior rope and lock box.
- Need a new flagpole at Oak with interior rope with a lockbox.
- Consider adding Naturalist Park Aides during the summer to provide environmental education.

- Provide a rain/shade shelter at Sequoia that can accommodate a large group.
- Add a double vault unisex toilet at Sequoia. The craft sink should not be attached to the restroom.
- Parking at Sequoia needs expansion. Consider a new parking area along the east side of the road.
- Construct an amphitheater around the Oak campfire ring using the existing grade.
- Construct a pedestrian/equestrian along the main road from Meadow to Sequoia parallel to the existing road so traffic can flow better.
- Provide a viewing deck near the creek for environmental education. There is an existing bridge at Squealer Gulch. Consider possibly another footbridge at that location.
- Develop environmental education signage near the creek to educate about the sensitive environment and provide low profile fencing.

MEETING MINUTES

TRAIL USERS FOCUS GROUP

Project: Huddart and Wunderlich Parks Master Plan
Project Number: 04.04
Date Prepared: 4/5/05
Date of Meeting: 3/22/05
Meeting Purpose: Trail Users Focus Group
Participants: Susan Lang, Folger Stable Project
Jean Rusmore, San Mateo Co. Trail Advisory Committee
Pat Holmes, Wunderlich Folger Stable
Alison Hlady, Sierra Club Loma Prieta Chapter
Rick Debenedetti, Woodside Trails Club
Jeanne Schmidt, Trail Center
David Taylor, Trail Center
Millo Fenzi, Woodside Safe Skyline Access Subcommittee
Susan Doherty, Woodside Safe Skyline Access Subcommittee
Ernst O. Meissner, ETRAC
Jennifer Basiji, ETRAC
Elly Hess, San Mateo Co. Trail Advisory Committee
Donna Poy, San Mateo County Horseman's Association
Brooke Fox, San Mateo County Horseman's Association
Sarah Fries, Portola Valley Trails Association
Alison White, Portola Valley Trails Association
Dorothea Nell, Portola Valley Trails and Paths
Rob Krensky, Volunteer Horse Patrol
Harriet Tucker, Volunteer Horse Patrol
Jim Sullivan, ROMP
Patty Ciesla, ROMP
Bob Power, Bay Area Ridge Trail Council
Doug Vu, Midpeninsula Regional Open Space District
Ana Ruiz, Midpeninsula Regional Open Space District
Tom Koos, Town Of Woodside Bicycle and Pedestrian Advisory
Committee and C/CAG Bicycle and Pedestrian Advisory
Committee
Bob Page, Town Of Woodside Bicycle and Pedestrian Advisory
Committee and C/CAG Bicycle and Pedestrian Advisory
Committee
Don Pugh, Woodside Trails Committee
Mike Raynor, Woodside Trails Committee
Sue Boynton, Woodside Town Council
Deborah Gordon, Woodside Town Council
Kent Dewell, Woodside Town Engineer
Andrea Lucas, GGNRA
Stannye Dewellyn
Sam Herzberg, San Mateo County Parks
Dave Moore, San Mateo County Parks
Priscilla Alvarez, San Mateo County Parks

Sharon McNamee, MIG, Inc.
Mukul Malhotra, MIG, Inc.
Bill Harris, Harris Design

On March 22, 2005, the County of San Mateo held a focus group meeting with local trail user group representatives to present preliminary background information on Huddart and Wunderlich Park Master Plans and discuss trail use issues and opportunities for the two park sites. Specifically, the purpose of the meeting was to gain an understanding of the parks Master Planning process; learn more about the existing conditions of the parks and surrounding open space areas; gather input from trails user groups on trail use issues; identify opportunities and constraints for trail use and development; and gain a greater understanding of each trail user groups' unique perspectives and concerns. 32 community members attended the focus group meeting.

The meeting began with a brief open house to provide participants the opportunity to view preliminary park plan displays that illustrated existing trails, roads and connections in and around the two County parks. A regional area plan was also available that included other regional and national park sites contiguous to the two County parks. A Technical Team comprised of the Project Landscape Architect Bill Harris and County Staff Sam Herzberg, Dave Moore, and Priscilla Alvarez were available during the open house to discuss the displays and answer participants' questions.

Sam Herzberg, Senior Park Planner welcomed participants and thanked them for attending. He then provided an overview of the park planning process. Next, Bill Harris presented the two park plan maps, describing the existing trails, roads, connections, and gaps, and highlighted some opportunity areas. He described nine potential bicycle routes from the valley to the Skyline Ridge, both within and outside of the two parks. He then answered questions from the audience. After the presentation, Sharon McNamee, facilitator from MIG, Inc., described the next part of the meeting would consist of small group discussions to identify the park assets, issues and key opportunities related to trail use. She distributed comments sheets, small group discussion guidelines, and pointed out that each table was equipped with copies of the two park plans and the larger regional plan. Participants were divided by numbered nametags and invited to join one of the three discussion tables. Each small group would have County resource staff available for questions.

Following a 50-minute small group discussion period, each group selected a spokesperson to report on their group's key summary points for park assets, key issues and important opportunities or solutions. The following is a summary of

the small group reports. The County collected the comment sheets from the meeting, analyzed the comments and incorporated new or key findings in the comments below.

Summary of Comments

This section summarizes the results of the small group discussion summary presentations, and includes written comments collected from the comment sheets.

Assets

- Ambiance/ Character
- Natural habitat; largely undeveloped wilderness
- Tranquility
- Safe environment for equestrian use in an area where trail availability is diminishing
- Dirt trails
- Well developed trail system
- Variety of loop trails available
- Trails are well maintained
- Equestrian use is special and must be protected
- Trails are relatively safe due to use by pedestrians and equestrians only
- Beautiful streams and forests
- Gravel parking lot at Wunderlich – not paved
- Folger Stable – cultural and historic resource
- Volunteer horse patrol provides a great service
- Access to hiking trails in Woodside
- Peaceful
- Looped regional trails
- Picnic and camping areas

Issues and Concerns

- #1 Concern: Safety for all trail users
- Access to parks for bicycles (generally desired by bicyclists and not desired by equestrians)
- Bicycle and equestrian use on same trail can be unsafe
- Separation of bikes and horses for safety
- Vehicular entrance to Wunderlich unsafe; difficult to negotiate turn into park; high speed traffic on Woodside Road
- Wunderlich parking arrangement is haphazard
- 30% of equestrians are persons with disabilities who can not hike
- Trail erosion and trail maintenance; protection of existing trails
- Off-road skateboarding could become popular and may create safety issues if allowed in the parks
- Enforcement of regulations and policing of trails vs. current limited operating budgets
- Leave as natural as possible; protect the environment; do not over-develop

- Keep exterior access points to Huddart Park open, such as Town trails, Phleger, private trails
- Impact on Woodside due to increased park usage (increased vehicular traffic on local roads)
- Minor percent of irresponsible users create unsafe conditions
- Equestrians concerned that bicyclists will venture off approved trails onto horse trails; this has been experienced in other open space areas
- Mountain bicyclists desire access to the parks for recreation
- Bicyclists need a safe connection between valley and Skyline
- Equestrians have limited areas to ride whereas bicyclists have many places; the existing equestrian trails in each park can not be replaced
- Continuation of equestrian use in these two parks
- Current County no-dogs policy; dogs could present problems for horses if allowed on trails, either leashed or unleashed
- Local children have no safe place to ride bicycles

Solutions

- Keep bicyclists separate from equestrians and hikers
- Use limited trial periods to test ideas
- Bikes permitted only on certain trails
- Continuous Bay Ridge trail open to bicyclist use
- Foster trust among different groups
- Increase volunteer base by including bicyclists
- Look at previous precedents to multi-use trails (look at successful Bay Area examples/ models)
- Open Bear Gulch Road to bicyclists
- Find one looped trail for bicyclists
- Add more trail connections to adjacent regional open space areas; create a larger trail network through inter-agency cooperation
- Create a new access from Huddart to Phleger Estate at the 1200-foot contour level (Toyon Camp area)
- Close some trails in Huddart that are redundant
- Create additional looped trails of varying lengths for varying abilities
- Create short loop trails at park entrances for nature study and interpretation
- Create a second, lower elevation trail connection from Huddart to Wunderlich through Teague Hill Open Space and California Water Service lands
- Maintain current usage framework: east side of Skyline for bicyclists, west side for equestrians
- Create a Bay Area Ridge Trail alignment open to bicyclists between Huddart and Wunderlich on the west side of Skyline utilizing the Midpeninsula open space lands
- Have more trails open to horses in winter/wet weather; need at least one trail in each park that runs from bottom to top; suggested high-priority trails are Crystal Springs in Huddart and Bear Gulch in Wunderlich
- Do not allow dogs due to disturbance of wildlife and horses
- If mountain bicycles are allowed, utilize a one-way trail system to increase safety
- Consider allowing mountain bicycles to travel one-way, up only, on one trail to reach Skyline. Require bicycles to use paved roads on the descent.

- Try to implement bikeway improvements on existing paved roads for valley to Skyline access
- Create criteria to monitor success/ failure of solutions
- Repair Wunderlich Bridge
- Provide a horse arena that could be used by the public
- Consider revenue income from bike trails; Bicyclists willing to contribute financially/Sweat equity
- Alternate users for same trails on different days of the week
- Add horse trailer parking to Huddart
- Install additional water sources for horses along the trails
- Big Picture Opportunities and Outcomes
- Participants suggested characteristics of successful trail use solutions for the regional park area and specifically for Huddart and Wunderlich Parks. Overall, users want safe parks that everyone (including equestrians, hikers, bicyclists, children and people with disabilities), can enjoy. People envisioned parks that uphold the values of inclusion and universal design. Participants also see both parks as part of the larger network of parks in the region, and therefore want trail connections to support this. Some of the solutions reported by the three small groups are:
 - Enhance trails
 - Links through Midpeninsula Regional Open Space District lands
 - Develop a bicycle connection from valley to Skyline somewhere in the region
 - Provide more looped trails
 - Increase safety on trails
 - Carefully consider any change in policy re: bicycle use; work together with all affected interest groups and agencies to create a workable, realistic solution
 - Provide effective policing and enforcement of trail use
 - Install trail etiquette signage
 - Create facilities to raise money
 - Enhance facilities for users
 - Provide horse trails for winter/wet weather use
 - Provide water for horses
 - Increase trailer parking at Wunderlich
 - Create new trailer parking at Huddart
 - Provide for universal design and equity of trail use access
 - Potential access for all - fairness of decision-making process and review
 - Universal access / for disabled and children

Equestrian and Bicycle Use of the Two Parks – Conflicting Desires

County Ordinance does not allow bicycle use off of the paved roads in Huddart and Wunderlich Parks. Much of the discussion centered on the conflicting desires to either permit bicycle use or to continue the prohibition of bicycling on trails in the parks.

Those participants who desire bicycle access expressed two main interests. One is the desire for a safe bicycle connection from the lower Woodside area, to the upper Skyline area. Both mountain bicyclists and road bicyclists desire such a

connection. It was pointed out that no such connection exists between Windy Hill Open Space area in Portola Valley, and Highway 92. Bicyclists are forced to use dangerous, narrow highways to reach Skyline and the mountain bicycling areas of the Midpeninsula Regional Open Space District. The issue of a safe bicycle connection from valley to ridge was viewed as a regional issue, with a variety of potential solutions, some of which may not involve Huddart or Wunderlich Parks.

The second interest for those desiring bicycle access to the parks is the desire to use the trails for mountain bicycling recreation. Mountain bicyclists enjoy access to regional wilderness areas and value the ability to ride off the pavement in a beautiful environment. Some mountain bicyclists are disabled and are not able to access these areas on foot or on horseback.

The equestrian participants highly value the two parks for the peaceful and safe riding environment. The equestrians tend to avoid other nearby regional open space areas, such as Purisima Creek and El Corte de Madera, because of the high amount of mountain bicycle use in these areas. The equestrians generally fear the fast-moving bicycles on the trails, just as the bicyclists fear the fast-moving automobiles on the roads. Recent incidents have occurred in which horseback riders were thrown and seriously injured due to conflicts with illegal mountain bicycle use in Huddart Park. Most equestrian participants expressed the feeling that few areas for horseback riding remain available to them, and fear that opening the parks to bicyclists will effectively eliminate their ability to enjoy their sport.

Hikers also enjoy the tranquil environment at Huddart and Wunderlich. In general, the hikers had the same concerns as the equestrians regarding bicycle use of the parks.

It can be safely said that a consensus was not reached at this meeting regarding any change in the current policy. All participants, however, did share a commitment to safe use of the trails, and to work together to find solutions to the issues raised.

Next Steps

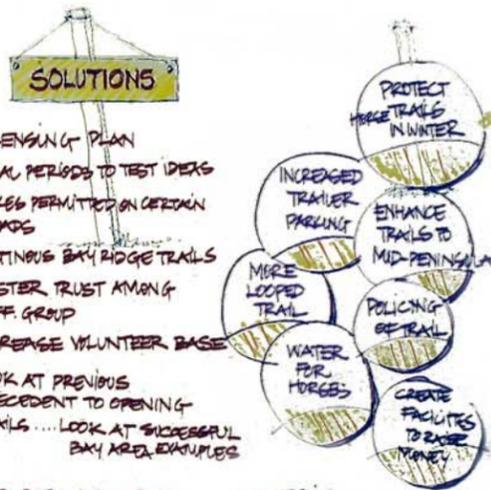
Ms. McNamee thanked everyone for participating in the group discussion and overall planning process. Sam Herzberg closed the meeting, inviting community members to contact County Park staff with any additional questions or comments. He explained the next step in the planning process is to finalize the draft Master Plan for Huddart and Wunderlich Parks. A public hearing, scheduled for June 7, 2005, will provide community members an opportunity to review the Draft Master Plan and provide input for the final plan. Participants will be notified when the

Draft Plan is published and the date of the public meeting. He also encouraged participants to check the county web site (www.eparks.net) for updates.

COUNTY OF SAN MATEO
HUDDART AND WUNDERLICH PARK MASTER PLANS
 TRAIL USER FOCUS GROUPS 3/22/05

ASSETS

- ✓ AMBIENCE/CHARACTER
 - NATURAL HABITAT
 - CULTURAL/HISTORIC STABLES
 - SAFE ENVIRONMENT
 - DIRT TRAILS
 - WELL DEVELOPED TRAIL SYSTEM
 - EQUESTRIAN USE SPECIAL
 - VOLUNTEER PATROL (EXISTING NATL PARKS)
 - ACCESS TO HIKING TRAILS IN BIODIVERSITY
- PEACEFUL
 - LOOPED REGIONAL TRAIL
 - 20% OF EQUESTRIANS ARE DISABLED
- CREATE CRITERIA/SCORE MONITOR SUCCESS/FAILURE OF SOLUTIONS.
 - REPAIR WUNDERLICH BRIDGE
 - TRAIL DESIGN BEING INFLUENCED BY TERRAIN
 - KEEP WATER BARS



- LICENSING PLAN
- TRAIL PERIODS TO TEST IDEAS
- BIKES PERMITTED ON CERTAIN ROADS
- CONTINUOUS BAY RIDGE TRAILS
- FOSTER TRUST AMONG DIFF. GROUP
- INCREASE VOLUNTEER BASE
- LOOK AT PREVIOUS PRECEDENT TO OPENING TRAILS... LOOK AT SUCCESSFUL BAY AREA EXAMPLES
- OPEN BEAR GULCH ROAD
- FIND ONE LOOPED TRAIL
- USE/EXPLORE RENTAL FACILITIES IN DEVELOPED AREAS
- ADD MORE TRAIL CONNECTION
- CLOSE SOME TRAILS

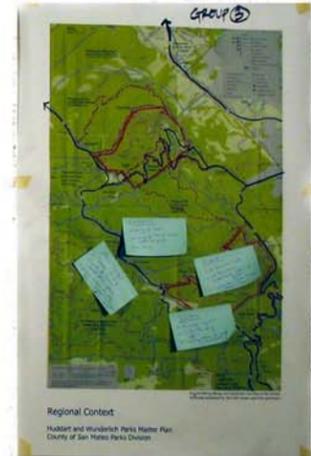
- EAST SIDE FOR BICYCLES WEST SIDE FOR
- ROAD BIKE ACCESS THRU BEAR GULCH
- SEPERATE MOUNTAIN BIKE TRAIL

CONCEPTS



- WWW.EPOKS.NET
 PARKS WEBSITE
- UTILIZE BEAR GULCH ROAD ENJOYMENT TO WILDANNT
 - OPEN PARK TRAILS FOR REVENUE? CONTRIBUTE FINANCIALLY. SNEAK EQUITY
 - ALTERNATING USERS FOR SAME TRAILS
- UNIV. ACCESS FOR:
 - DISABLED
 - CHILDREN

ISSUES



- ▽ SEPERATION OF BIKES & HORSE
- ▽ ENTRANCE TO WUNDERLICH UNSAFE
- ▽ ACCESS TO BICYCLES
- ▽ EROSION BY ALL USERS
- ▽ BICYCLISTS & EQUESTRIANS AT PASS HAVE SAFETY ISSUES.
- ▽ KEEP TRAILS
- ▽ LEAVE AS NATURAL AS POSSIBLE
- ▽ EXTERIOR ACCESS OPEN
- ▽ IMPACT ON WOODSIDE DUE TO INCREASED PARK USAGE (SURROUNDING ROADS)
- ▽ MANY / OF IRRESPONSIBLE USERS CREATE UNSAFE CONDITIONS

March 22, 2005 Wall Graphic Trail Users Focus Group

MEETING MINUTES

PUBLIC WORKSHOP #3

Project: Huddart and Wunderlich Parks Master Plan
 Project Number: 04.04
 Date Prepared: 6/9/05
 Date of Meeting: 6/7/05
 Meeting Purpose: Public Workshop #3

A public workshop was conducted on June 7, 2005, at the Woodside Town Hall. Approximately 65 people were in attendance. The purpose of the meeting was to present the recommendations of the Draft Master Plan, and facilitate public comment. A record of the comments received is grouped below by subject matter. County Parks Staff responses follow the comment in italics.

Trails

- Page 70 of the Draft Master Plan refers to recommended improvements to the Dean Trail, but is not identified on page 136 in the priorities. This should be a Phase 1 priority. Equestrians contributed \$8,500 to the Park and are awaiting implementation. In general, creating the all-weather single-track trails should be moved to Priority #1 from Priority #2. *Some work has already been done on the Dean Trail. A portion of the dedicated funding went as requested by the donor for a tote machine which was given to Pescadero County Park. The all-weather trails are included in Priority #2 due to the amount of time this type of manual labor will take to finish. The County will be working on this over the next 10 years. Phase #2 priorities may be started at any time. The Phase #2 designation simply states that, as a goal, these items should be completed within the next 10 years, not that they would occur between 5 and 10 years from now.*
- Bear Gulch Trail is too narrow. The plan should specify widths of trails. *The County has trails standards and tries to and maintains 4-5 feet wide on all single-track trails.*
- Will the Kings Mountain Trail access into the park be closed? *No.*
- Clarify if the Archery Fire Road would be a decommissioned public road but still a pedestrian/equestrian trail, and/or still a service road? *The master plan recommends it be taken out of service as both a service road and a trail, due to the excessive gradient and associated erosion. Access will be made from Kings Mountain Road for Park staff to service the potable water pressure reducing stations that are currently located along this road. The existing road will be graded, replanted, and fenced and signed at either end.*
- Wunderlich has muddy quagmires along the Alambique Trail in approximately 8 areas, arising from springs. These areas are muddy even during dry weather. Suggestion is to provide a rock section only about 1-foot wide to allow crossing, in recognition of the timeframe it will take to accomplish complete rocking of the trail. *Good suggestion. The County has maintenance and repair standards to repair these areas, but it takes time to do.*

Bicycle Access

- Bicycle use should be allowed in the parks because there is a large need. *See #11*
- It is not fair to allow the Kings Mountain Archers to use 20 acres of land for only 200 members, when bicyclists are prohibited. A scientific study of the relative amount of acreage devoted to each user (equestrians, archers) vs. the amount of acreage available to bicyclists would show that the use is disproportionate to the number of participants in

- each recreational activity. Therefore, bicyclists should be allowed to use the parks. *See #11*
3. The study described under # 2 should take into consideration all parks and open space areas in the County, including other agencies' lands, not just Huddart and Wunderlich Parks. *Such a study is beyond the scope of the Huddart and Wunderlich Park Master Plan and would involve multiple agencies. Who would be the lead agency is a question. All parks are not the same and have different uses and different needs.*
 4. The County Ordinance forbidding bicycle use should be repealed. *See #11.*
 5. The master plan should state that bicycles are an appropriate use of the parks. *See #11*
 6. The master plan should recommend a study group to work with the Supervisors to address the issue of bicycle access. *See #11.*
 7. If archery fire road is closed to recreational users, (hikers and equestrians), why not then open it to bicyclists? *This road is very steep and suffers from severe erosion. Allowing bicycle use would exacerbate the problem. The County is required by the Regional Water Quality Control Board under its NPDES permit to reduce the amount of sedimentation within the watershed.*
 8. Other counties such as Santa Clara have parks where bicycles are banned. Huddart and Wunderlich should remain open to equestrians and pedestrians only. *See #11.*
 9. The bicycle community has requested that Campground Trail and Alambique Trail be opened to bicycles, but this request/input has been ignored. Bicycling is the second most popular sport in the United States and in San Mateo County. *See #11.*
 10. BOS should revise existing ordinance prohibiting bikes. *If County Parks were to recommend opening up bike areas it would be within regional trail corridors providing it did not create a safety hazard.*
 11. Bicyclists have concerns about the Board of Supervisors not changing the existing ordinance prohibiting bicyclists, which ignores that user groups' needs. *The issue of bicycle access in the two parks is more appropriately addressed as a regional issue, and not simply within the context of these two particular parks. An assessment of regional demand and available supply would need to be conducted in order to legitimately determine that it is a priority to open up the two parks to bicycles. Such an assessment exceeds the scope of the current planning process. The larger regional area has numerous open space areas that allow bicycle use, such as the Mid-Peninsula Regional Open Space District lands, including El Corte de Madera and Purisima Creek, which are located immediately adjacent to the two County parks, and nearby Windy Hill, which provides Valley-to-Skyline bicycle access. Huddart and Wunderlich Parks serve a significant percentage of Peninsula park users, including trail runners, hikers, equestrians, picnickers, archers, naturalists, school groups, and organized youth groups such as Boy Scouts and Girl Scouts. Adding bicycles to the mix would effectively eliminate the viability of these parks for equestrian use due to safety concerns, and would disturb the tranquil setting that many pedestrian park users highly value. Therefore, it would effectively replace one user group (equestrians) with another (mountain bicyclists). One park cannot be all things to all people.*

Fisheries and Sedimentation Issues

1. The validity of the decision to require horses to cross West Union Creek on a new pedestrian bridge rather than through the creek waters was questioned. The participant stated that the fisheries section of the master plan is weak and unscientific. The study contained only one "data point", i.e., the fisheries study reflected observations made on one day in May 2004. It was asserted that other causes of erosion and sedimentation (such as deer, people in the creek, and natural erosion) are more significant than the horse crossings. The equestrians desire the continued ability to cross the creek on horseback for training purposes and to access the creek waters for horse drinking water. A "risk assessment" of horse damage to the creek waters should be conducted. *The Regional Water Quality Control Board (a State regulatory agency) has Non-Point Discharge Elimination System (NPDES) requirements, which legally require the County to reduce sediment in San Francisquito Creek watershed.*

2. A sediment assessment of Huddart/Wunderlich Parks should take place. *Page 137 of the Draft Master Plan recommends a “Watershed Assessment Study” of all sedimentation sources within both parks. This study would be better identified as a Sediment Assessment Study. It would quantify sediment sources and provide site specific recommendations similar to the Sediment Assessment for the Pescadero County Park complex (see park website). Should this study indicate that horse crossings are insignificant as some people assert, the Master Plan could then be revised to reflect the study’s conclusions.*
3. A study should be made to determine the relative percentage of sedimentation arising from the different sources (e.g., natural, people, horses, roads and trails). Then actions to reduce sedimentation should be undertaken in priority order, based on the amount of damage caused by the various sources. The feeling is that sedimentation arising from horses crossing the creeks is minimal. *See response to comment #2 above.*
4. Horses have been crossing West Union Creek for over 50 years. The fish are still in the creek. *As time passes, new government regulations take affect that are not met favorably with all citizens. Over the past 30 years, the federal Clean Water Act and other regulations have been passed into law. These laws regulate activities that degrade water quality. The County is bound by the regulations, along with all other landowners.*
5. Consider stream restoration projects in perennial streams to control down cutting, which causes bank slumping.
6. Leave West Union Creek crossing as it is. *The existing pedestrian bridge is in disrepair and may be structurally unsound. A replacement bridge is necessary. However, the location of the bridge is dependant upon the alignment of a new trail access to replace the existing Crystal Springs Trail access off of Raymundo Road. The bridge location would need to be determined only after a new alignment is selected. The replacement of any bridge to accommodate pedestrians and/or equestrians from private property into the park must have the support of the private property owner.*

Park Access from the East Over/Through West Union Creek

1. The existing wooden footbridge at the Crystal Springs Trail crossing should be rebuilt instead of a new bridge being constructed.
2. A bridge to be privately funded and constructed at the Flood property that is only accessible to a private club should be allowed. *This would be acceptable to the County as long as another replacement to Crystal Springs Trail that provides public access is also found. Optimally both new bridges would be constructed at the same time. County Parks is willing to work with the Town of Woodside on the bridge to the Flood property.*
3. If the Crystal Springs Trail alignment is replaced by another trail alignment will the trail be “put to sleep”, and the public kept off of it via signage, and the easement be vacated to property owner? *That would likely be the plan if it were put to sleep. It would be closed to the public with fences on the public road edge and park side as well. Decisions will be made at the time an official replacement is found and constructed. The existing trail has drainage problems, which cannot be easily addressed due to the constraints in the trail width, slope, and use.*
4. Will the County close the Crystal Springs entrance and not provide an alternate? *No.*
5. The master plan should clarify that a new trail entrance will be established prior to closing Crystal Springs. *Will do.*
6. Huddart Park should have several trail entrances for access by residents, spaced out along the perimeter. *The County feels that the current entrances are adequate. The Crystal Springs Trail will not be closed, but rather will be re-routed to maintain access from the east. This entrance would not be closed until an alternative has been made operational.*
7. Do not close Crystal Springs Trail. *See #3.*
8. Crystal Springs is highly used by equestrians. *See #3.*

The Master Plan Process

1. How much did the master plan cost? Why is the money being spent on planning rather than fixing the parks? *The cost is \$100,000 plus County Staff time. In order to efficiently utilize available financial resources in a cost-effective way, a plan is needed. Wunderlich Park never had a Master Plan prepared for its development, and Huddart's Master Plan is over 20 years old and does not address current needs. This Master Plan, which is based on community consensus, is identifying today's recreation, facility, resource management, and operation and maintenance needs for the next 20-year period.*

Park User Safety and User Behavior

1. There should be a better way for the public to convey information about safety and behavioral incidents within the parks for rangers and the public. Signs at park entrances should be posted to tell visitors how to report safety issues/violations. *County Parks has a phone and message machine where the public can leave a message. If there is an emergency, people are encouraged to call 911.*
2. The parks should post special events such as half-marathons so that trail users can avoid safety conflicts (i.e. yield to horses, require Special Event Permit be distributed to participants so they understand the rules, permits should be posted). The trail runners have caused problems by not slowing down when passing horses. *Good suggestion. County Parks Division is addressing their guidelines and can address this then.*
3. Additional rangers should be added to help patrol the trails, control undesirable behavior, and be available for emergencies. *Agreed that this is very desirable; Parks Division Staff has been operating as effectively possible, given the budget cuts that have been made over the past several years.*
4. Trail etiquette signage should be posted on the trails to explain that horses have priority over hikers/runners. Clear and simple signage would be most effective. Other information should be provided in brochures or on signs that explain how to behave when encountering horses, e.g., slow down, step aside, and do not spook the horses. *Agreed; trail etiquette signage will be specifically described in the Master Plan when it is revised.*

Horse Trailer Parking

1. Mid-week trailer parking should be allowed in the Wunderlich automobile parking lot if the horse trailer parking is full. *The plan indicates two overflow spaces in the parking lot.*
2. Provide adequate horse trailer parking in both parks (at least 10 or 12 spaces each). Provide parking at Skyline. The plan indicates 5 spaces at each park, plus two spaces for the Wunderlich stable operator. *Parking off of Skyline, although desirable, would require significant environmental impacts in the form of grading and mature redwood tree removal, and is not recommended.*
3. The design of the horse trailer parking should be informed by a mock-up with cones in a parking lot to determine if the turning radii are sufficient for truck and trailers. The Volunteer Horse Patrol would like to be involved. *This will be done as part of the specific design process after the master plan is completed. The County will appreciate the VHP's assistance.*

General Issues

1. Will funding be available for the master plan improvements? *The County Park Foundation can accept financial contributions from interested parties who would like to see implementation of certain improvements identified in the Master Plan. Grants can be secured for some of the improvements. A future dedicated funding source to fund capital projects for County Parks is being discussed throughout the County at this time.*
2. Invasive/exotic plants should be removed. *See #14.*
3. Excessive fuel load should be removed. *Parks Staff agrees. A fuel reduction project along the Loop Trail in Wunderlich Park has been initiated by County forces and is approximately 20% complete.*

4. The master plan should recommend increased staffing levels. *Given that staffing levels are dictated by the County Board of Supervisors based on available funding it may be best to assess staff needs as the Master Plan is implemented over the next 20 year period so as not to build up unrealistic public expectations.*
5. What is the projected cost of all the improvements? *Not determined at this time.*
6. The master plan should include a discussion of volunteer labor and assistance. *Too detailed and subject to change.*
7. Consider allowing people to harvest firewood to help remove excess fuels. *The County's Risk Management Division has concerns about allowing this.*
8. The Los Viajeros Riding Club was not contacted via the stakeholder outreach effort, and should be added to the list in the master plan. *Rob Krensky is a Volunteer Horse Patrol and Los Viajeros Riding Club liaison. The Riding Club will be listed in the Master Plan as part of outreach efforts.*
9. Provide picnic tables, bicycle racks, horse water, potable water, and hitching rails at the Wunderlich parking lot. *Water is currently available in the parking lot. The other suggestions will be added to the master plan test description, and will be incorporated into the specific design after the master plan is adopted.*
10. Assure adequate room on drives into Wunderlich to allow bicyclists to enter and stop to use the facilities. *The park drive will be 15 feet wide. This provides the required space for the bicyclists, who will share the drive with vehicles.*
11. Requiring equestrians to carry water bags is ludicrous. Hose bibs on trails would be helpful, but please provide small drainable troughs or non-obtrusive containers. *Water troughs are not desirable due to West Nile Virus, which is fatal to horses. The suggestion to require equestrians to carry water bags was suggested by representatives of the equestrian community.*
12. The County needs to do a better job of informing neighbors on the south side of Wunderlich Park about the public meetings. *All neighbors within 300 feet of both parks were notified of all public meetings.*
13. Relocate the proposed vehicular entrance to Wunderlich Park about 100 feet further from the existing (temporary) entrance to keep vehicles further away from the arena.
14. Could horses be used for invasive plant grazing? *During the next year County Parks will be preparing document titled Decision Making Guidelines for Vegetation Management in San Mateo County Parks. We will have to wait until this document is completed to be able to answer this question.*
15. Is there a way to make sure parking for the Archery Range takes place within the Archery Range rather than on Kings Mountain Road? There is a hairpin turn of concern. *The road itself lies outside the park and is the responsibility of the County Department of Public Works. Any safety improvements required would require follow up with County DPW.*

APPENDIX D

LETTERS RECEIVED

This section includes correspondence received through December 2005, at which time the Draft Master Plan was completed. Correspondence received subsequently is on file at the Parks Division offices, and is also available on line at www.eparks.net.

From: Samuel Herzberg
To: Quinn, Adda
Date: 1/3/2005 11:32:05 AM
Subject: Re: Comments on H-W Master Plan Concepts Floated to Date

Adda,

I've asked Scott Cressey, the Fisheries Biologist who prepared a Fisheries Assessment Report for the Huddart/Wunderlich Master Plan, for a response to your comments following your review of his Draft Report. The following is his response. Please let me know if you have any questions. The Draft Report will be revised by Scott to clarify the points you've raised. Please let me know if you have any other concerns.

"My response to Adda Quinn's "Envi. Risk from Sed. of Horse Crossing Water Bodies" is as follows.

Response to Mike Rugg's statement about nutrients. While true in a generic sense, and certainly avoiding horse elimination in or near these small streams is important and should be encouraged, the small size and low flows in West Union Creek make it particularly vulnerable to both excessive nutrient input and sediment input. During late summer and particularly during drought years, the 5 to 10 deep pools in the creek are critical refugia for juvenile steelhead during this time of little or no surface flow. Sedimentation reduces the volume of the pool and the quality of the habitat within it. Should either nutrient enrichment or substantial sedimentation occur and reduce or eliminate the water quality, habitat quality, or volume of some of these deeper pools, the creek's carrying capacity for juvenile steelhead will be significantly reduced (i.e. fewer juvenile steelhead will survive to out-migrate in the winter/spring).

Response to Dr. Cohen's statement about stream flow and barriers to migration vs sediment. It is because West Union Creek and other creeks in the two parks have such low summer flows that the few deep pools in the stream are so critical to juvenile steelhead and so vulnerable to sedimentation. For this reason, sedimentation concerns are not a distant third factor but is tied in closely with low flows and water quality.

Response to the Drs. Launer and Smith conclusion that the steelhead are doing well. While I agree that the steelhead population in these watersheds are doing well considering the degree of public use in the area and the possible drawdown of groundwater, this does not mean that there is no room for improvement. Because of the critical role of the few deep pools in West Union Creek in providing low flow refugio (elimination of the deep pools could eliminate a year's production of steelhead in a period of minimal or no surface flow), efforts should be made to minimize or eliminate the more substantial sources of man-made sediment input.

Response to the SFC Fish Keeper statement about other limiting factors including availability of fish food, etc. Fish food comes mostly from two sources: 1) aquatic macroinvertebrates produced in the riffle habitat of a stream, and 2) terrestrial macroinvertebrates dropping into the stream from nearby trees and shrubs. Aside from a lack of surface flow, the biggest impediment to aquatic macroinvertebrate production in a stream is typically fine sediment deposition in the riffles.

Comment on Attachment C from Adda Quinn

The horse trail crossing of West Union Creek that I noticed as a significant source of sediment is apparently the Flood Crossing as it was downstream a short ways from the pedestrian bridge. Ms. Quinn refers to my observation of the sediment as a single point in time, and as such, it's value and reliability is limited. My response is that the observed sediment conditions in the stream are not, to my knowledge, an aberration resulting from an unusually bad winter of high flows and mass wasting. If it had been, more extensive sedimentation upstream of the Flood Crossing would have been observed as well. When one observes notably larger quantities of sediment in the stream downstream of Point A than upstream of Point A. There are usually three likely explanations. The first explanation is that there is a significant source of sediment input in the vicinity of Point A. The second possibility is that there is a significant

change of gradient (from higher to lower gradient) that has caused the sediment to be deposited in the lower gradient reaches where the sediment transport energy is less. The third possibility is that a wave of sediment from a particularly bad year of winter storms and mass wasting is moving downstream as it is gradually flushed from the system. Unless someone more familiar with the watershed than me can attest to reasons for explanations #2 and #3, I have to stand by the explanation that a significant sediment source occurs at the Flood Crossing. I don't deny the contribution of Mother Nature's mass wasting I observed on locations in McGarvey Creek and West Union Creek, but I don't see any reason to conclude that the contribution of sediment input at the Flood Crossing is insignificant and harmless to steelhead habitat in light of the critical need for deep pools for low flow refugia.

Some modifications in my assessment are possible. Certainly the use of "horse bibs" for watering is a less expensive and adequate alternative to building offstream horse watering troughs. I'd be glad to produce another draft of my report to make it more sensitive to the horse people's concerns. However, the sediment contribution of horse crossings can not be dismissed as having no adverse impact on steelhead when the crossings are an obvious source of loose sand that is easily eroded.

Scott Cressey"

By the way our consultant preparing the Huddart/Wunderlich Master Plan has had a significant medical problem, and as a result the third public workshop regarding the Huddart/Wunderlich Master Plan will not take place until March/April 2005 instead of January 2005. You will receive a meeting notice if you are on my mailing list. I plan on posting notices of the status of the project at the parks very soon.

Sam Herzberg
Senior Planner
San Mateo County Parks and Recreation Division

>>> Adda Quinn <envirohorse@yahoo.com> 12/15/2004 10:58:58 AM >>>

Please find enclosed Attachments A, B, and C in order. My comments are cut and pasted below and are from an efile.

EnviroHorse
3027 St. James Rd. Belmont CA 94002-2955 650-592-0722

envirohorse@yahoo.com www.californiastatehorsemen.com/envirohorse.htm

December 15, 2004

Mr. Bill Harris
Harris Design
6515 Ascot Drive
Oakland CA 94611
510.336.9291
harrisdesign@sbcglobal.net

Re: Huddart-Wunderlich Master Plan Public Meetings to Prepare Draft July 10 and Nov 19, 2004

Dear Mr. Harris.

Thank you so much for leading this process to provide input to the development of the Huddart-Wunderlich Master Plan which is of VITAL importance to equestrians. While bikers, hikers and dog walkers have many places that they can go to enjoy their interests, horse people have but few, and

we have seen those eroded over time. Thus it is with keen interest that we are participating in this process.

Evidently, you did not receive you a copy of my extensive comments that I sent to the County on July 18, after the first meeting. To assure that you receive this information, I am sending it to you as part of this letter and copying the County. I had hoped that in the meeting November 19 that you would have responded to my comments. But not having received them, that was impossible. I hope to receive written response prior to the draft plan.

First, my comments from July made representing ETRAC, a consortium of horsemen*s organizations throughout the County:

A. Stream Crossings: You made the statement that horses crossing the stream caused sedimentation. I was amazed that such a conclusion could be made with only one data point. There has obviously not been any robust data collection, and as any good scientist knows: Correlation is not Causation. You have pointed fingers at horses without looking at cause and effect (source attribution), or understanding the risk perspective.

Statistically one data point does not mean that a supposition is accurate. The area 200* downstream of the footbridge (known as the Flood crossing) is part of an ancient landslide that continues to mobilize soil into the creek to this day. There are at least five separate drainages that enter at about the same spot, many from residential areas. Kids play in the creeks all the time. Deer and other ambient mammals far outnumber horses crossing the creek. There has been no evaluation of other pathways that sedimentation might occur, including stratigraphy, ecological considerations like changes in downstream embankment flora, etc. Horses do not use this crossing from November to May.

It is my understanding that young salmonids are most vulnerable in the winter time when horses least use the stream crossings. The streams flow most heavily during this time, churning sediments from runoff, particularly after heavy rains. This is a time when the salmonids are most vulnerable. West Union Creek dries up in summer except for deep pools in which the salmoides appear to be thriving at places we cross. In fact, crossing the creek in summer, you are actually on dry land.

How could an occasional horse crossing a stream possibly harm the fish more than ambient circumstances desiccating the streambed in summer? What are the metrics of horses vs. nature?

Do the salmonids survive the winter sediment loading after rains events? How could an occasional horse crossing a stream create spring/summer and fall cause more sediment loading in the creek than winter rain events? What are the metrics of horses vs. nature?

Seasonal sediment loading, salmonid life cycles and user crossing data need to be looked at in a risk assessment framework. On Page 5 Aquatic Biota Para 2 of the Cressey report a statement is made that: *The greatest number of juvenile steelhead were observed in West Union Creek where they were common from the mouth of McGarvey Creek downstream to where it leaves the park*. This observation is confirmed by Drs. Launer (Stanford) and Smith (SJSU) who confirm that the steelhead are doing well. Obviously, the horse crossings have not had significant impact on the fisheries! Certainly, not as much as mother nature. A risk assessment is in order before you blame horse.

I interviewed Dr. Michael Rugg, California Department of Fish and Game Water Quality Biologist, in 1998. He was more concerned with ammonia deposition effects on salmonids than the physical stream crossing by equids. The issue of what impact horses had crossing streams and rivers became so confusing that Michael Murphy, then Technical Advisor to the USDA RCD in Petaluma asked Dr. Rugg for clarification of this issue in 2001. Attachment A is the letter from Rugg to Murphy addressing horse water crossings. **As long as the riders are aware of the risks, and make an effort to avoid having their animals urinate or defecate in or near the creek, the risks to fish and aquatic life are acceptable.* If these risks are acceptable to State of California, we certainly hope they will likewise be acceptable to the County of San Mateo

As an interested member and participant, I attended a San Francisquito Creek Watershed Council meeting on December 8 to discuss the potential impact of horses crossing the creek and the sediment issue. I learned the following:

Dr. Philippe Cohen, Stanford University Jasper Ridge scientist, concurs with Dr. Rugg that nitrates/ammonia are far more important an issue for streams than sediments. The main impediments to salmonids are 1.) stream flows and 2.) barriers to fish migration. Sediment is a DISTANT THIRD factor!!!

Drs. Alan Launer (Stanford) and Jerry Smith (SJSU) who have studied this watershed for years have concluded that the steelhead are doing well in this watershed (SFWC Steering Committee Minutes Sept 8, 2004)

Jim Johnson, Watershed Keeper, Trish Mulvey and others on the SFWC site a host of other limiting factors including availability of fish food, excess nutrients from failed septic systems and fertilizers, water temperature, and well draw downs as problems more pressing to creek health than horse crossings (Ibid.)

The upper reaches of the watershed lack pools. *Only 4% of the length of the stream is covered by pools, compared to good habitat target of 40%* (Ibid.)

With the exception of El Corte de Madera Creek, *there are relatively higher amounts of human-related erosion in the urban areas along the main stem than in the upper tributary areas*. * In the upper tributary areas, most of the erosion is from landslides, roads, and gullies* (Ibid.)

We have also located several other imminent earth scientists from NASA-Ames, Stanford University, etc who are prepared to take public exception to the statement that horses cause sedimentation of this water body.

EnviroHorse has provided a very drafty DRAFT for Best Management Practices as Attachment B to this letter. This BMP was originally developed for horsemen crossing streams as a result of the aforementioned meeting with Dr. Rugg. It is our responsibility to care for these wonderful stream resources and protect them, but we should do it prudently and reasonably, particularly with a County Park and Recreation Department facing financial crises of staggering magnitude. Based on what we know, it is difficult to see how horses provide a greater risk to salmonids by stream crossings than do natural forces, water cycles and man-made barriers to fish migration. I have assurances from Trish Mulvey and Pam Sturmer of the San Francisquito Watershed Council (SFWC) that they will provide me with reviewers for the Draft sediment component of this BMP in the near future.

It is dangerous to deduce causation without a robust data set to support source attribution. Robust data sets are expensive and time consuming to collect over multiple water flow scenarios and seasons. As we have suggested above, there may be many potential causes for the increased sedimentation seen downstream from the horse crossing by that sole data point. But, unless the consultants can show a principle of common cause from a robust assemblage of data, there is no merit in the assertion that horses are causing sedimentation based on one data point. I have attached suggested revisions to the fishery biologist consultant's draft report as discussed with Sam Herzberg as Attachment C in the near future. Data collection is incomplete without a risk assessment of whether the horses cause more damage than natural causes, a fact much in question given the information available from the Watershed Council.

The County has chosen to build the proposed \$160,000 bridge over West Union Creek as a prophylactic measure to assure an environmentally progressive entrance into Huddart Park. But given the financial condition of the Parks, and the likely low risks posed by horses crossing the stream compared to natural forces, it is difficult to understand the need. However, horsemen using the Raimundo Avenue access will be happy to use the bridge.

We would want to see significantly more data than what is currently available and a risk assessment comparing natural forces to all other sources, if there is to be any closure of other Woodside Trail Club creek crossings (which are closed to horses in winter) or crossings in other adjacent properties. We would also ask that a LONG RANGE, well conceived and coordinated plan be worked out with the County Parks and City of Woodside/Woodside Trails Club BEFORE any closure of the Flood crossing be made.

B. Other items from July 10 meeting, some of which you responded to on November 19.

Volunteerism: San Mateo County Horsemen provide well in excess of 10,000 hours per year of volunteer time to agencies and organizations. The Volunteer Horse Patrol alone accounts for 4000 hours. To provide this service we need adequate rig parking.

Rig parking must be available for us to continue this level of volunteer service. Parking should be provided for 45* rigs, on dirt surfaces, with pull-through access to avoid having to back up. 3-5 rig spots per park are needed.

Livestock water is needed. Due to West Nile virus, troughs are not recommended. But, hose bibs in strategic locations, or access to existing hose bibs is requested.

Linkage: the County was asked to look at linkage to/from other parks/OSPs as part of this process, particularly the proposed P18 trail from the County Trails Plan north on the east side of 35 to Purisima OSP from Huddart. The County was asked to consider assuming a 400* easement for SFWD land. Similarly, from Runnymede a safe, year round access into Huddart is needed which requires interface with GGNRA and SFWD.

Single Track Trails: ETRAC expressed the keen interest in having single track trail experiences for horsemen. We have a particular need for year-round single track trails from lower Woodside up to the Skyline Trail through Huddart. We asked that this be among the highest priorities in the ensuing plan. We asked that Bear Gulch in Wunderlich be open year round as well. We also stress the need for loop trails. * In 2003, horsemen donated \$8500 to the County to get the Dean Trail rocked 1.1 miles to the upper Crystal Springs Trail. The County subsequently reneged on its pledge to help us with this effort. However, County Parks did take and spend the money. This has, understandably, led to some bad faith feelings in the community. We understand the stresses on the County both then and now. But, if the Plan document can be very specific in recognizing this need, and actions are taken to begin this 3 year project through volunteer labor in the near future, this will go far in mending ill feelings.

Horsemen don't need or want expensive infrastructure. We are in these forests because we enjoy the non-urban experience.

Additional comments from the November 19, 2004 meeting follow. They are made on behalf of EnviroHorse, ETRAC, and the San Mateo County Horsemen*s Association of which I am Trails Chair:

C. Bikes and dogs on Skyline Trail. This is not a good idea. As discussed, the bikes are out of control almost everywhere they are allowed. While it is not all bikers, it only takes one to have a tragic accident due to the speeds at which they travel. The County should think carefully before changing its long established policy against bikes in County Parks supporting horses. If this proposal makes it into the public draft, you can expect the local community to be present en masse. As for dogs, while many of us are dog owners, most of us do not want to ride with dogs off leash, which is what will inevitably happen. One of our riders had her horse attacked by a dog off leash. She broke her neck. While bikers and dog walkers have LOTS of places they can go for safe recreation, horsemen have only a few. We cannot ride along Skyline Blvd in safety like the bikes can. Please do not allow bikes on the Skyline Trail. How can you possibly police their transgressions with the small staff you now have? And there WILL BE transgressions!

D. Kudos for allowing selected horse grazing at Wunderlich.

E. Horsemen support the needs expressed by both scouts and archers

F. Can the fire turnarounds planned be considered as potential horse camps for small numbers of rigs? Can there be an occasional use for horse camping at Toyon or Miwok camps if we arrange for our own manure disposal?

G. Rig parking in Wunderlich: Please turn the proposed rig parking on the diagonal as suggested in the meeting to allow easy in-out. Please do not prohibit rig parking midweek in car parking areas. In fact, we would prefer that the car parking area be left *unstructured* by white lines.

So far in this process, the things that we are most concerned about are recapped as follows:

1. We need Woodside Trail Club and other stream crossings for horses. Data and practice does not appear to prevent this. Clarification is requested.
2. We need linkage of trails from these two parks to other public properties run by GGNRA, MROSD and others
3. We need adequate rig parking
4. We need the 1.1 mile of trail rocked in Huddart to allow year round use of Dean/Crystal Springs Trail to Skyline; we would like year round access to Bear Gulch in Wunderlich
5. Bikes and dogs should not be allowed on the Skyline Trail
6. Horse camping opportunities would be appreciated.

The horsemen of San Mateo County look forward to working with you during this process. If you have any questions, please feel free to contact me as follows:

Adda Quinn
3027 St. James Rd
Belmont CA 94002
650-592-0722
envirohorse@yahoo.com
www.californiastatehorsemen.com/envirohorse.htm

envirohorse@yahoo.com from Adda Quinn

Life is not a journey to the grave with the intention of arriving safely in a pretty and well preserved body, but rather to skid in broadside, thoroughly used up, totally worn out, and loudly proclaiming, "WOW-- What a Ride!" Go fast, and the bruises and wrinkles won't show! Happy Trails!

Do you Yahoo!?
Yahoo! Mail - You care about security. So do we.

CC: Alvarez, Priscilla; AshtonSMCHA, Bill; BegunMP, Ed; BooneMP, Howard; Brown, Gordon; DeBenedetti, Rick; Erb, Lyndall; Erb, Lyndall; Goddard, Kathie; Goddard, Kathie; Halpin,

Joyce; harrisdesign@sbcglobal.net; Krensky, Rob; LewineMP, 'Mike; Meissner, Ernst; Moore, Dave; PayneSMCHA, Rick; Scres@aol.com; Terribilini, Casey; White, Allison

From: <Joshua.Moore@parc.com>
To: <sherzberg@co.sanmateo.ca.us>
Date: 12/21/2004 10:03:35 AM
Subject: Huddart and Wunderlich Master Plan

I have spent some time reviewing your master plan for 2001 and the master trails map, and I am delighted to see the extent to which San Mateo wants to develop a regional trails network.

I am an avid mountain cyclist, and I hope that San Mateo County will open some dirt trails to Mountain Bikers in the immediate future. I would hope that you would consider opening all trails in Wunderlich and Huddart to Mountain biking, since these are already multi use trails for hikers and equestrians. It seems only fair that we be granted similar access to these trails.

The Bay Area Ridge trail is a regional trail, and according to your planning documents, the planning documents of the Ridge Trail, as well as MROSD, regional trails should have multi use access from urban areas.

At the very least, I would like to see one trail in Wunderlich and Huddart open to cyclists. These could even be access roads, such as the Archery Fire road, which is probably too steep to ride up, or Richards Road Trail in Huddart. These would be adequate connectors to regional trails. In Wunderlich, I would like to be able to ride on the Alambique trail, and on the Skyline trail, which I understand is the alignment of the Bay Area Ridge Trail.

Of the many proposed trail on the ocean side of the Santa Cruz Mountains, I hope you will open all of the trails that go from Skyline to the Sea open to cyclists, as well as the Coastal Trail. Doing so would provide a number of very long loops that would encourage mountain bikers to ride further away from trail heads, which will create positive trail experiences for everyone.

Thanks for your Consideration.

Joshua Moore

Database Analyst

Palo Alto Research Center, Incorporated

3333 Coyote Hill Rd

Palo Alto, CA 94304

(650) 812 4854

From: "Marilyn Jasper" <mjasper@accessbee.com>
To: <sherzberg@co.sanmateo.ca.us>, <mchurch@co.sanmateo.ca.us>, <MPL@sanmateo.org>, <ParksandRecreation@co.sanmateo.ca.us>, <jhill@co.sanmateo.ca.us>, <rgordon@co.sanmateo.ca.us>, <RJacobsGibson@co.sanmateo.ca.us>, <mnevin@co.sanmateo.ca.us.>
Date: 12/22/2004 7:36:26 AM
Subject: Huddart and Wunderlich Master

Please consider trail policies that are for hikers and possibly horses only—no mechanized "vehicles" or bikes of any kind. If non-motorized bikes are to be allowed, please be firm in policies that limit them to paved trails/access only.

Thank you for considering my views.

Marilyn Jasper

--

No virus found in this outgoing message.

Checked by AVG Anti-Virus.

Version: 7.0.296 / Virus Database: 265.6.2 - Release Date: 12/20/2004

From: "Barott, Julie" <JGB@dolby.com>
To: <sherzberg@co.sanmateo.ca.us>
Date: 12/20/2004 3:57:06 PM
Subject: San Mateo Parks Final Draft of Master Plan

Dear Mr. Herzberg:

I am a resident of San Mateo and an avid user of the park system. I often trail run in Edgewood and Huddart Parks. But what I envision for the San Mateo County Park System is a multiuse system that allows access to all users.

As a San Mateo County resident, I also think it would be a valuable service to one of the largest trail user groups - cyclists - if you opened dirt trail access to include bicycles. Allowing access on Alambique Trail and Skyline Trail in Wunderlich, and Richards Road Trail and Archery Road in Huddart Park would allow us safe access to other multiuse trails that are currently open to bicycles. This would benefit all users as well as making it safer for those on bikes to access legal trails and stay off the road, which can be hazardous at times.

The San Mateo Park System is funded by a charity event - The Tour de Peninsula. It is ironic that you have chosen a cycling event to raise money in a county that doesn't allow bicycles in the parks. When the parks are open to all users, then I personally will no longer boycott the Tour de Peninsula. I know of many, many cyclists who feel the same way. And also remember that one of the largest user groups that perform volunteer trail maintenance are mountain bikers. A knowledgeable and passionate pool of maintenance volunteers is important in good and bad economies to keep our park systems healthy for everyone who enjoys them.

Thank you for your time, and I hope you consider opening your parks to one of the largest end users (and also hardest working volunteers) - the cycling community.

Regards,

Julie Barott
1353 Wayne Way
San Mateo, CA 94403
(650) 578-9044

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CC: "sspaule" <sspaule@earthlink.net>

From: <JASMIN1931@aol.com>
To: <sherzberg@co.sanmateo.ca.us>, <mchurch@co.sanmateo.ca.us>, <MPL@sanmateo.org>, <ParksandRecreation@co.sanmateo.ca.us>, <jhill@co.sanmateo.ca.us>, <rgordon@co.sanmateo.ca.us>, <RJacobsGibson@co.sanmateo.ca.us>, <mnevin@co.sanmateo.ca.us>
Date: 12/19/2004 11:38:33 AM
Subject: Master Plan for Huddard and Wunderlich Parks

Dear Park Planners, We do support your final draft for these parks, and we hope you will not make any major changes in regard to your mountain bike policy.

Mountain Bikes do not belong on dirt trails, and they have numerous trails to ride on without impacting the more sensitive ecological areas and without impacting the safety and enjoyment of other users on the dirt trails.

Thank you for your good work.

Mary Ann and Ronald Webster

Subj:	
Date:	7/10/04 7:45:57 AM Pacific Daylight Time
From:	wismarty@nacctel.com (wismarty@nacctel.com)
Reply-to:	wismarty@nacctel.com
To:	CTheMeadow@aol.com

Chris I hope my letter reaches you in time to take it to the meeting as I am not able to go. Once again the meeting is scheduled on such (apparently) short notice and on a day when a large horse event is scheduled so that few if any horsemen can be there.

Now, in my life I can honestly say that Woodside has one very unique quality that no other community across the entire United States has--horse riding trails. I have taken my horses from Woodside and traveled with them to drive and ride across the USA. I have ridden and driven in Acadia National Park, Kentucky at the Horse Park, Missouri trail riding groups, Iowa farms, North and South Dakota, Montana, Nevada, Oregon, North and South Carolina, Georgia, Arkansas, Vermont, New Hampshire and the list goes on and nowhere in all of this and more are there any trail systems as fine as ours. Closing any trail that has been given to the community by a horsemen for horse use is and should be unthinkable. Perhaps since you are so close to the trails by living here you cannot see the damage that will be done by restricting the horse trails.

To close the Bear Gulch trail at any time, except in the winter to preserve the condition of the trail must not happen. I have worked on this trail as a volunteer and I want it to remain available to me to travel from the barn area at Wunderlick to the top of the mountain at Skyline AND ALSO to provide access to the Crystal Springs trail which traverses some of the deepest forested and creek ravined land in the county and then lets you out right at the triangle of Tripp and Woodside Roads, back in civilization. AND safely off the swift trafficked Woodside Road.

My daughter was able to use the trails from the time she was 8 years old, to travel safely away from the street traffic to visit friends. The alternative to closing the trails is to create an ugly parallel trail along Woodside Road from Wunderlick towards the Town and to cancel travel on a single track from the bottom of the mountain to the top. Please do not make this mistake. Preserve the agonizingly little bit of rural Woodside that remains and leave well enough alone.

Sincerely offered for your consideration,

Marty Brookman

harrisdesign

From: <Pbd99@aol.com>
To: <sherzberg@sanmateo.ca.us>
Sent: Thursday, July 08, 2004 8:00 AM
Attach: Header.dat
Subject: co. park usage

My daughter's Woodside Pony Club session overlaps with your meeting time this Saturday, so unhappily I won't be able to make it to the work shop, however, I do want to pass along positive support for keeping the trails open to both riders and hikers. We (a family of six) are fortunate to live almost half way between the two county parks, and are lucky enough to use them every week, either on horse back or on foot. I'm always amazed at how well maintained the Huddart and Wunderlich trails are, and happy to see riders and hikers coexist so peacefully. I'm also thankful that bikes are kept off the trails, since they can spook horses. There must be a maintenance reason for closing off some trails to horses during the wet months, but that would be the only thing I might suggest reviewing. If the footing is decent in mid-December, and it hasn't rained in a while, it would make sense to me to keep the trails open for all. Thanks again for your part in preserving such a precious treasure.- Kate Daly, 3605 Tripp Rd., Woodside

7/8/2004

Donna S. Poy
3985 Woodside Road
Woodside, CA 94062
(650) 799-1093

July 9, 2004

Mr. Sam Hertzberg
County Park Planner
San Mateo County Parks & Recreation Division
455 County Center, 4th Floor
Redwood City, CA 94063

Dear Mr. Hertzberg:

I am an equestrian living across the street from, Wunderlich Park. I would like to share some thoughts and observations for consideration during the Master Planning Process of Huddart and Wunderlich Parks.

1. **Preservation of single track trails.** Horses were first to pioneer trails in these areas. There is nothing more natural than a single track trail meandering through a forest or meadow. While wide trails such as Alambique, and Richards Road are nice, the experience of Bear Gulch and Chaparral Trails provide hikers and horsemen a richer, more rural experience.
2. **Accommodations for equestrians and horses.**
 - A. Parking areas designated for horse trailers, keeping in mind that many equestrians have abandoned the standard two horse trailer for the much larger and longer 3+ horse slant load types.
 - B. Rest stops for riders with benches or picnic tables off the trail and hitch racks, water troughs or hose bibs for horses. The linking of these parks via the Skyline Trail as well as access to the Mid-Peninsula Purissima Creek Redwoods allow equestrians to enjoy all days rides. However, we should recognize few places exist for riders to rest and there is no access for water for the horses. With the unfortunate elimination of creek crossings for horses in the future, we would provide no water access. Presently, the creek crossing off Richards Road Trail to the Woodside Trails Clubs "Flood Trail" is the only place in either of these parks where water is available for horses.

C. Hitch racks available outside restrooms.

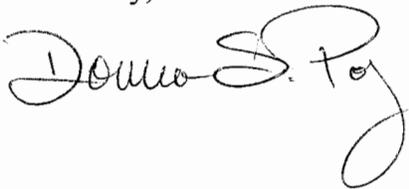
3. **Preservation of Huddart and Wunderlich Parks for equestrian and hikers only.** As urban and suburban sprawl continues, we diminish the space available for horses. I believe that public lands will become the primary resource for trail riding equestrians in the future. Bikes have virtually unlimited access to streets, roadways and even highways (i.e. Woodside Road, County Road 84), while horses have extremely limited access for equestrian trails. Please preserve these parks as they have always been. They are historically significant to this community and part of our equestrian legacy. Unlike other county parks in suburban areas, these Parks are unique in that there are large number of equestrians in the user group. Because of the Town's public trails and the Woodside Trails Club, virtually all riders in Woodside can access these Parks. The Town of Woodside had voluntary trail fee payments (used for new trails and maintenance of existing trails) for 727 horses and 197 stable permits in FY 2002/2003. These horses residing within the Woodside town limits are a fraction of those within all of San Mateo County.

4. **Communication to the trail users regarding trail etiquette.** Appropriate signage should be available at the trailheads. Trail rules should be printed on the trail maps available to the public.

I am fully in support of the Folger Stable Restoration project in Wunderlich Park. The stable celebrating it's 100 year old birthday in 2005 honors the rural and historical equestrian heritage of this community. Susan Lang and Jill Daley are doing a tremendous job, working with public agencies, preparing for public relations and starting fundraising efforts to make this a "win- win" for the public and equestrians.

Thank you for inviting public comment on these issues.

Sincerely,

A handwritten signature in cursive script that reads "Donna S. Poy". The signature is written in black ink and is positioned below the word "Sincerely,".

Huddart and Wunderlich Master Plan
County of San Mateo Parks and Recreation Division
Comment Sheet

Fax 510 336-9291

We are responding with our general comments and concerns about the ongoing Master Plan for these two parks. Please note our responses below per your Comment Sheet:

1. Collectively we visit and ride our horses in both of these parks. Many of us use them once a week and a smaller group will be in between one and two times a week, especially those who are members of the Volunteer Horse Patrol.
2. Our main activity centres around horseback riding and hiking.
3. Repair the bridge that is now closed and widen the road for better access for horse trailers. This is in reference to Wunderlich.
4. Water troughs for horses in both parks and decent parking for horse trailers.
5. That the planners be sensitive to the history of the area and the role that the horse and equestrians play and have played, and nourish the continuation of that tradition, not threaten or reduce it.
6. That the parks continue to be nature preserves where wildlife is protected and the experience of visiting them should be in keeping with that. Bikes should not be allowed in these parks as Mountain bikes are not slow-moving vehicles and there is a terrible conflict of interest with hikers and equestrians. Mountain bikers are not interested in observing nature because they go too fast. Wherever there is biker usage, other users are chased out of the area, witness El Corte Madera Open Space. Gentle human usage will help preserve parks as a place for physical activity while respecting the wildlife which inhabit these areas.
7. a) That the parking area at Wunderlich is not expanded too much, if at all. Week usage is very light and it is only at week-ends that the lot fills up.
 - b) That the Skyline Trail not be opened to bicycles as it is not conducive with equestrians and poses a safety issue. Besides, bicycles can go on the road. Horses cannot.
 - c) That the trails currently open to equestrians remain so. There has been a good history of equestrian usage with no user conflict and most hikers enjoy seeing and talking to the equestrians. Horses cannot go on asphalt roads as hikers and bikers can so their activities are entirely limited to off-road natural surfaces.

- d) Equestrians currently serve as Volunteer Horse Patrol persons and this is clearly a great help to the County as funding seems so limited and paid staff in short supply.
- e) That the equestrian history of Wunderlich be preserved and that it be allowed to continue to be run as a horse facility with living breathing equines on the premises and not just as a Museum of what used to be.

We appreciate this opportunity to put forward our views and concerns regarding these parks and hope that our comments will be helpful in the planning process.

We are:

Ellie Ferrari	PORTOLA VALLEY TRAILS ASSOCIATION	650-851-3543
Jeanette Hansen	Portola Valley	650-851-2508
Alison White	Redwood City	650-368-1308
Regina Davis	Woodside	650-851-4145
Kat Eshleman	Portola Valley	650-529-1805
Dot Nell	Portola Valley	650-851-1996
Harriet Quarre	San Francisco	415-929-9007
Robert Soldera	Redwood City	650-780-9379
Karen Smith	Redwood City	650-780-9379
Carol O'Brien	Los Altos Hills	650-941-4069
Gaby Bradbury	Woodside	650-851-2253
Bettina Bradbury	Woodside	650-851-2253
Roy Ferrari	Portola Valley	650-961-2742
Marty Coddington	San Mateo	650-548-1114
Sara Fries	Woodside	650-851-8995
Lynnea Johnson	Ladera	650-854-2644
Jennifer Basiji	Los Altos Hills	650-941-3717
Carol Goodstein	Portola Valley	650-851-3550
Ellen Vernazzo	Portola Valley	650-851-7670
Lec Burger	Woodside	650-851-8884
Tina Enomoto	Ladera	650-854-5126
Elizabeth Norman	Sunnyvale	408-765-6121
Noelle Rodelari	Redwood City	650-568-9690

Kermit S. Claytor
103 Toyon Court
Woodside, CA 94062

December 16, 2004

Mr. Bill Harris
Harris Design
6515 Ascot Drive
Oakland CA 94611
510.336.9291
harrisdesign@sbcglobal.net

Mr. Sam Herzberg
SMCo Park and Rec
455 County Center
Redwood City CA 94063
650-363-1823
sherzberg@co.sanmateo.ca.us

Re: Huddart-Wunderlich Concept Planning Nov 19, 2004

Dear Sirs,

I am writing to you to object strongly to any proposal to allow bicycles and dogs on the Skyline Trail. Simply put, bicycles, dogs and horses are incompatible on trails in most instances.

The speeds associated with mountain bikes are a sure source of a future fatality if put into the same narrow tracks with horses. Aside from the obvious danger of a collision, too many cyclists are unfamiliar and unaware of how to behave around horses, and too many horses are scared of a bike coming down the trail at high speed. The odds of a spooked horse seriously injuring both equestrian and cyclist (as well as itself) are more of a certainty than a probability.

With regard to dogs, neither rider nor dog owner can be held responsible for the natural predator/prey reactions of the animals in their care. Some dogs will react as pack animals, with a natural instinct to prey on herd animals. Some horses will react with the natural fear required of a prey animal to survive in the wild. When they do, riders, horses, dogs, and dog owners are likely to be injured or killed. A good example of this is when a local rider recently had her horse attacked by a dog off leash. The rider broke her neck in the resulting fall.

While some might call my point of view "elitist" or "exclusionary", I would like to point out that, while bicyclists and dog walkers enjoy access to a wide variety of places they can go for safe recreation, horsemen have only a few. Proximity to a safe trail system was one of my primary decision-making factors in locating my home and my business in San Mateo County.

As a cyclist and a dog owner, I know that the majority of bike riders and dog walkers are careful and conscientious in their behavior. But as an equestrian, I know that many are not, and that this

can get people and animals killed or injured. As a resident of the county who is conversant in local issues, I am also aware that it is impossible for the Park Staff to police any transgressions by bicyclists or dog walkers given the small and painfully stretched staffing that you now have.

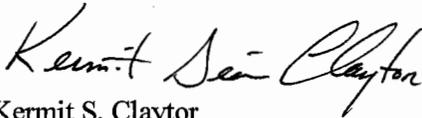
With regards to the other issues at hand that concern the equestrian community, there seem to be two key issues that arise consistently.

First, (and the more important of the two) concerns rig parking in Wunderlich: Please turn the proposed rig parking on the diagonal as suggested in the meeting to allow easy in-out. Please do not prohibit rig parking midweek in car parking areas. In fact, from an equestrian standpoint, it would be better if the car parking area were left "unstructured" by white lines.

Second, would it be possible to consider that the fire turnarounds planned be considered as potential horse camps for small numbers of rigs? Alternatively or in addition, can there be an occasional use for horse camping at Toyon or Miwok camps if we arrange for our own manure disposal?

Thank you for time and consideration in these matters.

Sincerely,

A handwritten signature in cursive script that reads "Kermit S. Claytor". The signature is written in dark ink and is positioned above the printed name.

Kermit S. Claytor
Woodside, CA

My name is Ellie Ferrari, 211 Willowbrook Drive, Portola Valley. I represent the Portola Valley Trails Association, which works closely with the town-appointed Trails Committee on the status and condition of our trails.

As this Master Plan goes forward, I would like to make a few points:

- 1) Huddart and Wunderlich have a wonderful relationship with the current trail users. Equestrians have been a part of this community from the parks' beginnings. Many horsemen created these trails. This relationship should continue.
- 2) Because of the historic underpinnings of this area: Woodside and Portola Valley being heavy equestrian communities, and the Wunderlich Stables being such a central part of this park, care should be taken to ensure these qualities remain. This stable is a real, working barn, with young people learning the healthy intricacies of horsemanship, and having the arenas and trails to ride on. It is very important to nourish this and ensure the barn does not become a museum with effigies of horses and placards saying, this was once an equestrian barn.
- 3) The current trails are used by equestrians with some of the narrower, singletrack trails closed in winter. We would suggest this continue. There has been no user-conflict over the years and even on the single-track trails it is a simple matter for hikers to move aside to let equestrians pass. Many people enjoy the sight of horses on the trail, especially families with children. There should be one all-weather trail kept open so equestrians are not shut out when the winter rains hit.
- 4) We would ask that the County provide some water access for equestrians to water horses. A simple shut-on shut-off spigot at the trail-head would suffice.
- 5) We would ask that there be ample trailer parking, reserved for trailers only..
- 6) We would ask that what precious funds there are be used judiciously to complete unfinished trails and thus hook up with other trails, especially in the Skyline area. We do not feel the state of the current trails warrants re-engineering, only some maintenance.
- 7) We would ask that the County keep the trails in these parks just as they are in providing a very rural experience, respecting the wildlife that makes the park their home and encouraging a usage that is compatible with this. Currently, we believe the usage is very manageable and not abusive. We urge that this level of usage continues.
- 8) Many of us are members of the Volunteer Horse Patrol and help out the understaffed Park Service by being the eyes and ears for them, carrying radios to contact the Headquarters, and observing any problems on the trails. We contribute hundred if not thousands of free hours every year to assist the Park.

This fact should be remembered when cutbacks are instigated: we stand ready to serve as we have been doing for years.

- 9) We respectfully suggest that everyone involved in this process gets out and walks, rides or runs each and every one of these park trails to see what sublime habitats they are, so close to a large metropolitan area which is the Peninsula, and make decisions that will retain the flavour of this pristine, historical area, which has deep ties to its equestrian roots.

1389 Canada Rd
Woodside, CA 94062

To Rick Anderson

Hi Rick:

My name is Michael Carr. I sat next to you at the Huddart/Wunderlich workshop last Thursday. I have a particular interest in the development of the plan in that several years ago I coordinated the horse community's response to the long range plan for Edgewood Park. I said nothing at this meeting because I had been unable to attend the earlier meeting and was trying to get up to speed. It was unfortunate that the meeting was announced so late. The horse community was not well represented and seemed to consist mostly of boarders at the Wunderlich stable who had only a parochial interest. Some issues were raised that simply dumbfounded me, such as numbering the pieces of the stable when it is dismantled.

The Parks/Rec people were very responsive to suggestions from the audience and I was taken aback by the fury of some of the audience, particularly by the woman who sat immediately behind us. I could not understand the source of her anger, but it clearly was a stable issue rather than a more general concern.

The horse community's main concern is to maintain access, that it to keep the trails open. This is a sensitive issue and the cause of a lot of anger in the community. I have been riding the local trails for over 30 year and seen a steady erosion of the system. Several trails in the town of Woodside have been closed. Many years ago we lost access to trails on the Stanford property. More recently, we have lost access to all the water property trails, including access through that property to the northern end of Huddart Park. In addition, safety considerations effectively deny us access to places like Purissima and Corte Madera open spaces because of the presence of bikes on the narrow, wooded trails. The main reason I became involved in the Edgewood Park plan was a move to make it a wildflower preserve and restrict access to hikers, runners and riders. One of the commissioners was pressing hard for that plan and it was forestalled only when protests by the various communities led to active intervention of one of the supervisors. So it is not surprising that there is some sensitivity here.

I believe the main concern of riders is the potential closure of the trails across Union Creek. There are only two crossings left – the one from Raymundo and the one through the sculpture farm in the Spreckel's property. The first has a pedestrian bridge. The second does not. There was talk at the meeting about upgrading the bridge to make it usable for horses, but there was no talk of how access through the Spreckels property is to be maintained. This may be the most used equestrian route into the park. Those who have to trailer park their rigs on Runnymede, well outside the park, and make their way through the Spreckels trails into the park..

I have been a geologist for 42 year and know a little about sedimentation. The argument that the horses crossing Union Creek are significantly affecting sedimentation is just not credible. Over 99% of the erosion and sedimentation in these creeks takes place in the few hours after rainstorms. You don't have to be a scientist to know that, although I could try dazzle you with equations. Immediately after rainfall the creeks are yellow with sediment, and a few hours later they are clear. While I am sure that one can detect an increase in sedimentation downstream of a horse crossing it has to be negligible compared with these post rainfall events. Besides, there are other (I suspect equally negligible) contributors to sedimentation. Unlike horses, deer are in the park 24/7; children build dams and throw rock in the stream all weekend long. It looks as though you are restricting horse use because there is nothing you can do about rainstorms, deer and children. I am clearly missing something. Those Union Creek horse crossings have been used for well over 50 years. If they are having such a negative effect on the fish population why is there a fish population? I will try to find out more about the rationale for closure because it seems so suspect. If you are going to stop the practice of 50+ years you should have a strong basis for doing so.

I will fax this letter to the number given at the meeting with a request for more information.

Thanks for you patience.

Michael H. Carr

December 16, 2004

Mr. Bill Harris
Harris Design
6515 Ascot Drive
Oakland, CA 94611

RE: Huddart Park & Wunderlich Concept Planning.

Dear Mr. Harris,

As one who rides horses in both parks I am very concern about allowing bikes and dogs on the Skyline Trail. Bikes, especially off-road bikers, are out of control everywhere they are allowed. Sorry for the generalization but when I come across them they have no concept on how to approach horses either head on or from the behind. Probably 5% are courteous but the other 95% could care less. The County need to think very carefully before changing it's established policies of not allowing bikes in County Parks.

Bike riders and those who desire to walk their dogs have many choices but horseback riders have are already restricted. The bike lanes along roads are not safe for equestrians and this is especially true along Skyline Boulevard. The Park and County already have a limited staff to police the areas they have. How can they effectively police the interior park trails for those on bikes or those walking dogs off leash?

The only horse camp is the Jack Brook Horse Camp. Can we get limited horse camping at Huddart Park? The Toyon Camp ground or Miwok area could work nicely for small groups.

At Wunderlich Park the proposed trailer parking on a diagonal would be a great asset. Lines should not be installed for car parking because it blocks the trailer maneuverability if it becomes a structured parking lot.

Thank you for considering these ideas and please keep me advised of the next meeting.

Sincerely,



Rick DeBenedetti
1533 Portola Road
Woodside, CA 94062
(650) 598-9858

December 15, 2004

Mr. Bill Harris
Harris Design
6515 Ascot Drive
Oakland CA 94611
510.336.9291
harrisdesign@sbcglobal.net

Mr. Sam Herzberg
SMCo Park and Rec
455 County Center
Redwood City CA 94063
650-363-1823
sherzberg@co.sanmateo.ca.us

Re: Huddart-Wunderlich Concept Planning Nov 19, 2004

Bikes and dogs on Skyline Trail. This is not a good idea. Bikes are out of control almost everywhere they are allowed. While it is not all bikers, it only takes one to have a tragic accident due to the speeds at which they travel. The County should think carefully before changing its long established policy against bikes in County Parks supporting horses.

One of our riders had her horse attacked by a dog off leash recently. She broke her neck. While bikers and dog walkers have LOTS of places they can go for safe recreation, horsemen have only a few. We cannot ride along Skyline Blvd in safety like the bikes can. Please do not allow bikes on the Skyline Trail. How can you possibly police their transgressions with the small staff you now have? And there WILL BE transgressions!

Please consider fire turnarounds planned be considered as potential horse camps for small numbers of rigs? Can there be an occasional use for horse camping at Toyon or Miwok camps if we arrange for our own manure disposal?

Rig parking in Wunderlich: Please turn the proposed rig parking on the diagonal as suggested in the meeting to allow easy in-out. Please do not prohibit rig parking midweek in car parking areas. In fact, we would prefer that the car parking area be left "unstructured" by white lines.

Thank you for considering this point of view.

Sincerely, Ray and Barbara Vos, 112 Ravine Dr., Woodside, Ca. 94062

Ray and Barbara Vos

12/16/04

December 16, 2004

Mr. Bill Harris
6515 Ascot Drive
Oakland CA 94611

Dear Mr. Harris,

This letter is addressed to you for the purpose of my concerns regarding Huddart-Wunderlich concept Planning.

Bikes and dogs on Skyline Trail. This is not a good idea. The county should think carefully before changing this policy. Bikes are out of control most everywhere they are allowed. They only have one desire and that is to go fast with head down and not looking what else is coming on the trail. It is not all bikers but a big majority do this. It only takes one to make a tragic accident at the speeds they travel.

One of my friends had her horse attacked by a dog off leash recently. She broke her neck due to this attack. Horsemen only have a few safe recreation places they can ride while bikers and dog walkers have lots of places they can go. Please do not allow bikes on the skyline trail.

Regarding the parking in Wunderlich. Please have parking of rigs on the diagonal for an easy in-out. Please do not prohibit rig parking midweek in car parking areas.

The county should think carefully before changing its long established policy against bikes and dogs in County Parks. Help support safe and sound horse riding.

Thank you for addressing my concerns.

A handwritten signature in cursive script, appearing to read "Beverly Sanders", with a long horizontal flourish extending to the right.

Beverly Sanders
2442 Sharon Oaks Drive
Menlo Park CA 94025

Bill Harris, Harris and Associates
Sam Herzberg, Senior Planner, County of San Mateo

Dear Bill and Sam,

I am hoping that this letter will be able to be included in the array of input that I'm sure you have received regarding the issue of changing the park rules to allow bicyclists onto one trail to have access to Skyline. While I understand the desire of the cyclists and empathize with their goals, I just can not support the opening of fragile trails to cyclists.

I have thought long and hard about this issue and for the following reasons feel that it would be counter to the goals of the park and to those of the majority of park users to allow cyclists to access Skyline through Huddart or Wunderlich Parks.

- 1) The county frequently talks about safety issues being a priority. Safety issues would be prominent if cyclists use even one trail in there parks. As you know, the issue of monitoring is a problem and already cyclists use trails illegally with increasing frequency.
- 2) The only access road to Huddart would be Greer Rd. Already Greer Rd. is frequented by cyclists. I can not imagine how it would look if equestrian access to the park is limited by the closure of the Kings Mountain Rd. entrance. Almost ALL traffic, both equestrian and cyclist, would be funneled down Greer Rd.
- 3) As a co-chair of the Folger Stable Project, I wanted to point out the conflicts that would occur if cyclists have access to any of the trails there. The cyclists would have to cross directly through the equestrians riding from the stable to the riding arena. In addition, both cyclists and equestrians would have to utilize the parking area to prepare to ride, since road access for cyclists to Wunderlich is not optimal. This would increase the demand on the limited number of parking places in the park.
- 4) Bicycles are allowed in other parks, such as those of MROSD. Although I understand their desire to get to Skyline, there are other routes and other places for them to ride. **Equestrians have no other options.** Equestrians have been quietly eliminated from many areas/trails. This elimination has been silent, and for the most part the equestrians have "just disappeared". Please do not allow this to happen in Huddart and Wunderlich Parks.
- 5) Lastly, I would hope that at least some cyclists might understand that horses are living beings that react to their surroundings. They require certain environments in which to function. Bicycles do not have such requirements. I believe equestrians hope that cyclists can enjoy a ride as much we do. I hope we can help the cyclists to find a route to skyline that does not involve off-road experiences through Huddart or Wunderlich.

Thank you very much for your time and attention.

Susan Lang
Equestrian and co-chair, Folger Stable Project

December 19, 2004

Narris Design
Oakland, CA.

Re: Suddart-Wunderlich Master Plan

Bay Area Ridge Trail:

1) allow bicycle use

2) allow leashed-dog use

Thank you for the Public Meetings and writing
to develop this plan.

My observations, comments follow...

- 1) Trail users will not remain within the park area of this trail. The illegal usage which occurs regularly attest to this fact.
- 2) Trail route segments jurisdiction should comply with the agencies or cities they traverse. The Town of Woodside policies state no dogs, no bicycles allowed on trails. Same rules apply to Woodside Trail Club members.
- 3) A dirt bike is a vehicle. To place bicycles on a trail at the top of the entire watershed would raise levels of degradation.
- 4) Levels of use or types of use on trails should be controlled to avoid unsafe conditions, environmental degradation and conflicts. With the present staff down two rangers enforcement would be an added expense and burden. Enforcement has never been a priority for the Park & Rec. department.

- 5) Private property owners adjacent to the parks and trail were against bicycle usage. They did not want dogs on the trail or running in the open space. (1983 to present)
- 6) The wildlife that roams the parklands also roam the area of the Ridge Trail. The Park Commission voted to keep dogs out of the parklands, off trails, and out of wilderness areas. (We have a dog park off Edgewood Road.)

I do not believe the proposed usage of bicycles and leashed dogs on the Skyline Ridge Trail or Bay Area Ridge Trail is appropriate.

Thank you for your consideration.

Janet Estep
475 Raymundo Dr.
Woodside, CA.
94062

Alison Scott
486 Raymundo Drive
Woodside, CA 94062
650 851 7451

Dear Mr. Trejo:

We spoke briefly last Saturday and you suggested that I complete the suggestion form which was recently posted in Huddart and Wunderlich. I have faxed a copy to 510 336 9291 and also included it with this letter.

I ride my horse very regularly in Huddart as I own a home on Raymundo Drive in Woodside. I typically ride about 3 or 4 times a week in the park and really enjoy it. Typically hikers and runners are very courteous, to the point that my horse who was quite young when I first took him in the park has gotten used to them and will even stop to be patted.

The only issue I have ever had is when there is an organized Run in the park. The runners will not stop to walk past but insist on running by even on narrow trails. This happened on March 5th when a very large Half Marathon and 5 k race started. I was at the top of Richards Road at the hairpin where you turn left to go up towards the Crystal Springs Trail. Even though it was very narrow and my horse was bucking, snorting with fear they would not stop to walk by and so about 30 - 40 people ran by him in a pack and then a further 50 spread out. I managed to jump off before I was thrown off and my horse continued to rear and buck in fear. Even though I practically begged for them to stop so I could get out of their way and to a safer place they did not. I was visibly shaken and very upset but nothing compared to my horse who was very, very shaken. He is now much more scared of runners, which I thought he had gotten used to.

I am writing to ask whether it would be possible to post notices on the notice board regarding courtesy between riders and runners. More importantly I believe if there is going to be a big race in the park there should be an announcement a few weeks before, posted on Huddart's website or gate entrances. Believe me when I say I would stay well clear of the park until the race was over and would not mind at all. It is just too dangerous.

Sincerely



Alison Scott
March 7th, 2005

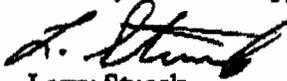
I have lived in San Mateo County my entire life - 55 years. Both the county park system and the Mid Peninsula Open Space areas have significantly added to my quality of life. As we continue to densify the urban areas along the peninsula, it becomes more important to preserve and improve our parks and open spaces which provide refuge and recreation to our busy lives. I applaud the work of these two organizations. They continue to acquire and improve our parks and open spaces.

It appears the questionnaire is a precursor to the development of a master plan for Huddart and Wunderlich Parks. I know virtually every square inch of these parks having been hiking and running in them for the past 25 years. In my youth, my parents often picnicked in Huddart Park. The two parks are very different from each other. Huddart, by design, is far more active with improved picnic and shelter areas, whereas Wunderlich is more passive with its hiking and equestrian trails. I believe the current emphasis should remain for the two parks.

I am not sure how you can improve on two very successful parks. As I indicated on the questionnaire, an additional trail along McGarvey Gulch would provide access to one of the parks most spectacular scenery and rock formations. The other item that comes to mind has less to do with physical improves and more on program improvements. Examples may include docent led hikes, evening campfire programs, and fundraising events such as orienteering, runs, etc.

If you are forming a mailing list, I would like to be on it. And, if you are establishing a citizen advisory committee to participate in the Master Plan, I would be interested.

Thank you for the opportunity to comment.



Larry Stueck
4 Northview
Emerald Hills, CA 94062

(650) 508-6226

stueckl@samtrans.com

25 February 2005

To: Harris Design

From: Judith Schwartz, 2330, Bryant Street, Palo Alto, CA 94301 650-906-9927

Re: Huddart and Wunderlich Parks Master Plan

For the past 16 years, I have ridden in Wunderlich Park almost weekly. Some weeks I've ridden elsewhere and some weeks I've ridden there three times so, as you can imagine, the Park has been an incredibly important place for my horses and me. I've gone there with friends, introduced many children to the park, and acted as an informal guide for folks needing directions.

While I have also ridden numerous times in Huddart, I prefer Wunderlich because of its more natural charms. Both are very close by to where I board my horses in Portola Valley but I find Wunderlich far more appealing than the more developed Huddart. I've visited many other parks in the area and keep coming back to Wunderlich because the footing is always good (great drainage in most places) and in the summer it's significantly cooler than other places.

I was very concerned when I read the master plan presentation. At a time when public funds are so tight, it would be a shame to spend lots of money to change the character of a wonderful park to make it less natural with more paving, signage, and widening functional trails. Given that there hasn't been a fire in the 16 years I've ridden there, surely there are more reasonable fire prevention measures that can be taken than turning every path into a road for fire engines.

The big problem is parking. While on many days there is ample parking, spikes in usage cause overcrowding, with car drivers making it impossible for horse trailers to maneuver into the limited space reserved for trailers. On really bad days, cars will park in the trailer spaces.

Perhaps the trailer drivers who advised you on the proposed trailer parking shown in the drawing are more skillful drivers than I am, but I find it completely unrealistic. There does not appear to be adequate space for safely tying up or loading horses if all 4 trailer spaces were occupied. If the spot in the upper left was occupied early in the morning and then vacated after the other 3 spots filled in after them, it would be incredibly difficult for someone arriving at noon to pull up and then back down the hill into the first spot.

Also, while I drive a relatively small two horse rig, there are many people who come with larger pickups and gooseneck rigs. If you are going to pave over some of the existing grass area to make more parking, it would make much more sense to have trailers come in through the current temporary entrance, pull headfirst into parallel spots where the grassy area is (adjacent to where the portapotty is located now), and then go straight out to an outer perimeter access road that could exit via the bridge that has been closed. Keeping everything in a one way flow would be very helpful, as would marking parking spaces clearly to avoid the inefficient parking patterns that often develop randomly.

I would also be happy to volunteer for a trailer driving demonstration so you can see how lesser mortals are capable of maneuvering.

Thanks for the opportunity to provide comments. We love Wunderlich in its natural state and do not want to see it become another Huddart or Rancho San Antonio.

A handwritten signature in black ink, appearing to be 'J. H. H.', with a long, sweeping horizontal line extending to the right.

hdla@sbcglobal.net

From: <jeanne@trailcenter.org>
To: <harrisdesign@sbcglobal.net>
Cc: <jeannes@ncast.com>
Sent: Tuesday, February 22, 2005 5:59 AM
Subject: Wunderlich Master Plan - in review

Dear Bill,

This is Jeanne Schmitt, am a board member from the Trail Center Organization.

Am currently reviewing the Master Plan for Wunderlich Park. We appreciate your work in enhancing this wonderful park. (It is one of my personal favorite parks - I hike the Loop nearly every other day.)

The Trail Center Organization is a non-profit organization that assists Bay Area parks in four counties by providing trail building events to help the parks achieve their trail goals. Specifically, a park ranger will contact us to gain our assistance on their trails. We host trail builds for parks, conduct the marketing for the event, gather up volunteers, and provide the crew leaders to perform quality work on trails. Currently, we are engaged with Butano State Park, Mt Sutro Open Space Reserve, Stevens Creek County Park, and recently have completed work at Pescadero and McNee Ranch State Park last year.

We also produce three maps, all available at Amazon.com or Wildneress Press:

Peninsula Parklands Map
Trail Map of the Central Peninsula
Trail Map of the Southern Peninsula

We stay current on any trail additions or trail modifications so that we may regularly update our maps through Trail Center's maps committee group.

Lastly, we also review Master Plans in locations of particular interest and assist by providing feedback. Separately, the master plan can be used by our group as an assessment of a park's needs and act as a useful starting point for us to discuss the possibility of assisting the park in achieving their trail goals, particularly under the current park budget crisis - we provide our services for free.

In reviewing the Master Plan, I had a couple questions, mainly pertaining to the expansion at the Wunderlich park:

- what is the location of the turnaround that is planned to be constructed on the Loop Trail?
- are safety zones planned for Loop and Alambique trails and if so, do you expect them to impact the trails in any way?
- do you have more information on the berm that is too be constructed along Wunderlich park service road
- there's a mention of mowing grassland along service roads and along boundaries for a distance of 30 feet, does this apply to the service road at the entrance of Wunderlich and if so I assume it applies to the grassland area, not the wooded tree section?
- is there an increase in the number of car parking lots in the parking lot? (I realize the horse trailer parking lot will be moved to the East side of the lot but am wondering if the current parking lot will be increased as well.) Will the parking lot be constructed with dirt or asphalt?
- will the trails continue to be constructed of dirt
- do you have a group identified that will assist in removing the non-native plants or are you seeking a group to do this
- will the expansion change the location of any aspects of the Loop trail and Alambique trail?
- what trails should we update for our maps?
- do you have plans to address the erosion on Loop trail (this possibly might be an area we could assist with - I took over a hundred photos over the weekend during the rain to help identify some trouble spots)

Overall, we are pleased with the plans and appreciate the enhancements that are planned.

My initials comments so far are:

- While the trailcenter advocates trail usage for all sorts of non-motorized use, Wunderlich is one of the few parks a hiker can walk without potential conflict with bikers, so this is very special.
- the current bathroom isn't level, but assume the new bathroom will be
- the current entrance (i.e. the SE exit that is currently used, not the exit by the creek's bridge) is dangerous when exiting across traffic (i.e turning left out of the park), because oncoming traffic is not visible at all from the left due to the hill and is compounded by the traffic's momentum as their speed increases downhill. A person basically has to gun their car as fast as possible to cross the road and hope a car isn't coming down the hill at a high speed, due to the complete lack of visibility over the hill.
- However, we understand the exit will be changed from the SE end of the parking lot back to the NW parking lot, and while better, even that particular old exit (the NW exit by the creek bridge) could use better signage on Woodside Road based upon prior experience (back when the park's entrance/exit was located there) a driver would have to gun it to cross the road when turning left towards town before a car comes from the right.
- Lastly, when entering the Park's current entrance, we believe there needs to be some type of exit ramp from Woodside (i.e. a short second right-hand turning lane) needed so that a car can continue driving on Woodside Road while slowing down for several yards in a

2/22/2005

right-hand turn lane before turning into the park. Currently, cars will come over the hill at a highspeed and not see you, and thus make it rather difficult for a car to continue slowing down before turning right into the park. I had a car behind me that would not slow down (it had come over the hill and was surprised to see that I had slowed down to turn into the park, even though I had signaled before going up & down the hill and even had tapped my brakes while going up the hill and turned on the right signal before going down the hill to ensure the driver would see that I am slowing down to turn right) but this car would not slow down, so I had no option other than to jettison off Woodside Road and make a sharp turn right into the park at a much too uncomfortable high speed - and of course as luck would have it a car was exiting the park at the same time. It was a matter of picking the less of two evils - getting rear-ended from behind or getting hit by a car as I entered the park's driveway. Fortunately, I navigated around all the cars, but given the high use of the park, I believe some type of turn-off short lane could be created on the right-hand side of Woodside Road so that as you enter the park (when coming from Woodside) it would minimize the risk of getting hit from behind as you slow down to turn right and enter the park. Prior to that experience, on a couple occasions I learned the hardway not to slow down too much before entering the park, because on a couple of occasions the cars behind me would try to pass me and as luck would have it there was an oncoming car in both occasions that they didn't see (otherwise they wouldn't have tried to pass me by crossing the ! road into oncoming traffic as I was slowing down.) No matter how safe you drive, there is too much risk with the park's entrance/exit-ways, which is why I believe funding needs to be provided for a yellow-flashing light over Woodside Road so cars realize this isn't a highway they can fly over the hill, but rather they need to be alerted to the slow traffic in this particular spot so they can expect turning or exiting traffic.

My #1 feedback on the master plan, is to address the safety issues with exiting and entering the parking lot from Woodside Road. We believe the appropriate yellow-flashing signage from Cal Train is needed to produce much better warning notice to oncoming traffic in both directions. I would like to see a flashing yellow light sign placed by the park's two entrance/exitways (at the top of the hill) so cars in both directions realize there is a lot of slower traffic entering/exiting the park. Without enhancements, it would be one of the more dangerous park entrances/exitways to navigate. This is not only a public safety issue, but it also creates a potential issue if we were to host a trail build for the park.

Thank you for your time in answering my questions.

Regards,

Jeanne Schmitt

jeanne@trailcenter.org

Mission Statement

The Trail Center is a non-profit volunteer organization formed in 1983 to provide and promote quality non-motorized trail opportunities for all people in San Mateo, Santa Clara, Santa Cruz, and San Francisco counties. The Trail Center works with government agencies, outdoor enthusiasts and other interested parties to create and manage an interconnected network of trails for the four-county region.



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Feedback to Wunderlich Park Master Plan

February 22, 2005

Dear Bill Harris,

Overall, we are very pleased with the plans and appreciate the enhancements being planned.

Summary of feedback for Wunderlich:

- o Please improve safety of exit/entrance ways to Wunderlich park
 - Install yellow flashing light signage between exit & entrance ways at Wunderlich
 - Create a right turning lane for turning right into Wunderlich park
- o The Trail Center supports all types of non-motorized trail use, and given its history we support Wunderlich's desire to be only hiker & equestrian because this is one of the few parks with this unique feature. We would like to clarification on the plan for opening the horse stables to the general public – does the park have procedures in place to avoid bad horses/riders from racing thru the trails?
- o Last year, the park ranger would temporarily close the Loop trail to horse riders when the trail was soaked wet. We support this and believe this should be implemented this year when it rains heavily as it has.
- o Current bathroom isn't level, but am assuming the new bathroom would be.

Details on the first item - Exit/Entrance to Wunderlich park:

- a. The current entrance (i.e. the SE exit that is currently used, not the future exit by the creek's bridge) is dangerous when exiting across traffic (i.e. turning left out of the park), because oncoming traffic is not visible at all from the left due to the hill and is compounded by the traffic's momentum as their speed increases downhill. A person basically has to gun their car as fast as possible to cross the road and hope a car isn't coming down the hill due to the complete lack of visibility over the hill. However, we understand the exit will be changed from the SE end of the parking lot back to the NW exit.
- b. While exiting from the NW side of the parking lot (i.e. the NW exit over the creek bridge) is better, it could use better signage on Woodside Road based upon prior experience (back when the park's entrance/exit was located there), where a person would have to speed up to cross the road when turning left towards town before a car comes from the right.
- c. Lastly, when entering the Park's current entrance, we believe there needs to be some type of exit ramp from Woodside (i.e. a short right-hand turning lane) so a car may continue slow down before turning into the park. Currently, cars will come over the hill but not see you are turning (even though you brake and turn your signal on while going uphill before going down the hill), and this makes it rather difficult to continue slowing down before turning right into the park. Once had a car behind me that would not slow down, so I had no option other than to jettison off Woodside Road and make a sharp turn right into the park at a much too uncomfortable high speed - and of course as luck would have it a car was exiting the park at the same time. It was a matter of picking the lesser of two evils - getting rear-ended from behind or getting hit by a car as I entered the park's driveway. Fortunately, we navigated around all the cars, but given the high use of the park, I believe some type of turn-off lane could be created on the right-hand side of Woodside Road as you enter the park (when coming from Woodside) to minimize the risk of getting hit from behind. Prior to that experience, on a couple occasions I learned the hard way not to slow down too much before entering the park, because the cars behind would try to pass me and as luck would have it there was an oncoming car on both occasions that they didn't see (otherwise they wouldn't have tried to pass me by crossing the road into oncoming traffic as I was slowing down.) No matter how safe you drive, there is too much risk with



Trail Center

the park's entrance/exit-ways, which is why I believe funding needs to be provided for a yellow-flashing light over Woodside Road on the hill in this particular spot so they can expect entering, turning or exiting traffic.

- d. In conclusion, the #1 feedback on the master plan is to address the safety issue with exiting and entering the parking lot from Woodside Road by working with CalTrain to identify the plan for installing a yellow-flashing sign to produce much better warning notice to oncoming traffic in both directions, placed between the park's two entrance/exit ways (at the top of the hill) so cars in both directions realize there is a lot of slower traffic entering/exiting the park.

Questions:

1. What is the location of the turnaround to be constructed on the Loop Trail?
2. Are safety zones planned for Loop trail and if so, do you expect them to impact the trails in any way?
3. Do you have more information on the berm to be constructed along Wunderlich park service road?
4. There's a mention of mowing grassland along service roads and along boundaries for a distance of 30 feet, does this apply to the service road at the entrance of Wunderlich and if so does it apply to the grassland area, not the wooded section of the parking lot area by the creek?
5. Is there an increase in the number of parking spots in the parking lot? (I realize the horse trailer parking lot will be moved to East side of lot but am wondering if the current parking lot will be increased as well.)
6. Will the parking lot be constructed with dirt or asphalt?
7. Will the trails continue to be constructed of dirt? It's rare to see a trail that isn't paved in the Bay Area, so we support the park's decision to retain dirt paths.
8. Do you have a group identified that will assist in removing the non-native plants?
9. Will the expansion change the location of any aspects of the Loop trail and Alambique trail
10. What trails should we update for our maps?
11. Do you have plans to address the erosion on Loop trail (this possibly might be an area we could assist with
- I took over a hundred photos over the weekend during the rain to help identify some trouble spots)

Regards,

Jeanne Schmitt

jeanne@trailcenter.org

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Trail Center



San Mateo County Horsemen's Association

PO Box 620092, Woodside, California 94062 • (650) 568-1045 • www.smcha.org

February 5, 2005

Mr. Sam Hertzberg
County Park Planner
San Mateo County Parks & Recreation Division
455 County Center, 4th Floor
Redwood City, CA 94063

Dear Mr. Hertzberg:

The SMCHA was founded in 1940 and this month marks our 65th Anniversary. We are the oldest and largest Horseman's Association in California with 450+ members. We have addressed the following comments for consideration to the Master Plan being discussed for Huddart and Wunderlich Parks.

Many of the original horse trails in the parks and throughout San Mateo County were pioneered by horsemen and maintained by horsemen. These trails are historically significant to the equestrian legacy in this community. The trails in Huddart and Wunderlich Parks are symbolic of our equestrian heritage and yet, sadly maybe come known to us as our only remaining place to ride. As land use for horses becomes eliminated, public lands may be the only place left to ride our horses out of an arena. For these reasons, the equestrian trails in Huddart and Wunderlich Park hold great value to those of us who ride in San Mateo County.

We respectfully request that these trails remain as they always have been, for equestrians and hikers only. Bicycles and horses do not mix and this has recently evident on the Richards Road Trail in Huddart Park in Late December 2004. This confrontation with bicyclists, who were clearly on a trail marked for horses and hikers only, left a rider seriously injured. Bicycles can be ridden virtually anywhere, on the streets, county roads, in downtown San Francisco, and in many of the MPROSD parks. Huddart, Wunderlich and Edgewood Parks should remain for equestrians, a safe place to ride, without conflict with bicycles.

We appreciate single track trails that currently exist, such as the Bear Gulch Trail and the Chaparral Trail. We understand that many of the trails are also emergency service roads, i.e. Alambique, and Richards Road however single track trails provide a much more rural experience. For planning purposes, they require less labor and are less costly to maintain.

We ask you to consider the increased amount of usage on the Crystal Springs Trail (from Richards Road to the cul-de-sac at the end of Raymundo Road). As we understand it, in the near future horses will not be allowed creek crossings and the exit of the park via the Flood Trail (a Woodside Trail Club trail) will be eliminated. Many of the SMCHA members are also members of the Woodside Trail Club and ideally a bridge at this crossing would be best suited for riders. If not, this trail segment will need considerably more maintenance and some improvements

We would like to see visible signage in the parks and education for park visitors regarding trail etiquette. For the trails to be used safely by all users, yield signs (such as those used in Westridge area of Portola Valley) would be very appropriate. Trail signage should also be clear that dogs and bicycles are in violation of the park regulations and rangers should take appropriate steps to enforce any infractions.

We ask that equestrian facilities be considered in the plan. Many of the picnic sites are large and do not have designated space for tying horses. Smaller areas off the trail with a bench or table would be useful for lunch or rest stops for riders, with tie racks or posts for horses. Without creek access, there will be no water for horses. Water troughs or water spouts would be appropriate. The plan should also include well designed parking areas for horse trailers with a large turning radius.

The SMCHA fully supports the plans for the Folger Stable Restoration project in Wunderlich Park. This building is architecturally significant of its time in history and restoring the stable for horses and the plan for public education program will benefit both riders and non riders in the community.

Thank you for allowing public comment on these issues.

Sincerely,



Al Filice
SMCHA President

Cc: Bill Harris
Consultant to S.M.Co. Park & Rec.



EQUESTRIAN TRAIL RIDERS' ACTION COMMITTEE
1327 JOHNSON STREET - MENLO PARK, CA 94025

December 30, 2004

Comments regarding Huddart - Wunderlich Master Plan.

Page numbers refer to Power Point presentation of Workshop # 2, November 18th 2004.

- P 7 To date, the Ridge trail as designated does not include the Skyline trail within Wunderlich Park. It stops at the top of Alambique trail.
- P 8 Please do not destroy the forest for parking! There is no need for parking at Wunderlich during the week and rarely at weekends. MPROSD is planning additional parking in that area.
- P 9 Keep signage on trails to absolute minimum - trail names only. Concentrate all other signs at trail heads and supplement with handouts of maps and other information.
- P 10 Same comment as for page 7. The segment of Ridge Trail between Huddart and Wunderlich is single track, in steep terrain and unsuitable for mountain bike multi-use. This is one of our finest remote trails for hikers, runners and equestrians only, and must remain that way.
- P 11 Keep single track trails as narrow as possible especially in Wunderlich. 2' to 3' is adequate in most cases. The terrain must dictate trail design. These are not urban parks. Keep them rural.
- P 12 **Don't try to make urban parks out of these nature parks.**
- P 13 Wunderlich is a nature park. Fire fighting techniques must adapt to existing conditions just as they must in adjacent forests. Access to the upper park currently exists at Skyline Boulevard, through Skywood Acres, and along Bear Gulch Road.
- P 14 Mowing grass in a nature park is totally incompatible with a natural experience. The most beautiful trails have native grasses obliterating the trail edges and actual use establishes the appropriate trail width.
- P 15 Eliminate the first bullet. Hardscape and mowed grass have no place here.
- P 17 Wunderlich Park does not exist for the convenience of fire equipment. It is a nature park and must remain so. Major road "improvements" and turn arounds would change that.
- P 18 Creek sedimentation due to horse access to creeks is insignificant and can be mitigated by rock/gravel footing at crossings.
- P 19 To categorically prohibit horse crossings is unrealistic and unnecessary.
- P 41 Trailer parking as shown is unworkable. Please consult with ETRAC to work out requirements.

A COALITION OF EQUESTRIAN ORGANIZATIONS :
COAST SIDE HORSE COUNCIL - JBH CAMP AD HOC COMMITTEE - LOS ALTOS HOUND - LOS VIAJEROS
RIDING CLUB - MOUNTED PATROL OF SAN MATEO COUNTY - PORTOLA VALLEY TRAILS ASSOCIATION
SAN FRANCISCO HORSEMEN'S ASSOCIATION - SAN MATEO COUNTY HORSEMEN'S ASSOCIATION
THE SHACK RIDERS - WOODSIDE TRAILS CLUB

December 30, 2004

Comments regarding Huddart - Wunderlich Master Plan, cont.

Additional comments:

Provide trailer rig parking in Huddart and add one or two spaces at Wunderlich. Trailers must have adequate side clearance or hitching rails to saddle horses. Please consult with ETRAC for specifics.

Hikers, bikers, equestrians, and dog walkers can easily share wide trails with adequate sight lines such as the Sawyer Camp trail. However, only hikers and equestrians are compatible and safe together on steep, narrow mountain trails. Where topography demands single track trails they should be narrow and limited to hiker and equestrian use only.

Keep the character of Bear Gulch Trail as is but improve trail tread where needed to make trail useable by horses year around.

Improve trail tread of Crystal Springs Trail in Huddart for year around equestrian use from the park entrance at West Union Creek to Skyline Blvd.

Above all we must safeguard and retain the natural wild character of these nature parks as much as possible.

Thank you for providing this opportunity for comment and we hope that our suggestions will be helpful in your planning process.

Ernst O Meissner
ETRAC Chairman
(650) 325-0479

A COALITION OF EQUESTRIAN ORGANIZATIONS :
COAST SIDE HORSE COUNCIL - JBH CAMP AD HOC COMMITTEE - LOS ALTOS HOUND - LOS VIAJEROS
RIDING CLUB - MOUNTED PATROL OF SAN MATEO COUNTY - PORTOLA VALLEY TRAILS ASSOCIATION
SAN FRANCISCO HORSEMEN'S ASSOCIATION - SAN MATEO COUNTY HORSEMEN'S ASSOCIATION
THE SHACK RIDERS - WOODSIDE TRAILS CLUB

Post-it# Fax Note	7671	Date	12-9-04	# of pages	11
To	Bill Herzberg	From	Sam Herzberg		
Co./Dept.	Harris Davis	Co.	S.M.Co. Parks		
Phone #		Phone #	650/965-1127		
Fax #	510/556-9291	Fax #			

Discussion with Sam Herzberg
Senior Planner
County of San Mateo Parks and Recreation
Input to the Huddart and Wunderlich Parks 20 Year Plan

Safe Skyline Access Subcommittee
of the Town of Woodside Bicycle Committee
December 9, 2004 2:00 pm

Safe Skyline Access Subcommittee Members:

Richard Anderson
Patricia Dillingham
Susan Doherty
Rob Flint
Stephen Lubin
Robert Page
Jean Rusmore

Agenda

1. Purpose of meeting
2. Introductions
3. Discussion of the planning process
4. Presentation of our subcommittee work to date
5. Feedback from Sam on how best to improve our presentation and materials so we can make a successful proposal to the Huddart and Wunderlich planning committee

Background on Safe Skyline Access Subcommittee of the Town of Woodside Bicycle Committee

In 2003, it came to the attention of the Woodside Bicycle Committee (WBC) that use of the mountain roads within and near Woodside by cars, trucks and bicycles was increasing. The related circulation issues created by this increase in use have been recognized by the Town of Woodside as requiring attention in the Town's General Plan.

This increase in usage has led to many conflicts between road users. Some of the conflicts have resulted in casualties, and at least one cyclist has been killed. Many of the observed and reported conflicts occur on roads that lead to the scenic and culturally colorful mountain passes for which Woodside is famous (for example, the intersection of Highway 84 and Skyline Boulevard). The County Sheriff has received telephone complaints from cyclists and motorists about the crowded conditions on the roads, and has reported these complaints to the WBC. The roads most affected by the increase in use are Old La Honda Road, Highway 84 (La Honda Road) and Kings Mountain Road.

Why should County Parks Planners care about Safe Cycling in Woodside?

- Woodside is a scenic area within San Mateo County.
- Woodside and its parks and open spaces draw motorists, hikers, runners, equestrians and cyclists to enjoy the natural beauty and local color.
- The population of San Mateo County will increase over the next 20 years. Bicycling is the second fastest growing sport in the United States.
- San Mateo County is a desirable place to live, and the accessibility of world-class cycling routes adds to the attractiveness of the County.
- Enhancing bicycling opportunities in Woodside supports the mission of the San Mateo County Park and Recreation Division:

Our Mission: Through stewardship, the San Mateo County Park and Recreation Division preserves our County's natural and cultural treasures, and provides safe, accessible parks, recreation and learning opportunities to enhance the community's quality of life.

For all these reasons, establishment of safe bicycling routes should be a high priority for County Parks planners.

What can be done to make Woodside safer for residents on their bikes?

Most people would agree something needs to be done to address these unsafe conditions before more citizens are hurt or killed. In order to address this problem, the Woodside Bicycle Committee created the Safe Skyline Access Subcommittee, whose goal is to decrease conflicts between cars and bicycles by creating an additional safe bicycling route to Skyline Boulevard within the sphere of influence of the Town of Woodside. This Subcommittee has focused on road bike access but we would like to see access for mountain bikes as well.

Criteria for Safe Skyline Access

The Subcommittee has identified several qualities that any additional alternate bicycle route up to Skyline Boulevard would require:

The route must be

1. Within Town of Woodside "sphere of influence"- the route does not have to be strictly within Town boundaries, but it must be close enough to benefit Town residents
2. Zero or Minimal contact with automobile or truck traffic
3. A through route – the route connects all the way from an existing major valley cycling route up to Skyline Boulevard
4. Capable of physically supporting shared use

Ideal Solution

In a perfect world with unlimited resources the ideal solution would be:

1. For road bikes, to create a separate paved path for road bikes from the valley floor up through the Santa Cruz mountains to Skyline Boulevard and across to the Pacific ocean.
2. For all-terrain type bikes, to open up a trail from the valley floor to Skyline, ideally connecting with additional trails.

As we work toward these long-term goals, we understand that alternative options must be considered and the best must be selected for further study and development. We understand that while it won't necessarily be easy to reach the goal of Safe Access to Skyline, the alternative of more preventable injuries and deaths to cyclists and motorists is not acceptable.

Practical Solution

The Safe Skyline Access Subcommittee has identified 5 potential routes up the mountains that we believe could support shared use with bicycles. The first four routes would be best for all-terrain type bike use, and the fifth is best for road-bike type use. Please see the accompanying route maps.

Option A: Toyon to Richards Road through Huddart Park
Kings Mountain to Greer to paved roads in Huddart Park to Toyon Group Camp trail to Richards Road to Skyline

Option B: Archery Road through Huddart Park
Kings Mountain to Greer to paved roads in Huddart Park to Miwok area to Archery Road to Skyline

Option C: Richards Road all the way from the Meadow area in Huddart Park to Skyline

Option D: Alambique "Jeep Trail" in Wunderlich Park
Woodside Road to Wunderlich parking lot to Alambique "Jeep Trail"

Option E: Bear Gulch Road

Staged development of routes

We understand that funds would need to be raised to develop and maintain and police the routes to keep them safe. Test periods may be an acceptable way to try out various routes – they can be opened for a period of time to bicycle use and usage patterns and impacts can then be studied.

Next Steps

The Safe Skyline Access Subcommittee would like to ensure that this proposal is included for consideration in the Huddart and Wunderlich Parks 20 Year Plan.

BIKEWAY OPTIONS TO SKYLINE BOULEVARD (HIGHWAY 35)

<u>Option</u>		<u>Distance (Miles)</u>	<u>Elevation (Feet)</u>			<u>Average Grade</u>
			<u>Top</u>	<u>Bot.</u>	<u>Gain</u>	
<u>Huddart Park (Greer Road gate to Skyline Boulevard)</u>						
A.	off-road Toyon-Richard's	3.5	2000	500	1500	8.1%
B.	off-road Archery	2.9	2030	500	1530	10.0%
C.	off-road All Richard's Road	3.0	2000	500	1500	9.5%
<u>Wunderlich Park (Woodside Road to Skyline Boulevard)</u>						
D.	off-road Alambique Jeep Trail	5.2	2190	500	1690	6.2%
E.	road Bear Gulch East	3.3	2190	500	1690	9.7%

Sam Herzberg, Senior Planner
County of San Mateo

April 14, 2005

Dear Sam:

We are members of the Woodside Horse Owners Association (WHOA!), a citizens' group that is extremely interested in the development of the Master Plan for Huddart and Wunderlich Parks as it pertains to equestrian use of the trails. We are particularly concerned about the threatened trail closures that have been discussed briefly in public meetings.

It has been suggested by Park staff that two equestrian trails that cross West Union Creek could be closed to horsemen. These trails are especially critical to us because they provide access routes into Huddart Park from Woodside via (1) Raymundo Drive and (2) a private trail network through the Runnymede Sculpture Farm and the Flood Estate. The latter trail has been in use for perhaps more than 70 years and affords an extremely important link in our extensive trail system. The Raymundo Trail provides access for both hikers and equestrians, connecting with the Crystal Springs Trail through Watershed lands from Canada Road and the linking trail to Edgewood Park. Raymundo provides equestrians with an excellent loop trail that is used frequently. We simply must not lose these trails.

We understand that the impetus for closing these trails is the presumed disturbance that horses cause to the creek habitat for steelhead. This really seems to be specious reasoning. Sediment is dislodged, transported, and redeposited primarily by storm run-off. In a winter season such as that we have experienced this year, enormous modification to stream channel regime and configuration occurs. The impact of the occasional horse crossing the stream is trivial. Deer are undoubtedly far more frequent transgressors. The Flood Estate trail is not even open to horsemen during winter months. Furthermore, it would seem obvious that if fish are still in the creek utilizing the habitat, the impact of horses over the last 60 or 70 years has been insignificant to the fish.

We understand that the County would like to bridge the creek if the crossings are to remain. Given the severe budgetary constraints under which our Parks Department operates, this would seem a totally misplaced priority for very limited funds. We must also point out that horses need an oasis at which to drink on long trail rides, particularly during our dry summer months when most trail riding is done, and West Union Creek offers one of the very few dependable sources of water on our hillside trails.

It should be noted that there are numerous trail crossings of West Union and Bear Creeks within the Town of Woodside and there is no intention on the part of the Town either to bridge or eliminate those crossings. We urge you not to do so in Huddart Park either.

The other trail access into Huddart about which we are concerned is on Kings Mountain Road. It is rumored that this too could be closed pending relocation of the Ranger's residence to this vicinity. This trail also provides an important access for equestrians because it is approached by a dedicated, all-weather Town trail from the Mounted Patrol grounds along Kings Mountain Road. That trail is exclusively for horsemen because of its proximity to residential back yards. It leads directly into Huddart Park, connecting with the trail that continues down the hillside to Richards Road. Together with the route along Greer

Road, this forms an ideal, very scenic loop trail that is especially vital to riders during the rainy season.

Additionally, all three of these trails permit access to the Park by those who must trailer their horses to the Park's vicinity, inasmuch as there currently is no provision for horse trailer parking within Huddart. Riders can park rigs along Runnymede Road and ride into the Park via Raymundo or via the Sculpture Farm and Flood properties. The Kings Mountain trail access is important to those who park horse trailer rigs at the Mounted Patrol grounds.

Were these three trails all to be closed, Greer Road would remain the only way for horsemen to go in or out of the Park. The narrow trail along Greer is not ideal, and the trail leading to Greer along Kings Mountain Road is both narrow and treacherous in places. Both these trails would certainly become congested and difficult to negotiate with horses going both directions if this were the only path left. Furthermore, if some sort of disaster were to occur in the Park it could be hazardous indeed to have only one escape route for horsemen.

We fervently hope the County Parks staff will not seriously consider closing any one of these three trails; it seems inconceivable that you could do so, given their long historical use and their importance in our entire regional network of equestrian trails. We are vitally concerned that these trails remain open and wish to express our utmost opposition to any thought of their closure.

Respectfully,

Donna Poy, Chairman
3985 Woodside Road
Woodside

Carroll Ann Hodges
1367 Canada Road
Woodside

Alexis Bartlo
638 Woodside Way
Woodside

Nancy Shanahan
119 Alta Mesa Road
Woodside

Jo Egenes
164 Olive Hill Lane
Woodside

Rebekah Witter
1 Montelena Court
Woodside

Mary Fentress Hall
675 Mountain Home Road
Woodside

San Mateo County Parks refuses to allow bikes on trails in Huddard or Wunderlich Parks in updated Master Plan

Despite requests from the mountain bike community to provide for off-road access for bicycles in the parks, the new Draft Master Plan will force riders onto busy major roads and highways or into cars to get to the ridge and bike-legal trails in El Corte de Madera or Purisima. Woodside area fear-mongers have convinced the COUNTY parks department to operate these parks like town-controlled equestrian zones. If you live in Redwood City, Menlo Park, San Carlos, Burlingame, Belmont, or other cities, you have a right to expect the county to use your tax dollars fairly and provide access for bicycles in these parks!



Attend an informational session hosted by ROMP and the Northern California Mountain Bike Association to learn more!
Thursday, May 28, 2005, at 7:00pm
Chain Reaction Bicycles 1451 El Camino in Redwood City.

Contact NorCAMBA at ecocyclist@gmail.com 650-917-8699

Sign up to get on the mailing list for more info about the Master Plan as it makes its way to the Board of Supervisors

Name	Address	City	Zip
email		phone	
Name	Address	City	Zip
email		phone	
Name	Address	City	Zip
email		phone	
Name	Address	City	Zip
email		phone	

From: <ssulljm@juno.com>
To: <sherzberg@co.sanmateo.ca.us>
Date: 6/6/2005 8:59:05 PM
Subject: Hud/Wunder Master Plan

Mr Sam Herzberg,

Huddart-Wunderlich trails master plan,

Mr Herzberg,

Please take into consideration the needs of mt bike riders when reevaluating trails use policies in San Mateo County, specifically, Huddart+ Wunderlich county Parks.

These parks have ample room for all users to coexist peacefully, in spite of what the fearmongers have conjured up as reasons to exclude bike riders from any and all trails within these public parks.

Even minimal access on all fireroads would be a good start, seems fair to me that if a service vehicle can drive on it, a bicyclist ought to be able to pedal on it.

San Mateo county Parks will be looking for new funding sources within the next few years, I'll guarantee you major opposition from many of us in the bicycling communities until your discriminatory policies against Mt Cyclists is repealed once and for all.

Respectfully,

Jim Sullivan
1212 Oak Wood Ct
Pacifica, Ca.
94044

From: "Rodney Johnson" <rodney@stanford.edu>
To: "sherzberg@co.sanmateo.ca.us" <sherzberg@co.sanmateo.ca.us>, "parkscommission@co.sanmateo.ca.us" <parkscommission@co.sanmateo.ca.us>
Date: 6/7/2005 4:19:53 PM
Subject: Huddart-Wunderlich Master Plan

Dear Ms. Bosch and Mr. Sherzberg,

As part of the master plan for Huddart-Wunderlich, I wanted to urge you to consider access and use for bikers on other than paved roads. I have lived in Menlo Park since 1987 and have found myself having to travel to fire roads and trails in Santa Clara County for biking. Just like hikers and equestrians, I want an opportunity to get away from cars and trucks and enjoy being out in the trees and nature. As a 56-year old, I can go further and enjoy it more on my bike.

If you think Section 3.68.120 of Title 3 of the San Mateo Code somehow prevents such access, then I ask that in the communication with the Board of Supervisors on the Master Plan, you ask them to re-consider that Section in order that San Mateo County bicyclists can enjoy the same access and use of public parks and trails as other residents. Thank you for considering my proposal.

Rodney Johnson
130 Cornell Road
Menlo Park, CA 94925

From: "Mike Vandeman" <mjvande@pacbell.net>
To: <bbennett@co.sanmateo.ca.us>
Date: 6/7/2005 6:22:04 PM
Subject: Huddart-Wunderlich Master Plan

Please share the following paper with all appropriate and interested parties. Please restrict bicycles and other vehicles to pavement, where they belong and where they can't do much harm to wildlife. Mountain biking is a very destructive activity, and has no place in natural areas. Anyone who wants to visit nature can already do so on foot (or via wheelchair). Mountain biking drives out all other trail users. There is absolutely no reason to allow access by large pieces of machinery, such as bicycles.

The Impacts of Mountain Biking on Wildlife and People --
A Review of the Literature
Michael J. Vandeman, Ph.D.
July 3, 2004

"Every recreationist -- whether hiker, biker, horsepacker, or posey sniffer -- should not begin by asking, 'What's best for ME?' but rather 'What's best for the bears?'" Tom Butler

"Will we keep some parts of the American landscape natural and wild and free -- or must every acre be easily accessible to people and their toys? ... Mountain bikes' impacts on the land are large and getting worse. ... The aggressive push of mountain bike organizations to build ever-growing webs of trails poses serious problems of habitat fragmentation, increased erosion, and wildlife conflicts.

As interest in extreme riding continues to grow, as trail networks burgeon, and as new technology makes it possible for ever-more mountain bicyclists to participate, even the most remote wild landscapes may become trammled -- and trampled -- by knobby tires. ... The destruction of wilderness and the fragmentation of habitats and ecosystems is death by a thousand cuts. Will introduction of mountain bikes -- and their penetration farther into wilderness -- promote additional fragmentation and human conflicts with the natural world? Yes." Brian O'Donnell and Michael Carroll
"Some things are obvious: mountain bikes do more damage to the land than hikers. To think otherwise ignores the story told by the ground. Although I have never ridden a mountain bike, I am very familiar with their impacts. For the last seven years I have regularly run three to six miles several times a week on a network of trails in the Sandia Mountain foothills two blocks from my home. ... These trails receive use from walkers, runners, and mountain bikers; they are closed to motorized vehicles.

Because I'm clumsy, I keep my eyes on the trail in front of me. I run or walk in all seasons, in all kinds of weather. I have watched the growing erosion on these trails from mountain bike use. The basic difference between feet and tires is that tire tracks are continuous and foot tracks are discontinuous. Water finds that narrow, continuous tire tracks are a rill in which to flow. Also, because many mountain bikers are after thrills and speed, their tires cut into the ground. Slamming on the brakes after zooming downhill, sliding around sharp corners, and digging in to go uphill: I see the results of this behavior weekly. ...

I regularly see mountain bikers cutting off cross-country, even on steep slopes, for more of a challenge. They seem blind and deaf to the damage they cause. Admittedly, backpackers and horsepackers can cause damage to wilderness trails. But this is a poor argument to suggest that we add another source of damage to those trails." Dave Foreman

"Studies show that bike impacts are similar to those of other non-motorized trail users." Jim Hasenauer (professor of rhetoric and member of the board of directors of the International Mountain Bicyclists Association)

Introduction:

I first became interested in the problem of mountain biking in 1994. I had been studying the impacts of the presence of humans on wildlife, and had come to the conclusion that there needs to be habitat that is entirely off-limits to humans, in order that wildlife that is sensitive to the presence of humans can survive (see Vandeman, 2000). But what is the best way to minimize the presence of people? Restricting human access is repugnant, and difficult and expensive to accomplish. It occurred to me that the best way to reduce the presence and impacts of humans is to restrict the technologies that they are allowed to utilize in nature: e.g. prohibit bicycles and other vehicles (and perhaps even domesticated animals, when used as vehicles).

Having been a transportation activist for eight years (working on stopping highway construction), and having a favorable view of my fellow bicyclists as environmentalists, I turned to them to help me campaign to keep bicycles out of natural areas. Was I ever surprised! I discovered that many bicyclists (e.g. many mountain bikers) aren't environmentalists at all, but are simply people who like to bicycle -- in the case of mountain bikers, many of them just use nature, as a kind of playground or outdoor gymnasium! (Of course, there are also hikers, equestrians, and other recreationists who fall into this category.) To my suggestion to keep bikes off of trails in order to protect wildlife, they reacted with hostility! (There is a degree of balkanization among activists, where some transportation activists ignore the needs of wildlife, and some wildlife activists eschew bikes and public transit.)

In 1994 I attended a public hearing held by the East Bay Municipal Utility (water) District to decide whether to allow bikes on their watershed lands. Mountain bikers were there asking for bike access, and the Sierra Club was there to retain the right to hike, while keeping out the bicycles. I said that I had no interest in using the watershed, but that I wanted to ensure that the wildlife are protected -- hence, I asked that bikes not be allowed. Afterward, the EBMUD Board of Directors took a field trip to Marin County, the birthplace of mountain biking, to see the effects of mountain biking there. While they were hiking along a narrow trail, a mountain biker came racing by, swearing at them for not getting out of his way fast enough. That helped them decide to ban bikes. Today bikes are still restricted to paved roads, and EBMUD is still one of the public agencies most protective of wildlife.

It is obvious that mountain biking is harmful to some wildlife and people. No one, even mountain bikers, tries to deny that. Bikes create V-shaped ruts in trails, throw dirt to the outside on turns, crush small plants and animals on and under the trail, facilitate increased levels of human access into wildlife habitat, and drive other trail users (many of whom are seeking the tranquility and primitiveness of natural surroundings) out of the parks. Because land managers were starting to ban bikes from trails, the mountain bikers decided to try to shift the battlefield to science, and try to convince people that mountain biking is no more harmful than hiking.

But there are two problems with this approach: (1) it's not true, and (2) it's irrelevant.

I will examine (1) in a moment. But first, let's look at relevance: whether or not hiking (or All Terrain Vehicles or urban sprawl or anything else) is harmful really has no bearing on whether mountain biking is harmful: they are independent questions. Such a comparison would only be relevant if one were committed to allowing only one activity or the other, and wanted to know which is more harmful. In reality, hiking is always allowed, and the question is whether to add mountain biking as a permitted activity. In that case, the only relevant question is: Is mountain biking harmful? Of course, it is. However, since many people seem interested in the outcome of the comparison, I will examine the research and try to answer it.

The mountain bikers' other line of research aims to prove that mountain bikers are just like hikers, implying that they should have the same privileges as hikers. (Of course, they already have the same privileges! The exact same rules apply to both groups: both are allowed to hike everywhere, and neither is allowed to bring a bike where they aren't allowed.) Using surveys, they have tried to show that mountain bikers are really environmentalists, lovers of nature, and deep ecologists. Of course, surveys are notoriously unreliable: statements of belief don't easily translate into behavior. I'm going to ignore this research, since I am (and the wildlife are) more interested in actual impacts, not intentions.

The International Mountain Biking Association (IMBA) has done me the favor of collecting all the research they could find that seemed favorable to mountain biking. Gary Sprung (2004) summarized it in his carefully worded essay, "Natural Resource Impacts of Mountain Biking". Gary says "the empirical studies thus far do not support the notion that bikes cause more natural resource impact". I will show that this is not true; in fact, those studies, if their data are interpreted properly, show the exact opposite: that mountain biking has much greater impact than hiking! Gary says that we should make "make rational, non-arbitrary, less political decisions regarding which groups are allowed on particular routes". This is disingenuous. Mountain bikers (but not bikes) are already allowed on every trail.

Impacts on Soil (Erosion):

Gary says "No scientific studies show that mountain bikers cause more wear to trails than other users". He cites Wilson and Seney (1994) and claims that "hooves and feet erode more than wheels. ... Wilson and Seney found no statistically significant difference between measured bicycling and hiking effects". He quotes the study: "Horses and hikers (hooves and feet) made more sediment available than wheels (motorcycles and off-road bicycles) on prewetted trails" (p.74).

This study is frequently cited by mountain bikers as proof that mountain biking doesn't cause more impact than hiking. But it has a number of defects that call its conclusions into question. The authors used a "rainfall simulator" to measure "sediment made available" by the various treatments. They "[collected] surface runoff and sediment yield produced by the simulated rainstorms at the downslope end of each plot", which they claim "correlates with erosion" (they don't say what the correlation

coefficient is). This doesn't seem like a good measure of erosion. For example, if a large rock were dislodged, the very weak "simulated rainfall" wouldn't be capable of transporting it into the collecting tray; only very fine particles would be collected. In fact, they admit that the simulator's "small size ... meant that the kinetic energy of the simulated rainfall events was roughly one-third that of natural rainstorms". Another reason to suspect that the measurements aren't valid is that "none of the relationships between water runoff and soil texture, slope, antecedent soil moisture, trail roughness, and soil resistance was statistically significant".

The authors also ignored the relative distances that various trail users typically travel (for example, bikers generally travel several times as far as hikers, multiplying their impacts accordingly) and the additional impacts due to the mountain bike bringing new people to the trails that otherwise would not have been there (the same omission is true of all other studies, except Wisdom et al (2004)). They do say "Trail use in the last ten years has seen a dramatic increase in off-road bicycles" (p.86), but they don't incorporate this fact into their comparison. In addition, there is no recognition of different styles of riding and their effect on erosion. We don't know if the mountain bikers rode in representative fashion, or, more likely, rode more gently, with less skidding, acceleration, braking, and turning. There was also no recognition that soil displaced sideways (rather than downhill) also constitutes erosion damage. It seems likely that they underestimated the true impacts of mountain biking. I don't think that these results are reliable. (Note that the study was partially funded by IMBA.)

Gary next cited Chiu (Luke.Chiu@utas.edu.au) and Kriwoken (L.K.Kriwoken@utas.edu.au), claiming that there was "no significant difference between hiking and biking trail wear". It is apparent he and the authors misstated the implications of the study. If we assume, as they claim, that bikers and hikers have the same impact per mile (which is what they measured), then it follows that mountain bikers have several times the impact of hikers, since they generally travel several times as far. (I haven't found any published statistics, but I have informally collected 72 mountain bikers' ride announcements, which advertise rides of a minimum of 8 miles, an average of 27 miles, and a maximum of 112 miles.)

Besides ignoring distance travelled, there were a number of other defects in the study. The biking that was compared with hiking was apparently not typical mountain biking. It was apparently slower than normal and included no skidding. Bikers who skidded (a normal occurrence) were not compared with hikers. Their erosion impacts were much greater than those of any hikers (judging from the study's graph labelled "Figure 3"). Bikers' impacts under wet conditions were also greater than those of the hikers, which probably would have been statistically significant, if the numbers (of data points) had been greater. One useful result was that the bikers tended to create a V-shaped groove, whereas the hikers' impact was spread more evenly across the trail. They admit that this "could act as a water channel and increase erosion" (p.356). They also surveyed trail users: "34% of riders listed excitement/risk as a main reason for visiting [the park]. This, combined with the 57% of 'other users' who visit for relaxation, sets up a potential for goal interference, in that a rider aiming for an exciting/risky experience has the potential to interfere with a walker aiming to have a relaxing experience." (p.357) This would also tend to indicate that many bikers travel faster than those in this study, since

From: "Josh Moore" <josh_moore@comcast.net>
To: <sherzberg@co.sanmateo.ca.us>, <bbennett@co.sanmateo.ca.us>
Date: 6/7/2005 9:30:26 PM
Subject: Huddart / Wunderlich Master Plan

I am a frequent mountain biker and I am very displeased that the Master plan for Huddart and Wunderlich does not provide any access for mountain bikers on dirt at all.

Mountain biking is a growing sport and a valid source of recreation, popular with young people. It is discouraging to see your recreation organization not doing all it can to help curb teenage obesity. As health care problems increase, it is no surprise that San Mateo county has less money for its parks.

I have watched over the years as San Mateo struggles with funding its parks. The mountain bike community would be willing to help, if we had access to your trails.

I am also an avid trailworker. I have participated in volunteer trail work events in State parks, State Forests, MROSD, and Santa Clara County parks from Hollister to Truckee. Building and maintaining trails can be a great way for people from different user groups to work together and get to know one another, which leads to more positive trail user experiences. I am not sure if San Mateo County has these kinds of volunteer trail work days, but I am sure the mountain bike community would be frequent volunteers if there were riding opportunities in San Mateo. Using experienced trail workers could help reduce your maintenance costs.

My bike club, Responsible Organized Mountain Pedalers (ROMP), is affiliated with International Mountain Biking Association's National Mountain Bike Patrol. Patrollers provide assistance to hikers, equestrians, and mountain bikers. They give information, provide directions, help with minor repairs, and provide first aid. Having a volunteer mountain bike patrol could alleviate some of your rangers' patrol duties, and may provide some cost savings.

East Bay and Marin Parks allow mountain biking on fire roads. Santa Clara County, MROSD, State Forests, and State Parks allow mountain biking on fire roads and single track. San mateo county allows mountain biking on the the Old Haul Road, only. Thanks for that. Mountain bikers are especially interested in regional trail networks. We would be delighted to see a dirt trail or fire road open to bikes from Woodside up to Skyline Boulevard, such as the Richards Road Trail, the Alambique Trail, and multi-use access to the Bay Area Ridge Trail.

I hope that San Mateo County can see how permitting mountain biking on dirt in parks will be a great benefit to the entire community.

Joshua Moore
Webmaster, Graphic Artist
Responsible Organized Mountain Pedalers
2111 Iatham St #305

they are seeking "excitement" and "risk".

Impacts on Plants:

Gary says "No scientific studies indicate that bicycling causes more degradation of plants than hiking. Trails are places primarily devoid of vegetation, so for trail use in the center of existing paths, impacts to vegetation are not a concern." However this is a concern for plants that try to establish themselves in the trail, and for roots that cross the trail and end up being killed or damaged.

He cites Thurston and Reader (2001), claiming that "hiking and bicycling trample vegetation at equal rates ... the impacts of biking and hiking measured here were not significantly different". Actually, that is not true. Although overall impacts weren't significantly different, "soil exposure [was] greater on biking 500 pass lanes than hiking 500 pass lanes" (p.404). In other words, after 500 passes, mountain biking began to show significantly greater impacts. Thus their conclusion, "the impacts of biking and hiking measured here were not significantly different" (p.405) is unwarranted.

The authors said "Bikers traveled at a moderate speed, usually allowing bicycles to roll down lanes without pedaling where the slope would allow." Thus it would appear that the mountain biking that they measured is not representative: it was unusually slow and didn't include much opportunity for braking, accelerating, or turning, where greater impacts would be expected to occur.

The authors also said "Some hikers feel that bikers should be excluded from existing trails" (p.397). Of course, this is not true. Hikers are only asking that bikes be excluded, not bikers. On page 407 they admit the "possibility ... that mountain bikers simply contribute further to the overuse of trails". In other words, allowing bikes on trails allows trail use to increase over what it would be if bikes weren't allowed. This is probably true, and deserves to be recognized and researched.

They found that "One year following treatments, neither vegetation loss nor species loss was significantly greater on treated lanes than on control lanes" (p.406). They conclude that the recreation impacts are "short-term", and experience "rapid recovery". This is unjustified. Killing plants and destroying seeds modifies the gene pool, and introduces human-caused loss of genetic diversity, and evolution. Dead plants and lost genetic diversity do not "recover" (see Vandeman, 2001).

However, the greatest defect of the study and its interpretation is that is that it doesn't consider the distance that bikers travel. Even if we accepted their conclusions that impacts per mile are the same, it would follow that mountain bikers have several times the impact of hikers, since they are easily able to, and do, travel several times as far as hikers. Try walking 25 or 50 or 100 miles in a day!

Impacts on Animals:

Gary cites Taylor and Knight (1993), claiming that "hiking and biking cause [the] same impact to large mammals on Utah island". First, as noted by Wisdom et al (2004), this study lacked a control group, and hence can't

do, travel several times as far as hikers, a more proper conclusion would be that bikers have several times as much impact on wildlife as hikers. That is why I am so disappointed to find her later concluding in this 2003 paper, "We found no biological justification for managing mountain biking any differently than hiking" (p.961). If mountain bikers can travel even twice as far as hikers, and disturb twice as many animals, I would think that that is biologically significant! It isn't much help that she goes on to admit that "because bikers travel faster than hikers, they may cover more ground in a given time period than hikers, thus having the opportunity to disturb more wildlife per unit time" (p.961). She has still drawn an unjustified conclusion, and it is certain to be frequently quoted (out of context) by mountain bikers, as they try to lobby for more trail access.

I also wonder about the accuracy of their measurements of distance. Distance is notoriously difficult to measure accurately, especially when animals and recreationists may be hidden from view ("Due to the inherent errors in triangulating in the steep canyon country, only ground visual locations were used in the analysis" p.577). Bias may also have been introduced by the fact that researchers knew, as they were measuring, which treatment they were measuring.

Sprung next cited Papouchis et al (2001), claiming that "Hikers have [the] greatest impact on bighorn sheep [in Canyonlands National Park] ... because the hikers were more likely to be in unpredictable locations and often directly approached [the] sheep". Actually, this is an artifact of the experimental design, and not a result of research: the researchers, for some reason, told the hikers (who were research assistants) to approach the sheep! So the study actually compared apples and oranges: bikers who stay on a road, vs. hikers who approach bighorn sheep! Nothing useful can be concluded from such a study, except that people who approach bighorn sheep disturb them. Of course, there is nothing to prevent mountain bikers from getting off their bikes and doing the same thing. It's unfortunate that the opportunity was lost to gain more valuable knowledge. I wrote the authors, asking why they had done this, but I got no reply. It would appear that the intention was to exonerate mountain biking (this also applies to most of the other studies).

It is interesting that "when bighorn sheep did respond to human activity, they noticed vehicles and mountain bikers, on average, from twice the distance they noticed hikers" (p.577). This would seem to imply that, were hikers to remain on the trail where the mountain bikers were, they might have equal or lower impacts than the mountain bikers.

It is also unfortunate that there was no control group, so that they could determine the effect of the presence of roads, with and without people on them. They did note that "avoidance of the road corridor by some animals represented 15% less use of potential suitable habitat in the high-[visitor]-use area over the low-[visitor]-use area. ... human presence in bighorn sheep habitat may cause sheep to vacate suitable habitat" (p.573). This argues for eliminating all recreation in the area, especially since the absence of water forces recreationists to bring motor vehicles carrying water and other supplies: "mountain bikers frequently use the 161-km White Rim trail, a 4-wheel-drive road. Caravans of mountain bikers accompanied by support vehicles are common. Day use along the Shafer and White Rim trails exceeded 17,500 vehicles during the study period, 1993-1994. This use was concentrated from March to October, with peak use

of 134 vehicles/day in May" (p.575).

The authors conclude "Contrary to our original expectations and the concerns of park managers, the increase in numbers of mountain bikers visiting the park does not appear to be a serious threat to desert bighorn sheep, probably because mountain bikers are restricted to predictable situations such as the currently designated road corridors" (p.580). For several reasons, this conclusion is not justified: (1) as they reported, all recreationists drive the sheep away from parts of their habitat, causing loss of energy as well as habitat; (2) permitting bikes causes the total number of visitors to increase significantly; (3) bikes can't travel alone -- they require motorized support vehicles, further increasing impacts (e.g. worsening air quality); (4) there is nothing to prevent mountain bikers from getting off their bikes and approaching the wildlife; if hikers do that, so will mountain bikers; there is no reason to exonerate mountain bikers.

They note, significantly, "However, these results should not be extrapolated to other public lands where mountain bikers are not confined to designated trails and may surprise sheep in novel situations" (p.580). Gary Sprung didn't mention this, thus encouraging inappropriate use of this study's already-questionable results.

I would like, however, to commend the authors for stating "we recommend that park managers manage levels of backcountry activity at low levels" (p.580). The best policy would be to ban all vehicles, including bicycles (as well as animals used as vehicles). That would reduce human impacts, without directly restricting who could go there (perhaps occasional exceptions could be made for the disabled).

Gary next cited Gander and Ingold (1997), claiming that "hikers, joggers & mountain bikers [are] all the same to chamois". But again, this is not an accurate representation of the results: "They fled over longer distances in jogging and mountain biking experiments ... carried out late in the morning" (p.109). Also, "the three activities carried out on the ground could have long-term consequences as they prevent the animals from using areas near trails. Thus, depending on the density of trails and the intensity of recreational activities in a certain area, animals may lose a large part of their habitat" (p.109).

The authors conclude "Our results show that specific restrictions on mountainbiking above the timberline are not justified from the point of view of chamois" (p.109). Once again (is there a pattern here?), this conclusion is not justified. It ignores the fact that mountain bikers are able to travel several times as far as hikers, and thus negatively impact several times as much wildlife. It also ignores the fact that bicycles enable a large increase in numbers of human visitors (note that this places the blame on the bicycle, not the bicyclists -- my argument doesn't depend on there being any difference between hikers and mountain bikers). And, of course, wherever the number of visitors increases, there is pressure to build more trails, destroying even more habitat. Once again, it would appear that this study was undertaken with the intent of excusing mountain biking.

Gary next cites a study of bald eagles by Robin Spahr (1990). "Spahr found that walkers caused the highest frequency of eagle flushing". However, this

**TOWN OF WOODSIDE
OFFICE OF THE TOWN MANAGER**

June 7, 2005

TO: Sam Herzberg
FROM: Susan George, Town Manager
SUBJECT: DRAFT MINUTES OF JOINT BICYCLE/TRAILS COMMITTEE MEETING

I've attached the subject draft minutes, for your information, although the Committees' joint recommendation has not yet received the Town Council's blessing. The Council is scheduled to consider the recommended position next Tuesday, June 14th. I will write a letter transmitting the outcome of the Town Council's action next week.

Hope it's a good meeting tonight. Thanks for all the information and insight you've provided.



Susan George
Town Manager

Enclosure

study is difficult to interpret. Eagles don't congregate in large numbers, like sheep, so it is hard to ensure that all treatments are equally balanced: it is hard to imagine that the conditions under different treatments (or even within treatments) were equal. Also, the bikers were apparently instructed to ride by without looking at the eagles, whereas some of the walkers were told to look and point at the eagles (the paper is vague on this point). In other words, the study was comparing apples with oranges. Thus, I don't know if this was really a controlled study. Spahr also found that "bicyclists caused eagles to flush at [the] greatest distances", which would tend to indicate that bicyclists have greater impacts. Distances are also notoriously difficult to measure accurately. We are given no information about the "rangefinder", in order to judge its accuracy. At best, these are mixed results. And, once again, the greater distances that bikers travel are ignored, as well as the greater visitor numbers that the bicycle enables. Therefore, the study cannot be said to support any conclusion about how hiking compares with mountain biking, and certainly not Gary's statement: "Hikers have greater impact on eagles than cyclists". To Spahr's credit, she did not attempt to generalize beyond her data.

Gary concludes "Mountain biking, like other recreation activities, does impact the environment. On this point, there is little argument. But ... a body of empirical, scientific studies now indicates [sic] that mountain biking is no more damaging than other forms of recreation, including hiking [Gary's emphasis]. Thus, managers who prohibit bicycle use (while allowing hiking or equestrian use) based on impacts to trails, soils, wildlife, or vegetation are acting without sound, scientific backing." Au contraire, as I have indicated, the very studies that Gary and IMBA cite as support for mountain biking actually show that mountain biking does much more harm to the environment than hiking! Gary goes on to fault "the wisdom of prohibiting [sic] particular user groups". However, as I explained earlier, mountain bikers are not prohibited from using any trails. Bicycles are occasionally prohibited. Mountain bikers are merely required to follow the same rules as everyone else, and walk.

At the bottom of the same web page is the notice: "IMBA wishes to obtain and incorporate into future revisions of this document any new or additional empirical science regarding the impacts of mountain biking. IMBA welcomes input [my emphasis]. To offer information, please contact the author at gary@imba.com". On April 25 I emailed Gary (and Pete Webber, pete@imba.com) the Wisdom et al study, which demonstrates that mountain bikers have a greater impact on elk than hikers. Not only hasn't this new research been incorporated into his paper, but I haven't even received a reply. It would appear that IMBA isn't really interested in achieving a scientific answer to this question.

In 2003, Jason Lathrop wrote an excellent "critical literature review" on the ecological impacts of mountain biking, raising some questions found nowhere else. He quotes the BLM: "An estimated 13.5 million mountain bicyclists visit public lands each year to enjoy the variety of trails. What was once a low use activity that was easy to manage has become more complex". He criticizes all of the studies for not using realistic representations of mountain biking. For example, on Thurston and Reader, he says "this study's treatment passes at best loosely approximate the forces exerted by actual mountain biking. On real trails, riders possess widely varying levels of skill, resulting in variant speeds, turning, and braking.

This study does not address these variables." Lathrop also makes the excellent point that "Direct mortality [of animals] is virtually unstudied. I could find no references to it in the literature. Anecdotal evidence suggests, however, that small mammals are vulnerable to impact and are not uncommonly killed."

And: "Taylor (2001) concluded that short-term behavioral changes do not vary between bicyclists and hikers on a per-encounter basis. However, because bicyclists are capable of and, in most areas, typically do travel much farther than hikers, it is reasonable to conclude that they will create a somewhat higher total number of encounters and flushings."

Cessford (1995) did an oft-quoted review (which I am including only because it is so widely cited) that, like all others, uncritically accepts Wilson and Seney (1994) as proof that mountain biking impacts are no worse than those of hikers. His paper is mostly speculation, based on few actual research findings. He disparages negative information about mountain biking by such devices as claiming that problems are caused by a minority of mountain bikers, exhibiting "poor riding habits", that accidents involving hikers and bikers are "rare", that hikers' dislike for being around bikes in the woods, and feelings that bikes cause greater environmental harm than hiking, are mere "perceptions". He blames hikers for "misperceiving" mountain bikers, claiming that "the two groups are more similar than is generally perceived. ... The bicyclists ... are basically hikers who are using mountain bikes to gain quicker access to the wilderness boundary". He speculates, without any evidence, that "the degree of conflict with mountain biking may diminish over time as other users become more familiar with bike-encounters and riders themselves". A more likely interpretation is that hikers who dislike being around bikes simply stop using trails that are open to bikes, thereby lessening the conflict!

Finally, in 2004, Wisdom et al did a very well controlled study comparing the impacts of ATV riders, mountain bikers, and hikers on elk and mule deer. They say we have an "urgent need for timely management information to address the rapid growth in off-road recreation. ... Mountain biking [is] ... increasing rapidly". Recreationists were allowed to stop for less than a minute to look at the animals. All measurements were made electronically, using an Automated Telemetry System and GPS, allowing control measurements to be made "blind", with no humans present! "Use of the automated telemetry system to track animal movements, combined with the use of GPS units to track human movements, provided real-time, unbiased estimates of the distances between each ungulate and group of humans [the recreationists were in pairs]". He pointed out that direct measurements, a la Taylor and Knight, tend to be biased, because some animals can't be observed. The area was entirely fenced, allowing researchers to completely control human access.

They found: "Movement rates of elk were substantially higher during all four off-road activities as compared to periods of no human activity. ... For the morning pass, movement rates of elk were highest during ATV activity, second-highest during mountain bike riding, and lowest during hiking and horseback riding. ... Peak movement rates of elk during the morning pass were highest for ATV riding (21 yards/minute), followed by mountain bike riding (17 yards/minute) and horseback riding and hiking (both about 15 yards/minute). ... By contrast, peak movement rates of elk during the control periods did not exceed 9 yards/minute during daylight hours of 0800-1500, the comparable period of each day when off-road treatments were

DRAFT

WOODSIDE TRAILS AND BICYCLE COMMITTEES

SPECIAL JOINT MEETING

May 2, 2005

MINUTES

The joint meeting was called to order at 7:40 p.m.

Trails Committee Members present: Mike Raynor, Don Pugh, Fentress Hall, Donna Poy, Rebekah Witter, Nancy Passal, Ed Begun.

Bicycle Committee Members present: Bill BonDurant, Bob Page, Millo Fenzi, Susan Doherty, Pat Dillingham, Laura Hovden.

Trails Committee Members absent: Catherine Quist Brisbin, Rick DeBenedetti, Adeline Forrest

Bicycle Committee Members absent: Tom Koos, Jody Gessow

Others present: Council Member Sue Boynton, Council Member Deborah Gordon, Town Manager Susan George

Public Communications: The Bicycle Committee announced that it was organizing a Town Council bike ride, inspired by last summer's Town Council horseback ride, with a date as yet to be determined. The Trails Committee members were invited to participate.

Town Manager Susan George asked the committee members to take a few minutes to read a part of page 5 of a document entitled "Trail User Focus Group Meeting Summary" that had been forwarded from the San Mateo County Parks Department. The specific part of the document to be read was entitled "Equestrian and Bicycle Use of the Two Parks - Conflicting Desires."

The Town Manager then provided a summary of the County's process and current timeline for completing the Master Plans for Huddart and Wunderlich Parks. The next public workshop on the Master Plans is set for June 7, 2005, from 6:30 p.m. to 8:30 p.m., in Independence Hall. An updated draft of the Master Plans will be available at the County Parks Department's website on May 26th. The County's Parks Commission will hold a public hearing on the Master Plans this summer, after which the plans will go to the Board of Supervisors for further public hearing. The Board will be asked to define a project for purposes of an Environmental Impact Report on the Master Plans that will be prepared after the Board's deliberations. There will obviously be many opportunities for public input over the course of the next year or so.

implemented. Interestingly, movement rates of elk were also higher than control periods at times encompassing sunrise and sunset for the days in which an off-road activity occurred, even though humans were not present at these times of the day. These higher movement rates near sunrise and sunset suggest that elk were displaced from preferred security and foraging areas as a result of flight behavior during the daytime off-road activities. In particular, movement rates of elk at or near sunrise and sunset were higher during the 5-day treatments of mountain bike and ATV activity".

"Higher probabilities of flight response occurred during ATV and mountain bike activity, in contrast to lower probabilities observed during hiking and horseback riding. Probability of a flight response declined most rapidly during hiking, with little effect when hikers were beyond 550 yards from an elk. By contrast, higher probabilities of elk flight continued beyond 820 yards from horseback riders, and 1,640 yards from mountain bike and ATV riders. In contrast to elk, mule deer showed less change in movement rates during the four off-road activities compared to the control periods". (Perhaps they seek cover, rather than running away.)

"The energetic costs associated with these treatments deserve further analysis to assess potential effects on elk survival. For example, if the additional energy required to flee from an off-road activity reduces the percent body fat below 9 percent as animals enter the winter period, the probability of surviving the winter is extremely low. Animal energy budgets also may be adversely affected by the loss of foraging opportunities while responding to off-road activities, both from increased movements, and from displacement from foraging habitat. ... Our results from 2002 also show clear differences in elk responses to the four off-road activities. Elk reactions were more pronounced during ATV and mountain bike riding, and less so during horseback riding and hiking. Both movement rates and probabilities of flight responses were higher for ATV and mountain bike riding than for horseback riding and hiking."

It is also instructive to note that only one pair of ATV users were needed to cover the 20-mile study area, but two pairs of mountain bikers and three pairs of hikers were needed, to cover the distance in the time allotted, underscoring the different relative distances that the three groups are capable of covering.

Summary:

Mountain bikers have turned to scientific research to try to make mountain biking seem less harmful, and in particular, to studies comparing it with hiking. Although they have interpreted this data as indicating that mountain biking impacts are no greater than those of hiking, a more careful look at these studies leads to the conclusion that mountain biking impacts are actually several times greater than those of hikers.

Some of the important characteristics of mountain biking that have been ignored are: speed; distance traveled; the increase in number of visitors that bikes allow; increased trail-building, with its attendant habitat destruction; the displacement of soil (other than downhill); the killing of roots and soil organisms and ecosystems; most effects on wildlife; manner of riding (skidding, braking, acceleration, turning, and representativeness); tire tread; and noise (bikes are relatively quiet, but a rattling chain may be perceived as "alien" to natural surroundings).

In addition, measuring techniques need to be described in more detail, "blind" measurements should be considered (where the measurers don't know what treatment they are measuring), controls need to be added, and "intangibles" (e.g. loss of feelings of safety and loss of the primitive feel of natural settings) need to be taken more seriously. The direct killing of small animals deserves attention.

On the other hand, why do we need research to prove what is obvious? We don't need any research to know that we shouldn't step in front of a speeding truck. Or mountain bike.

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The members of each committee who attended the County's May 19th Trail User Focus Group Meeting were asked to provide a summary of their impressions of that meeting. Millo Fenzi, Don Pugh, Mike Raynor, and Susan Doherty shared their thoughts, indicating that the meeting provided a good base point concerning the value of the parks, but no solutions to specific issues. Millo Fenzi indicated that it was important that Woodside be heard from as the process moves forward and presented a draft "Straw Dog Joint Recommendation for the Long Range Plan" which he prepared in consultation and cooperation with Mike Raynor.

General discussion ensued. Key bicycle user concerns relate to the desire for both road and mountain bike routes to Skyline. The key equestrian user issue is that things should not change – everything that is currently open in the parks should stay open and the legal user mix should not change. The need to provide for the strict enforcement of rules and to emphasize safety was stressed by several members.

Mike Raynor and Millo Fenzi suggested that the committee members walk through the "straw dog" document.

The first recommendation, that all existing trails in Huddart and Wunderlich Parks be maintained, including the Flood property trail creek crossing, was discussed. There was widespread support for this recommendation.

The second recommendation was discussed. It originally read, "Provide a multi-use (hike/bike/equestrian) trail along Skyline linking at a minimum the Corte Madera and Purissima trail systems. We suggest an equestrian/hike trail on one side of Skyline, and a multi-use (hike/bike/horse) on the other side." After the intent of the recommendation was clarified, there was majority support for a restated recommendation number 2, to read: "Provide a multi-use (hike-bike) trail along Skyline linking at a minimum the Corte Madera and Purissima trail systems, with the equestrian/hike trail on the east side of Skyline staying as it is and a new multi-use (hike/bike/horse) constructed on the west side."

The third recommendation was discussed. It originally read: "Provide a multi-use (hike/bike/equestrian) trail through Huddart Park that links to the connecting trail called out in item 2 above. This trail must be on the southwestern end of Huddart, along Kings Mt Road. Possible implementations include:

- a. Some combination of Dean Trail and Archery Road
- b. A staging area on Kings Mt Road and access through Huddart to Teague Hill."

There was strong opposition to the provision of access to bicyclists in any new areas of the park or of Teague Hill. Rebekah Witter suggested that it would be more appropriate to support a separate dedicated trail for bicyclists on park property along Kings Mountain Road, with no direct park access. She volunteered to pay for a fence to separate this trail from the park proper. General discussion followed. It was clarified that this trail is to be a dirt trail. There was widespread agreement that if such a trail were provided that a barrier of some kind be erected to totally preclude bicyclists from entering the park from along this new trail. Concern about the ability of wildlife to move around the area should a barrier be constructed ensued. It was generally agreed that the committees need not design the barrier, but that the purpose for the barrier be clear.

After further discussion, recommendation number 3 was restated to read: "Provide a new multi-use (hike/bike/equestrian) dirt trail through Huddart Park on the southwestern end of the park, along Kings Mountain Road, that links to the connecting new trail called out in recommendation

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===

I am working on creating wildlife habitat that is off-limits to humans ("pure habitat"). Want to help? (I spent the previous 8 years fighting auto dependence and road construction.)

<http://home.pacbell.net/mjvande>

CC: <sherzberg@co.sanmateo.ca.us>

number 2. A barrier of some kind should be installed along the park side of this new trail to totally preclude access to the park from this trail."

Recommendation number 4 was discussed, which reads: "Work in cooperation with Mid-Peninsula Open Space ("MPOS") to establish the staging area and develop multi-use trails through Huddart into Teague Hill." There was significant opposition to this recommendation and it was dropped.

Recommendation number 5 was discussed, which read: "5. Provide a paved road bike route - that has limited auto traffic - up to Skyline. Possible implementations include:

- a. Open Bear Gulch Road to bicycles
 - a. Work with the Bear Gulch Road Association to find a win/win for this
- b. Create a new paved trail somewhere (along Kings, Bear Gulch, or from Canada through Water District land)."

There was general agreement that the specific route for this bike path need not be developed by the committees and that no new areas of Huddart Park should be made available to bicyclists in order to implement this recommendation. The recommendation was restated to read: "Provide a multi-use paved road, with limited auto traffic, up to Skyline, with implementation to possibly include Kings Mountain Road or Bear Gulch Road."

Discussion about adding a recommendation addressing the need to stress safety and enforcement of park and roadway rules ensued. Committee members agreed that such a recommendation should be added to communicate the importance for trail user education about safe trail usage.

The Town Manager agreed to draft the resulting set of recommendations for presentation to the Town Council. She thanked Mike and Millo for their leadership in this process. Committee members also expressed appreciation to Mike and Millo.

The meeting was adjourned at 9:21 p.m.

Submitted by:

Susan George
Town Manager

>>> "Rodney Johnson" <rodney@stanford.edu> 6/7/2005 4:18:55 PM >>>

Dear Ms. Bosch and Mr. Sherzberg,

As part of the master plan for Huddart-Wunderlich, I wanted to urge you to consider access and use for bikers on other than paved roads. I have lived in Menlo Park since 1987 and have found myself having to travel to fire roads and trails in Santa Clara County for biking. Just like hikers and equestrians, I want an opportunity to get away from cars and trucks and enjoy being out in the trees and nature. As a 56-year old, I can go further and enjoy it more on my bike.

If you think Section 3.68.120 of Title 3 of the San Mateo Code somehow prevents such access, then I ask that in the communication with the Board of Supervisors on the Master Plan, you ask them to re-consider that Section in order that San Mateo County bicyclists can enjoy the same access and use of public parks and trails as other residents. Thank you for considering my proposal.

Rodney Johnson
130 Cornell Road
Menlo Park, CA 94925

>>> "Josh Moore" <josh_moore@comcast.net> 6/7/2005 9:29:30 PM >>>

I am a frequent mountain biker and I am very displeased that the Master plan for Huddart and Wunderlich does not provide any access for mountain bikers on dirt at all.

Mountain biking is a growing sport and a valid source of recreation, popular with young people. It is discouraging to see your recreation organization not doing all it can to help curb teenage obesity. As health care problems increase, it is no surprise that San Mateo county has less money for its parks.

I have watched over the years as San Mateo struggles with funding its parks. The mountain bike community would be willing to help, if we had access to your trails.

I am also an avid trailworker. I have participated in volunteer trail work events in State parks, State Forests, MROSD, and Santa Clara County parks from Hollister to Truckee. Building and maintaining trails can be a great way for people from different user groups to work together and get to know one another, which leads to more positive trail user experiences. I am not sure if San Mateo County has these kinds of volunteer trail work days, but I am sure the mountain bike community would be frequent volunteers if there were riding opportunities in San Mateo. Using experienced trail workers could help reduce your maintenance costs.

My bike club, Responsible Organized Mountain Pedalers (ROMP), is affiliated with International Mountain Biking Association's National Mountain Bike Patrol. Patrollers provide assistance to hikers, equestrians, and mountain bikers. They give information, provide directions, help with minor repairs, and provide first aid. Having a volunteer mountain bike patrol could alleviate some of your rangers' patrol duties, and may provide some cost savings.

East Bay and Marin Parks allow mountain biking on fire roads. Santa Clara County, MROSD, State Forests, and State Parks allow mountain biking on fire roads and single track. San mateo county allows mountain biking on the the Old Haul Road, only. Thanks for that. Mountain bikers are especially interested in regional trail networks. We would be delighted to see a dirt trail or fire road open to bikes from Woodside up to Skyline Boulevard, such as the Richards Road Trail, the Alambique Trail, and multi-use access to the Bay Area Ridge Trail.

I hope that San Mateo County can see how permitting mountain biking on dirt in parks will be a great benefit to the entire community.

Joshua Moore
Webmaster, Graphic Artist
Responsible Organized Mountain Pedalers
2111 latham St #305
Mountain View, CA 94040

>>> "Andy Jones" <coerider2003@yahoo.com> 6/7/2005 1:49:02 PM >>>

Dear Ms. Bennett,

Excluding bicycles from Huddart and Wunderlich will turn your rangers into a full time police agency. Do not expect cooperation from the biking community. Expect your parks to become the battleground for a fight between a puppet agency controlled by a few well funded, well connected hikers and equestrians and the majority of Bay Area trail users.

Look to the example set by the rest of country where the trend toward multi-use trails continues to grow, even in National Parks. Make the obvious, easy choice and do not exclude the majority of users from lands they pay you to administer.

Regards,
Andy Jones
Bay Area Mountain Biker and Hiker

June 8, 2005

Mr. Harris

Thank you for the draft plan for Huddart and Wunderlich. Some questions have been answered, but others still remain.

On page 111 you state "prohibit instream crossings at that location" and "at the numerous locations located all along the creek banks." There are only two creek crossings used by horses. One is on Melinda Fitch's property and the other called "Flood's crossing" is on my property.

I sought to speak with Jere Kersar in January, 2005 about the trail and crossings. I was not granted

an audience. I had, at that time, permission to speak for the Trail Club and the homeowners!

I have been informed that you are seeking cooperation from the homeowners. We have always cooperated with the park and town. The creek is owned by the homeowners and the county. I have sought information from the county as to the size and length of a new bridge. No reply. I asked about building a bridge at Flood's & Crystal Springs and was told "No" This lead me to believe the county does not want a bridge at either crossing.

In 1981, SMC Parks promised to restore the horse crossing on the old easement which is our property. (P.85)

I believe that would be helpful for it would create an area for a new longer bridge. What are your thoughts?

Thank you for your considerations,
 Janet Estep

>>> "Ernst O. Meissner" <omeissner@sbcglobal.net> 6/17/2005 8:10:29 PM >>>

Hi Bill, just a quick reminder of our conversation of 6/7/05 re: Phleger access.

Chapter 1, page 6 of the H/W master plan fails to mention the existence of the Windy Ridge Trail that has served equestrians for many decades to connect Crystal Springs trail directly with Miramontes trail. This trail is shown in soft gray dash lines on the Trail Map of the Central Peninsula (One of the finest trail maps available, and published by the Trail Center).

The trail is currently closed by unilateral action of the SF Water Department but ETRAC is hoping to get it reopened in the near future and it is important to us that it be mentioned as an existing pedestrian/equestrian trail in the H/W master plan.

Please call if you have any questions.

Regards, Ernst

From: Susan Lang <slang3@earthlink.net>
Date: Fri Jun 17, 2005 10:07:36 AM US/Pacific
To: Jill Daly <jill.d@mac.com>
Subject: Master Plan feedback

Hi Owen and Bill -

First, thank you so much for running such an excellent and thorough meeting about the Master Planning process. You really deserve enormous credit for having wending your way through a mine field of complex issues. Congratulations!! We wanted to make just 3 small comments on the Folger Stable component of the plan. Since the Master Plan will be going forward to be approved by the Parks Commissioners and ultimately the Board of Supervisors, we wanted to Folger Stable portion to be as accurate as possible.

Our comments are: 1) On page 45, you refer to an area for a "hot walker". Our committee, along with Pat Holmes and others, feel that a hot walker is not necessary at the stable, and that the proposed area can be better used in other ways. In addition, anyone who has seen a hot walker that is even somewhat old knows that they are rusty, quite ugly, and don't function well. To place one in that highly visible location would detract from the appeal of the whole stable. 2) On page 49, you mention the manure removal and a potential new location for the dumpster. After reviewing the logistics of the manure removal with Pat Holmes and considering how a large truck would have to maneuver up the hill to remove the dumpster if it were placed just off the trail, we would propose a slightly different location quite near where it is now, but behind a wall that could be attractively designed to continue to design of the current cement wall with the posts/finneals. 3) On page 50, you recommend the removal of the current paddocks on the eroded hillside. We totally agree, but have been told by a soils engineer and a soils fertility specialist that the very bottom/flat portion of that hillside should be able to accommodate (probably) 3 paddocks end to end, while the actual hillside portion should be, as you recommend, rehabilitated and revegitated.

These are small suggestions, but we hope they can be incorporated into the plan when it is presented to the Park Commissioners. We had included these suggestions in an earlier email, but we know how difficult it is to pull everything together. Thank you so much for your attention and terrific work on the Master Plan. If you have any questions about these small suggestions, please feel free to call Jill (650-329-1610) or Susan (650-368-6575)
Thanks so much. Jill Daly and Susan Lang

Regional Open Space

MIDPENINSULA REGIONAL OPEN SPACE DISTRICT

June 20, 2005

Marcia Raines, Environmental Services Agency Director
Parks and Recreation Division
San Mateo County Environmental Services Agency
County Government Center
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Subject: Huddart and Wunderlich Parks Draft Master Plan

Dear Marcia,

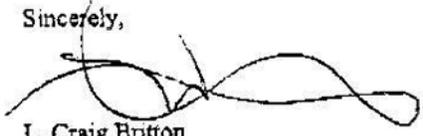
Thank you for the opportunity to provide comments regarding the Draft Master Plan for Huddart and Wunderlich Parks. These County Parks and the District's Open Space Preserves comprise a large majority of the regional greenbelt that provides access to thousands of public recreational users annually. Although there are many points of access for these parks along the crest of the Santa Cruz mountain range off Skyline Boulevard (State Highway 35), there is a shortage of necessary parking and staging areas.

Along the western and southern portion of Huddart Park, the Bay Area Ridge Trail and California Riding and Hiking Trail crosses Kings Mountain Road. This particular area has always been an ideal location to provide public parking and access, as it was identified in the 1982 Huddart Park Master Plan. Although the current Draft Master Plan is no longer considering development of this area, the District strongly believes that it is critical to at minimum provide parking and staging opportunities in this location. District planners have discussed this with Sam Herzberg and as a result, the Draft Master Plan proposes the consideration of a land transfer of the property within Huddart Park south of Kings Mountain Road to the District for incorporation into Teague Hill Open Space Preserve. This transfer of property would allow the District to plan for and develop any desired public facilities.

While the District does not oppose this possibility, it is our suggestion that a closer working relationship with the County also be explored, either through a cooperative development and/or management agreement, in order to provide public access within this area of Huddart Park. Since the public will be using any future parking facilities in this area to access both Huddart Park and Teague Hill Open Space Preserve, a cooperative agreement would ensure that the goals of both public agencies would be met.

Thank you for your consideration and please feel free to contact me should you have any questions or comments.

Sincerely,



L. Craig Britton
General Manager

LCB:mdv

cc: MROSD Board of Directors
Sam Herzberg, San Mateo County Parks

Bill Harris

From: Samuel Herzberg [SHerzberg@co.sanmateo.ca.us]
Sent: Monday, July 18, 2005 5:59 PM
To: harrisdesign@sbcglobal.net
Subject: Fwd: Access for Bikes: Huddart



Header.dat

FYI

>>> Samuel Herzberg 7/18/2005 5:51:01 PM >>>
FYI

>>> "George Haye" <geohaye@yahoo.com> 7/18/2005 5:06:12 PM >>>
To The San Mateo County Parks Commission

Friends,
As a long-time San Mateo County resident currently living in Los Gatos, I continue to spend quite a bit of time and money in San Mateo County as I am involved with a couple of non-profit organizations, and I also take time out for hiking and biking in our wonderful hills.

The current Plans for Huddart and Wunderlich parks do not include reasonable dirt trail access for bicycles. Mountain biking is a healthy activity which promotes appreciation and respect for the environment. Banning bicycles from these parks to the extent being done now in fact inhibits the very germination of environmental-appreciation which we desperately need these days. Appreciation for parks, including funding for parks, is down statewide. This is partly because less and less people are involved with using the parks. It is time to be INCLUSIVE not EXCLUSIVE.

Please send the plans back to staff to propose reasonable real bike access inside these wonderful parks of ours. The ROMP bicycle group has proposed conservative and reasonable solutions -- which have not been included unfortunately in the plans -- yet.

Thank you for your time and your vision,
George Haye
13766 Long Ridge Road #A
Los Gatos, CA, 95033

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>

Sam Herzberg
Senior Planner
San Mateo County Parks and Recreation
455 County Center
4th Floor
Redwood City, Ca 94963

August 1, 2005

Dear Mr. Herzberg,

My family and I visit Huddart-Wunderlich Park six to eight times each year for hiking and birding. We are alarmed to hear that you are considering opening the trails to mountain bikes.

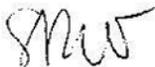
We are adamantly OPPOSED to allowing mountain bikes on the trails. Keep them on the paved roads.

Please do not talk about "balance" between the needs of mountain bike riders and hikers. There is no balance on trails where mountain bikes are allowed—the bikes totally dominate the trail. We have been subjected to foul language and physical and verbal threats from aggressive bike riders who thought we didn't leap off the trail fast enough for them to fly past.

In our experience, the vast majority of mountain bike riders ride too fast and have absolutely no concern for hikers and equestrians. These rude and dangerous bike riders totally ruin the hiking experience for people who want to enjoy the tranquil natural beauty of the park. And forget looking at birds when there are bikes in the area. Bikers do not consider the impact their off-road riding has on the trails, hikers, birdwatchers, and the environment.

There are many other places where mountain bikers can engage in their thrill-seeking behaviors (we usually try to avoid these trails). Please do not let them ~~ruin~~ ruin another beautiful hiking area. PLEASE, PLEASE DO NOT ALLOW mountain bikes on the trails in Huddart-Wunderlich Parks.

Sincerely,



Welch family
27750 Edgerton Road
Los Altos Hills, CA 94022



August 1, 2005

To The San Mateo Board of Supervisors and the
Parks and Recreation Department

The three attached letters are an accurate account of the incident that occurred this past Christmas Eve where a pack of mountain bikers were illegally riding on the trails of Huddart Park.

This incident is a clear example of the growing problem bikes are creating in our community, particularly when it comes to trails that have been used by horsemen for over a hundred years.

It is important that the Supervisors and the Parks and Recreation Commission provide safe access to the parks for it's residents. And that they also consider the benefits that horses and horse people bring to the community both historically and in the present day such as the volunteer search and rescue and the trail maintenance service they provide. In short horses and their owners need to be taken into account in decisions that effect their future.

The horse community and I thank you in advance for taking the time to become aware of this incident layed out in the following letters. And we hope we can count on your effort and support to safely maintain horses as part of our community.

Sincerely,

Rollen H. Steele

**For Fabrication
and Rentals Shop**
384 Beach Road
Burlingame, CA 94010
Voice: (650) 343-3333
Fax: (650) 343-8433

**For Accounting
and Administrative**
PO Box 620333
Woodside, CA 94062
Voice: (650) 529-9041
Fax: (650) 529-9042



David G. Holland
Director of Parks and Commission
455 County Center, 4th Floor
Redwood City, Ca. 94063

On Christmas Eve of this year I was riding north on Richards Road in the vicinity of Crystal Springs Trail. I was confronted by a fast moving pack of between 10-12 mountain bikers illegally riding the trails in Huddart Park.

The pack of bikes did not stop and proceeded to pass me and my horse on both sides. This caused my horse to rear, rollback and then bolt throwing me to the ground. My Horse, now in a dead run was now being chased by the pack of bikes. I was left on the side of Richards Road with not one of the riders stopping to check on my condition. One rider as he passed told me that "If I did not ride horses I would not get hurt", another biker, once at a safe distance, stopped and explained the virtues of being a libertarian.

I could hear my horse being chased down the road in a dead run on wet trails. I got up and realized there was considerable pain in my shoulder. I then started down the trail where I ran into the Thomas family recovering from their encounter from the bikers. They had been able to stop my horse. So I remounted and rode down to the meadow to gain Cell Access to try and call the Sheriff.

Once I reached the Meadow I ran into some fellow San Mateo Mounted Patrol members they called help and I was taken to Sequoia Hospital where is was discovered I had to pulmonary contusions and a broken collar bone.

My hope is that this account and the other regarding this incident will be taken into account when the County Of San Mateo considers future uses of our parks.

Respectfully yours
Rollen H. Steele

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and Rentals Shop**
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Woodside, CA, 94062

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**DOTY
BARLOW
BRITT &
THOMAS LLP**

ATTORNEYS AT LAW

260 SHERIDAN AVENUE
SUITE 200
PALO ALTO, CA 94306-2009

TEL (650) 327-0100
FAX (650) 327-0101
www.doty.com

May 31, 2005

Parks and Recreation Commission
c/o Richard Biederman
455 County Center, 4th Floor
Redwood City, CA 94063-1646

To Whom It May Concern:

On Christmas Eve, we were on a family horse ride in Huddart Park when a pack of mountain bike riders ran into us. Here is our story:

On the afternoon of December 24th, I was riding in Huddart Park with my wife, my two daughters (one nine and one six) and another nine year old girl. We were on Richards Road—a large fire road—and several other families were out walking and riding, some of which also had small children.

In the vicinity of Crystal Springs Trail, we saw a loose horse (i.e., without a rider) running down the trail towards us. We recognized the horse, which was owned by a friend (Rolly Steele) and boarded at the same barn as some of the horses we were riding. I jumped off my horse, and the nine-year old girls jumped off their horses and blocked the trail, a credit to their training at Woodside Junior Riders and Woodside Pony Club.

The horse was followed by a pack of 5-10 mountain bike riders who were riding fast down the trail and appeared to be chasing the horse. The loose horse stopped, and we were able to catch him and calm him.

The pack of bikers then went around us without stopping. The bikers were all men and looked like they were in their 40's. Some rode quickly; others got off their bikes and ran around us carrying their bikes. We were scared that the bikers would spook one of our horses and injure one of us. We yelled at the bikers to tell them to slow down and not spook the horses. The bikers did not express any concern for our horses or our safety. Many of the bikers yelled at us. One biker looked at the two nine-year old girls and snarled "Have a merry Christmas with your fucking parents." Another biker did stop and said to me "Give us a break, its Christmas Eve." The bikers then rode quickly down the trail.

Later, Rolly walked up, got on his horse and rode off. He seemed stunned and sore.

My wife and I were happy that none of the horse spooked and none of us were hurt. The girls were frightened and upset. They asked to go home immediately. We convinced everyone to keep going, and we continued our ride.

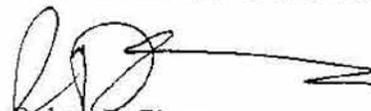
I love mountain bike riding, as well as horse back riding, and for that reason, the recklessness of these mountain bike riders particularly irks me. They rode illegally down a trail that is often used by walkers, horse back riders and families, and they did so in the middle of a day when a lot of people were predictably using the trail. They rode fast, recklessly chasing a horse down the trail and without any concern for the safety of others or the damage they were causing. We were lucky to survive the incident unharmed, but Rolly was thrown from his horse and seriously injured.

It is sad that our daughters had to witness such reckless, ugly behavior on Christmas Eve.

Please contact me if you questions or would like additional information.

Very truly yours,

DOTY BARLOW BRITT & THOMAS LLP



Robert D. Thomas

Central Veterinary Hospital

5245 Central Avenue • Fremont, Calif. 94536 • Director: W.H. Bentham, DVM • 510-797-7387

San Mateo County Board of Supervisors

June 13, 2005

Re: Bicycle riders in Huddard Park

On this past Christmas eve, several of my fellow members of the San Mateo Mounted Patrol and myself rode into the South East entrance of Huddard Park off Greer road. Following the trail across the creek, we encountered five adult male bicyclists coming toward us at a very high rate of speed down the equestrian trail. Fortunately, they veered off at the last instant to avoid collision with the riders though they frightened several of the horses. When the bikers told that the park was off limits to bicycles, they immediately became verbally profane and darted off in another direction totally ignoring our warning.

As we rode into the meadow, we found a Mr. Rolly Steele approaching us and he recounted the incident that just occurred back up the trail from where he came. It seems the same group of bikers had come down a steep part of the trail, again at a high rate of speed, surprising he and his horse. The horse reared throwing Mr. Steele, an accomplished rider, to the ground. Continuing past the fallen rider, the bikers continued without stopping to offer assistance to this injured person.

Clearly, the bikers were illegally in the park and completely disrespectful of others. I personally have ridden the local trails, especially Huddard Park for over 25 years and too have encountered bicyclists on the trails in the past under very similar circumstances. The steep hills apparently offers the opportunity for bikers to race downhill and their high rate speed is an obvious danger to all users of the trails. In fact, the hills are so steep that I have never seen anyone bicycling up the trails in all the years I have ridden!

The trails of our hillside parks should continue to prohibit bicyclists on all those narrow trails as they have such limited visibility. Allowing bikers to speed on these trails as they do is opening a liability to the parks for the accidents that have and will happen again. The county park system can ill afford the costs of additional patrols to control those errant bikers.

Respectfully submitted,



Bill Bentham D.V.M

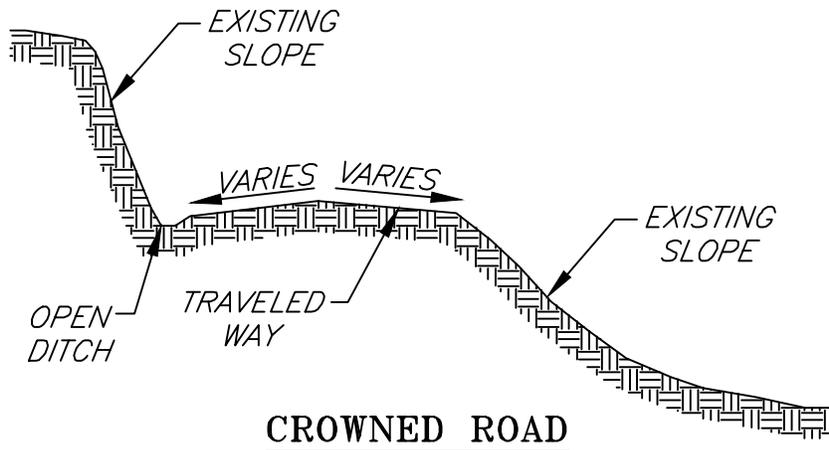
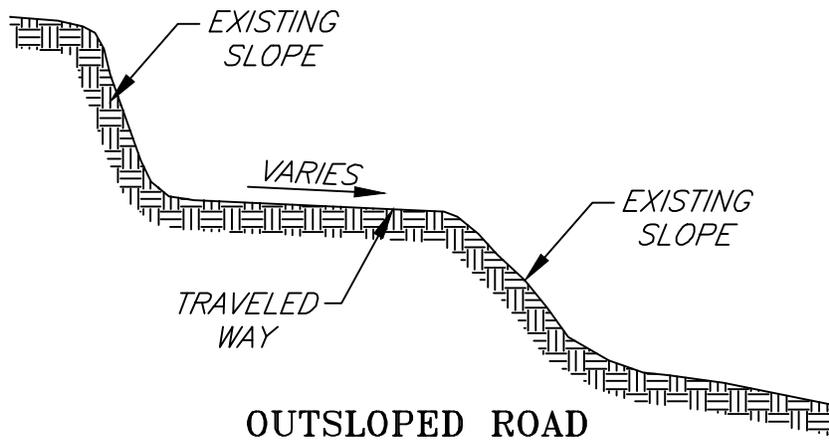
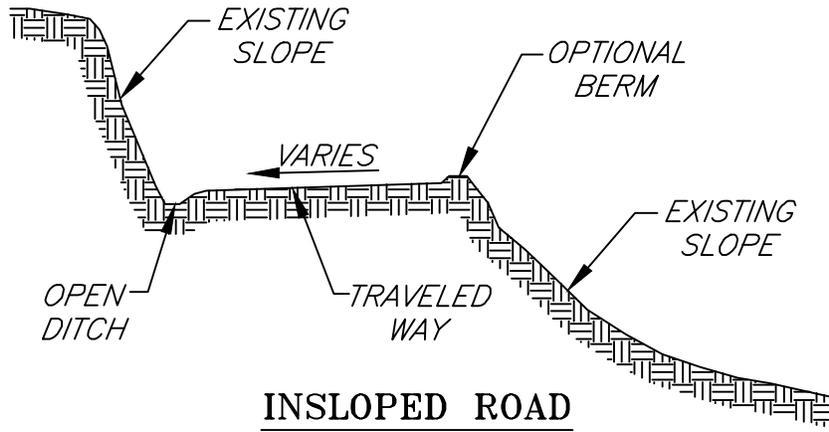
Past President, American Endurance Ride Conference.

18200 Skyline Blvd.

Woodside, Ca., 94062

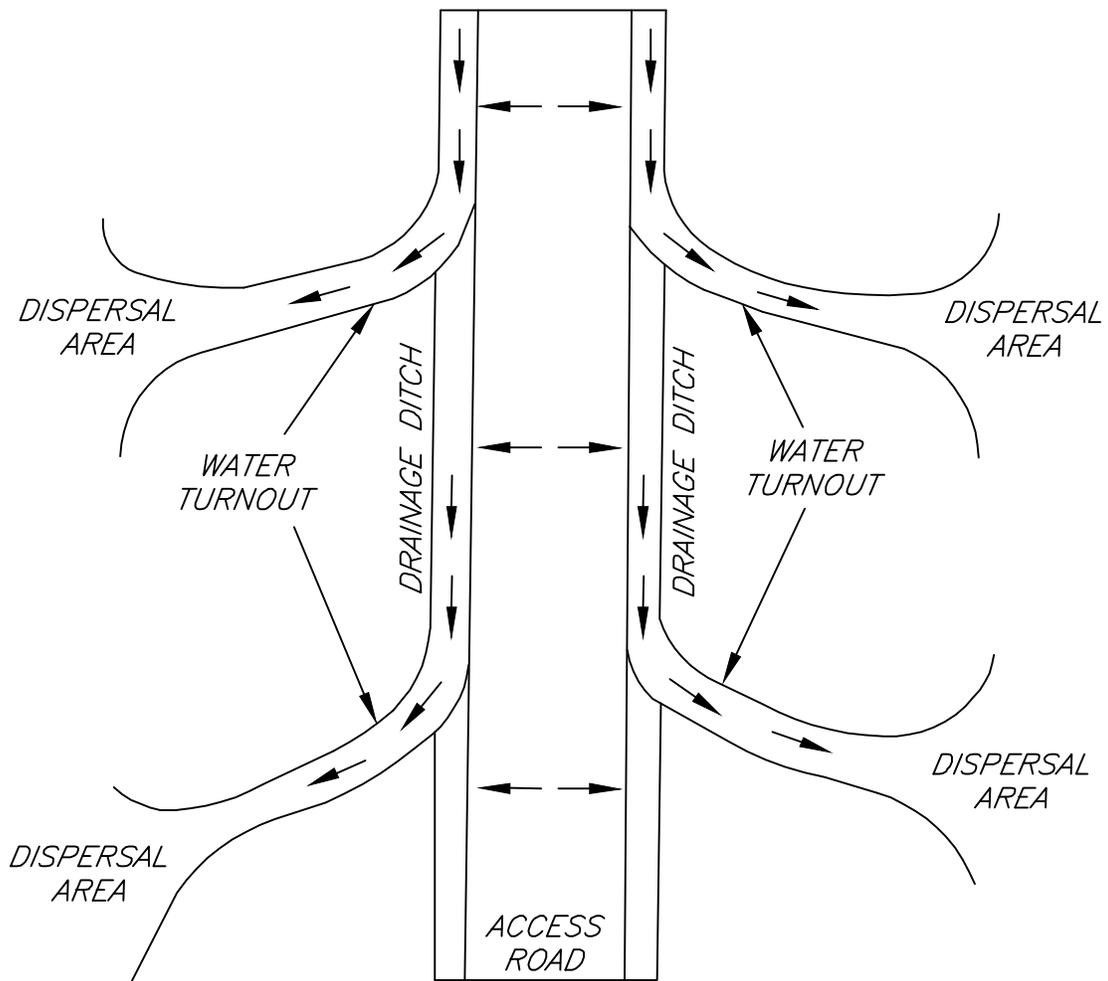
APPENDIX E

EROSION AND SEDIMENTATION CONTROL MEASURES



SLOPING ROADWAY GRADES

FIGURE 2



PLAN

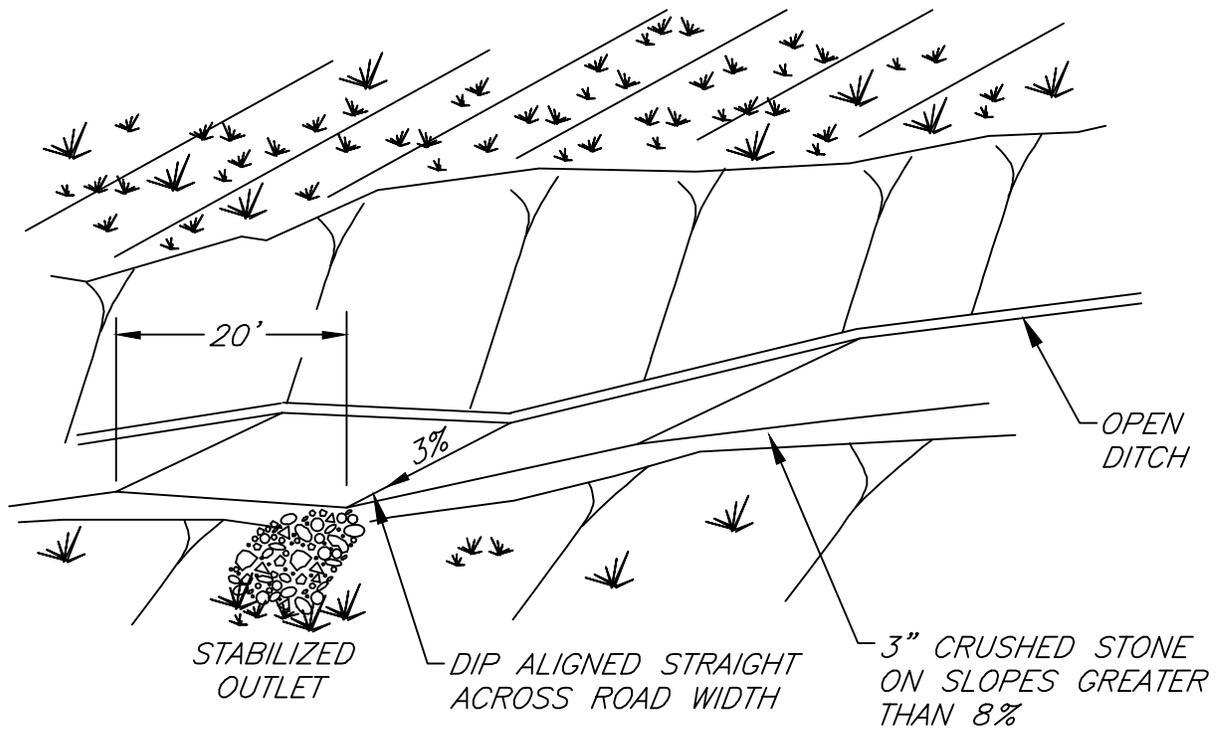


SECTION

NOTE: WATER TURNOUTS SHALL DIVERT WATER AWAY FROM THE ROAD AND CARRY IT TO UNDISTURBED AREAS, BUT SHOULD NOT EMPTY DIRECTLY INTO ADJACENT CHANNELS. WATER TURNOUTS SHOULD BE OUTSLOPED AT 1%–3% (30–45 DEGREES ON SLOPING ROADS).

WATER TURNOUT

FIGURE 3



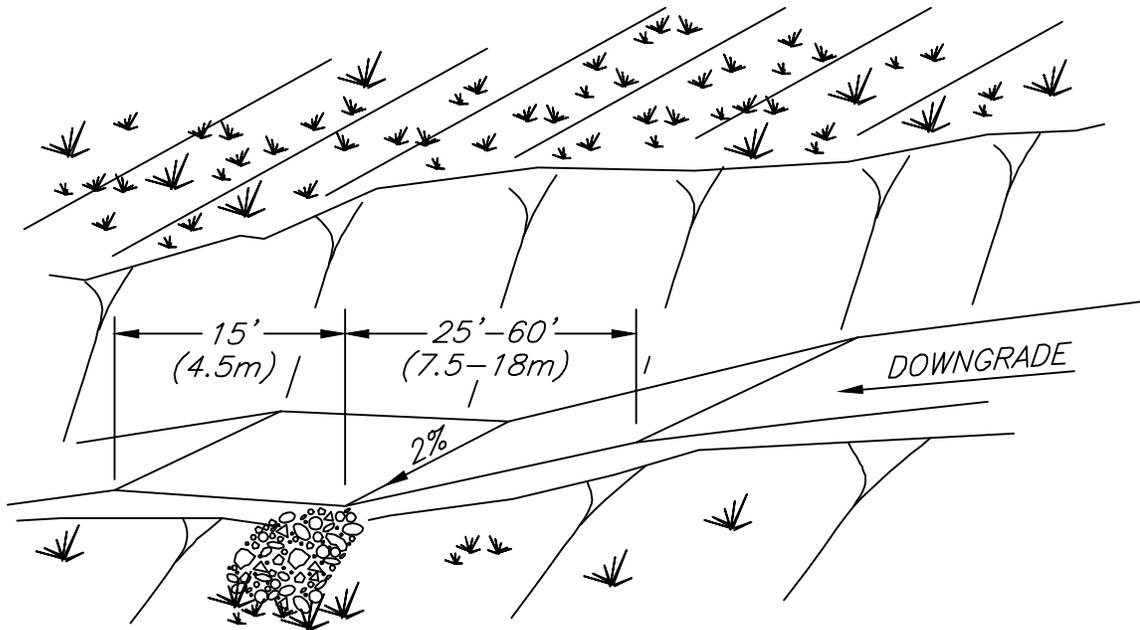
ROAD GRADE (%)
2-4
5-7
8-10

BROAD-BASED DIP SPACING (FEET)
200-300
160-180
140-150

NOTE: BROAD-BASED DIPS ARE BUILT INTO THE SURFACE OF A FLAT OR INSLOPED ROAD AND ARE USUALLY APPLIED TO HAUL ROADS WITH SLOPES LESS THAN 12%. INSTALL DIP AT A 30 DEGREE DOWNSLOPE AND A CROSS-DRAIN OUTSLOPE OF APPROXIMATELY 3%.

BROAD-BASED DRAINAGE DIPS

FIGURE 4



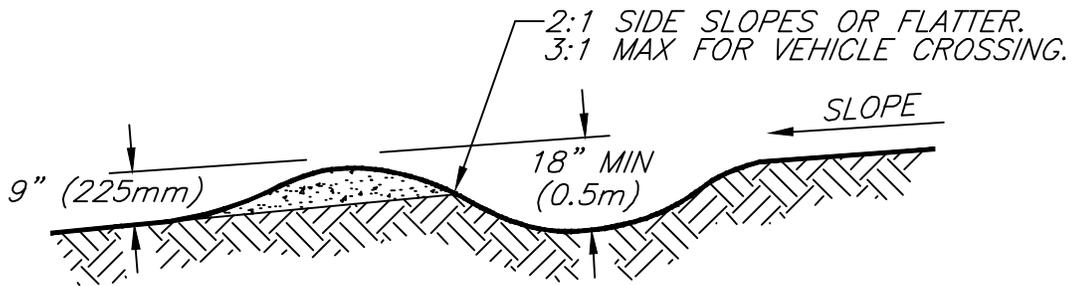
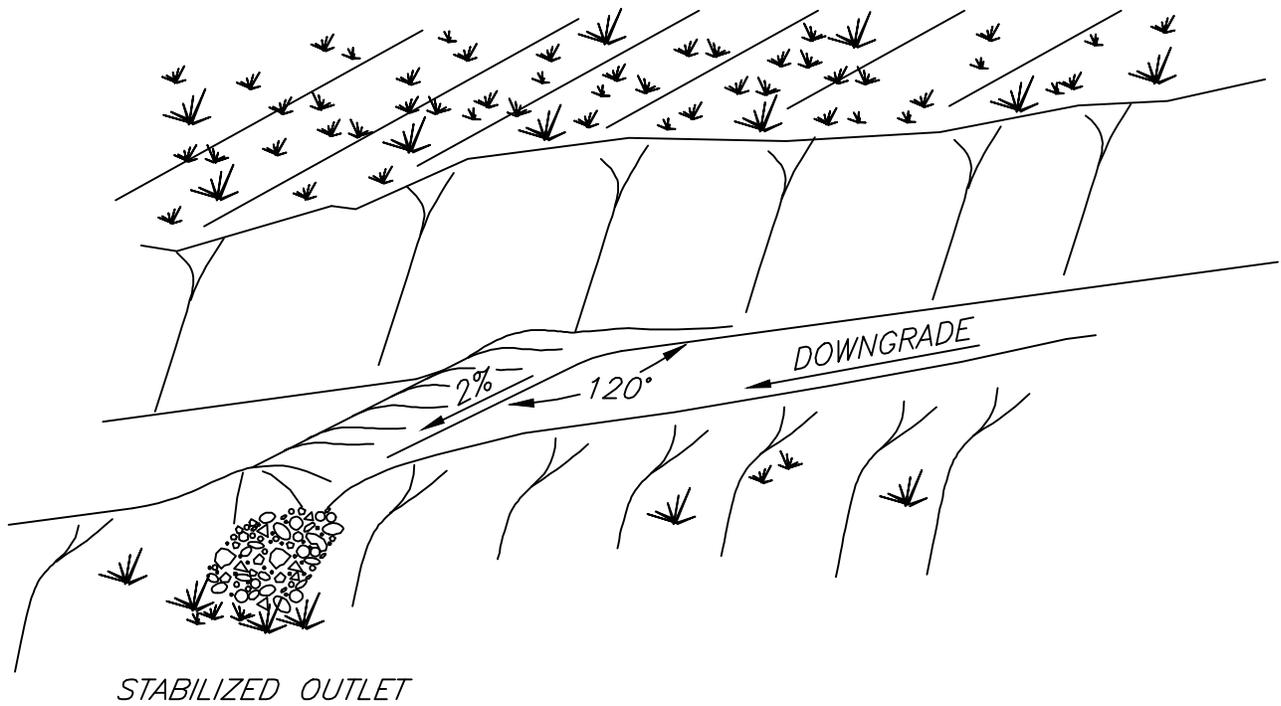
STABILIZED OUTLET

<u>GRADE OF SKID TRAIL</u>	<u>DISTANCE BETWEEN ROLLING DIPS (FEET)</u>
5-10	150
11-15	135
16+	120

NOTE: ROLLING DIPS ARE TYPICALLY USED ON SKID TRAILS AND STEEP ROADS OVER 12% AND CONSIST OF 12'-15' LONG REVERSE GRADES (3%-8%).

ROLLING DIP

FIGURE 5



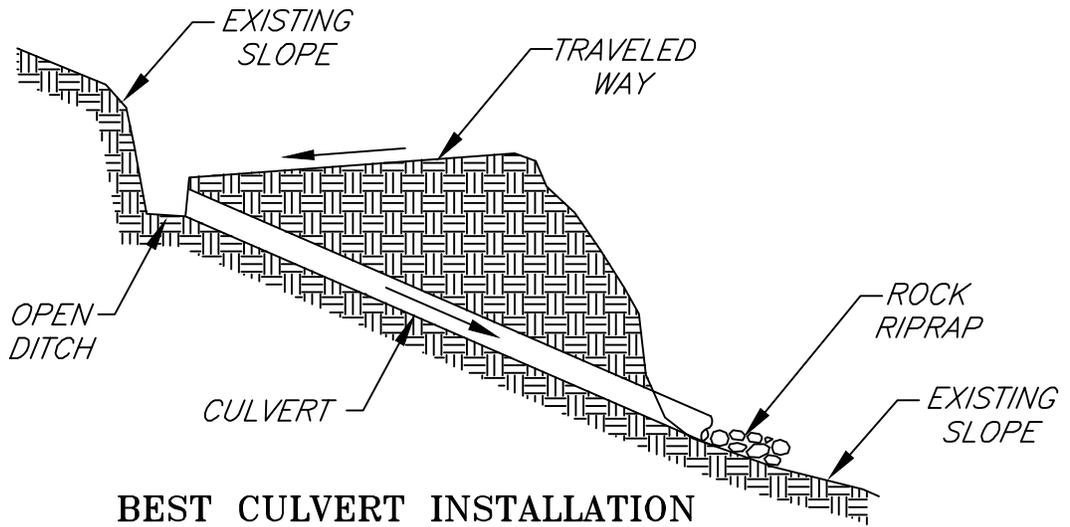
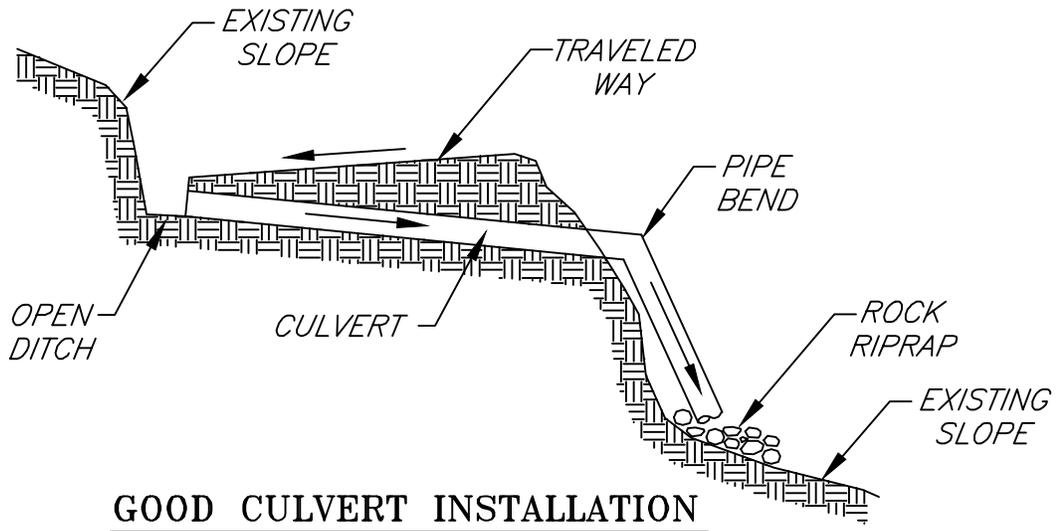
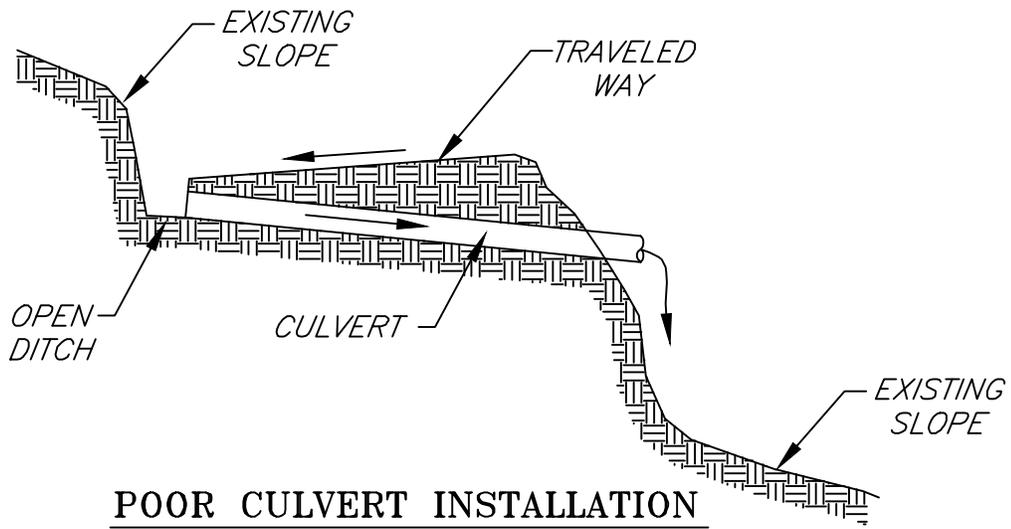
SECTION

NOTE: WATERBARS ARE INSTALLED AFTER REGULAR USE OF ROADS OR TRAILS AND SHALL BE BUILT INTO THE ROAD OR TRAIL AT A 15 TO 30 DEGREE DOWNSLOPE.

GRADE OF ROAD/TRAIL	SPACING (FEET) BETWEEN WATER BARS
5	135
10	80
15	60
20	45
30	35

WATERBAR

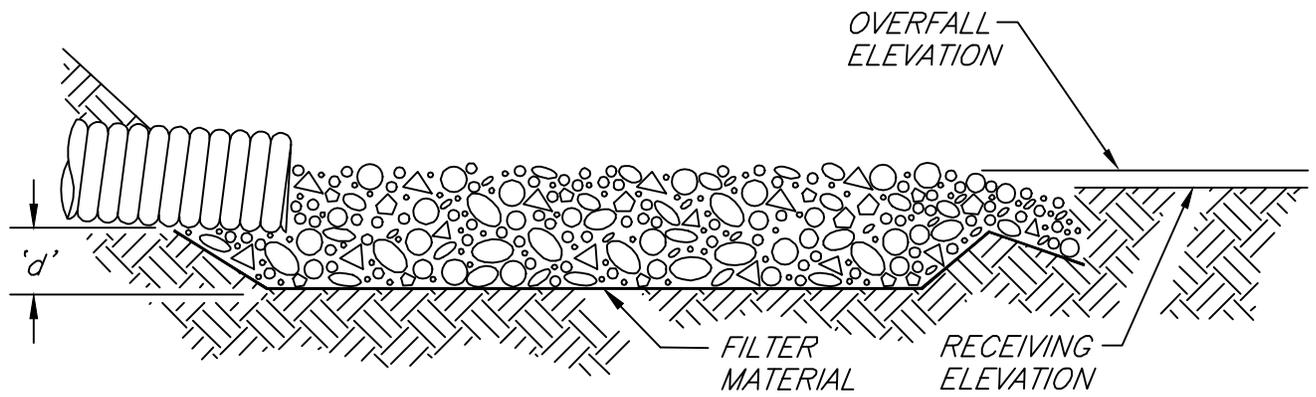
FIGURE 6



NOTE:
 CROSS ROAD DRAINAGE BY A CULVERT IS RECOMMENDED FOR INSLOPED ROADS WITH SIDE DITCHES, NATURAL DRAWS, AND DRAINING SEEPS. CULVERT SHOULD CROSS ROAD AT A 30 DEGREE ANGLE DOWN SLOPE TO THE DITCH TO LESSEN INLET EROSION AND PLUGGING.

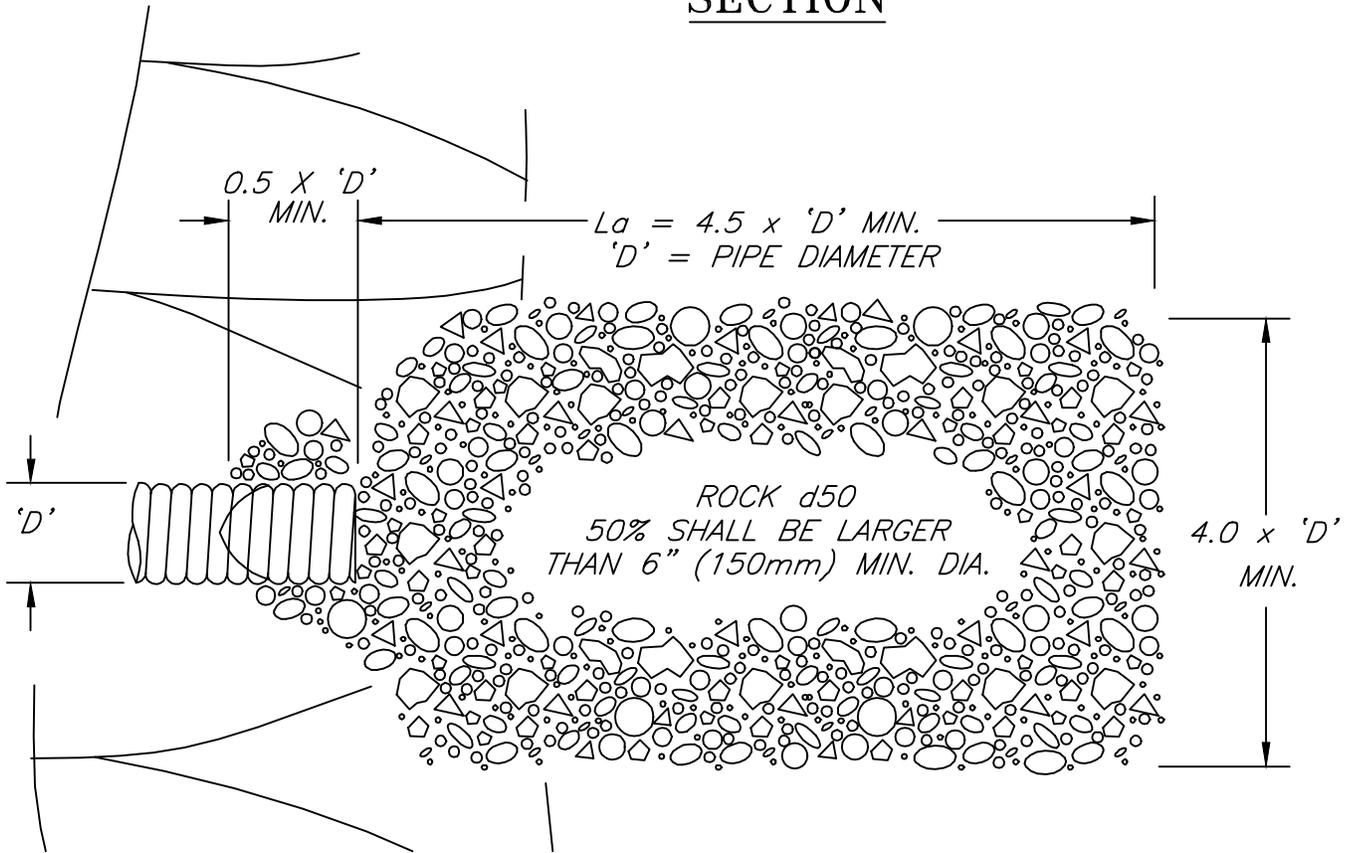
CROSS ROAD DRAINAGE BY CULVERT

FIGURE 7



THICKNESS ('d') = 1.5 x MAX. ROCK DIAMETER - 6" (150mm) MIN.

SECTION



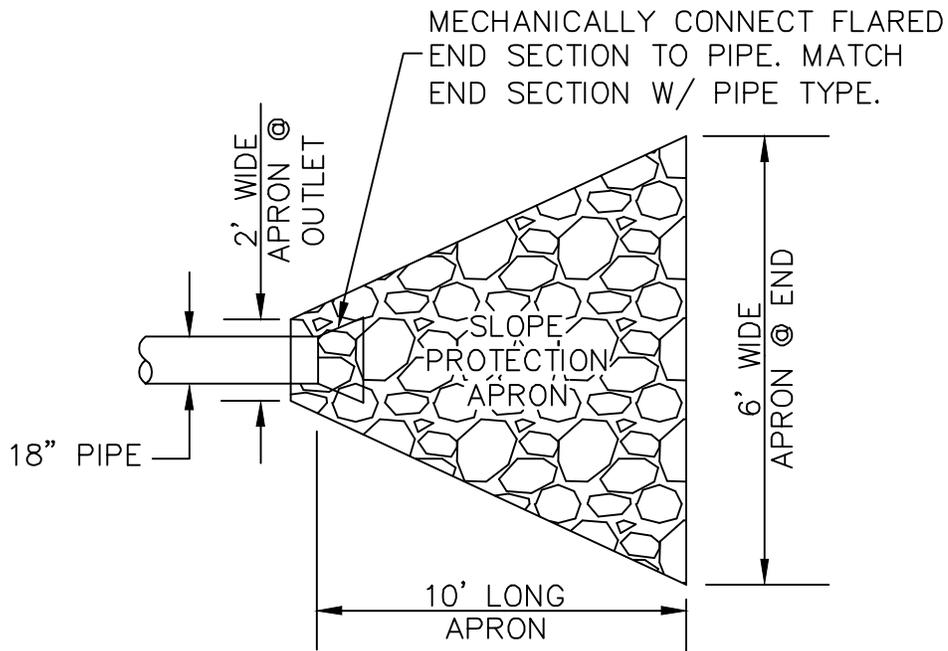
PLAN

NOTES:

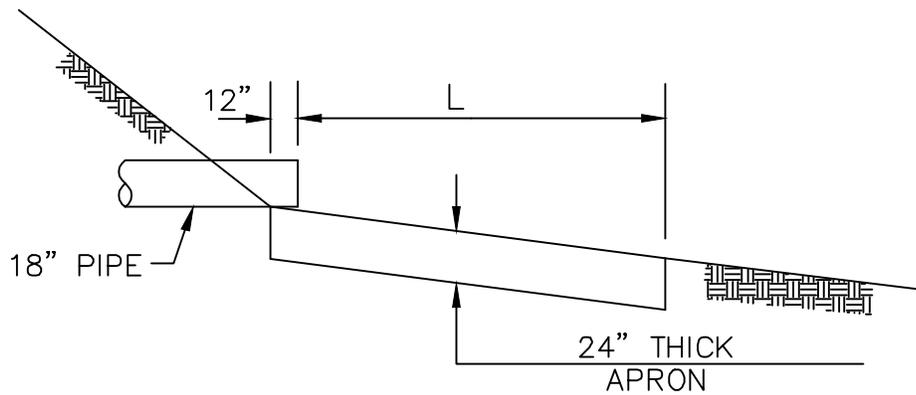
1. 'La' = LENGTH OF APRON. DISTANCE 'La' SHALL BE OF SUFFICIENT LENGTH TO DISSIPATE ENERGY.
2. APRON SHALL BE SET AT A ZERO GRADE AND ALIGNED STRAIGHT.
3. FILTER MATERIAL SHALL BE FILTER FABRIC OR 6" (150mm) THICK MINIMUM GRADED GRAVEL LAYER.

**ENERGY
DISSIPATOR**

FIGURE 8



PLAN

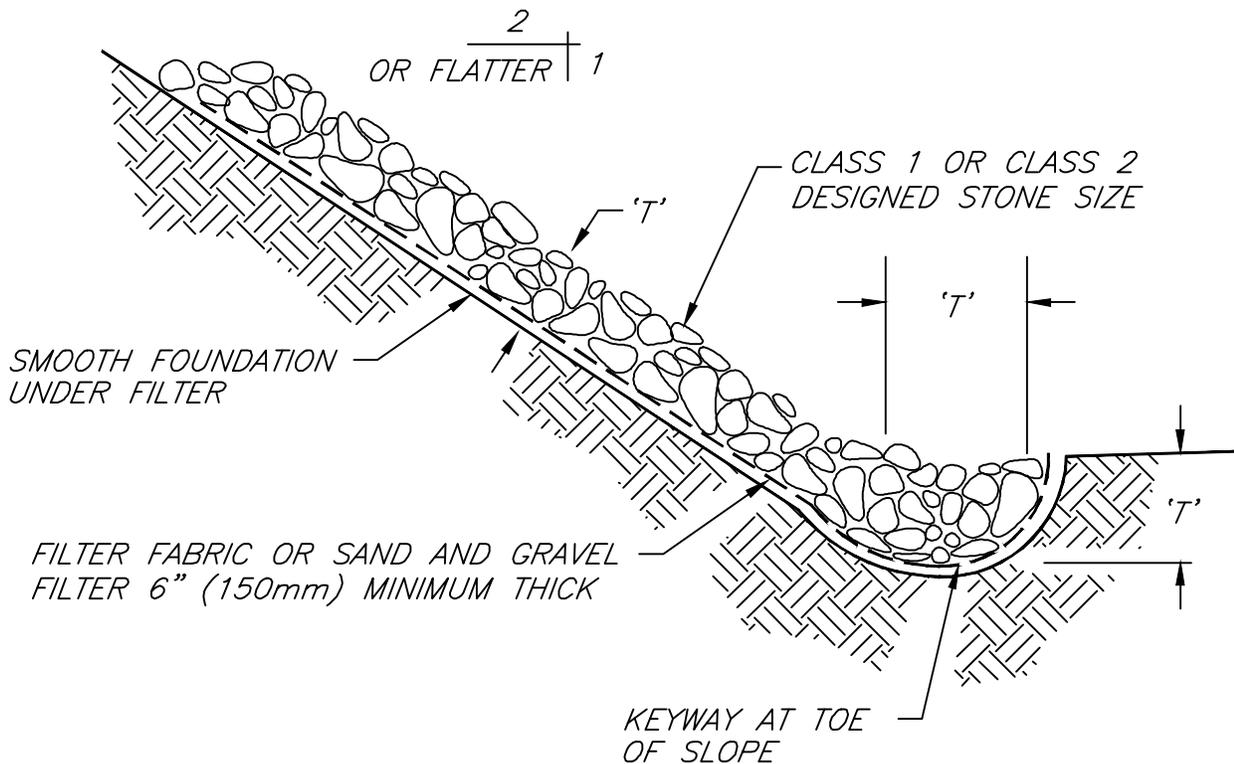


SECTION

NOTE: MEDIAN ROCK SIZE TO BE APPROXIMATELY 1 FOOT IN DIAMETER AND 80 POUNDS. USE TYPE NO. 1 CALTRANS SLOPE PROTECTION MATERIAL SPEC PER SECTION 72. ROCKS TO BE PLACED PER SECTION 72, METHOD B.

**STORM DRAIN
OUTFALL PROTECTION**

FIGURE 9



TYPICAL SECTION

NOTE:

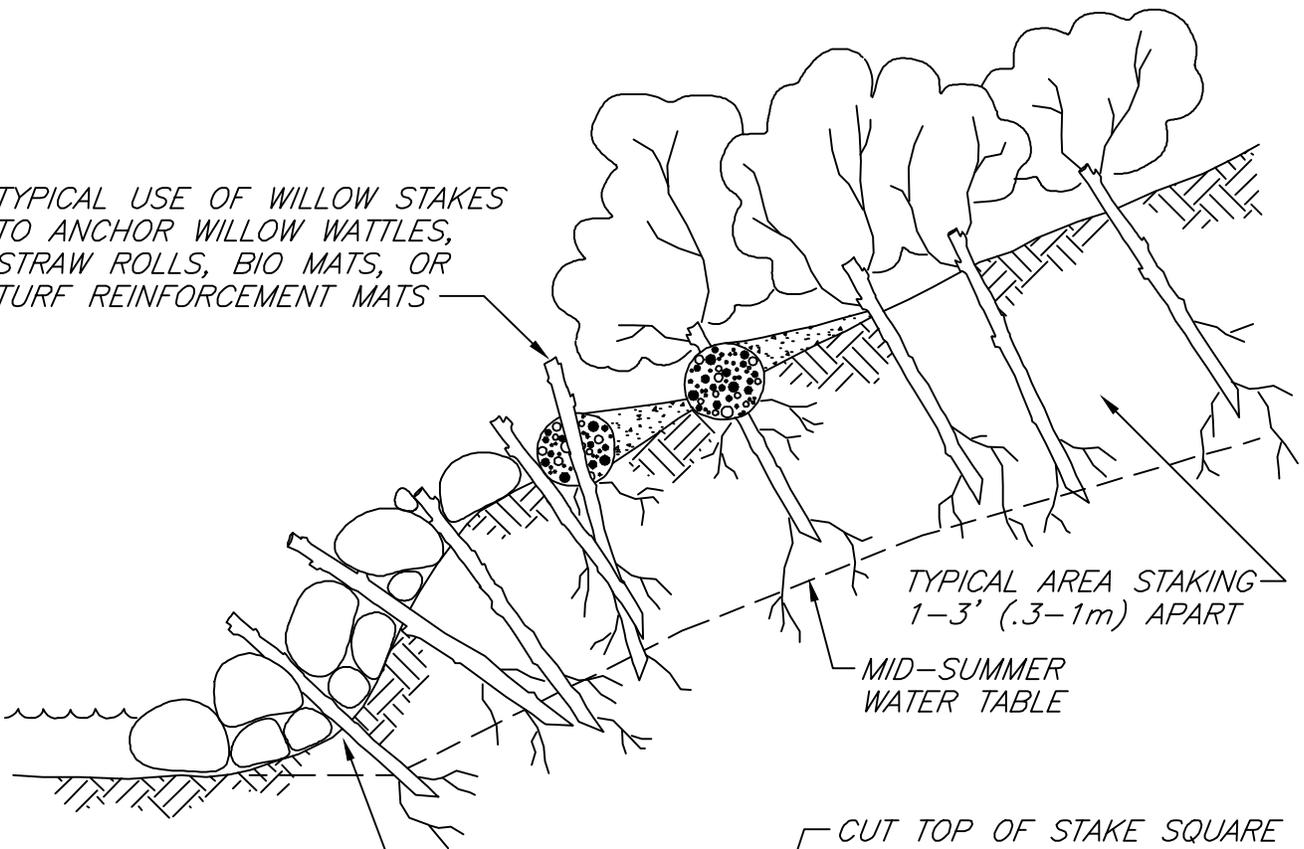
'T' = THICKNESS: THICKNESS SHALL BE DETERMINED BY THE ENGINEER.

MINIMUM THICKNESS SHALL BE 1.5x THE MAXIMUM STONE DIAMETER, NEVER LESS THAN 6" (150mm).

**RIPRAP
PROTECTION**

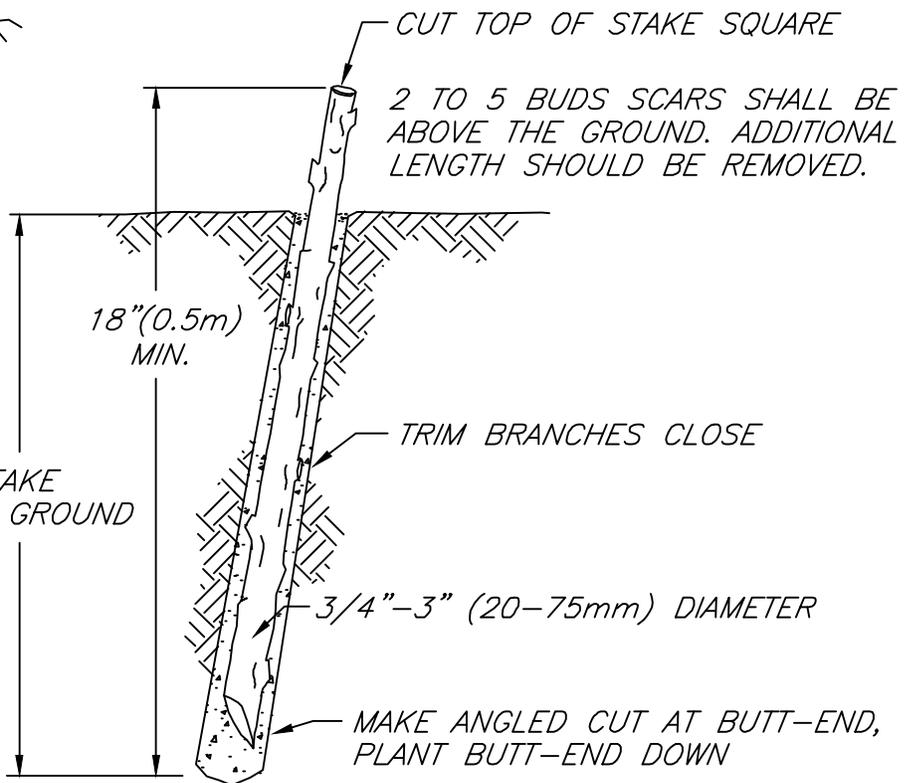
FIGURE 10

TYPICAL USE OF WILLOW STAKES TO ANCHOR WILLOW WATTLES, STRAW ROLLS, BIO MATS, OR TURF REINFORCEMENT MATS



TYPICAL - DRIVE OR PLANT WILLOW STAKES THROUGH OPENINGS IN RIPRAP OR GABIONS

PLANT 80% OF STAKE LENGTH INTO THE GROUND



NOTES:

1. HARVEST AND PLANT STAKES DURING THE DORMANT SEASON.
2. USE HEALTHY, STRAIGHT AND LIVE WOOD AT LEAST 1 YEAR OLD.
3. MAKE CLEAN CUTS AND DO NOT DAMAGE STAKES OR SPLIT ENDS DURING INSTALLATION, USE A PILOT BAR IN FIRM SOILS.
4. SOAK CUTTINGS FOR 24 HOURS (MIN.) PRIOR TO INSTALLATION.
5. TAMP THE SOIL AROUND THE STAKE.

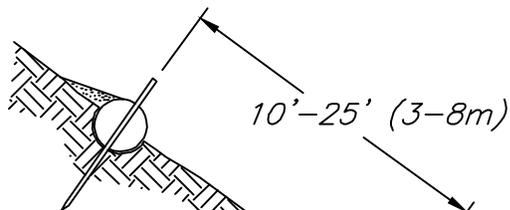
NOT TO SCALE

LIVE STAKING

FIGURE 11

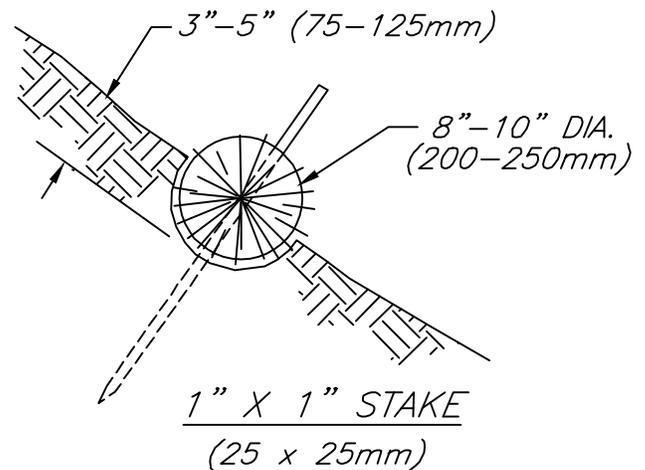
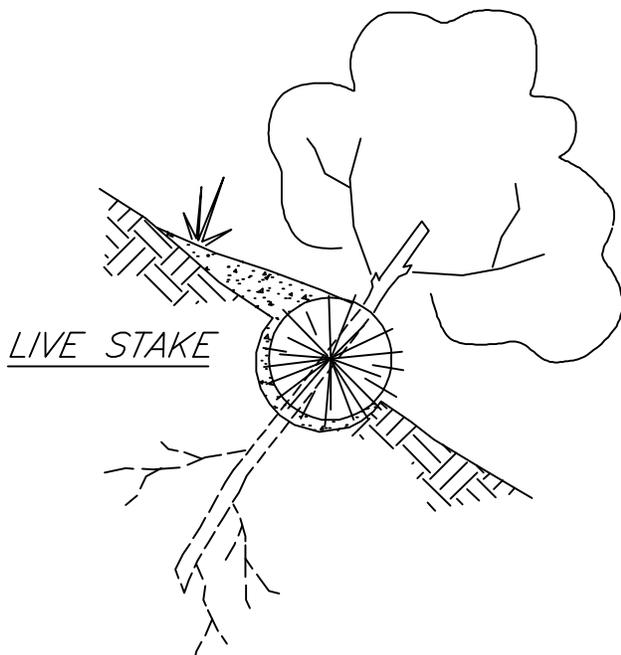
STRAW ROLLS MUST BE PLACED ALONG SLOPE CONTOURS

ADJACENT ROLLS SHALL TIGHTLY ABUT



SPACING DEPENDS ON SOIL TYPE AND SLOPE STEEPNESS

SEDIMENT, ORGANIC MATTER, AND NATIVE SEEDS ARE CAPTURED BEHIND THE ROLLS.



NOT TO SCALE

NOTE:

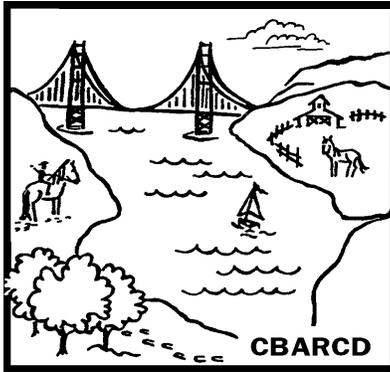
1. STRAW ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE ROLL IN A TRENCH, 3"-5" (75-125mm) DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND ROLL.

STRAW ROLLS

FIGURE 12

APPENDIX F

HORSEKEEPING MEASURES



Council of Bay Area Resource Conservation Districts

Equine Facilities Assistance Program

“Working with horse owners to protect San Francisco Bay Area water resources.”

Horse Manure Management

Number 9

July 2000

Horses are a valued part of California’s suburban and rural environment. Just as horse owners plan the input (feed) for horses, they need to plan for the output (manure). Horse facility owners should develop a waste management plan to ensure clean and safe facilities, protect creeks and ground water, reduce odors and insect breeding opportunities. The plan can be functional — not an elaboration creation. Document the manure use or disposal options you plan on using, such as utilizing manure as a soil amendment or hauling manure off-site. Consider visual impact, odor, health and safety implications, as well as economic costs and benefits in developing and implementing the waste management plan. Effective horse manure management helps protect water quality.

Benefits of implementing a comprehensive waste management plan:

- Healthier environment for horses
- Cleaner and safer work area
- Utilization of manure as a soil amendment
- Protect creeks and streams
- Reduce waste volume
- Reduce odors
- Reduce insect breeding opportunities
- Reduce neighbor complaints

Natural land features must be considered when developing a waste management plan. Evaluate slopes, soils, vegetation, and proximity to creeks and drainageways to avoid polluting water. With growing concern about groundwater protection, land characteristics below the soil surface also need evaluation.

A successful manure management plan involves collection, storage, and disposal or utilization.

Collection

- Clean-up manure from stalls and paddocks daily; scrape (or otherwise clean out) turn-outs and corrals regularly.
- Horses on pasture generally disperse their manure where it is recycled naturally by the land. If horses deposit manure in one area, periodically spread it around.

Storage

Manure must be properly stored to maintain good condition, be easy to handle, and avoid leaching nutrients to ground or surface water. Management measures include:

- Locate the storage facility away from creeks, ponds and wells.
- Storage facilities may be covered bins, sheds of concrete or lumber, piles covered with tarps, dumpsters, or covered garbage cans. The type and size of the storage facility depends on how much manure will be stored and the method of disposal or utilization. Include the volume of bedding when sizing a storage facility. Two cubic feet per day of manure and bedding is an estimate of what a 1000 lb. horse can generate.

- The storage facility may require a concrete base depending on the permeability of the soil.
- Be sure the area is convenient for loading and unloading. If motorized equipment will be used, construct the facility large enough and strong enough for the equipment.
- Clear out manure storage areas before the winter rains.
- Grading of the site may be necessary. Check regulations and required permits, and avoid working around environmentally sensitive areas like wetlands or creeks.

Control Drainage

Use drainage improvements to protect stored manure from rainfall, surface runoff and flooding.

- Use a cover to prevent stored manure and liquid drainage from manure piles (leachate) from entering creeks and waterways.
- Locate the storage facility on an impervious surface such as concrete, compacted clay, or plastic to reduce the potential for seepage into groundwater.
- Divert any runoff that does leave the storage site to a grass filter strip.

Utilization

- Manure can be applied to land as a fertilizer and soil amendment. Composted horse manure decreases the risk of spreading internal parasites and weed seeds.
- Composting manure and bedding materials reduces bulk, eliminates odor, improves handling qualities, and produces a valuable product that can be given away or used on the property. Composting requires sufficient nearby level space, equipment, labor, and a source of water. (See Fact Sheet #2 — *Composting Horse Manure.*)

- Large horse facilities might want to hire a consultant to help plan a workable, environmentally safe manure management system.

Disposal

- Local or regional “green waste” composters will accept manure for a fee.
- CALMAX (California Materials Exchange program) lists horse stables that have manure to give away. Contact is: (916) 255-2369 or www.ciwmb.ca.gov/calmax
- Hauling off manure can be expensive, but may be the only alternative. Neighbors, landscapers, gardeners, and nurseries may want horse manure, but they usually want composted or aged manure.
- Ask your local waste management/recycling authority if there is a list of outlets.

A sound manure management plan needs careful attention to detail. It uses principles from engineering, animal science, economics, and crop and soil science to maximize the value of using animal waste as a soil amendment and to minimize the potential for environmental damage. Also, anyone keeping a horse should be aware of zoning, health, and water quality regulations. Resource Conservation Districts, USDA Natural Resources Conservation Service, University of California Cooperative Extension, and private consultants offer assistance in the development of these plans.

References:

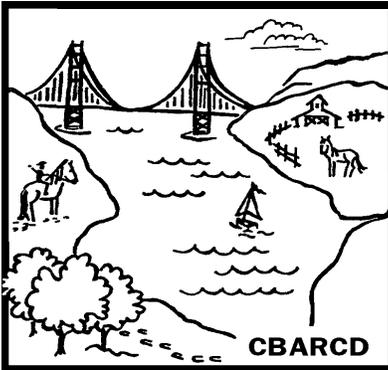
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For more information contact:

Council of Bay Area RCDs
1301 Redwood Way, Suite 170
Petaluma, CA 94954
(707) 794-1242 ext 121

This fact sheet is part of a series prepared and published by the Council of Bay Area Resource Conservation Districts in cooperation with the USDA Natural Resources Conservation Service and the University of California Cooperative Extension. The Equine Facilities Assistance Program’s goal is to protect San Francisco Bay Area water resources by assisting in effective management of possible non-point source pollutants associated with horses. Resource Conservation Districts (RCD) are non-regulatory, special districts governed by a volunteer board of directors. In addition to educational

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Council of Bay Area Resource Conservation Districts

Equine Facilities Assistance Program

“Working with horse owners to protect San Francisco Bay Area water resources.”

Conservation Measures to Reduce Non-point Source Pollution at Horse Facilities

Number 3

July 2000

Participating Resource Conservation Districts

Alameda County RCD
Contra Costa RCD
Marin County RCD
San Mateo County RCD
Southern Sonoma County RCD

Non-point source pollution

consists of the diffuse discharge of pollutants that can occur over an extensive area. As water from rainfall, snowmelt, or human activity moves over and through the ground it picks up and transports natural and manmade pollutants, eventually depositing them into surface and ground water.

Water quality: a neutral term that relates to water's chemical, biological and physical characteristics. The quality of water often determines its specific use or its ability to support various beneficial uses.

For more information contact:

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Petaluma, CA 94954
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Horse owners' responsible management of land and water resources improves horses' health, land productivity, property value, and relationships with neighbors while protecting the environment. Although horse facilities generate a small percentage of the Bay Area's total non-point source water pollutants, their high visibility draws attention. It is important for the horse community to demonstrate good stewardship of our natural resources.

Non-point source pollutants commonly associated with horses are:

- Sediment from soil erosion
- Organic matter, ammonia, nutrients and salts in horse waste (manure, urine and soiled bedding)

The siting of horse facilities near streams, in drainage swales that feed streams, and on steep slopes increases the likelihood of pollutants entering waterways. The basic strategies to prevent non-point source pollution are to:

1. Regularly clean-up and properly store and dispose of horse waste
2. Maintain moist and aerobic (where oxygen is present) conditions in paddocks to break down residual waste, however excessive wetness can cause hoof and disease problems
3. Keep “clean water clean” by diverting rainfall runoff around unvegetated and manured areas
4. Capture and contain “contaminated” rainfall runoff before it enters waterways

Visual observation during a heavy rain will help identify possible pollutant sources and routes of transport. With a little time and training horse owners can self-monitor their operations using simple water quality test kits.

If observations or tests indicate water quality impairment consider implementing one or more of the **conservation measures** outlined on back. Conservation measures do not need to be costly. Often, a slight change in operations will achieve the desired result.

A horse facility should consider the following conservation measures to limit water quality impacts:

Manure Management

1. Collect manure on a regular basis to limit the seepage of salts and nutrients into ground water, or the runoff of manure into waterbodies.
2. Store manure and soiled bedding in a manner that does not allow runoff or leaching from the storage area to affect water quality.
3. Implement an adequate on-site use or off-site disposal system for the waste.
4. During dry months, water, by sprinklers, areas where urine and manure accumulate to assist the aerobic breakdown of ammonium compounds.

Stream Protection

1. Do not allow horses unmanaged access to creeks, wetlands or other biologically sensitive areas. Create alternative sources for drinking water, shade and forage.
2. Preserve, enhance or recreate vegetated riparian zones to filter runoff, stabilize streambanks, reduce solar heating of creek water, and provide aquatic wildlife habitat. Even a zone of grass around waterways will help.
3. Design stream crossings that limit erosion.

Pasture Management

1. Manage pastures to prevent erosion.
2. Cross fence and graze pastures in rotation to allow grass time for regrowth.
3. Control horse trampling and churning of wet pasture.

Stormwater Runoff Management

1. Divert “clean” upslope runoff around corrals, paddocks, arenas, waste storage facilities, and other areas that are likely to contain horse waste or be void of vegetation. Diversion may lead to a concentration of runoff that can cause erosion unless it is adequately planned.
2. Employ a system of gutters, downspouts, and drains to convey “clean” roof runoff away from manured or bare soil areas in a non-erosive manner.
3. Route “contaminated” runoff from paddocks, corrals, arenas, and other areas void of vegetation or where horse waste is likely to accumulate, into a retention pond or an area with sufficient vegetation to filter the flow.
4. Do not allow horse wash water or irrigation runoff to enter directly into waterbodies.
5. Construct roads, parking areas, impervious surfaces, trails, and associated ditches and culverts to drain runoff in a non-erosive manner.

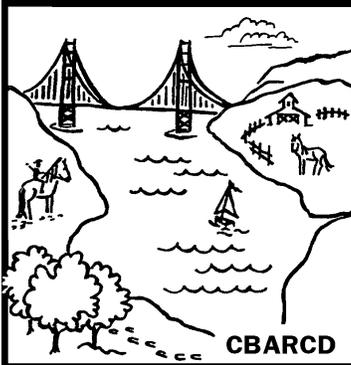
Other Conservation Measures

1. Determine correct application rates of fertilizer or manure to pastures.
2. Implement Integrated Pest Management techniques to reduce the use of pesticides.
3. Take steps to reduce the possibility of the airborne transport of pesticides, herbicides, and fungicides into waterbodies.
4. Plant or construct windbreaks around bare soil areas to reduce wind erosion and to provide shelter for wildlife.

Prepared by Alistair Bleifuss, Alameda County Resource Conservation District

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Council of Bay Area Resource Conservation Districts

Equine Facilities Assistance Program

“Working with horse owners to protect San Francisco Bay Area water resources.”

Horse Paddocks: Designed and Managed to Protect Water Quality

Number 5

July 2000

Participating Resource Conservation Districts

Alameda County RCD
Contra Costa RCD
Marin County RCD
San Mateo County RCD
Southern Sonoma County RCD

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Non-point source pollution

consists of the diffuse discharge of pollutants that can occur over an extensive area. As water from rainfall, snowmelt, or human activity moves over and through the ground it picks up and transports natural and manmade pollutants, eventually depositing them into surface and ground water.

Water quality: a neutral term that relates to water's chemical, biological and physical characteristics. The quality of water often determines its specific use or its ability to support various beneficial uses.

Paddocks* (corrals) refer to small, non-irrigated, non-grazable holding pens or exercise lots, often adjacent to horse stalls. They are used as a place to hold horses rather than as a source of pasture feed. Paddocks may appear as bare, dry lots because of heavy usage. Even though most of the ground in a paddock is not protected by vegetation, paddocks should be managed to protect soil and water resources.

Size. Minimize the size of the paddock or corrals. There should be at least 600 sq. ft per horse but paddocks should be less than one acre.

Shape. Adjust the shape of the paddock to account for the topography, drainage patterns, availability of land, and horse's requirements, e.g. consider a paddock 20' x 100' versus 40' x 50'.

Surface. The weather, slope, soil conditions and local regulations may dictate the type of surface required. The surface can be as simple as adding 2 inches of sand to the existing surface or more complex such as building a drain field under the entire surface (Figure 1 and 2). Keeping the paddock surface dry with adequate drainage will not only minimize contaminated runoff but also may prevent hoof disease and parasite problems.

Fencing. Fencing around a paddock should be strong and free from sharp or jagged protrusions. There are a variety of fencing materials available. Wood rails are attractive, but require a lot of maintenance. Horses confined to stalls or paddocks frequently resort to chewing wood or other material. Non-toxic repellents can be painted on wood surfaces to discourage chewing. Pipe fencing or smooth wire may be the most economical and attractive fencing material in the long run. Never use barbed wire for a horse paddock.

* This definition of a paddock should not be confused with the division of a pasture into grazing cells which may also be called paddocks.

Location. Locate the paddock where there is proper drainage, with less than 5% slope. Any drainage should go into a buffer area or vegetated filter strip and never directly into a creek or waterbody.

- Avoid low, frequently wet and muddy areas.
- Do not locate a paddock over any part of a septic system, including the leach field.
- Locating a paddock to the south, west and east of structures will help it to dry out, especially compared to paddocks placed to the north which are more often in the shade.
- Route any irrigation water or rain-water runoff away from the paddock to keep it dry.

Paddock Design Examples

A single horse can be housed in a paddock 12 ft wide and 24 ft long. A 2% slope from a three-sided shelter to an absorption pit improves drainage. The absorption area can vary according to need. The pit can be from 1 ft to 5 ft deep. It can be filled with rock and gravel. The surface can be covered with sand or turf. If the paddock is to be built on level ground or if the slope must be otherwise adjusted, an area equal to the area of the paddock can be excavated to a depth of 1 ft. The soil from this excavation can then be used to adjust the slope and elevate the shelter to improve drainage. Surround paddocks with grass "buffer" strips to filter any additional runoff.

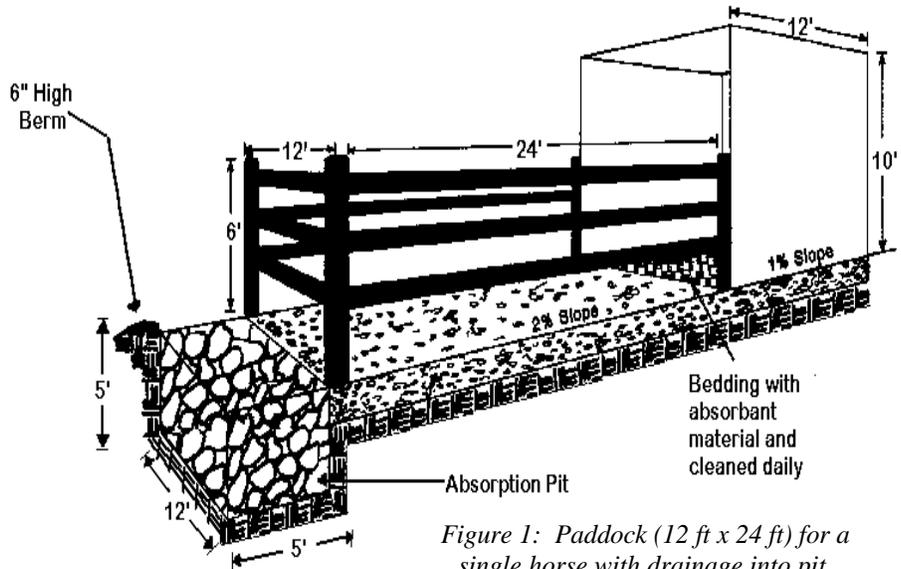


Figure 1: Paddock (12 ft x 24 ft) for a single horse with drainage into pit.

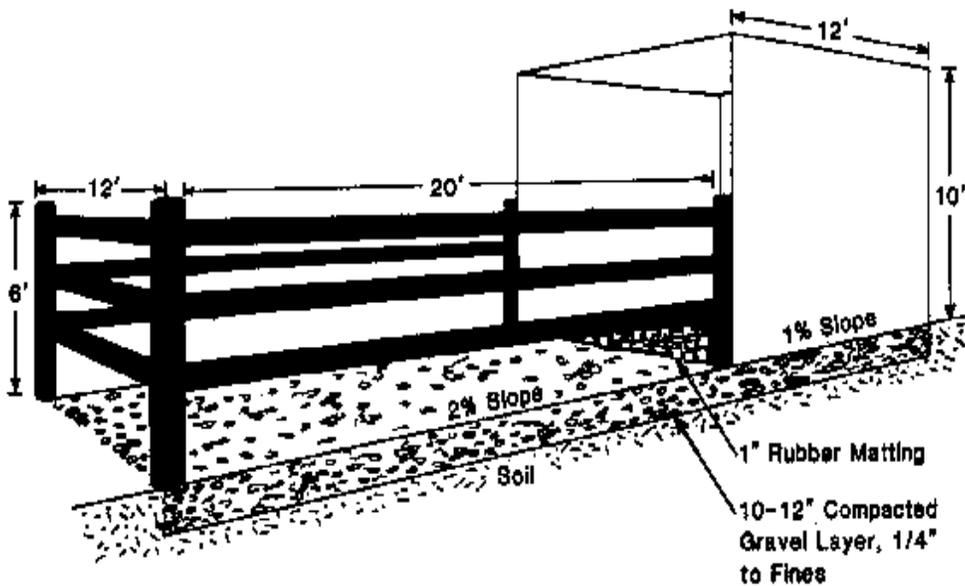


Figure 2 provides another example of a paddock (12 ft. wide by 20 ft. long) for a single horse. In this design the entire surface is prepared for adequate drainage. A 10" to 12" layer of pea gravel is covered with decomposed granite (DG) to serve as a cushion and help prevent foot sores and lameness. Under the shelter, the DG layer is covered with 1" rubber matting.

Both of these paddock designs provide for a single horse. Additional horses could be housed in similar paddocks or in larger paddocks with appropriate shelter space.

Prepared by Sheila Barry, Alameda County Resource Conservation District

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APPENDIX H

SUMMARY OF CHANGES MADE TO DRAFT PLAN

REVISIONS TO THE MAY 2005 DRAFT MASTER PLAN

The following is a list of the changes made to the Draft Master Plan, dated May 2005, that were incorporated into the Final Master Plan, dated December 2005.

Chapter 1: Introduction and Background

- Added Los Viajeros Riding Club to the list of stakeholders contacted (page 11).
- Clarified that the BART easement through the Cal Water lands located between Huddart and Wunderlich Parks is managed by the San Mateo County Parks Division (page 6).
- Clarified that Bear Gulch Road is a private road managed by the Bear Gulch Road Association (page 6).
- Clarified that INNW is an acronym for If Not Now When (page 9).
- Added July and August Parks and Recreation Commission meetings to the list of public meetings (page 12).

Chapter 2: Huddart Park Recommendations

- Added “accommodating increased demand for group and family picnicking” to the goals for Huddart Park (page 13).
- Added MROSD interest in transferring land from the County to MROSD, funding, planning, designing, and constructing an east-west trail, parking lot, and trailhead in the area south of Kings Mountain Road (page 34).
- Added the statement that the archery range in Huddart Park is the only such facility located on the San Francisco Peninsula (page 28).
- Added “rolling dips or other appropriate methods” to recommendation #6 for improvement of the archery range entrance road (page 29).
- Provided additional information regarding the suggested sizes of the rental building and associated outdoor area (page 32).

Chapter 3: Wunderlich Park Recommendations

- Added “determining carrying capacity of boarded horses” to the list of park goals (page 38).
- Added description of amenities suggested for addition to the parking area (page 55).

- Provided additional information regarding parking stall sizes, amount of area disturbed by construction of new parking, and amount of existing parking area to be restored to native vegetation (page 55).

Chapter 4: Trails Recommendations

- Added that the County may make exceptions to the no-dogs policy in the future for sections of regional trails on adjacent lands (MROSD or NPS lands) allow dogs on trails, with adequate study (page 62).
- Reformatted “Valley-to-Skyline Bicycle Connection” section and replaced with “Regional Valley-to-Skyline Bicycle Connection”, “Regional North-South Bicycle Access”, “Lower Huddart to Wunderlich Trail Connection”, and “Off-Road Bicycle Uses Within the Parks” sections (pages 63 through 69).
- Noted that improvements to Kings Mountain Road would be expensive and difficult under Option #3 (page 64).
- Added that Kings Mountain Road is considered substandard by the County Department of Public Works (page 64).
- Added Option #9, Old La Honda Road, to the list of possible Valley-to-Skyline bicycle routes (page 65).
- Added “Recommendation for Valley-to-Skyline Regional Bicycle Access” and “Valley to Skyline Options” sections (pages 65-66).
- Added that Highway 84 is the most popular road for bicycling in the County (page 65).
- Added that implementation of the lower Huddart-to-Wunderlich trail connection would require securing an easement from Cal Water, and that Cal Water would be one of the parties to cooperate on such a new trail (page 68).
- Clarified that the Archery Road in Huddart Park would be removed and revegetated rather than closed to public use and remaining open for service use by park personnel (page 71).
- Added clarification that the Crystal Springs Trail entrance into the park would not be closed until such time as a new entrance is constructed and made operational (pages 71 and 73).
- Added position of property owners in support of constructing a bridge from the private property on the east side of West Union Creek as an equestrian entrance into the park from the private Woodside trail system (page 72).
- Added note that MROSD is planning to enlarge trailhead parking lot at El Corte de Madera Open Space (page 82).

Chapter 5: Signage Guidelines

- A section regarding trail etiquette signage was added (page 81).
- A recommendation for preparation of improved park maps was added (page 82)

Chapter 6: Erosion and Sedimentation Control

- Replaced the term “Watershed Assessment Study” with “Sediment Assessment Study of Roads and Trails” under the first recommendation on page 87.

Chapter 10: Implementation

- Under Phase I Huddart Park Priorities, added planning and design of Valley-to-Skyline trail connection page 138).
- Under Phase I Huddart Park Priorities, clarified that Crystal Springs Trail entrance would not be closed until an alternative entrance has been made operational page 139).
- Under Phase I Both Parks Priorities, changed “Watershed Assessment Study” to “Sediment Assessment Study” (page 139).

Appendix C

- Added minutes of Public Meeting #3 Pages C-33 through C-37).
- Under “Bicycle Access” item #7, added to the response: “*The County is required by the Regional Water Quality Control Board under its NPDES permit to reduce the amount of sedimentation within the watershed.*” Page C-34).

REVISIONS TO THE DECEMBER 2005 MASTER PLAN

The following is a list of the changes made to the December 2005 Master Plan that were incorporated into this Final Master Plan, dated May 2006.

Chapter 4: Trails Recommendations

- Revised “Valley-to-Skyline Regional Bicycle Access” section (page 65). Deleted recommendation for establishment of a Valley-to-Skyline Trail I Huddart Park. Added this trail to figure 9 as only one of several routes studied. Added recommendation that County Parks work with a Blue-Ribbon Committee to address the issue of bicycle trails use from a regional perspective in an update the 2001 County of San Mateo Trails Master Plan, with the participation of all affected stakeholders.
- Revised “Crystal Springs Trail Entrance” section (page 71) to state that easement has been transferred to adjacent property owner, and that a new bridge is needed to carry both pedestrians and equestrians.
- Revised “West Union Creek Crossings” section (page 72) to add recommendation for a new bridge to carry both pedestrians and equestrians.
- Revised “Park Trail Entrance from the East” section (page 73) to delete the recommendation for closure of the Crystal Springs Trail entrance into Huddart Park.

Chapter 10: Implementation

- Under priority 1 for both parks, replaced recommendation for Valley-to-Skyline Trail with recommendation for update of 2001 County Trails Master Plan to include Blue Ribbon Panel.

Figure 3

- Deleted possible Valley-to-Skyline Trail from the Huddart Park Master Plan map

Figure 9

- Added route 11 to show the possible Valley-to-Skyline Trail in Huddart Park

Figure 10

- Deleted possible Valley-to-Skyline Trail

- Deleted reference to closure of existing horse crossing. In this regard the plan maintains the recommendation that in-stream horse crossings be discontinued, but that the trail connection from the east remain in service until such time as an alternate entrance may be developed.

APPENDIX I

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**Environmental Services Agency
Parks & Recreation Commission**

Mel Pincus, 1st District
Ro Khanna, 2nd District
Bern Smith, 3rd District
Marian Vanden Bosch, 4th District
Teresa Ferrer Guingona, 5th District

County Office Building
455 County Center, 4th Floor
Redwood City, CA 94063
(650) 363-4020

www.sanmateocountyparks.org

Parks and Recreation Commission Meeting

Thursday, April 6, 2006

2:30 p.m.

**Board of Supervisors Chambers
400 County Center, Redwood City**

AGENDA

Sam Herzberg, Senior Planner

1. Pledge of Allegiance

Agenda Packet

2. Roll Call

- 3. Oral Communications** to allow the public to address the Commission on any matter **not** on the agenda. If your subject is **not** on the agenda, the Chair will recognize you at this time. **Speakers are customarily limited to two minutes.** A speaker's slip is required.

4. Agenda Amendments

5. Consideration of the Minutes of the Parks and Recreation Commission

- A. Regular Meeting of March 2, 2006
- B. Special Meeting of March 22, 2006

6. Correspondence and Presentations

7. Director's Report

8. Commission Action Items

- A. Review and Recommend to the Board of Supervisors Approval of Certain Increases in Park Fees
- B. Public Hearing: Draft Huddart/Wunderlich Master Plan
This item is continued from the Special Meeting of March 22, 2006
 - 1. Staff Recommendation
 - 2. Reopen Public Hearing
 - 3. Close Public Hearing
 - 4. Commission Action

The draft Huddart/Wunderlich Master Plan can be found at www.eparks.net under Planning.

Parks and Recreation Commission Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting, or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact Brenda Bennett, Commission Secretary, at least 2 working days before the meeting at (650) 599-1393 and/or bbennett@co.sanmateo.ca.us. Notification in advance of the meeting will enable the County to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it.

9. Park Area Activities

A. Superintendent's Report – Gary Lockman

10. Support Services Activities

There is no report

11. Friends and Subcommittees

A. Parks Foundation – Julia Bott

12. Commissioner Reports

13. Adjournment



**Environmental Services Agency
Parks & Recreation Commission**

Mel Pincus, 1st District
Ro Khanna, 2nd District
Bern Smith, 3rd District
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www.sanmateocountyparks.org

**Parks and Recreation Commission Meeting
Thursday, March 2, 2006
2:30 p.m.
Board of Supervisors Chambers
400 County Center, Redwood City**

MINUTES

1. Pledge of Allegiance

2. Roll Call

Vice Chair Vanden Bosch called the meeting to order at 2:36 p.m.

Commissioners Present: Guingona, Khanna, Pincus, Smith (Chair arrived at 2:38 p.m.),
Vanden Bosch (Vice Chair)
Gandhi (arrived at 2:40 p.m.), Ieong (Youth Commissioners)

Staff Present: Alvarez, Beltrano, Bennett, Holland, Lockman, Kang, Katsanes, Ramirez

3. Oral Communications

There were none.

4. Agenda Amendments

Item 6.B was continued to the next regular meeting.

**5. Consideration of the Minutes of the Parks and Recreation Commission
A. Regular Meeting of February 2, 2006**

Commission Action: M/S Pincus/Khanna to approve as presented.

Motion carried 5-0 with Youth Commissioners supporting the vote.

6. Correspondence and Presentations

A. Master's Project: Effects of Cutting Vegetation along Trails in Serpentine Grasslands -
Ranger III Katie Beltrano

Ranger III Beltrano made a PowerPoint presentation on her Master's project regarding the effects of cutting vegetation along trails in serpentine grasslands. The Commission thanked Ranger Beltrano for her presentation and work.

B. Review of Maverick's Surf Contest – Ranger Steve Durkin

This item was continued to the next regular meeting.

7. Director's Report

There was no report.

8. Commission Action Items

A. Review and Adopt Draft 2006 Commission Work Plan

Director Holland reviewed the Commission liaisons needed. Commissioners Khanna and Vanden Bosch will be the liaison for Parks for the Future; Chair Smith will be the liaison for the Mid-Coast Parks plan; Chair Smith and Commissioner Pincus will be the liaison for the Three (3) Year Strategic Plan; Commissioner Guingona will be the liaison for the Volunteer Outreach Program (San Bruno); and Chair Smith will be the liaison for the Accessibility Plan/Commission on Disability.

Commission Action: M/S Vanden Bosch/Guingona to adopt the Annual Work Program.

Motion carried 5-0 with the Youth Commissioners in support of the vote.

C. Review and Approve 2006-2010 Capital Projects Priority List

Park Superintendent Lockman said that County Parks was a great system but time was taking its toll on many of the facilities. He said staff over the past six years had reviewed capital project needs and prepared a list of 189 projects. He said the Division was very fortunate to have received \$29 million through Propositions 12 and 40 grants, private grants, Foundation donations, and other internal funds. He said that some of the grants have deadlines for funding, which influences the priority status of the projects.

Commissioner Pincus asked of the \$29 million committed how much was General Fund. Park Superintendent Lockman said that only a very small portion, perhaps two to three percent was from the General Fund. Director Holland said that staff had done an excellent job leveraging funds, two to one. Commissioner Khanna asked about funding for the Folger's Stable and Sanchez Adobe. Director Holland said there were private fund raising efforts being done by the Friends of Huddart/Wunderlich Parks for the Folger Stable and Historical Association for Sanchez Adobe.

Commission Action: M/S Pincus/Guingona to approve 2006-2010 Capital Projects Priority List.

Motion carried 5-0 with Youth Commissioners in support of the vote.

D. Review and Approve Volunteer Annual Report and 2006 Volunteer Work Plan

Volunteer Coordinator Ramirez said regarding the slight drop of volunteer hours in 2005 that he was focusing more on the development of community partnerships that in the long run would be more enduring. He noted that many of the volunteer hours are unsolicited.

Volunteer Coordinator Ramirez outlined the various Earth Day events being planned. On April 22, there will be information tables at Edgewood Park and Preserve with the focus being on the Edgewood Trail Patrol. He said at Coyote Point Park there would be scuba divers who would do cleanup in the water by removing objects for recycling or disposal. He said on May 6 at San Pedro Valley Park there would be Volunteer Docent hikes.

Commissioner Pincus asked whether the volunteers were seniors or younger people. Volunteer Coordinator Ramirez said that the volunteers were equally seniors and younger people. He said previously seniors had been the predominant volunteers.

Youth Commissioner Gandhi said that she and Youth Commissioner Jeong were waiting for teachers at Mills High School to get back to them regarding their interest in ecological and volunteer programs for Junipero Serra Park. Volunteer Coordinator Ramirez said that the hope was to someday have a high school attached to each of the County parks. Commissioner Guingona said she was willing to meet with high school staff to facilitate participation.

Commission Action: M/S Vanden Bosch/Pincus to accept the Annual Volunteer Report and approve the 2006 Volunteer Work Plan.

Motion carried 5-0 with Youth Commissioners in support of the vote.

E. Review and Advise on Proposed Castaways Restaurant Remodel

Director Holland provided the Commission with a brief history of the agreement between the County and the owner of the restaurant at Coyote Point Park. He noted that Specialty Restaurant Inc. began earnestly pursuing a remodel application with County Planning Division with an expected 49 to 50 percent remodel. He said a draft Master Plan for Coyote Point Park that was never finalized did not identify some outstanding issues with the proposed project. He said Specialty Restaurant would be requesting an extension of the lease for another 25 years with the current lease terminating in 2014. He asked whether the draft Master Plan needed to go back out for public input on what was wanted at the site before extending the lease another 25 years, and/or if that was the best and highest use of the site.

Chair Smith said he was concerned that Specialty Restaurant, Inc. had leased the last 15 years, occupying the site, with minimal income to the County. He was also concerned that there might not be sufficient flow for the nearest fire hydrant and that at a minimum Specialty Restaurant should make the site legal for fire protection services with no impact on County Parks. He said that the remodel also concerned him as the building has deteriorated over the years and he thought that a remodel would be more extensive than what was being indicated.

Commissioner Guingona said that she was concerned that the County had to maintain the area of the restaurant and was concerned about the County's liability because of the disrepair of the site.

Commission Pincus asked about lease payments. Director Holland said that Specialty Restaurants, Inc. paid the County a monthly lease of \$800 for land use. He said the agreement also allowed for a certain percentage of the restaurant's gross sales, when it was open, to the County. He said the agreement provided that the percentage could be revisited every 10 years but the County had not done so. He said that it would be appropriate to revisit that percentage amount as well as current land use rates. Commissioner Pincus said that without a lease extension he did not see that how the business could be made to be profitable. He asked about the remodel exceeding 50 percent and what that meant in terms of BCDC. Director Holland said that if the remodel were to exceed 50 percent that would reopen the lease agreement and require a BCDC permit revision. Commission Pincus said that he could not envision a remodel on the existing footprint as it would be a low-grade, small project, and more like a coffee shop than a restaurant.

Chair Smith asked about the best and highest use of the site and what the draft Master Plan had indicated. Director Holland said that a survey for the draft Master Plan was done around 2002. He said at that time Specialty Restaurant Inc. wanted to keep the restaurant as it was and the public had indicated that they wanted a restaurant at the Park. He said the survey had not looked at or asked about other ways of providing food for park patrons. He suggested that conditions have changed over the past several years, including the number of restaurants in the area and the public use patterns. He asked whether the County should re-look at the Park and get the Master

Plan done. He said if the lease was extended 25 years that it would be 33 years before the site could be looked at as part of any master planning.

Commissioner Pincus asked if the restaurant had done a feasibility study or whether the County had looked into doing one. He said that he did not think the current footprint could accommodate 350 people. Director Holland said that a Master Plan would look at the feasibility of a restaurant weighed against other uses and environmental concerns.

Chair Smith said the lease was agreed to in 1964 and over the years there had been many changes in land value, concepts of land use, and best use. Director Holland asked whether the Commission wanted to do a feasibility study before making further commitments to Specialty Restaurant Inc. Commissioner Pincus confirmed with staff that a Master Plan preparation would look at the feasibility of alternatives. Vice Chair Vanden Bosch said that would be a good way to go. Commissioner Khanna questioned the idea of renewing a lease without analysis.

It was the consensus of the Commission that the Division should complete the Master Plan for Coyote Point Park prior to any renewal of the lease with Specialty Restaurant Inc.

In response to a question from Commission Pincus, Director Holland said that it could be completed in about a year.

Chair Smith asked about the redesign/alignment of the Park entrance. Director Holland said Caltrans was moving forward with redesign of the overpass and the street improvements would include bigger water lines. He said this could be looked at also as part of the Master Plan. Chair Smith said that it was important to readdress the Master Plan and get it adopted. Director Holland said that he would give an update to the Commission at its next meeting on how long the Master Plan would take to complete.

F. Review and Recommend to the Board of Supervisors Approval for the County to Divest an Equestrian/Pedestrian Trail Easement at 496 Raymundo Drive, Woodside, California Via Quitclaim Deed

Director Holland said that the County acquired an easement from the Fitches in 1982 as part of the Raymundo Trail Segment of the Crystal Springs Trail and had written an easement for the Esteps, who did not sign off on it. He said in October 2005, Ms. Janet Estep and he talked and were going to work together to resolve the issue. He said that in January 2006 the Esteps fenced off those portions of the Raymundo Trail that meander onto their property as they were concerned with liability issues. He said through conversations with the Fitches and the Esteps it was made clear that both sets of property owners would prefer that the Town of Woodside manage this trail. He said the Town of Woodside Council has already indicated willingness to accept the easements, maintain the trail and keep it public.

Commission Action: M/S Vanden Bosch/Guingona to recommend to the Board of Supervisors approval for the County to relinquish an Equestrian/Pedestrian Trail Easement at 496 Raymundo Drive, Woodside, California via a quitclaim deed.

Motion carried 5-0 with Youth Commissioners in support of the vote.

G. Review and Recommend to the Board of Supervisors Acceptance of \$15,000 Donation from San Mateo County Parks Foundation

Ms. Julia Bott, Executive Director San Mateo County Parks Foundation, said the \$15,000 represented the proceeds from the Tour de Peninsula and would be dedicated to Bicycle Sunday for staffing and signs. In response to a question from Chair Smith, Director Holland said that

through discussions with the SFPUC by Superintendents Lockman and Moore, that the SFPUC might create restroom and comfort facilities in the lot at the Pulgas Water Temple.

Commission Action: M/S Guingona/Vanden Bosch to recommend to the Board of Supervisors acceptance of a \$15,000 donation from the San Mateo County Parks Foundation.

Motion carried 5-0 with Youth Commissioners in support of the vote.

9. Park Area Activities

A. Superintendent's Report

Superintendent Lockman said the last storm did not cause as much damage as the storms at the beginning of the year, but there was flooding and landslides on Crystal Springs Trail and a large tree branch in falling severely damaged a Parks vehicle in Memorial Park.

10. Support Activities

Planner Herzberg said that there were no additions to the written report.

11. Friends and Subcommittees

A. Parks Foundation – Julia Bott

Executive Director Bott said the next Foundation newsletter would be dedicated to volunteer projects in Parks. She said the Parks for the Future tax initiative was on target with information continuing to be provided to Councils and Commissions. She said that next there would be general educational outreach regarding the benefits of parks.

12. Commissioner Reports

Commissioner Pincus said that the recent CPRS Commissioner Workshop had been very meaningful with the main point being the instrumental role parks make in a community's health. He said he had seen Executive Director Bott in action before the Millbrae Council and she had held up well under their questioning. He said he had met with an equestrian group and received input on the draft Huddart/Wunderlich Master Plan. He said he visited Edgewood Park and the bridge there was well-designed.

Chair Smith said he had done a survey for a client regarding the condition of Mirada Surf after the Maverick's event. He said there had been trampling but the effects seemed temporary. He said the larger effect of the event was on the City of Half Moon Bay because of the influx of cars and traffic congestion, although he thought the number of vehicles estimated was exaggerated.

13. Adjournment

The meeting adjourned at 4:12 p.m.

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**Environmental Services Agency
Parks & Recreation Commission**

Mel Pincus, 1st District
Ro Khanna, 2nd District
Bern Smith, 3rd District
Marian Vanden Bosch, 4th District
Teresa Ferrer Guingona, 5th District

County Office Building
455 County Center, 4th Floor
Redwood City, CA 94063
(650) 363-4020

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**SPECIAL MEETING
SAN MATEO COUNTY
ENVIRONMENTAL SERVICES AGENCY
PARKS AND RECREATION COMMISSION
WEDNESDAY, MARCH 22, 2006
7:00 to 9:30 p.m.
McKinley Institute of Technology Auditorium
400 Duane Street, Redwood City 94062
(cross street is James Avenue)**

MINUTES

1. Pledge of Allegiance

2. Roll Call

Chair Smith called the meeting to order at 7:05 p.m.

Commissioners Present: Guingona, Khanna (arrived at 7:06 p.m.), Pincus, Smith, Vanden Bosch

Commissioners Absent: Gandhi and Jeong, Youth Commissioners

Staff Present: Alvarez, Bennett, Herzberg, Holland, Moore, Noyer

3. Oral Communications

There were none.

4. Public Hearing: Draft Huddart/Wunderlich Master Plan

1. Staff Presentation

Director Holland noted that on August 4, 2005, the Commission directed staff to explore alternatives for cyclists to be routed from Woodside to Skyline Boulevard and to bring recommendations to the Commission prior to its recommendation to the Board of Supervisors for approval of the draft Huddart/Wunderlich Master plan. He said that staff had spent several months soliciting comments from numerous user groups, citizens, and various public agencies, including a recent public meeting at Independence Hall in Woodside. He noted that over 300 written comments on the proposed mountain bike routing alternatives had been received.

Planner Herzberg provided a short overview of the draft Huddart/Wunderlich Master Plan. He said the purpose of the Master Plan was to define a 20-year vision for development, operation and maintenance of the parks. He said following approval of the draft Master Plan an Environmental Impact Report would be prepared so that the final Master Plan could be adopted. He said

following that funds would need to be secured for the construction of the projects proposed in the Master Plan. He said in some instances, additional design planning and CEQA review would be required. He said the proposed "Valley to Skyline Trail" was the most viable mountain bike alternative in either Huddart or Wunderlich Parks and would accommodate mountain bicyclists from Greer Road to Skyline Boulevard where they have access to Purissima and Corte de Madera. He said following construction of the trail and a proposed parking lot that the lands south of King's Mountain Road would be transferred to become part of the adjacent Teague Hill Midpeninsula Regional Open Space District lands.

Mr. Bill Harris, Harris and Associates, provided the Commission with an expanded overview of the draft Master Plan. It was noted previously that this was for the benefit of new Commissioners. Mr. Harris said every stakeholder that could possibly be thought of had been contacted for input on the plan. He said that Huddart Park was dominated by trails. He said the Master Plan identified the development of more picnic areas, a day camp area and indoor facilities that would hopefully increase revenue for Parks. He said that the draft Master Plan's biologist suggested mitigation to reduce sedimentation into the San Francisquito watershed through the use of split rail fencing along the West Union Creek, interpretive signage, and a bridge to cross the creek rather than in-stream crossing. He said at a storm drain system at Wunderlich Park was to be implemented to reduce sedimentation from the stables to the watershed. He said also a new water system was needed in both parks and that signage regarding trail etiquette was proposed.

Director Holland acknowledged the tremendous amount of public involvement there had been over the past several months. He said that the Huddart and Wunderlich Parks are unique jewels in the County public lands and serve as backyard recreation areas featuring incredible experiences with nature through a tremendous trail and parkland network. He said that horse riding, hiking and picnicking have a long, historic tradition in the Parks. He said in the County's review of the public needs and input that staff acknowledged and was sensitive to the traditional uses. He said however that staff had to acknowledge all user groups, new uses, and the changing needs of the citizenry, including the cycling community. He said staff had brought all of those needs into its deliberations over the past several months and had identified the issues as concerns of trail design, safety, enforcement, location, environmental issues, facilities and the capacity of the Division to manage. He said this effort had been divisive and had polarized people and brought new players and issues.

Director Holland said in reviewing the guidance in the County's existing Trails Plan, approved in 2001 and developed in the late 90s, he found it to be inadequate to inform the decision regarding the need, location, or standards for road and mountain bike trails in the County. He said many have asked why put a trail for mountain bicyclists along Squealer Gulch, why now, or why not somewhere else. He said those were legitimate questions as were questions about equity for the cycling community regarding trail access in County Parks.

Director Holland said the County needed to develop a more prescriptive plan that discussed the needs and locations for trails, how they connected into the network of trails within the County, what the standards were for each trail, how they would be maintained, and who would maintain them. He said such a plan needed to involve all user groups as well as land managing agencies in the County and needed to be done now, rather than later, as trails were the single most unique attribute of the County Parks. He said staff's recommendation was three parts: 1) recommend approval of the draft Huddart/Wunderlich Master Plan to the Board of Supervisors; 2) remove the mountain bike trail alternative from the plan; and 3) develop a Trails Master Plan for the County to include all users within the next 18 months and appoint a Blue Ribbon Committee to develop the trails plan.

2. Open Public Hearing

Speakers

1. Shane Overton, OBI, MTBR, MSDHW, NORBA (mountain bikes), Mountain View, said that he belonged to a number of mountain bike organizations. He supported trails for cyclists and noted that cyclists were willing to volunteer to maintain trails.
2. Casey Terribillini, MSAR, Menlo Park, said he was a mountain bicyclist as well as an equestrian and appreciated efforts to find equal trails use for cyclists. He said however that such a trail would need to be logical and safe and what was being proposed was not. He said he was against bicyclists in Huddart and Wunderlich Parks.
3. Ed Begun, Mounted Patrol, Woodside, said he was Captain of the Mounted Patrol and an equestrian of 65 years. He said that he was against introducing more bikes into the area because of the impacts on the infrastructure and increased safety issues.
4. Ernst Meissner, ETRAC, Menlo Park, said there was a unique history of horses in Huddart Park. He said equestrians because of safety issues no longer used areas such as El Corte Madera and Purissima where mountain bicyclists are allowed. He said the draft Master Plan had addressed issues well until the bike access revision. He recommended removal of the bike access revision.
5. Rick De Benedetti, past Captain of the Mounted Patrol, Woodside, said there were environmental concerns with mountain biking because it increased sedimentation into watersheds and increased maintenance costs for trails. He said the parks were a refuge and should maintain their wilderness character.
6. Mike Lewine, Mounted Patrol, Woodside, said that bikes were burdening the Woodside infrastructure. He said most cyclists were not from Woodside and did not contribute to taxes to pay for the extra services needed. He said that the introduction of mountain bicyclists into the Parks would mean an increase in bootleg trails. He asked where an additional \$100,000 would come from to eliminate bootleg trails.
7. Kermet Clayton, member MSAR, Woodside, said that he endorsed preservation of the Parks. He said that a viable alternative to the proposed bike trail had not been discussed. He said that horse and bikes should have separate trails. He said that there had to be a regional approach to bicyclists' concerns. He said that mountain bicyclists have 170 miles of trails available to them in San Mateo County and 190 miles in Santa Clara County. He said that there is a "Valley to Skyline" trail already at Windy Hill. He said perhaps the solution for bikes could be part of the Alpine Trail development. He was against bicycles on trails in Huddart and Wunderlich Parks.
8. Becky Witter, Woodside, said renegade bicyclists and their recreational terrorism were destroying the quality of life in Woodside. She questioned the Commission's decision to explore alternate bike trails at its August 4, 2005 meeting and that only three of the four Commissioners were present that day.
9. Joyce Halpin, ETRAC, La Honda, said she would support a Blue Ribbon Committee to develop a County Trails Plan that would look at all users and hoped that ETRAC, an organization of 12 equestrian groups, would be represented. She said that State Parks regulates users because of terrain and neither bikes nor horses were allowed in the Portola Redwoods State Park and no bikes were allowed at Castle Rocks. She said she was against a bike trail in Huddart Park.
10. Paul Guiara, Woodside, said he was a frequent user of Huddart and Wunderlich Parks and a mix of bicyclists, hikers and horses was not good. He said there were safety issues outside the Parks that was directly related to bike trails. He said cyclists access trails from Greer, Richards and King's Mountain Roads and that shared access for hikers and cyclists was unsafe. He said that cyclists use the parking lot at Woodside Elementary School preventing use of the parking for school events.
11. Robert Susk, Woodside, said he was a Greer Road resident of 50 years. He said his concern with the proposed bike trail was the lack of access. He said Greer Road was a single-lane, "no through traffic" road and was already unsafely congested. He said his second point was a policy point and that Huddart Park, because of its rural wilderness character and the quiet refuge it provided, was not the right place for mountain bicyclists.

12. Lexi Bartlo, member WHOA and ETRAC, Woodside, said it was important to preserve Huddart/Wunderlich parks as they were originally intended by their donors to be semi-wilderness and secluded. She said with the introduction of cyclists to the Purissima Open Space that the noise level had increased tremendously and wildlife sightings had dropped significantly. She said that radar traps were to no avail to stop cyclists from excessive speed. She said cyclists leave trash on the ground and deliberately create mud.
13. Susan Lang, Friends of Huddart/Wunderlich Parks, Woodside, said she and her husband had founded the Friends of Huddart/Wunderlich Parks about 10 years prior, but if they had known then of the bicyclist issues, they would not have founded the Friends. She said that bicyclists should not be allowed on the trails in these parks.
14. Donna Poy, WHOA & ETRAC, Woodside, said that the Commission's direction at its August 4, 2005 meeting to explore a trail for mountain bicyclists conflicted with page 2 of the Master Plan with the statement that safety is the primary concern. She quoted a number of statements from the Master Plan that conflicted with the idea of establishing a trail for mountain bicyclists regarding open space for equestrians so they do not have to compete with bicyclists, preserving the County's cultural treasure, bikes and dogs are upsetting to other uses, protect the pristine quality of the parks, and protect the watershed from sedimentation.
15. Fentress Hall, Woodside, urged the Commission to keep the parks open to all people but not all users because of safety issues and to preserve the wilderness character of the Parks.
16. Rolly Steele, Mounted Patrol, Woodside, related his experience with "rogue" mountain bicyclists who caused his horse to rear, throwing him off and breaking his shoulder, and then chasing his horse without offering him any aid. He cited another instance when his family was taking a ride on Christmas Eve and were accosted by "rogue" mountain bicyclists who directed profane remarks to the children on the ride.
17. Kathrin Dancer, Woodside Junior Riders, Woodside, said that Greer and Tripp Roads were very narrow and made narrower by cars parking along them. She said to open a trail for cyclists would compound this problem. She said that park usage should be limited to hiking, running and equestrians because of these safety and parking issues.
18. Susan Doherty, Woodside Cycling, Woodside, said that bicycling was good and resident bicyclists loved their rural gentle community. She said that she lamented the polarization of the community and that a website and postcard mailing had demonized bicyclists. She said bicyclists needed safe routes so that they were not the targets of cars. She said she also rides horses and that the issue was not about bikes versus horses. She said that bicyclists have rights too.
19. Paul Molder, Atherton, said he was a mountain biker and equestrian, but horses and bikes were not a good mix. He said they not only needed to be kept separate but bikes should be kept out of the sight line of horses. He said as a watershed manager in the area of the Parks that he spent two to three thousand dollars annually to repair fences that renegade bikers took down to create new illegal trails.
20. Mark Deem, Mountain View, said that the impacts of cyclists are over-exaggerated by a closed community, and that public access should be fair and even. He said horses were not a low-impact on the environment. He said he supported the idea of a Blue Ribbon Committee to develop a comprehensive trails plan.
21. Trent Poltronetti, member ROMP/IMBA, Palo Alto, supported the opening of a new trail for mountain bikes and felt that horse owners should learn to share. He said the demographics of park users was changing.
22. Tom Ward, International Mountain Bicycling Association (IMBA), Sacramento, said he was the recently retired Recreation Director for State Parks, and that State Parks embraces multi-use. He said that the demographics of park users was evolving. He said he supported the proposed bike trail. He said that IMBA was a non-profit 501.c whose mission was to maintain and preserve trails for responsible mountain bikers.
23. Brooke Fox, San Mateo Horsemen's Assoc., Folger Restoration, ETRAC, Volunteer Horse Patrol, Palo Alto, said it was unsafe to mix these uses and that the Town of Woodside was opposed to the proposal for a mountain bike trail through Huddart Park. She said that a paid

- lobbyist represented the cyclists. She said "rogue" bicyclists come into the Park at night with lights on their helmets to create illegal trails and that residents had no way of stopping them.
24. Vera Quijano, Woodside, said her concern was public safety. She said 70 percent of the cyclists in Woodside were not residents. She said local residents were careful traversing the narrow roads in the area, but cyclists were not necessarily careful.
 25. Judith Swartz, Friends of Huddart/Wunderlich, said that she would support the formation of a Blue Ribbon Committee to get bicyclists and equestrians together to work on a trail to the ridge. She said horses deserved a place in the parks and were part of the legacy and history of the area. She said that mixed use of bikes and horses in these parks would not work because of safety issues.
 26. Steve Lubin, Woodside, said he was a member of the Woodside Trails and Bicycle Committees. He said that he has been a bicyclist since 1957 and at that time bicyclists had a multitude of routes to use. He said that development had cut off many of those routes. He said he could emphasize with the loss equestrians had experienced because as a bicyclist he had lost a lot. He said that a bike route should not be accessed from Greer Road but from Edgewood or the Canada Road area.
 27. Patty Ciesla, Executive Director, Northern California Mountain Bike Association, said that the proposed bike trail would not intersect at any point with horses. She said that equestrians would not lose anything if this trail were built. She guaranteed that her organization could raise funds and build the trail with volunteers.
 28. Doug Hall, San Francisco, said that a bigger issue beyond this trail was national obesity. He said the number of school children riding their bikes to school had dropped by 90 percent. He said bicycling is a healthy activity that battles obesity.

Chair Smith said that there was only 26 minutes remaining for the building's use for this meeting. He said that if people wanted to defer their comments that the Commission could come to a decision or the meeting could be continued to the regular Commission meeting of April 6, 2006, 2:30 p.m. in the Board of Supervisors Chambers, 400 County Center, Redwood City.

Commissioner Khanna said he was hearing support for Director Holland's recommendation for a Blue Ribbon Committee for a comprehensive trails master plan. He suggested that perhaps the remaining speakers might want to limit their comments to whether they would support that idea or not.

A member of the audience noted that Woodside's Town Manager was present and it would be appropriate to hear from the Town of Woodside.

29. Susan George, Woodside Town Manager, Woodside resident, said the Town Council at its March 14 meeting heard three-and-a-half to four hours of testimony mainly regarding the proposed bicycle trail. She said the Woodside Council was adamantly opposed to the use of Huddart Park for the construction of either road or mountain bicycle trails. She said the Council is supportive of a collaborative approach to identifying a viable valley-to-Skyline alternative that does not utilize the lands of either Huddart or Wunderlich Parks. She said the proposed bike trail would impact the Town's infrastructure including parking, traffic, litter and the need for restroom facilities. She said the Council was opposed to the elimination of in-stream crossing without additional data to substantiate claims of impacts on water.
30. John Grundy, ROMP, Nor-Cal bikes, IMBA, Menlo Park, said that mountain bikers unlike equestrians travel up to 120 miles a day and need to ride through a number of places. He said that County parks are for everyone, not just horses, and the valley-to-Skyline trail and N/S position were needed for mountain bikes.
31. Janet Estep, Woodside resident, said she was a neighbor of Huddart Park. She provided the Commissioners with a map from the 1982 Huddart Park Master Plan that showed the slopes of the area. She said that where the bike trail was proposed the slope made it unfeasible. She said that bicyclists make illegal trails in the Park and the Friends restore them. She said within

a week the illegal trails reappear. She said the bike route proposal was inconsistent with the County's General Plan, Trails Plan and 1982 Huddart Master Plan.

32. Jeanne Carley – did not speak – written comments on speaker's slip: SMCHA, Los Viajeros, Shack Riders, Volunteer Horse Patrol, no on bikes.
33. Kris Moriarty – did not speak, Woodside Trail Club, Portola Valley, owns horses who live at 410 Mountain Home Road and 3445 Woodside Road, Woodside – mixing mountain bikes and equestrians inappropriate and dangerous to both parties – area lacks infrastructure to support more cyclists – parking; bathroom, wide road, restaurants, etc.
34. Art Lesser, Redwood City, said he was concerned about any additional bike usage as the number of bicyclists was already creating problems for the Town of Woodside and the surrounding community.

The public hearing will be continued at the Commission's regular meeting of April 6, 2006 and the remaining speaker slips (35 through 60) would be heard first at that meeting.

3. Close Public Hearing
4. Commission Action

5. Adjournment

The meeting adjourned at 9:30 p.m.



**Environmental Services Agency
Parks & Recreation Commission**

Mel Pincus, 1st District
Ro Khanna, 2nd District
Bern Smith, 3rd District
Marian Vanden Bosch, 4th District
Teresa Ferrer Guingona, 5th District

County Office Building
455 County Center, 4th Floor
Redwood City, CA 94063
(650) 363-4020

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**Parks and Recreation Commission Meeting
Thursday, May 4, 2006**

2:30 p.m.

**Board of Supervisors Chambers
400 County Center, Redwood City**

AGENDA

Sam Herzberg, Senior Planner

1. **Pledge of Allegiance** Agenda Packet
2. **Roll Call**
3. **Oral Communications** to allow the public to address the Commission on any matter **not** on the agenda. If your subject is **not** on the agenda, the Chair will recognize you at this time. **Speakers are customarily limited to two minutes.** A speaker's slip is required.
4. **Agenda Amendments**
5. **Consideration of the Minutes** of the Parks and Recreation Commission
 - A. Regular Meeting of April 6, 2006
6. **Correspondence and Presentations**
 - A. Personnel: Introduction of Ron Candler, Parks Electrician and Maintenance Worker (New Hire) and Congratulations to Nick Ramirez, Community Program Specialist III (Reclassification)
 - B. Review of Maverick's Surf Contest: Ranger III Steve Durkin
7. **Director's Report**
 - A. Anticipated Timeframe for Completion of Coyote Point Recreation Area Master Plan
 - B. Process and Anticipated Timeframe for Blue Ribbon Committee for Development of Regional Trails Plan
8. **Commission Action Items**
 - A. Review and Recommend to the Board of Supervisors Approval of Coyote Point Marina FY 2006/07 Berth Rental Rates
 - B. Review and Approve Coyote Point Marina Updated Draft 10-Year Capital Plan and Coyote Point Marina Draft 10-Year Funding Approach
 - C. Review and Recommend to the Board of Supervisors Approval of the Environmental Services Agency Parks and Recreation Division's FY 2006-07 Administration and Support Services; Operations and Maintenance; Coyote Point Marina; Acquisition,

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Conservation and Development Fund; Fish and Game Propagation; and Off-Highway
Vehicle License Fees/Funds Budgets

9. **Park Area Activities**

A. Superintendent's Report – Dave Moore

10. **Support Services Activities**

Volunteer Activities – Nick Ramirez

11. **Friends and Subcommittees**

A. Parks Foundation – Julia Bott

12. **Commissioner Reports**

13. **Adjournment**

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**Environmental Services Agency
Parks & Recreation Commission**

Mel Pincus, 1st District
Ro Khanna, 2nd District
Bern Smith, 3rd District
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Teresa Ferrer Guingona, 5th District

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Redwood City, CA 94063
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**Parks and Recreation Commission Meeting
Thursday, April 6, 2006
2:30 p.m.
Board of Supervisors Chambers
400 County Center, Redwood City**

MINUTES

1. Pledge of Allegiance

2. Roll Call

Chair Smith called the meeting to order at 2:36 p.m.

Commissioners Present: Khanna, Pincus, Smith (Chair), Vanden Bosch
Jeong, Youth Commissioner

Commissioners Absent: Guingona
Gandhi, Youth Commissioner

Staff Present: Alvarez, Bennett, Herzberg, Holland, Moore

3. Oral Communications

Ms. Marilyn Walters, Portola Valley, a member of the County's Trail Committee, suggested that information about the Park Annual Pass might be better publicized. She said perhaps the County might consider the program State Parks has, which is to give annual passes to those donors who donate a certain dollar amount.

4. Agenda Amendments

There were none.

5. Consideration of the Minutes of the Parks and Recreation Commission

A. Regular Meeting of March 2, 2006

Commission Action: M/S Vanden Bosch/Pincus to approve as submitted.

Motion carried 4-0 with Youth Commissioner Jeong in support of the vote and Commissioner Guingona and Youth Commissioner Gandhi not in attendance.

B. Special Meeting of March 22, 2006

Commission Action: M/S Khanna/Vanden Bosch to approve as submitted.

Motion carried 4-0 with Youth Commissioner Jeong in support of the vote and Commissioner Guingona and Youth Commissioner Gandhi not in attendance.

6. Correspondence and Presentations

Staff noted that additional correspondence regarding the draft Huddart/Wunderlich Master Plan had been distributed to the Commissioners at the dais.

7. Director's Report

Director Holland deferred making a report because of possible time constraints related to the public hearing for the Huddart/Wunderlich Master Plan.

8. Commission Action Items

- A. Review and Recommend to the Board of Supervisors Approval of Certain Increases in Park Fees

Park Superintendent Lockman said staff was recommending modest increases to certain Park fees, including Group Picnic, Shelter Building, Group Camping, Firewood, Bus Entry, Maintenance, Amphitheater, Commercial Filming and Commercial Photography fees, and the addition of a new fee for Walk-in Camping.

In response to a question from Commissioner Pincus, Park Superintendent Lockman said that there would be a new camping fee of \$10.00 charged for the use of 14 walk-in camping sites in the area of Pescadero Creek Road.

Commission Action: M/S Pincus/Vanden Bosch to recommend approval to the Board of Supervisors of certain increases in Park fees.

Motion carried 4-0 with Youth Commissioner Jeong in support of the vote and Commissioner Guingona and Youth Commissioner Gandhi not in attendance.

- B. Public Hearing: Draft Huddart/Wunderlich Master Plan – Item was continued from the Special Meeting of March 22, 2006

- 1. Staff Recommendation

- Director Holland acknowledged the tremendous public involvement through the course of the development of the draft Huddart/Wunderlich Master Plan and the extended public involvement over the past few months regarding an alternative trail for mountain bikes. He said the Commission was being asked to recommend to the Board of Supervisors approval of the draft Master Plan with no alternative route proposed for bikes through Huddart Park and the creation of a Blue Ribbon Committee to develop a prescriptive trails master plan for the County.

- 2. Reopen Public Hearing

- Chair Smith reopened the public hearing.

Speakers: List numbering is continued from speakers list for the meeting of March 22, 2006

36. Robert Page, (03/22/06), Woodside, 32 year resident, served on the Woodside Planning Commission, Trails Committee, and Bicycle Committee and County Bikeways Committee. He said he would like to see a constructive plan for a valley to Skyline route for both mountain and road bikes. He said the Town of Woodside Council had adopted recommendations of its Trails and Bikes Committee regarding this but for its decision of December 5 the Council had not

engaged the two committees in its decision making. He said there is a tremendous demand for safe bike routes and the demand would increase. He supported bringing all park users together to address safe park use.

37. Nate Taylor, Portola Valley, speaker slip only (03/22/06), did not speak. Speaker slip stated that public parks should provide multi-use trails, and he encouraged cooperation and communication between groups that use the trails.

38. Craig Taylor, Portola Valley, speaker slip only (03/22/06), did not speak. Speaker slip stated that public parks should encourage sharing and inclusion and legal behavior should be encouraged.

39. Mike Weisberg, Woodside, speaker slip only (03/22/06), did not speak. Speaker slip stated he is against opening trail to bikes.

40. Andrew Noure, Woodside, speaker slip only (03/22/06), did not speak. Speaker slip stated he supports bike trail in Huddart Park and it is absurd to ban the largest outdoor constituency from the County Parks.

41. Jason Woodbury, Redwood City, speaker slip only (03/22/06), did not speak. Speaker slip stated he supported cycling in Huddart.

42. Jon Kepecs, Woodside, (03/22/06), said he lives on Greer Road and that it is basically a 14- to 15-foot wide sidewalk with a narrow horse trail that runs parallel to it. He said there is not enough room for two cars to pass on the road. He said small children play on Greer Road and elderly people walk on it. He said additionally it serves as emergency access for the residents on Greer Road. He said he was opposed to a bicycle trail through Huddart and any added congestion on Greer Road.

43. Carroll Ann Hodges, Woodside, (03/22/06), said she is a member of the Woodside Town Council. She said that Town Manager Susan George had presented the Town Council's position at the meeting of March 22, 2006. She said the Council was opposed to the use of the parks for bicycle trails and opposed to prohibition of in-stream crossing. She said she supported a regional approach to trails (bike) outside park lands. She said the sedimentation analysis of in-stream crossing by equestrians was specious at best. She said that the County should adhere to its statements on pages 68 and 69 of the Huddart Master Plan to maintain equestrian use in the park.

44. Berry Stevens, Redwood City, speaker slip only (03/22/06), did not speak. Speaker slip stated that he was affiliated with ROMP and supported a bike trail through Huddart Park.

45. Henry Pastorelli, speaker slip only (03/22/06), did not speak. Speaker slip stated that he was affiliated with ROMP and supported a bike trail through Huddart Park.

46. Michael Raynor, Woodside, speaker slip only (03/22/06), did not speak. Speaker slip stated that he is Chairman of Woodside Trails Committee and opposed proposed bike trail but supported bikes.

47. Josh Moore, Mountain View, (03/22/06), said he is the President of Romp. He said the current recommendation to not consider an alternative bike route through Huddart Park disregarded the desires of many responsible bicyclists and did not respond to changing

demographics. He said there are 5,880 equestrians and 33,600 bicyclists in San Mateo County. He said he was in favor of a Blue Ribbon Committee to develop regional trails plan. He said the County should repeal its ordinance prohibiting mountain bicyclists in County Parks. He said the Parks Commission should recommend and help organize and stage shared-use events to help relieve multi-use conflict through shared riding events, like Carrot Fests or ROMP n STOMPs. He submitted a letter to the Commission.

48. Laura Nowicki, Woodside, speaker slip only (03/22/06), did not speak. Speaker slip stated she had had an accident involving bicyclists.

49. Jim Sullivan, San Mateo, speaker slip only (03/22/06), did not speak. Speaker slip stated he is a member of ROMP and encouraged the Commission to support a mountain bike trail in Huddart Park.

50. Christine Southgate, Woodside, speaker slip only (03/22/06), did not speak. Speaker slip stated that mountain biking and equestrian trail riding are unsafe in shared land uses such as parks and narrow trails.

51. Laura Blakemore, Woodside, speaker slip only (03/22/06), did not speak. Speaker slip stated that she belongs to the Woodside Pony Club and Velo Girls Bicycles. She said she is a triathlete and horseback rider and wanted to give her view of the new trails plan.

52. Scott Robinson, speaker slip only (03/22/06), did not speak. Speaker slip stated that he belongs to ROMP and that mountain bikes are a force for good and sustainable trails could only be a good thing.

53. Dr. Paul Skokowski, Palo Alto, speaker slip only (03/22/06), did not speak. Speaker slip stated that he is affiliated with Stanford University and is against both bikes in the parks and parking at the top of Wunderlich Park.

54. Robert Susk, speaker slip. He spoke at the March 22, 2006 meeting as the 11th speaker.

55. John Novitsky, Woodside, speaker slip only (03/22/06), did not speak. Speaker slip stated that a bike trail to Skyline is desirable; suggested better education on all sides; cyclists, equestrians, and hikers are natural allies; and "development" is the common enemy.

56. Jim De La Silva, San Mateo, speaker slip only (03/22/06), did not speak. Speaker slip stated that he is affiliated with NORCAMBA and that more off road trails for bikes should be opened in the Peninsula.

57. Shane Ramirez, speaker slip only (03/22/06), did not speak. Speaker slip stated that he would like to see a more viable way to access Skyline other than Windy Hill.

58. Martha Dunn, Woodside, speaker slip (03/22/06). Mr. Paul Guirara was recognized by the Chair to present Ms. Dunn's position. Ms. Dunn is against the proposed mountain biker trail in Huddart Park. She said that Huddart Park was honeycombed with illegal trails and that 30 percent of mountain bikers speed. She said a fast, silent, speeding bike racing down a trail where it should not be created major safety issues. She said mountain bikers and hiker/equestrians could not co-exist in Huddart/Wunderlich Parks as they do in Santa Clara

County because of differences in terrain. She said the trail is not necessary, as the Spring Ridge Trail in Windy Hills Open Space exists for mountain bikers to go from valley to Skyline.

59. Mark Williams, Menlo Park, speaker slip only (03/22/06), did not speak. Speaker slip stated that he has complex and multiple perspectives on the issue.

60. Mark Williams, Menlo Park, second speaker slip. No comment.

61. Jim Stuckey, Redwood City, said that he moved to Woodside in 1972 and rides both horse and bikes. He said that Woodside is synonymous with bicycling. He said bicyclists are not terrorists. He said he had seen irresponsible equestrians who were drunk and riding in the parks. He said a mixed trail would not work but there was plenty of room in the park for a single trail for bicyclists, even to have one trail up and one trail down. He said that Edgewood and Canada Road could be used for parking with the provision of porta-potties.

62. Bob Page, Woodside, speaker slip only (04/06/06), did not speak. Speaker slip said that he is a member of the Woodside Bike Committee and bikes are a healthy part of the community.

63. Valerie Newhouse, San Mateo, said she was affiliated with ROMP and supports bike trail. She said people need to be considerate to share trails and that bikers are generous trail stewards. She said that bicyclists face unsafe conditions at all times. She said that each side of users needed to respect the others.

64. Holly Nash, Woodside, said she is a teacher and worries about the safety of school children in the parks should mountain bicyclists be allowed. She said that Huddart Park is a wonderful teaching environment. She said she supported a Blue Ribbon Committee to look at a master trails plan.

65. Judi Baskin, Woodside, said if the parks opened to mountain bikes that it would destroy the semi-wilderness retreat character of the parks. She said that websites for mountain biking said that the number one attraction of the sport was the excitement. She said that other users come to Huddart/Wunderlich for relaxation. She said the terrain of the parks prohibited mechanical uses. She said illegal trail construction displaces wildlife and nighttime bike riding disturbs wildlife feeding.

66. Barb Roux, Woodside, said that mountain biking is considered an extreme sport and did not fit with other uses at Huddart/Wunderlich Parks. She said that mountain bikers have lost lawsuits against State Parks and Marin County demanding equal use based on findings that not all terrains are suitable for mountain bicycling.

67. Wini Monroe, Woodside, said she is a hiker, mountain biker and equestrian. She said that there already exists a valley to Skyline route for bicyclists. She suggested Alpine Road for road bicyclists. She said she was against opening Huddart/Wunderlich Parks to mountain bicyclists.

68. Jeanne Carley, Menlo Park, had submitted a speaker slip (#32) at March 22, 2006 meeting but had not spoken. She said she was absolutely opposed to a mixed use of bicyclists and hikers/equestrians at Huddart Park. She said that she was a member of the Volunteer Horse Patrol and there was no enforcement for illegal bicycle use in the parks.

69. Gerald Fisher, San Jose, said he is the facility manager for the Woodside Horse Park. He said in his experience the mix of mountain bikes and horses was like oil and water. He said that it was not an issue of democracy or demographics but safety.

70. Michael Carr, Woodside, said he was a geologist and the proposed closure of two equestrian crossings at the Flood property and the end of Raymundo Trail because of sedimentation was unjustified. He said these crossings have been used for 70 years and were not illegal on the Woodside Trail Plan of 1931. He said the impact on spawning was questionable as the report indicated that fish were abundant above and below the crossings. He said erosion was a problem up and down the creek not just where the crossings were.

71. Betty Flood, Woodside, said she was a 66 year resident of Woodside. She said that she's watched the development of Huddart Park from its infancy until now. She said she was opposed to using Greer Road as an entrance for bicyclists.

72. Doug Vu, planner for Mid-peninsula Regional Open Space District, said the District had sent several position letters and supports Director Holland's most recent recommendation. He said the District would gladly serve on a Blue Ribbon Committee to develop a master trails plan.

73. Virginia Dare, Woodside, said she supported the Woodside Town Council's position on the draft Huddart/Wunderlich Master Plan and that any suggestion of a bike trail should be removed from the plan. She said creating a Blue Ribbon Committee to look at trails regionally seemed sensible. She said the Parks were important tracts of open space, which is a diminishing resource in the County. She said the master plan professes to maintain the semi-wilderness character of the parks and yet proposes a bike trail in an area that is completely undeveloped. She said bikes would increase sedimentation into the creek. She said more bicyclists was further impact the Town of Woodside's infrastructure and emergency services and that while the residents of Woodside represented only one percent of the County's population, they were being asked to bear 100 percent of the costs associated with bicycle use in that area.

74. Robin Whalen, Woodside, said she is a landscape architect and supports the concept of a Blue Ribbon Committee to develop a trails master plan. She said Huddart and Wunderlich Parks were important as refuges from the frenetic activity of modern life. She said it was important that children be taught about nature and conservancy.

75. Jill Eyres, Montara, said the Master Plan should include a route from valley to Skyline for bicyclists. She said that bicyclists and equestrians use McNee Ranch in Montara without any problems.

76. Ellie Ferrari, Portola Valley, said that NORCAMBA's position was that there would be a separate trail for bicyclists through Huddart. She said however creating such a trail would give mountain bicyclists access to all trails in Huddart and Wunderlich and there was no enforcement that would keep them off the other trails. She said that bicyclists can outrun any hiker or equestrian and are not licensed so there is not a way to identify those who violate regulations. She said she supported a Blue Ribbon Committee to develop a master trails plan.

77. Adda Quinn said that incidents involving mountain bikers and other users in the parks were not reported for the most part as there was no way to identify bicyclists. She said that websites for mountain bikers indicate that they can travel 45 mph downhill. She said safety was the number one concern with a proposed mix use of mountain bicyclists and other users. She

said that not all trails are usable by all user groups. She said an illegal trail created by mountain bikers had been restored by Friends of Huddart/Wunderlich volunteers, but the illegal trail was recreated in less than a month. She said she supported the creation of a Blue Ribbon Committee to develop a trails master plan.

78. Pat Dixon, Redwood Shores, said her grandfather had owned most of Ladera for his dairy farm at one time. She said that people should go to Basco Road in Livermore to see the impact of unlimited mountain bicyclist use; she said the hill is completely eroded. She said that Huddart/Wunderlich Parks are too beautiful to be eroded by mountain bicyclists. She said that mountain bicyclists needed an empty hillside to use where they could not injure other users.

79. Frank Rothschild, Woodside, said his property shares a contiguous property line with Wunderlich Park. He said he owned many horses and that equestrians no longer used El Corte Madera because it had become an extreme sport facility for bicyclists. He said if Huddart was connected to El Corte Madera for bicyclists that would remove the last undiminished horse area in the County. He said that horses were domesticated 750 years ago. He said many horses have died in the service of the country, but bicycles had not been used to defend the country. He said children in the parks needed to be protected from injury.

3. Close Public Hearing

Chair Smith closed the public hearing at 4:00 p.m.

4. Commission Action

Commissioner Pincus asked for clarification about the in-stream crossings. Director Holland said that the horse crossings would not be closed until there was a better alternative. He said at some point the Department of Fish and Game might step in and require Parks to take mitigating action related to sedimentation and erosion. Chair Smith noted sedimentation effects on fish populations, but indicated he concurred with the speaker as to the level of impact from in-stream crossing. Commissioner Vanden Bosch said winter storms caused more silt and sedimentation than horses crossing streams.

Chair Smith said that development proposed in the draft Master Plan would not move forward unless there was environmental review and additional public meetings. Commissioner Pincus noted that he had visited the area proposed for an alternative bike route on two occasions, once with staff and once with an equestrian group. He said it was important to have a master plan for the parks and to do a master plan for the trails in San Mateo County that would look at location, safety for users and environmental issues. He said that the proposal for the Squealer Gulch might or might not be feasible, but that it made sense to defer.

In response to a comment by Chair Smith, Director Holland said that staff could look at how to make the parks safer and how to make the reporting of trail violations, such as illegal biking, easier.

Commissioner Vanden Bosch said the existing trails plan for the County had been completed only five years ago and it should stand as it is and not be changed. She said she supported Director Holland's position that there would be no alternative bike route proposed and no elimination of in-stream crossings.

Commissioner Khanna said he shared the public's love for the parks, which are such an asset for San Mateo County. He said Director Holland had reached out for consensus, and he was prepared to make a motion.

Commission Action: M/S Khanna/Pincus to recommend to the Board of Supervisors approval of the draft Huddart/Wunderlich Master Plan without the proposed alternative bike trail, and the formation of a Blue Ribbon Committee, to include all relevant stakeholders, to develop a trails master plan for San Mateo County.

Motion carried 4-0 with Youth Commissioner Jeong in support of the vote and Commissioner Guingona and Youth Commissioner Gandhi not in attendance.

Chair Smith asked Director Holland to provide the Commission at its next meeting with a report on the anticipated timeframe for the formation of a Blue Ribbon Committee and the development of the scope of a trails master plan. Director Holland said staff would provide the Commission with an outline of the plan in May.

9. Park Area Activities

A. Superintendent's Report – Gary Lockman

There were no additions to the written report.

10. Support Services Activities

There was no report

11. Friends and Subcommittees

A. Parks Foundation – Julia Bott

There was no report.

12. Commissioner Reports

There were no reports.

13. Adjournment

Meeting adjourned at 4:15 p.m.



**Environmental Services Agency
Parks & Recreation Commission**

Mel Pincus, 1st District
Ro Khanna, 2nd District
Bern Smith, 3rd District
Marian Vanden Bosch, 4th District
Teresa Ferrer Guingona, 5th District

County Office Building
455 County Center, 4th Floor
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NOTICE

SPECIAL MEETING OF THE SAN MATEO COUNTY ENVIRONMENTAL SERVICES AGENCY PARKS AND RECREATION COMMISSION

WEDNESDAY, MARCH 22, 2006

7:00 to 9:30 p.m.

**McKinley Institute of Technology Auditorium
400 Duane Street, Redwood City 94062
(cross street is James Avenue)**

AGENDA

Sam Herzberg, Senior Planner

1. Pledge of Allegiance

Agenda Packet

2. Roll Call

3. Oral Communications to allow the public to address the Commission on any matter not on the agenda. If your subject is not on the agenda, the Chair will recognize you at this time. *Speakers are customarily limited to two minutes.* A speaker's slip is required.

4. Public Hearing: Draft Huddart/Wunderlich Master Plan*

1. Staff Presentation
2. Open Public Hearing
3. Close Public Hearing
4. Commission Action

The Commission is being asked to make a recommendation to the Board of Supervisors that they:
1) conceptually approve the Draft Huddart/Wunderlich Master Plan, and 2) direct staff to proceed with the environmental review process.

5. Adjournment

*The staff report for item 4, which includes the notes from the 1/31/06 Focus Group Meeting can be found at the County Park website www.eparks.net under Park Commission. The Draft Huddart/Wunderlich Master Plan can be found under Park Planning.

Parks and Recreation Commission Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting, or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact Brenda Bennett, Commission Secretary, at least 2 working days before the meeting at (650) 599-1393 and/or bbennett@co.sanmateo.ca.us. Notification in advance of the meeting will enable the County to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it.

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**COUNTY OF SAN MATEO
ENVIRONMENTAL SERVICES AGENCY
PARKS AND RECREATION DIVISION**

DATE: March 22, 2006

TO: Parks and Recreation Commission
FROM: Sam Herzberg, Senior Planner
SUBJECT: Draft Huddart/Wunderlich Master Plan

Recommendation

Recommend to the Board of Supervisors that they: 1) conceptually approve the Draft Huddart/Wunderlich Master Plan, and 2) direct staff to proceed with the environmental review process.

Background

Planning for the Huddart/Wunderlich Master Plan initiated in April 2004. To date numerous meetings with the public have occurred to address the various issues at these parks including: (1) a Focus Group with five equestrians organizations regarding equestrians issues, (2) the King Mountain Archers Association regarding their needs, (3) a meeting regarding fire hazard reduction opportunities with Woodside Fire and the California Department of Forestry and Fire Protection, (4) a meeting with the Woodside Bicycle Committee regarding bicycle issues, (5) a meeting with the San Francisquito Creek Watershed Council, (6) a meeting with representatives of the Girl Scouts regarding their needs, (7) a meeting regarding common issues as adjacent property owners the Mid-Peninsula Regional Open Space District and the Golden Gate National Recreation Area, and (8) a meeting of a Trails Stakeholders Focus Group. There have been three public workshops on the Draft Master Plan held so far on July 10 and November 18, 2004, and June 7, 2005 that were each well attended. The Park and Recreation Commission took a site visit of Huddart/Wunderlich to review the Draft Master Plan at their July 14, 2005 meeting, and considered the Draft Master Plan at their August 4, 2005 meeting.

The Commission at their August 4, 2005 meeting reviewed the proposed Draft Master Plan. Commissioners Smith and Biederman made a recommendation to the Board of Supervisors to conceptually approve the Draft Huddart/Wunderlich Master Plan, and to explore the creation of a bike trail for bicyclists from Highway 84 to Skyline Boulevard. The motion carried 2-1 with Commissioner Vanden Bosch opposed, Commissioner Pincus not in attendance, and a fifth seat vacant. Staff has evaluated bike access options, found a potential bike alignment from Highway 84 to Skyline Boulevard ("the Valley to Skyline Trail"), and has revised the Draft Master Plan to reflect those changes and other minor clarifications made as identified in Appendix H of the Draft Master Plan. Staff would like the Commission to review the

revised Draft Master Plan and recommend to the Board of Supervisors conceptual approval.

Discussion

1. Bike Trail Evaluation

There are two bicycle user groups to consider creating bike access from Highway 84 to Skyline Boulevard: 1) road bicyclists who prefer riding on established bike lanes on roads, and 2) mountain bicyclists who prefer unpaved trails.

a. Bike Lanes Along Roads

County Parks has evaluated, in consultation with the Department of Public Works, whether a variety of public roads that do not currently have separate bike lanes could potentially be improved to facilitate bike lanes (Highway 84, Kings Mountain Road, Old La Honda Road, and Alpine Road); however, all would be very difficult due to the terrain, costs, and County Parks would not be the lead agency. County Parks did evaluate Bear Gulch Road, a private road with a County bicycle easement, but improving it to today's standards would be equally as difficult as improving any of the public roads.

b. Bike Paths on Unpaved Trails

The Commission suggested we explore a potential bike trail along Squeeler Gulch, located on lands of Huddart Park south of Kings Mountain Road. Staff has since hiked and evaluated the proposed Squeeler Gulch bike alignment located south of Kings Mountain Road in Huddart Park, and met with representatives of the Bear Gulch Road Association, Responsible Organized Mountain Pedalers and Northern California Mountain Bike Association, Mid-Peninsula Regional Open Space District, Equestrian Trail Riders Action Committee, and Woodside Bike Committee. Staff has confirmed a potential mountain bike alignment located south of Kings Mountain Road in Huddart Park is possible, and has incorporated that recommendation into the Draft Master Plan. The Mid-Peninsula Regional Open Space District is interested in partnering with County Parks to identify funding opportunities, plan, design, and construct the potential bike trail and a parking lot south of Kings Mountain Road. Following construction of the bike trail and parking lot, Mid-Peninsula Regional Open Space District would be interested in incorporating those areas of Huddart County Park south of Kings Mountain Road into their Teague Hill Preserve, which the Draft Master Plan recommends.

The route of the trail would begin at Greer Road, located off of Kings Mountain Road, where the mountain bike trail would utilize an existing paved service road to the main entrance to Huddart. A crossing of Kings Mountain Road would be required. A new mountain bike trail would be constructed south of Kings Mountain Road to a flat spot where a parking lot would be constructed at which point the mountain bike trail would again cross Kings Mountain Road and utilize the existing unpaved Archery Fire Road to Skyline. The Master Plan has identified a potential alignment for the trail. However, the specifics of trail design will be subject to a separate process independent of this Master Plan once funding for the trail and

parking lot has been secured.

On January 31, 2006, County Parks held a public meeting to discuss the current proposed bike trail and solicit feedback. Over 200 individuals attended representing an assortment of trail user groups. There has been a great deal of opposition from equestrian groups in particular to the possible facilitation of bike access in a park dominated by equestrian use. A copy of the meeting notes has been included for your information. The notes have been divided into major subject area including: bicycle issues, access issues, and Town of Woodside concerns. County Parks has received a deluge of letters as well. Also attached are some example letters, which show the difficulty various user groups are having grappling with the issue of introducing mountain bicycle access. In addition, County Parks has met with the Woodside Town Manager to discuss solutions to some of the shared problems. The Woodside Town Council may take a position regarding the proposed trail during their March 14, 2006 meeting.

The proposed Valley to Skyline Trail would largely be located on either existing paved roads in Huddart Park or separated by Kings Mountain Road. The area of greatest potential conflict appears to be where the bicycles would transition onto the Bay Area Ridge Trail, which currently only facilitates equestrian and pedestrian access. The Master Plan recommends that the Ridge Trail be studied to determine the best way to facilitate bike access in the future. Throughout the County Bay Area, the Ridge Trail has been designed to facilitate multiple types of trail users. Equestrians are concerned that once on the Ridge Trail, mountain bicyclists will want to take other trails in Huddart and Wunderlich where they would not be allowed, which could cause conflicts with equestrians in particular. Many equestrians have expressed safety concerns because of steep slopes, narrow trails, and difficult sight distance. New signage is recommended in the Master Plan to better address trail use and etiquette. Mid-Peninsula Regional Open Space District lands where both mountain bike and equestrian uses are currently allowed, such as the adjacent Corte De Madera and Purisima Open Space Reserves, equestrian use has diminished, and they are concerned the same may be true if bike access is facilitated at Huddart/Wunderlich. Trail design and signage will mitigate these concerns. The more critical concerns will be where to put parking areas and comfort facilities for the Valley to Skyline Trail and Ridge Trail. Even if the trail access issues are approved in the Master Plan they will still be subject to additional study and CEQA review by the public prior to any improvements.

2. Other Changes to the Draft Master Plan

There have been a number of other minor clarifications to the Draft Master Plan since the Park and Recreation Commission last reviewed it at their August 2005 meeting. These changes have been detailed in Appendix H (page H-1 of the Draft Master Plan).

Visioning Alignment

Vision goal number 15 states: residents have nearby access to green space, such

as parks and recreational opportunities. Adoption of this Master Plan will allow the County Parks to broaden the opportunities for public use, understanding, and appreciation of the resources at these parks.

Fiscal Impact

The Parks Division is not requesting any new funding for implementation of this Master Plan at this time. This Master Plan, the next step in the environmental review process, and a portion of the initial phase of implementation is available from a specific account set up from the sale of a portion of Wunderlich Park, which had been encroached upon by an adjacent landowner. Cost estimates for all improvements have not been determined at this time and were not within the budget or scope of work for this Master Plan to be defined. The priority ranking of proposed improvements is intended as a guideline for Master Plan implementation.

All capital projects identified are being added to the County Parks Capital Improvement List. A variety of interest groups ranging from the Folger Stable Committee, Girl Scouts and Kings Mountain Archers have expressed an interest in assisting in raising funds through the Park Foundation to fund improvements that they have been identified in the Master Plan. It should be noted that implementation of these priorities will not necessarily follow this priority ranking in the exact order as outlined. Some Phase I projects may be deferred to later phase due to a lack of funding or other reasons. Conversely, some later phase projects may be moved to earlier phases due to availability of funding through grant sources or for other reasons.

Attachments

- | | |
|--------------|--|
| Attachment A | Draft Huddart/Wunderlich Master Plan, dated December 2005 |
| Attachment B | Meeting notes from Trail User Focus Group Meeting #2, dated January 31, 2006 |
| Attachment C | Staff report to Park and Recreation Commission for August 4, 2005 meeting regarding Draft Huddart/Wunderlich Master Plan |
| Attachment D | Chronology of public feedback solicited to date |

Draft Huddart/Wunderlich Master Plan
Trail User Focus Group #2
January 31, 2006

Approximately 200 people attended the meeting at Independence Hall in Woodside. The following is a summary of feedback received on the proposal for a Valley to Skyline Trail at Huddart.

Bicycle Issues

- Need for improved signage in these parks, indicating rules, and trail user etiquette.
- Historically bicyclists had conflicts with pedestrians, which led to the current prohibitions by ordinance of bicycles in many County Parks.
- Introducing bicyclists will introduce new problems.
 - What are the environmental impacts of introducing bicycle access?
 - Facilitating bicycle access is irresponsible, and ruins the tranquility of the park.
 - Some portions of the proposed bike trail are very steep and will be difficult to construct. Options for trail construction are limited.
 - The valley to Skyline Blvd. trail could be made isolated to all but mountain bikers, but they will need to interact with equestrians and pedestrians at the Ridge Trail, where new trail use will be introduced.
 - What to do about sanitation along the bicycle trail, or at trail heads?
 - Horses do not have a high IQ and spook/shy away very easily, which is why safety concerns about raised about mixing bikes and equestrians.
 - A safe place to ride is needed by equestrians, and Huddart and Wunderlich parks are that destination.
 - The Phleger Estate does not allow bicyclists why allow them into Huddart, which is sacred for equestrians.
 - On MPROSD lands where there are bicycles there are not equestrians. Need to understand why that is.
 - There are not enough Rangers currently to enforce existing regulations.
 - The population of mountain bicyclists has become ruder. There have been problems with interactions of unauthorized trail use in Huddart Park and along Tripp Road where there is a Pony Club to teach young children equestrian skills.
 - Some of the younger bicyclists are "terrorists" on trails.
 - Bicycle community needs to police itself better, so that everyone understands where authorized trails are, and trail etiquette.
 - Mixing trail users is not viable from a safety standpoint.
 - Bicyclists are not liable if there are accidents; County is if it facilitates access.
 - Access introduces new activities and levels of difficulties.
 - There are some equestrian users who would like to be the first to sue the County if an accident between an equestrian and bicyclist occurs.

- B
- Penalties should include higher fines and confiscation of bicycles that would help solve enforcement problems.
 - How does the Parks Division intend to stop illegal trail development?
 - Prohibiting bicycle access protects the park.
 - Park staff does not need to recommend a bike trail if it does not make sense.
 - There will be resistance to a bicycle proposal at the Park and Recreation Commission and Board of Supervisors.
 - Proposed mountain bike trail is a good solution for some bike users.
 - Formalizing an approved bike route will prevent unauthorized trail use from occurring due to pent up frustration and improve current situation.
 - Mountain bicyclists can use Alpine Road.
 - It's easier to travel by car with a bicycle than with a horse.
 - Equestrian and bicycle communities have tried to hold "Romp and Stomp" events to get to better know each other and understand each other's issues. We need to learn how to share trails.
 - Martin Luther King described a world where all different types of people learn to get along, why can't equestrians and bicyclists?
 - Proposed trail is a good compromise for mountain bikers.
 - Cars and bikes, and bikes and equestrians don't mix well.
 - The Mounted Patrol supports the Town of Woodside's position that no bikes should be introduced into either Huddart or Wunderlich Parks.

Access Issues

- Grant Ranch in Santa Clara County Parks facilitates bikes only up and not down. Should consider the potential hazards of a trail with people going up and coming down and high speed.
- According to staff of MPROSD enforcement of bicyclists violating their rules at Windy Hill requires a large effort. MPROSD is not successful at policing bicyclists. Bicyclists go off of designated trails onto unauthorized trails.
- Mountain bikers can ride on paved roads, and have more access opportunities than equestrians who can't, and have less trail opportunities.
- Prefer the Master Plan without introducing bicycle access.
- All trail users in all parks may not work.
- There is a firebreak at the end of Edgewood Road that could be used as a mountain bike trail that provides access to the San Francisco Watershed property on the border of the Phleger Estate. This used to be an existing trail.
- If Windy Hill and Alpine Road provide opportunities for bikes to get from the valley to Skyline Road why is the proposed trail necessary?

Woodside Issues

- Woodside has become a bicycle destination.
- Bicycle infrastructure is a deficit in the Woodside area.

- Residents of Woodside have a fear of becoming a destination for mountain bicyclists. Inviting trouble.
- Road bicyclists use front yards as a restroom. Woodside doesn't have public restrooms to support so much bicycle traffic as a destination place for bikes.
- There are too many road bicyclists on existing roads in the Woodside area, and safety hazards exist.
- Bikes in the Woodside area are a community issue. There has been a steady increase in road and mountain bike use over the years.
- Bicyclists do not stop at stop signs.
- Road bike capability from the valley to Skyline Blvd. has been reduced or eliminated over time including on public roads in this area due to congestion and safety problems (i.e. 84, 92, Old La Honda, Alpine).
- The increase in bicyclists in the Woodside area has significantly increased the impacts of Woodside police services regarding enforcement.
- There is not enough patrolling of Kings Mountain Road.
- Where will bicyclists park along Greer Road? Although a public road it is very narrow without proper shoulders.
- Tripp and Greer Roads are currently traffic nightmares.
- Road bicyclists currently park at Woodside Elementary School. New mountain bikers are going to be parking along Greer Road.
- In the Town of Woodside equestrians pay fees for trails in Woodside bicyclists don't.
- Closing Flood Crossing at West Union Creek creates a safety problem at Kings Mountain Road for equestrians.
- Why was Raymundo Trail recently closed?
- Will the bridge at West Union Creek be replaced to accommodate pedestrians and equestrians at a slightly different location than it currently is?
- Is the County willing to work with the Town of Woodside to create a pedestrian/equestrian bridge over West Union Creek for a private trail?
- Will the bridge at the Keech property entering Wunderlich be replaced?

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**COUNTY OF SAN MATEO
ENVIRONMENTAL SERVICES AGENCY
PARKS AND RECREATION DIVISION**

DATE: August 4, 2005

TO: Parks and Recreation Commission
FROM: Sam Herzberg, Senior Planner
SUBJECT: Draft Huddart/Wunderlich Master Plan

Recommendation

- A. *Draft Huddart/Wunderlich Master Plan presentation***
1. Open Public Hearing
 2. Receive Public Comment
 3. Close Public Hearing
 4. Make a Recommendation to the Board of Supervisors to Conceptually Approve the Draft Huddart/Wunderlich Master Plan and Direct Staff to begin the Environmental Review for the Final Huddart/Wunderlich Master Plan

Background

Huddart and Wunderlich Parks are large, rural, rustic areas set within a regional greenbelt of open space lands in the Santa Cruz Mountains of central San Mateo County, west of the towns of Woodside and Portola Valley. Park elevations range from 500 to 2,000 feet above sea level. Separated from the built-out urban area of the San Francisco Peninsula by a mere 20-minute drive, these parks provide a spectacular semi-wilderness environment, situated surprisingly close to a major urban population.

History of Huddart Park

In 1944 San Mateo County accepted the property as a public park from James Huddart. There was little recreational use made of the park over the next decade. It was toward the last half of the 1950's and early 1960's that most park improvements were constructed. Park attendance soon became quite heavy creating a number of management and environmental problems. By the last half of the 1970's, park managers were forced to restrict attendance as a means of controlling problems of park use. As a result in 1982, the County adopted the first Master Plan for Huddart Park. The three primary goals of the 1982 Master Plan were:

- 1) To improve the layout and facilities of the park so that park management and the recreational service provided could be more effective and less costly;
- 2) To improve and foster recreational experiences and opportunities offered by the diverse park land; and
- 3) To improve and enhance the natural resource base by rehabilitating environmentally damaged areas, developing recreational facilities in environmentally suitable sites, and promoting proper management of the woodland resources of the park.

Approximately 50 percent of the 1982 Master Plan has been completed. The Master Plan

originally anticipated that a number of group and family picnic sites would be developed along Kings Mountain Road with an expectation that Kings Mountain Road would be a toll road, which did not occur. These picnic area improvements were never made due to unanticipated problems with Parks' ability to manage facilities dispersed over a large area, and these facilities are not expected to be improved in the future. Approximately 60 acres of the 976-acre park have been improved at this point. In general, County Parks would like to see improvements to existing areas as part of the new Master Plan.

History of Wunderlich Park

In 1974 Martin Wunderlich deeded the present 942 acres of land to the County of San Mateo as open space parkland. A Concept Plan, consisting of a site inventory, analysis and evaluation setting forth recommendations for the direction of improvements was developed in 1975. The Concept Plan was not developed to be a Master Plan, nor was it intended to depict the detailed interrelationships of uses and development. None of the recommendations of the Concept Plan have ever been implemented. Proposed uses in the Concept Plan were re-evaluated to determine whether those proposed uses should now occur. Wunderlich was not developed to facilitate picnicking in the park, but instead to facilitate equestrian use and pedestrian and equestrian trail use.

Discussion

1. Goals and Objectives of the Master Plan

Harris Design was selected to oversee preparation of this Master Plan. A team of sub-consultants also assisted in making recommendations on issues regarding erosion, water quality, and drainage, utilities, fisheries, fire hazard reduction, and equestrian improvements at the Folger Stable in Wunderlich Park. The process benefited greatly through the active participation of the stakeholder groups and other interested individuals. Several workshops and meetings were held at key points in the process. These sessions informed and guided the planning effort, and included:

- Public Workshop #1 – July 2004
- Equestrian Focus Group – July 2004
- Public Workshop #2 – November 2004
- Woodside Bicycle Committee Focus Group – December 2004
- Neighboring Agencies Focus Group – February 2005
- Girl Scouts Focus Group – February 2005
- Trails Stakeholders Focus Group – March 2005
- Public Workshop #3 – June 7, 2005

A questionnaire in the form of a "comment sheet" was made available to participants in each public meeting, and were also made available to visitors at both park entrances. In addition, the various stakeholder groups circulated the questionnaire to interested members of their organizations. One bicycle advocacy group posted the questionnaire on its web site. Between July 2004 and May 2005, approximately 160 questionnaires were received. In addition, numerous letters and emails have been received and entered into the public record (see Appendix B and Appendix D of the Master Plan).

The following broad goals have emerged from the planning process:

- Continue to provide multiple recreational opportunities that are consistent with the

regional nature of the parks and with protection of the environmental, cultural, and historical resources of the land.

- Concentrate development of new facilities in the already developed portions of the parks.
- Protect the wild character of the undeveloped portions of the parks.
- Increase the revenue generation capability of each park.
- Identify physical improvements that will decrease ongoing operation and maintenance costs.
- Make public safety a top priority in ongoing park operations and maintenance, and in new improvement projects.
- Ensure the continued equestrian use of the parks.
- Improve vehicular and pedestrian circulation within each park.

2. Recommendations and Priorities

The following is a summary and prioritization of the Master Plan recommendations in three phases:

- Phase I: Short-term (implementation completed within next 5 years)
- Phase II: Medium-term (implementation completed within next 10 years)
- Phase III: Long-term (implementation completed within next 20 years)

The rationale for the three phases was based on the following main goals. Phase I improvements address public safety concerns, code requirements, environmental damage, or to respond to a pressing need. Phase II addresses improvements that will reduce ongoing operation and maintenance costs or that respond to a pressing need but require a longer lead-time for planning and design. Phase III addresses desired facilities that will improve the level of recreational service to the park visitor.

a. Phase I

Huddart Park

- Implement Phase I Archery Range improvements as prioritized and funded by Kings Mountain Archers (KMA)
- Provide directional signage to the AIDS Grove and add to park map
- Add horse trailer parking
- Explore possible transfer of park land located south of Kings Mountain Road in cooperation with Mid Peninsula Regional Open Space District (MROSD)
- Construct new connector trail and pedestrian crosswalks in lower picnic area
- Replace damaged trail bridges; evaluate all park bridges and develop a 20-year phased replacement program
- Install new crossing of McGarvey Gulch Creek at Richards Road to eliminate fish passage barrier
- Discontinue horse crossings of West Union Creek; retire the Crystal Springs Trail entrance ; create alternate park trail entrance from the east
- Prepare assessment of 2-inch water system and replace segments on an annual basis
- Increase water pressure and volume at the Park Maintenance Yard

- Install low-flow toilet fixtures at Sequoia, Redwood, and Oak restrooms
- Coordinate with SBC to protect communications facilities and repair any damage

Wunderlich Park

- Construct Folger Stable Building seismic retrofit and restoration
- Implement horse keeping measures at Folger Stable complex
- Make vehicular entrance/exit and parking area improvements, including horse trailer parking, and traffic safety improvements on Woodside Road
- Install new vault-type restroom at parking lot, with running water
- Install entrance signage
- Implement ADA upgrades at Carriage House
- Install fee collection station at parking lot
- Prepare assessment of 2-inch water system and replace segments on an annual basis in coordination with the Folger Stable Improvement Project
- Complete Loop Trail fuel reduction program
- Make new fire road connection between Loop and Alambique Trails
- Install fire safety zones and turn-arounds

Both Parks

- Work with MROSD to study potential safe crossings of Skyline Boulevard
- Install additional hose bibs for horse watering; work with equestrian community to identify preferred locations
- Develop interpretive and educational signage
- Prepare Watershed Assessment Study; begin phased implementation of sediment reduction measures
- Prepare prioritized capital improvement program for storm drainage culvert replacement; begin phased replacement program
- Provide benches on trails, with bench donation program

b. Phase II

Huddart Park

- Install vault toilet at Sequoia Day Camp
- Make Oak Area improvements, including restroom replacement, road realignment, and parking
- Construct new rental building at Zwierlein Area
- Improve parking at Miwok, replace picnic shelter, replace restroom
- Install flagpole and crafts sink at Sequoia Day Camp
- Implement phase II Archery Range improvements as prioritized and funded by KMA
- Construct all-weather single track trails

Wunderlich Park

- Make Folger Stable area site improvements, including paddocks, arena, drainage, caretakers residence, and other components
- Construct all-weather single track trails

Both Parks

- Install potable water source at upper end of each park

c. Phase III

Huddart Park

- Close Archery Fire Road and replace with new loop trail connection between Archery Range and Chinquapin Trail
- Make Redwood Area improvements, including restroom and shelter replacements, road realignment, and parking
- Make Meadow Area improvements, including restroom replacement
- Replace Werder picnic shelter
- Replace restrooms at Madrone, Werder, and Zwierlein
- Provide solar photo-voltaic electric power at new structures
- Expand Toyon Campground, replace restroom and shower buildings
- Replace shower building at Toyon Campground
- Relocate Ranger's residence and construct interpretive center
- Implement Phase III Archery Range improvements as prioritized and funded by KMA
- Replace overhead electric lines with underground facilities
- Construct new trail connections in locations shown

Wunderlich Park

- Construct new trail connection between Alambique and Skyline Trails
- Replace overhead electric service with underground lines

3. Conflict Regarding Proposed Increase Bicycle Access in Huddart/Wunderlich Parks

Through this Master Planning process, a controversy has arisen regarding bicyclists' desire to have more access to trails at Huddart/Wunderlich Parks. Current ordinances limit bicycle use in County Parks. The only trails that currently allow for bike use are those designated by the Parks and Recreation Commission and Board of Supervisors. Bicycles are allowed on all paved portions of County Parks and Sawyer Camp and the San Andreas Trail are paved multi-use trails that bicycles can use. A paved section of Old San Pedro Road that County Parks maintains on the coast side south of McNee State Park is also a paved road, which allows bicycles. Every Sunday throughout the year, Canada Road is closed to vehicular traffic by County Parks for Bicycle Sundays. The only non-paved trails on which bicycles are allowed in County Parks are: 1) Towne Fire Road to Shaw Flat Trail Camp, Old Haul Road, Tarwater Trail Camp to Bridge Trail to Camp Pomponio Road in Pescadero Park, 2) Old Ranch Road on San Bruno Mountain, and 3) Weiler Ranch Road at San Pedro Valley Park.

There are two major issues the bicyclists have raised: 1) road cyclists would like to have a safe access from Woodside Road to Skyline Boulevard on or adjacent to a public road, and 2) mountain bikers would like to have access to unpaved trails in both Huddart and Wunderlich Parks. As this issue emerged, County Parks recommended to the Board of Supervisors that the contract with the consultant who is preparing the Huddart/Wunderlich Master Plan be amended to allow for an additional mediated Trail User Focus Group and a third public meeting be held. Following the Board's approval of that request, a Trail Users Focus Group meeting was held March 22, 2005 in Woodside involving 20 different trail interest groups in the region, including representatives of:

- Folger Stable Project
- San Mateo County Trails Advisory Committee

- Wunderlich Folger Stable
- Sierra Club Loma Prieta Chapter
- Woodside Trails Club
- Woodside Trails Committee
- Woodside Town Council
- Woodside Safe Skyline Access
- City/County Association of Governments of San Mateo County Bicycle and Pedestrian Committee
- Woodside Bicycle and Pedestrian Committee
- Trail Center
- Equestrian Trail Rider's Action Committee
- San Mateo County Horseman's Association
- Portola Valley Trails Association
- Portola Valley Trails and Paths
- Volunteer Horse Patrol
- Responsible Organized Mountain Pedalers
- Bay Area Ridge Trail Council
- The Town of Woodside
- Mid-Peninsula Regional Open Space District
- Golden Gate National Recreation Area

Consensus was not reached at this meeting regarding any change in the current policy. All participants however did share a commitment to safe use of the trails and promised to work together to find solutions to the issues raised. Huddart and Wunderlich Parks serve a significant percentage of Peninsula park users including trail runners, hikers, equestrians, picnickers, archers, naturalists, school groups, and organized youth groups such as the Girl Scouts. Adding bicycles to the mix would effectively eliminate the viability of these parks for equestrian use due to safety concerns and would disturb the tranquil setting that many pedestrian park users highly value. Therefore, it would effectively replace one user group (equestrians) with another (mountain bicyclists). One park cannot be all things to all people. The current Draft Huddart/Wunderlich Master Plan recognizes bicyclists are allowed to use all paved portions of Huddart Park. It also recognizes that if bicycle paths were proposed along public roads, then a portion of Huddart/Wunderlich Parks might be needed to facilitate either an additional bicycle lane or a separate bicycle trail.

The issue of bicycle access in the two parks is more appropriately addressed as a regional issue and not simply within the context of these two particular parks. An assessment of regional demand and available supply would need to be conducted in order to legitimately determine that it is a priority to open up the two parks to bicycles. Such an assessment exceeds the scope of the current planning process. The larger regional area has numerous open space areas that allow bicycle use, such as the MROSD lands, including El Corte de Madera and Purisima Creek, which are located immediately adjacent to the two County parks, and nearby Windy Hill, which provides valley to Skyline bicycle access. Teague Hill is located to the south of Huddart Park and owned by MROSD. A Master Plan will be developed in the next few years by MROSD, which allows more bicycle trails on their lands than County Parks. Teague Hill in particular could facilitate bicycle access from Woodside Road to Skyline Boulevard and serve as a trail connection between Huddart and Wunderlich Parks.

Visioning Alignment

Vision goal number 15 states: residents have nearby access to green space, such as parks and recreational opportunities. Adoption of this Master Plan will allow the County Parks to broaden the opportunities for public use, understanding, and appreciation of the resources at these parks.

Fiscal Impact

The Parks Division is not requesting any new funding for implementation of this Master Plan at this time. Funding for this Master Plan, the next step in the environmental review process, and a portion of the initial phase of implementation was available from a specific account set up from the sale of a portion of Wunderlich Park, which had been encroached upon by an adjacent landowner. Cost estimates for all improvements have not been determined at this time and were not within the budget or scope of work for this Master Plan to be defined. The priority ranking of proposed improvements is intended as a guideline for Master Plan implementation.

All capital projects identified are being added to the County Parks Capital Improvement List. A variety of interest groups ranging from the Folger Stable Committee, Girl Scouts and Kings Mountain Archers have expressed an interest in assisting in raising funds through the Park Foundation to fund improvements that they have been identified in the Master Plan. It should be noted that implementation of these priorities will not necessarily follow this priority ranking in the exact order as outlined. Some Phase I projects may be deferred to later phase due to a lack of funding or other reasons. Conversely, some later phase projects may be moved to earlier phases due to availability of funding through grant sources or for other reasons.

Attachments: Meeting Minutes from Public Workshop #3
Letter dated June 20, 2005 from Midpeninsula Regional Open Space District
July 14, 2005 letter from Ms. Faye Brophy representing ETRAC
July 18, 2005 e-mail for George Hays regarding bike access



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Landscape Architecture
Park and Recreation Planning
Urban Design

Meeting Minutes

Project: Huddart and Wunderlich Parks Master Plan
Project Number: 04.04
Date Prepared: 6/9/05
Date of Meeting: 6/7/05
Meeting Purpose: Public Workshop #3

A public workshop was conducted on June 7, 2005, at the Woodside Town Hall. Approximately 65 people were in attendance. The purpose of the meeting was to present the recommendations of the Draft Master Plan, and facilitate public comment. A record of the comments received is grouped below by subject matter. County Parks Staff responses to some of the items follow the comment in italics.

General Equestrian Use and Issues

Trails

1. Page 70 of the Draft Master Plan refers to recommended improvements to the Dean Trail, but is not identified on page 136 in the priorities. This should be a Phase 1 priority. Equestrians contributed \$8,500 to the Park and are awaiting implementation. In general, creating the all-weather single-track trails should be moved to Priority #1 from Priority #2. *Some work has already been done on the Dean Trail. A portion of the dedicated funding went as requested by the donor for a tote machine which was given to Pescadero County Park. The all-weather trails are included in Priority #2 due to the amount of time this type of manual labor will take to finish. The County will be working on this over the next 10 years. Phase #2 priorities may be started at any time. The Phase #2 designation simply states that, as a goal, these items should be completed within the next 10 years, not that they would occur between 5 and 10 years from now.*
2. Bear Gulch Trail is too narrow. The plan should specify widths of trails. *The County has trails standards and tries to and maintains 4-5 feet wide on all single-track trails.*
3. Will the Kings Mountain Trail access into the park be closed? *No.*
4. Clarify if the Archery Fire Road would be a decommissioned public road but still a pedestrian/equestrian trail, and/or still a service road? *The Master Plan recommends it be taken out of service as both a service road and a trail, due to the excessive gradient and associated erosion. Access will be made from Kings Mountain Road for Park staff to service the potable water pressure reducing stations that are currently located along this road. The existing road will be graded, replanted, and fenced and signed at either end.*
5. Wunderlich has muddy quagmires along the Alambique Trail in approximately 8 areas, arising from springs. These areas are muddy even during dry weather. Suggestion is to provide a rock section only about 1-foot wide to allow crossing, in recognition of the timeframe it will take to accomplish complete rocking of the trail. *Good suggestion. The County has maintenance and repair standards to repair these areas, but it takes time to do.*

Bicycle Access

1. Bicycle use should be allowed in the parks because there is a large need. *See #11*
2. It is not fair to allow the Kings Mountain Archers to use 20 acres of land for only 200 members, when bicyclists are prohibited. A scientific study of the relative amount of acreage devoted to each user (equestrians, archers) vs. the

- amount of acreage available to bicyclists would show that the use is disproportionate to the number of participants in each recreational activity. Therefore, bicyclists should be allowed to use the parks. *See #11*
3. The study described under # 2 should take into consideration all parks and open space areas in the County, including other agencies' lands, not just Huddart and Wunderlich Parks. *Such a study is beyond the scope of the Huddart and Wunderlich Park Master Plan and would involve multiple agencies. Who would be the lead agency is a question. All parks are not the same and have different uses and different needs.*
 4. The County Ordinance forbidding bicycle use should be repealed. *See #11.*
 5. The master plan should state that bicycles are an appropriate use of the parks. *See #11*
 6. The master plan should recommend a study group to work with the Supervisors to address the issue of bicycle access. *See #11.*
 7. If archery fire road is closed to recreational users, (hikers and equestrians), why not then open it to bicyclists? *This road is very steep and suffers from severe erosion. Allowing bicycle use would exacerbate the problem. The County is required by the Regional Water Quality Control Board to reduce the amount of sedimentation within the watershed.*
 8. Other counties such as Santa Clara have parks where bicycles are banned. Huddart and Wunderlich should remain open to equestrians and pedestrians only. *See #11.*
 9. The bicycle community has requested that Campground Trail and Alambique Trail be opened to bicycles, but this request/input has been ignored. Bicycling is the second most popular sport in the United States and in San Mateo County. *See #11.*
 10. BOS should revise existing ordinance prohibiting bikes. *If County Parks were to recommend opening up bike areas it would be within regional trail corridors providing it did not create a safety hazard.*
 11. Bicyclists have concerns about the Board of Supervisors not changing the existing ordinance prohibiting bicyclists, which ignores that user groups' needs. *The issue of bicycle access in the two parks is more appropriately addressed as a regional issue, and not simply within the context of these two particular parks. An assessment of regional demand and available supply would need to be conducted in order to legitimately determine that it is a priority to open up the two parks to bicycles. Such an assessment exceeds the scope of the current planning process. The larger regional area has numerous open space areas that allow bicycle use, such as the Mid-Peninsula Regional Open Space District lands, including El Corte de Madera and Purisima Creek, which are located immediately adjacent to the two County parks, and nearby Windy Hill, which provides Valley-to-Skyline bicycle access. Huddart and Wunderlich Parks serve a significant percentage of Peninsula park users, including trail runners, hikers, equestrians, picnickers, archers, naturalists, school groups, and organized youth groups such as Boy Scouts and Girl Scouts. Adding bicycles to the mix would effectively eliminate the viability of these parks for equestrian use due to safety concerns, and would disturb the tranquil setting that many pedestrian park users highly value. Therefore, it would effectively replace one user group (equestrians) with another (mountain bicyclists). One park cannot be all things to all people.*

Fisheries and Sedimentation Issues

1. The validity of the decision to require horses to cross West Union Creek on a new pedestrian bridge rather than through the creek waters was questioned. The participant stated that the fisheries section of the master plan is weak and unscientific. The study contained only one "data point", i.e., the fisheries study

reflected observations made on one day in May 2004. It was asserted that other causes of erosion and sedimentation (such as deer, people in the creek, and natural erosion) are more significant than the horse crossings. The equestrians desire the continued ability to cross the creek on horseback for training purposes and to access the creek waters for horse drinking water. A "risk assessment" of horse damage to the creek waters should be conducted. *The Regional Water Quality Control Board (a State regulatory agency) has Non-Point Discharge Elimination System (NPDES) requirements, which legally require the County to reduce sediment in San Francisquito Creek watershed.*

2. A sediment assessment of Huddart/Wunderlich Parks should take place. *Page 137 of the Draft Master Plan recommends a "Watershed Assessment Study" of all sedimentation sources within both parks. This study would be better identified as a Sediment Assessment Study. It would quantify sediment sources and provide site-specific recommendations similar to the Sediment Assessment for the Pescadero County Park complex (see park website). Should this study indicate that horse crossings are insignificant as some people assert, the Master Plan could then be revised to reflect the study's conclusions.*
3. A study should be made to determine the relative percentage of sedimentation arising from the different sources (e.g., natural, people, horses, roads and trails). Then actions to reduce sedimentation should be undertaken in priority order based on the amount of damage caused by the various sources. The feeling is that sedimentation arising from horses crossing the creeks is minimal. *See response to comment #2 above.*
4. Horses have been crossing West Union Creek for over 50 years. The fish are still in the creek. *As time passes, new government regulations take affect that are not met favorably with all citizens. Over the past 30 years, the federal Clean Water Act, the Federal Endangered Species Act, and other regulations have been passed into law. These laws regulate activities that degrade water quality. The County is bound by the regulations, along with all other landowners.*
5. Consider stream restoration projects in perennial streams to control down cutting, which causes bank slumping.
6. Leave West Union Creek crossing as it is. *The existing pedestrian bridge is in disrepair and may be structurally unsound. A replacement bridge is necessary. However, the location of the bridge is dependant upon the alignment of a new trail access to replace the existing Crystal Springs Trail access off of Raymundo Road. The bridge location would need to be determined only after a new alignment is selected. The replacement of any bridge to accommodate pedestrians and/or or equestrians from private property into the park must have the support of the private property owner.*

Park Access from the East Over/Through West Union Creek

1. The existing wooden footbridge at the Crystal Springs Trail crossing should be rebuilt instead of a new bridge being constructed.
2. A bridge to be privately funded and constructed at the Flood property that is only accessible to a private club should be allowed. *This would be acceptable to the County as long as another replacement to Crystal Springs Trail that provides public access is also found. Optimally both new bridges would be constructed at the same time. County Parks is willing to work with the Town of Woodside on the bridge to the Flood property.*
3. If the Crystal Springs Trail alignment is replaced by another trail alignment will the trail be "put to sleep", and the public kept off of it via signage, and the easement be vacated to property owner? *That would likely be the plan if it were put to sleep. It would be closed to the public with fences on the public road edge and park side as*

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well. Decisions will be made at the time an official replacement is found and constructed. The existing trail has drainage problems, which cannot be easily addressed due to the constraints in the trail width, slope, and use.

4. Will the County close the Crystal Springs entrance and not provide an alternate?
No.
5. The master plan should clarify that a new trail entrance will be established prior to closing Crystal Springs. *Will do.*
6. Huddart Park should have several trail entrances for access by residents, spaced out along the perimeter. *The County feels that the current entrances are adequate. The Crystal Springs trail will not be closed, but rather will be re-routed to maintain access from the east.*
7. Do not close Crystal Springs Trail. *See #3.*
8. Crystal Springs is highly used by equestrians. *See #3.*

The Master Plan Process

1. How much did the master plan cost? Why is the money being spent on planning rather than fixing the parks? *The cost is \$100,000 plus County Staff time. In order to efficiently utilize available financial resources in a cost-effective way, a plan is needed. Wunderlich Park never had a Master Plan prepared for its development, and Huddart's Master Plan is over 20 years old and does not address current needs. This Master Plan, which is based on community consensus, is identifying today's recreation, facility, resource management, and operation and maintenance needs for the next 20-year period.*

Park User Safety and User Behavior

1. There should be a better way for the public to convey information about safety and behavioral incidents within the parks for rangers and the public. Signs at park entrances should be posted to tell visitors how to report safety issues/violations. *County Parks has a phone and message machine where the public can leave a message. If there is an emergency, people are encouraged to call 911.*
2. The parks should post special events such as half-marathons so that trail users can avoid safety conflicts (i.e. yield to horses, require Special Event Permit be distributed to participants so they understand the rules, permits should be posted). The trail runners have caused problems by not slowing down when passing horses. *Good suggestion. County Parks Division is addressing their guidelines and can address this then.*
3. Additional rangers should be added to help patrol the trails, control undesirable behavior, and be available for emergencies. *Agreed that this is very desirable; Parks Division Staff has been operating as effectively possible, given the budget cuts that have been made over the past several years.*
4. Trail etiquette signage should be posted on the trails to explain that horses have priority over hikers/runners. Clear and simple signage would be most effective. Other information should be provided in brochures or on signs that explain how to behave when encountering horses, e.g., slow down, step aside, and do not spook the horses. *Agreed; trail etiquette signage needs to be developed.*

Horse Trailer Parking

1. Mid-week trailer parking should be allowed in the Wunderlich automobile parking lot if the horse trailer parking is full. *The plan indicates two overflow spaces in the parking lot.*

2. Provide adequate horse trailer parking in both parks (at least 10 or 12 spaces each). Provide parking at Skyline. The plan indicates 5 spaces at each park, plus two spaces for the Wunderlich stable operator. *Parking off of Skyline, although desirable, would require significant environmental impacts in the form of grading and mature redwood tree removal, and is not recommended.*
3. The design of the horse trailer parking should be informed by a mock-up with cones in a parking lot to determine if the turning radii are sufficient for truck and trailers. The Volunteer Horse Patrol would like to be involved. *This will be done as part of the specific design process after the master plan is completed. The County will appreciate the VHP's assistance.*

General Issues

1. Will funding be available for the master plan improvements? *The County Park Foundation can accept financial contributions from interested parties who would like to see implementation of certain improvements identified in the Master Plan. Grants can be secured for some of the improvements. A future dedicated funding source to fund capital projects for County Parks is being discussed throughout the County at this time.*
2. Invasive/exotic plants should be removed. *See #14.*
3. Excessive fuel load should be removed. *Parks Staff agrees. A fuel reduction project along the Loop Trail in Wunderlich Park has been initiated by County forces and is approximately 20% complete.*
4. The master plan should recommend increase-staffing levels. *Given that staffing levels are dictated by the County Board of Supervisors based on available funding it may be best to assess staff needs as the Master Plan is implemented over the next 20 year period so as not to build up unrealistic public expectations.*
5. What is the projected cost of all the improvements? *Not determined at this time.*
6. The master plan should include a discussion or volunteer labor and assistance. *Too detailed and subject to change.*
7. Consider allowing people to harvest firewood to help remove excess fuels. *The County's Risk Management Division has concerns about allowing this.*
8. The Los Viajeros Riding Club was not contacted via the stakeholder outreach effort, and should be added to the list in the master plan. *Rob Krensky is a Volunteer Horse Patrol and Los Viajeros Riding Club liaison. The Riding Club will be listed in the Master Plan as part of outreach efforts.*
9. Provide picnic tables, bicycle racks, horse water, potable water, and hitching rails at the Wunderlich parking lot. *Water is currently available in the parking lot. The other suggestions will be added to the Master Plan text description, and will be incorporated into the specific design after the master plan is adopted.*
10. Assure adequate room on drives into Wunderlich to allow bicyclists to enter and stop to use the facilities. *The park drive will be 15 feet wide. This provides the required space for the bicyclists, who will share the drive with vehicles.*
11. Requiring equestrians to carry water bags is ludicrous. Hose bibs on trails would be helpful, but please provide small drainable troughs or non-obtrusive containers. *Water troughs are not desirable due to West Nile Virus, which is fatal to horses. The suggestion to require equestrians to carry water bags was suggested by representatives of the equestrian community.*
12. The County needs to do a better job of informing neighbors on the south side of Wunderlich Park about the public meetings. *All neighbors within 300 feet of both parks were notified of all public meetings.*

C

13. Relocate the proposed vehicular entrance to Wunderlich Park about 100 feet to the existing (temporary) entrance to keep vehicle further away from the arena.
14. Could horses be used for invasive plant grazing? *During the next year County Parks will be preparing document titled Decision Making Guidelines for Vegetation Management in San Mateo County Parks. We will have to wait until this document is completed to be able to answer this question.*
15. Is there a way to make sure parking for the Archery Range takes place within the Archery Range rather than on Kings Mountain Road? There is a hairpin turn of concern. *The road itself lies outside the park and is the responsibility of the County Department of Public Works. Any safety improvements required would require follow up with County DPW.*

- End -

Regional Open Space

June 20, 2005

MIDPENINSULA REGIONAL OPEN SPACE DISTRICT

Marcia Raines, Environmental Services Agency Director
Parks and Recreation Division
San Mateo County Environmental Services Agency
County Government Center
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Subject: Huddart and Wunderlich Parks Draft Master Plan

Dear Marcia,

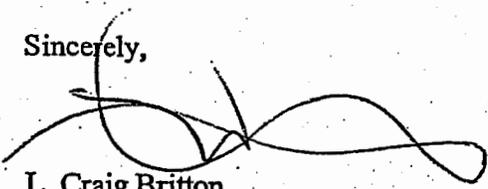
Thank you for the opportunity to provide comments regarding the Draft Master Plan for Huddart and Wunderlich Parks. These County Parks and the District's Open Space Preserves comprise a large majority of the regional greenbelt that provides access to thousands of public recreational users annually. Although there are many points of access for these parks along the crest of the Santa Cruz mountain range off Skyline Boulevard (State Highway 35), there is a shortage of necessary parking and staging areas.

Along the western and southern portion of Huddart Park, the Bay Area Ridge Trail and California Riding and Hiking Trail crosses Kings Mountain Road. This particular area has always been an ideal location to provide public parking and access, as it was identified in the 1982 Huddart Park Master Plan. Although the current Draft Master Plan is no longer considering development of this area, the District strongly believes that it is critical to at minimum provide parking and staging opportunities in this location. District planners have discussed this with Sam Herzberg and as a result, the Draft Master Plan proposes the consideration of a land transfer of the property within Huddart Park south of Kings Mountain Road to the District for incorporation into Teague Hill Open Space Preserve. This transfer of property would allow the District to plan for and develop any desired public facilities.

While the District does not oppose this possibility, it is our suggestion that a closer working relationship with the County also be explored, either through a cooperative development and/or management agreement, in order to provide public access within this area of Huddart Park. Since the public will be using any future parking facilities in this area to access both Huddart Park and Teague Hill Open Space Preserve, a cooperative agreement would ensure that the goals of both public agencies would be met.

Thank you for your consideration and please feel free to contact me should you have any questions or comments.

Sincerely,



L. Craig Britton
General Manager

LCB:mdv

cc: MROSD Board of Directors
Sam Herzberg, San Mateo County Parks



EQUESTRIAN TRAIL RIDERS' ACTION COMMITTEE
1327 JOHNSON STREET - MENLO PARK, CA 94025

July 14, 2005

My name is Faye Brophy, and I represent ETRAC, a coalition of 10 Bay Area equestrian organizations. I would like to acknowledge and thank the Parks and Recreation Department and their Rangers, the Parks and Recreation Commission, Park Planner Sam Hertzberg, and Bill Harris and Harris Designs for all the work and effort that they have put into this Masterplan for Huddart and Wunderlich Parks.

We equestrians appreciate your consideration for equestrian use of these parks. While we understand the concerns with the Crystals Springs Trail, we greatly appreciate that this trail will not be closed until a new alternative to this trail is opened. The planned improvements for the Folger Stable Project, the watering sites, the trailer parking, new signage, and additional loop trails will assure that Huddart and Wunderlich remain two of the great oases in this highly urban peninsula.

In addition, while we understand that growing numbers in the bike community would like to add Huddart and Wunderlich Parks to their biking arenas, we want to acknowledge the wisdom and insight of the planners for upholding current restrictions on bicycle usage in these parks. We appreciate this consideration for hikers' and equestrians' safety on these narrow trails.

Finally, thank you for recognizing the equestrians' assistance in helping to patrol these two wonderful parks.

Sincerely,

Faye Brophy, ETRAC

A COALITION OF EQUESTRIAN ORGANIZATIONS :
COAST SIDE HORSE COUNCIL - JBH CAMP AD HOC COMMITTEE - LOS ALTOS HOUND - LOS VIAJEROS
RIDING CLUB - MOUNTED PATROL OF SAN MATEO COUNTY - PORTOLA VALLEY TRAILS ASSOCIATION
SAN FRANCISCO HORSEMEN'S ASSOCIATION - SAN MATEO COUNTY HORSEMEN'S ASSOCIATION
THE SHACK RIDERS - WOODSIDE TRAILS CLUB

From: "George Haye" <geohaye@yahoo.com>
To: <parkscormission@co.sanmateo.ca.us>
Date: 7/18/2005 5:07:19 PM
Subject: Access for Bikes: Huddart

To The San Mateo County Parks Commission

Friends,

As a long-time San Mateo County resident currently living in Los Gatos, I continue to spend quite a bit of time and money in San Mateo County as I am involved with a couple of non-profit organizations, and I also take time out for hiking and biking in our wonderful hills.

The current Plans for Huddart and Wunderlich parks do not include reasonable dirt trail access for bicycles. Mountain biking is a healthy activity which promotes appreciation and respect for the environment. Banning bicycles from these parks to the extent being done now in fact inhibits the very germination of environmental-appreciation which we desperately need these days. Appreciation for parks, including funding for parks, is down statewide. This is partly because less and less people are involved with using the parks. It is time to be INCLUSIVE not EXCLUSIVE.

Please send the plans back to staff to propose reasonable real bike access inside these wonderful parks of ours. The ROMP bicycle group has proposed conservative and reasonable solutions -- which have not been included unfortunately in the plans -- yet.

Thank you for your time and your vision,
George Haye
13766 Long Ridge Road #A
Los Gatos, CA, 95033

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Attachment D

Chronology

Public Feedback Solicited re: Huddart/Wunderlich Draft Master Plan

- 7/6/04 - Focus Group With Five Equestrians Organizations re: equestrian Issues at Both Parks.
- 7/10/04 – Public Workshop #1.** Questionnaire Publicly Distributed.
- 8/15/04 - Meeting with Kings Mountain Archers re: Huddart Archery Range.
- 9/14/04 - Meeting with Woodside Fire and CDF re: Fire Hazard Concerns.
- 11/18/04 - Public Workshop #2**
- 12/8/04 - Meeting with San Francisquito Creek Watershed Council
- 12/9/04 - Meeting with Woodside Bicycle Committee
- 2/15/05 - Agency Focus Group with GGNRA and MPROSD
- 3/17/05 - Meeting with Girl Scout Representatives re: Huddart Improvements.
- 3/22/05 - Meeting with Trail Users Focus Group #1

- 6/7/05 - Public Workshop #3**
- 7/14/05 - Park and Recreation Commission site visit of Huddart/Wunderlich
- 8/4/05 - Park and Recreation Commission hearing re: Draft Master Plan
- 9/27/05 - Meeting with Representatives of ROMP and NORCAMBA.

- 10/11/05 - Meeting with MPROSD re: Proposed Valley to Skyline Trail and Teague Hill
- 1/31/06 - Meeting with Trail User Focus Group #2**
- 3/22/06 - Park and Recreation Commission Hearing re: Draft Huddart/Wunderlich Master Plan
- 4 or 5/06 Board of Supervisors Hearing re: Draft Huddart/Wunderlich Master Plan

Regional Open Space

MIDPENINSULA REGIONAL OPEN SPACE DISTRICT

April 6, 2006

Parks and Recreation Commission
San Mateo County Environmental Services Agency
County Office Building
455 County Center, 4th Floor
Redwood City, CA 94063

Subject: Proposed Huddart and Wunderlich Parks Master Plan

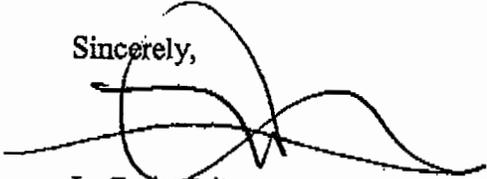
Dear Honorable Commissioners:

Pursuant to our letter dated March 17, 2006 and the Parks and Recreation Commission meeting held on March 22, 2006, the District would like to express support for the recommendation to approve the Huddart and Wunderlich Parks Master Plan without inclusion of the "Valley to Skyline" trail along Squeeler Gulch. The District also supports the recommendation to study the regional needs of the mountain and road bicycling community and prepare a subsequent County-wide Bicycle Plan that would among other things, identify safe connections from the valley to the ridge.

However, there still exists a shortage of public parking adjacent to State Highway 35 (Skyline Boulevard). Although it is not subject to the Master Plan, the District believes the area of Huddart Park where the Bay Area Ridge Trail and California Riding and Hiking Trail crosses Kings Mountain Road can accommodate additional parking. The District would like to continue to work with the County in order to make this facility possible. The transfer of County land south of Kings Mountain Road to the District and development of this parking area will be instrumental in providing additional public access, including trail connections from Wunderlich Park to Huddart Park as well as other regional trails in the future.

Thank you for your consideration and please feel free to contact me should you have any questions or comments.

Sincerely,



L. Craig Britton
General Manager

LCB:mdv

cc: MROSD Board of Directors

From: "Kenneth C. Nitz" <knitz@openspace.org>
To: <parksandrecreation@co.sanmateo.ca.us>
Date: Tue, Apr 4, 2006 8:54 AM
Subject: Huddart Park mtn bike trail

Dear Commissioners,

I'm on the board of directors of the Midpeninsula Regional Open Space District (MROSD) (and I am speaking for myself not the Board or a representative of the Board), and it came as a surprise to find out that you are considering developing a mountain bike trail on land that will someday be transferred to MROSD.

First of all, as a board, we were not notified by our staff that such a trail was being developed (along with the parking lot), and secondly, this land will eventually become part of Teague Hill OSP which does not allow mountain bikes, so it puts it at odds with our current use and management of the preserve.

We usually do a master planning process (and I believe we will in the future for Teague) before we perform any major trail development and since I was only notified yesterday about this, I haven't had a chance to read your plan on Huddart Park to see if it included Teague Hill and our response to the trail, so I won't comment more on this until I have a chance to read it.

I know we usually work quite closely with SMP&R, and would like to see us figure out a good solution so that we (i.e. the Board of MROSD) are happy with your plan and trail development that will eventually become ours.

thanks

--Ken Nitz
MROSD
Board of Directors Ward 7 (Redwood City, HMB, Woodside, San Carlos)
(speaking for myself, not for the Board, nor a representative of the Board)

From: ParksAndRecreation
To: Herzberg, Samuel
Date: 4/5/2006 5:19:05 PM
Subject: Fwd: Bikes in Woodside

>>> "Angela Steele" <asteel@proartnet.com> 04/05/06 4:31 PM >>>
Hello,

Over the last several years, bikes have increasingly become a safety issue in Woodside. Some cyclists use the bike lane and are courteous to those around them. Unfortunately, more and more, I see bikes taking up an entire side of the road, whether there is a bike lane or not. They do not attempt to move over when a car comes, nor do they slow down for pedestrians or equestrians. I can't count the number of times I have had to cross the yellow line, with my children in the car, to pass a group of bikes who want to ride side by side, so they can chat. If I don't pass them and instead drive behind them, I am frequently yelled at, cursed at and I have even had a rock thrown at my car by a cyclist, while trying to take my children to school. I have found cyclists urinating in my front yard, again, in front of my children.

Cyclists in Huddart Park present issues with parking, sanitation and most importantly, safety. Many horses are extremely frightened by bicycles and will spook or flee, causing potentially serious injuries and even death. Cyclists have many places in the Bay Area to ride. Equestrians have very few safe places left to ride. I moved my family to Woodside because it was rural, horse country. That is quickly changing and our quality of life, as well as our safety are in jeopardy.

Thank you for your consideration on this matter.

Angela Steele

April 3, 2006

San Mateo County Board of Supervisors
 San Mateo County Parks & Recreation Commission
 400/455 County Center
 Redwood City, CA 94063

Re: No Bike Route In Huddart & Wunderlich Parks as to be addressed on April 6, 2006 of the Park & Recreation Commission

Dear Members of the Board of Supervisors and Parks and Recreation Commission:

We support the Director's recommendation that there should be no mountain bike route considered in the master plan for Huddart and Wunderlich parks.

Huddart and Wunderlich Parks are rare semi-wilderness parks that provide a protected environment for naturalists, hikers and pedestrians, relatively free from incompatible vehicular uses. These parks are a vital part of the Woodside area equestrian trail system, an asset unparalleled in the Bay Area. Responsible stewardship is necessary to sustain these irreplaceable assets.

The mountain bike route should be eliminated because:

- The use creates real danger to hikers, equestrians and children who use the parks

We understand that the Director has recommended that a regional committee be formed. While we understand that the committee may study regional needs and options, we ask that the Parks Commission ***include in the text of the master plan clear language affirming the policy to protect these parks and clearly stating that the incompatible use for a mountain bike route has been eliminated.***

Very truly yours,

Name: Barbara H Phillips
 Barbara Phillips

Address: 260 Manzanita Way
 Woodside

From: "Dave Steer" <Dave.Steer@arm.com>
To: "parkscommission@co.sanmateo.ca.us" <'parkscommission@co.sanmateo.ca.us'>, "dholland@co.sanmateo.ca.us" <'dholland@co.sanmateo.ca.us'>
Date: 4/5/2006 6:41:47 PM
Subject: Huddart/Wunderlich Master Plan Input

Dear Commissioners,

I wish to have my opinion entered on the record regarding the Huddart/Wunderlich Master Plan proposal. I am hopeful that the chairperson will be able to read this aloud at the meeting sine you suggested that written submissions would be acceptable.

Firstly, as an attendee of the last public meeting I was impressed by the presentation of the plan. Having heard all the biker vs pedestrian arguments for so long it was almost forgotten that the majority of the plan looks out for the long-term well being and maintenance of the park and facilities and I applaud the fine plan that has been put in place for that.

Along that theme, I encourage you to keep focus on the park, and not on the "hidden agenda" of the Woodside residents. It would seem that may of the arguments against a mountain bike trail in the parks relate more to Woodside residents trying to ringfence "outsiders" (as we are frequently referred to) from "their" town. I find this offensive. This is about a county park, not a town park, and as such it is your duty to provide for the needs of the taxpayer of the county as a whole, not a select group of individuals. It would be ridiculous for me to attempt to inhibit Woodsiders from using freeways, roads, supermarkets and facilities in "my" town, I don't expect the same from them.

I agree with some of the arguments presented, and do not advocate full multi-use trails. Bikes, equestrians and runners are all incompatible, which is why I was pleased to see a tiny slither running along the side on the map marked for bikers only. I am hopeful that with further effort, we can work around the currently marked multi-use section at the top.

It is entirely possible that the "line on the map" trail is not the best physical trail as currently drawn, but removing it is not the answer. By removing the currently proposed trail from the master plan, you would effectively be removing all possibility of a viable trail being constructed, as I believe that the blue-ribbon committee will not be able to reach agreement. I strongly request that the plan is passed with the condition that the proposed trail is refined, not removed, with the input of all appropriate authorities and user groups. That way, the correct amount of research and effort can be deployed in solving the environmental and infrastructure issues and we can make this much-needed trail a reality.

Thank you for your consideration,

Dave Steer

Dave Steer
Director Segment Marketing
ARM Inc. 141 Caspian Court
Sunnyvale CA 94089
<<http://www.arm.com/>>

Tel: (408) 548-3038
Fax: (408) 734-5050
<mailto://Dave.Steer@arm.com>
<http://www.arm.com>

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Viewpoint

Ideas, thoughts and opinions about local issues from people in our community. Edited by Tom Gibboney.

Bikers deserve a trail

The San Mateo County Parks and Recreation Department is in the middle of a nasty dispute pitting hikers and equestrians against bicyclists over the usage of trails in Huddart Park, just up the hill from Woodside.

Nearly 400 people representing these groups met last month at a packed public hearing to decide if mountain bikers would be given the green light to use a Valley-to-Skyline trail through the park. The proposed trail has become a lightning rod for mountain bike critics, particularly equestrians, who showed up in droves at the hearing to

EDITORIAL

The opinion of The Almanac

oppose any park access for the bikers, who they say terrorize hikers and scare their horses.

The county Parks and Recreation Commission was meeting to hear comment about a draft master plan for Huddart and Wunderlich parks that includes a mountain bike trail from Woodside through Huddart and on to Skyline Boulevard. The trail would begin at the park's Greer Road entrance, continue on park roads (legal for bikes) to the main entrance on Kings Mountain Road, where it would link to a new trail south of the road along Squealer Gulch as it made its way to Skyline.

The trail is a good idea, and it would not intrude on Huddart horse trails, despite the contention of many of the 34 people who testified, who said they oppose allowing bikes in the park at all. Another 30 will speak this week when the hearing resumes in the supervisors chambers at County Center in Redwood City. At the March 22 meeting, parks director Dave Holland wisely advised the commission to sidestep the issue for now and simply adopt a new master plan without the bike trail.

That was the right move. And we support Mr. Holland's suggestion that the commission appoint a committee to study all the trails in the area before settling on the Squealer Gulch route for bikes. We hope the committee will have strong contributors from the cycling, hiking and horse riding communities who are committed to compromise. Nothing could be worse than a committee report that excludes one group or

another from its fair share of park access.

Probably the best trail solution is to separate the equestrian and bicycling groups as much as possible. Each side has totally contrary objectives when they are on the trail. Many cyclists prefer to ride in groups on single-track routes with steep elevation changes, which can propel riders downhill at 20 miles per hour or more. Equestrians like wider, more level trails and say that when they encounter speeding bikes their spooked horses can throw a rider and cause serious injury. Hikers are easier to please, but most often side with the equestrians in this argument.

Into this volatile mix, toss the town of Woodside, whose Town Council voted to formerly oppose any new trailhead at the park's Greer Road entrance, due to lack of facilities. Woodside already suffers from a huge influx of road bikers, who clog streets and have been known to disobey traffic signs when they visit the town on their weekend rides.

But like it or not, Woodside sits at the confluence of some of the best cycling roads and trails on the Peninsula. The challenge for a blue ribbon trails committee will be to find a balance, so each user group gains a fair share of access to Huddart and a Valley-to-Skyline trail.

We sympathize with horse riders who say they find rogue cyclists on trails that are off limits to bikes, which can put equestrians in a very dangerous situation. But enforcement is up to park rangers and the bike community. As Mr. Holland suggests, the county should strongly consider opening an off-road bike route south of the park. It would give cyclists a route to Skyline from the main Huddart entrance and Kings Mountain Road, and access to park roads if they wanted to reach the valley floor.

Huddart access for equestrians wouldn't change, and the new Squealer Gulch trail should keep rogue bike riders off the park's horse trails.

Somehow, the county parks system needs to provide opportunities to all user groups, even if it means adjusting access for some. And horse riders have to understand that all cyclists are not outlaws, just as cyclists must understand that all equestrians are not demanding exclusive rights to all of Huddart Park. ■

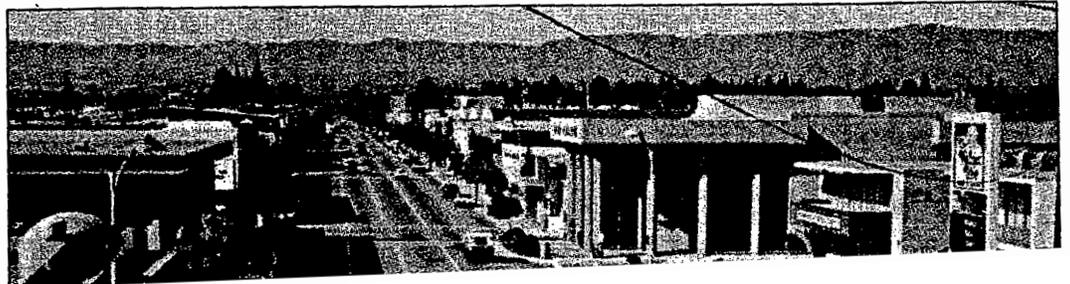
LETTERS

Our readers write

Mayor says catastrophe is not inevitable

Editor:

The headline of my mayor's interview story March 22 reads



VIEWPOINT

Another idea for bike trail to Skyline

By Steve Lubin

Editor's Note: The following article was sent to the San Mateo County Parks and Recreation Commission.

I support a countywide study of trails for all users, including road and mountain bicyclists.

A countywide study is especially needed for mountain bike trails because long through-routes are desirable and it is impossible to provide this kind of trail within any one park. I hope that such a study would call for the creation of a mountain bike trail from the Edgewood/

Canada road area to Purissima Road, west of Skyline.

This trail would best serve the bulk of county residents because of its central location and would minimize driving to bike rides. Woodside bicyclists support bicycle access to Skyline. If such a countywide trail study is to retain the possibility of the Edgewood/Purissima option, a mountain bike trail should not be precluded in the Huddart/Wunderlich Master Plan.

Concentrated mountain bike areas such as Corte Madera Open Space are attractive to

more extreme mountain bikers, who are interested in bike handling challenges. Trails that allow long rides over the mountain from the populated areas of the county to the coast would serve a different, more moderate group of users. There are not adequate facilities for riders such as myself who want to take an extended ride from home.

The existing mountain bike facilities in the county are heavily used. The way to ease overuse of these trails is to expand the trails for all users, not restrict use by one of the largest user groups.

I have been primarily a road

bike rider for the last 44 years, but the increase in traffic on mountain roads has made this activity more dangerous. I own a mountain bike but find few local trails where I can take satisfying rides. It would be extremely desirable to have off-road alternatives to ride over the mountain. A trail from Canada Road to Purissima Road would allow me to ride from Woodside to Half Moon Bay without encountering any significant traffic and without driving to my ride.

The area around the intersec-

See ANOTHER IDEA, page 29

ost in the thicket of teen driving laws

the following letter was hand-delivered to the Almanac office.

Editor:

I am a concerned parent resident in the greater San Francisco area. My daughter just obtained provisional license at the age 15.

One of the new laws that went into effect on January 1

prohibits her from transporting anyone under the age of 20 without the accompaniment of a licensed driver or instructor 25 or older. The exemptions to the restrictions are fairly clear.

Wanting to back up my insistence of my daughter adhering to the law, I called our local police department to ascertain the penalties and/or fines that could be imposed if she were to break the law and be pulled over.

You can imagine my shock when I was told in February that our police department hadn't pulled over any teens since the New Year. When I further pressed to find out the penalty, I was told that there was no "set" penalty. However, if cited, the teen could face a fine and maybe lose their license.

The department suggested I call the juvenile court in our county for clarification. The

juvenile court said it was up to the person that would "hear" the minor's case. They informed me that the fines could be very small or they could be as high as \$850. It seems to me that most of my fines were clearly printed on my traffic tickets when received.

My teen consistently tells me that the parents of all of her friends allow them to drive

See LETTERS, page 29

Resurrect Park Theatre

attendance records. The theatre exhibition is a low-margin business, and faces stiff challenge in a high-rent area such as downtown Menlo Park. How do we deal with this reality?

The short answer is to build the theatre into the El Camino development plan. The theatre will need restoration and a business model for long-term success.

One of what such a plan would look like, we may find solutions surprisingly close to home in San Mateo and Redwood City.

Developers looking to build higher densities than normally allowed along El Camino (or elsewhere) are potential financial participants in a theater restoration, if restoration "pencils out" profitably to their plans.

In imagining the reopened Park Theatre, think of the long lines of eager filmgoers waiting on University Avenue outside the Stanford Theater in Palo Alto. A popular movie house would bring the crowds back to downtown Menlo Park.

We can find a business model that works for us. Meanwhile, as



ANOTHER IDEA

continued from page 31

tion of Canada and Edgewood roads is currently a staging area for cyclists, and it could handle more users as well as public restrooms. From here a trail could head south along the west side of I-280 through watershed lands and cross the ridge to Huddart Park north of Raymundo Road.

This route could connect to the existing trail along West Union Creek and provide access to park roads near the East Meadow. If this portion of the trail entering the park were paved it could provide access to mountain bikers, road cyclists and casual bicyclists, and possibly reduce auto traffic through Woodside if people bicycled to

the park rather than drove.

Maps show that the topography on this route is not nearly as steep as Squealer Gulch and would be a better place to build a separate mountain bike trail. I realize equestrian and bicycle trails cross on this route and that some local equestrians are adamantly opposed to this. However, equestrians currently have five or six different routes to Skyline in Phleger, Huddart and Wunderlich parks. It does not seem extreme to allow a single bicycle route.

The position taken March 14 by the Woodside Town Council opposing a mountain bike trail does not by any means reflect a unanimous opinion of the residents of Woodside. On June 14 of last year, the town council, based upon a joint recommendation of

its trails and bicycle committees, supported mountain bike and road bike Valley to Skyline routes.

Town Manager Susan George's staff report to the council for its March 14 meeting also supported these routes and encouraged further study to establish a specific mountain bike route. The council, under intense pressure from the equestrian community, disregarded this advice in favor of the radical "don't even talk about bicycles" position that Ms. George presented to you on behalf of the Woodside Town Council on March 22.

Please leave the door open for further discussion of regional bicycle routes through Huddart Park.

Steve Lubin lives on Palm Circle in Woodside.

LETTERS

continued from page 31

other teens and siblings. Her friends take younger siblings to the store, school or to sporting events for fun and to eliminate the parent from having to drive their younger children around.

She asks at least once a week if she can take a friend for coffee, to sports practice or shopping. She claims at least six friends were pulled over and none of them received a citation. One local girl was pulled over at a sobriety check with three friends in the car - no citation.

Our new drivers are receiving the worst kind of training from their parents and the system. If we don't enforce the rules and the law doesn't enforce the rules, what is going to stop them from drinking and driving, speeding, running

red lights and any other behavior that could endanger their lives and the lives of others?

Getting caught just doesn't seem to be a problem. The police don't appear to be pulling 16-year-old drivers over and when they do it seems the police are being "nice" by failing to cite them. Is there an issue of "profiling" if they pull over a car full of teenagers with no provocation?

The last topic of interest in this issue is insurance. My neighbor

said insurance won't cover a claim if their teen is driving an underage person and gets into an accident. It would be interesting to know if this is true. If it is, and more parents were aware of the fact, maybe then they would think twice about their leniency. If I break the law by speeding and cause an accident, my insurance will still cover my mistake, why not theirs?

**A concerned parent
Name withheld by request**


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Date: Saturday, April 15th
 10:00a.m.-1:00p.m.
Location: Burgess Recreation Center
 700 Alma Street, Menlo Park

PUB

Public Notices continue

ORDER TO SHOW CHANGE OF MARLENE PADILLA CASE NUMBER

SUPERIOR COURT OF SAN MATEO
TO ALL INTERESTED PARTIES: GRISELDA PADILLA has filed a decree changing names as VEGA to MARLENE PADILLA.

THE COURT ORDERS that this matter shall appear before the court on the date set forth below to show cause why a change of name should not be granted. Date: 9:00a.m., Dept. 28, Room 2F, Redwood City, CA 94063.

A copy of this Order to Show Cause shall be published in the newspaper of general circulation in San Mateo County, California, on the date set for hearing on this matter.

Date: March 21, 2006
George A. Miram
Judge of the Superior Court
ENDORSED FILED IN: 21, 2006, Clerk of the Superior Court
Deputy Clerk.

Published in THE COURIER-EXPLORER, March 12, 19, 26, 2006.

NOTICE OF APPEAL CHANGE IN CHARGE IN C ALCOHOLIC BEVERAGE

Date of Filing Application: To Whom It May Concern: The Name(s) of the Applicant(s): JOON SIK, and BEK SUN Hwang are applying to the Department of Public Works Control to sell alcoholic beverages in Menlo Park, CA 94025.

Type of license(s) applied for: Wine - Eating Place. Department: Control, 71 Stevenson Street, CA 94105, Telephone: (415) 399-1111. Published in THE COURIER-EXPLORER, March 5, 2006.

NOTICE OF HEARING WATER

A FOUR-YEAR INCREASED WATER RATES IN THE SAN FRANCISCO AREA UTILITIES

NOTICE IS HEREBY given that the City of Menlo Park is considering increasing water rates and increased water rates from the Commission. The amount of information that will be provided at this Public Hearing.

NOTICE IS HEREBY given that the City of Menlo Park Council will hold this Public Hearing on April 27, 2006, at 7:00 p.m.

NOTICE is hereby given that all valid claims are received by the Depositor. Please direct you to the Depositor. Please provide a day for the claim.

Depositor:
All Seasons
Dated: 3/28/06
Stacie Nerdahl, C
Published in THE COURIER-EXPLORER

From: "patricia" <patricia@icontract.com>
To: <ParksandRecreation@co.sanmateo.ca.us>, "jhill@co.sanmateo.ca.us"
<jhill@co.sanmateo.ca.us>
Date: Mon, Apr 3, 2006 12:25 PM
Subject: Huddard and Wunderlich trails

To Parks and Recreation Committee: I wanted to make sure you were copied on the following letter I sent to Jerry Hill.

(My apologies to Jerry Hill as in my haste, I did not correctly identify Jerry Hill as the President of the Board of Supervisors when I wrote it, however the context is pertinent to the issue.)

Hello Jerry:

I understand you are the person who is interested in learning more about how Mountain Bikers are illegally using our Huddard and Wunderlich park. You probably don't have the time to spend there yourself on a regular basis and therefore can't witness how often one runs into the Mt. Bikers, or sees the deep tracks in the trails that evidence their frequent presence on them.

I wanted to report, for the record, that on Saturday, April 1st (no this isn't an April fools joke.) at 10:30 a.m. I rode my horse up Skyline trail, in Huddard, from the Greer entrance nearly to the top of Skyline. I had my cell phone with me that conveniently has a camera which I used to take pictures of fresh Mountain bike tracks all the way from the bottom of Greer before the battery failed . I got at least 10 clear shots of deep tire tracks made by four bikes and I'm happy to share those with you upon request. It was also noted that one trail that is closed to horses didn't seem to stop the Mt. Bikes from using it. Since erosion of the trails is one of the major issues in general, it may be necessary to find a way to keep the Mt. Bikers out of the closed trails until they dry. Oh, but then, they aren't supposed to be on the trails at all because it's illegal. Since that is the pattern, I don't suppose further signage will discourage them from using any and all other trails.

Obviously, a very real concern is that far too many Mt. bikers have so little respect for rules, that they egregiously violate them on a consistent basis. At the same time, they are campaigning for the right to use just a small part of the trail system. It seems hundreds of miles of trails within minutes of Huddard and Wunderlich, that allow Mt. Bikes isn't enough. The Park commission would delude themselves and the community into thinking that even the most limited trail access allowed to Mt. Bikers, wouldn't just make it more convenient to access illegal trails, and would jeopardize the safety and tranquility of the land used by hikers and equestrians for years.

If their bikes were as frightened of a horse as most horses are of a bike careening around a corner at them, there wouldn't be a discussion about mixing the two activities.

Fortunately, there is a large faction of Mt. bikers who respect the laws, they agree that bikes and horses/hikers are not compatible on trails together and they quietly and respectfully enjoy the trails designated to their sport. We don't hear them demanding access to more and more trails in the bay area. We are hearing from the same people who use the trails illegally.

I am one of many in the Woodside, Portola Valley community, asking the Commission to use your collective good judgment and common sense in considering any use of Mt. Bikes on Huddard and Wunderlich and firmly say "NO. Not in these parks!"

Best Regards,

Patricia Griffin
President
Icon Professional Services
650.378.4150

Best Regards,

Patricia Griffin
President
Icon Professional Services
650.378.4150

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From: "Josh Moore" <josh_moore@comcast.net>
To: <ParksandRecreation@co.sanmateo.ca.us>, "David Holland"
<d holland@co.sanmateo.ca.us>
Date: Wed, Apr 5, 2006 1:51 AM
Subject: Huddart / Wunderlich Proposed master Plan

Please find attached a document containing the formal position of Responsible Organized Mountain Pedalers (ROMP) on the proposed Huddart / Wunderlich master plan. please include it in the public record.

I will bring a printed version of all materials found in the end notes to Thursday's meeting, also to be included in the record.

Thank you for your consideration.

Joshua Moore
President
Responsible Organized Mountain Pedalers
<http://www.romp.org>



ROMP

Responsible Organized Mountain Pedalers

ROMP's Position on Huddart / Wunderlich Master Plan

The Huddart and Wunderlich master plan's current recommendations disregard the desires of large numbers responsible, respectful cyclists in San Mateo County, and do not adequately anticipate changing demographics over the next 20 years.

There is a rich history of mountain biking in San Francisco Bay Area, the birthplace of mountain biking. ROMP was formed in the early eighties, and the International Mountain Biking Association was spun out of ROMP in 1988.

Using information from the American Horse Council and The National Bicycle Dealers Association I estimate there are 5,880 equestrians and 33,600 mountain bikers in San Mateo County. That is 5 times more mountain bikers than equestrians (1). Perhaps there should be 5 times more trails open to cyclists than to equestrians.

ROMP did an informal study which shows half of trails North of Page Mill Road are available to all users including cyclists, and half are available to hikers and equestrians only, excluding cyclists. None of San Mateo County Park's trails are open to the County's 33,600 mountain bikers (2).

The Blue Ribbon study of trails is no concession to the mountain bike community. Instead, leave the conceptual Squealer Gulch trail in the plan. Please include in your recommendation for the blue ribbon study, a study of trail user populations and growth. Please also require the parks commission act accordingly on the results of the study. Please request a repeal of the county ordinance banning bikes on dirt.

There have been many studies showing trail wear is similar for all users (3). Equestrian use in particular, causes troughing, turning trails into little gorges and channeling the water down the trail. Evidence of this is widespread in neighboring Teague Hill OSP.

Mountain bikers are good stewards. Mountain bikers donate thousands of hours each year to build and maintain trails all around the peninsula, and in San Mateo. ROMP and others have helped build and maintain trails in Waterdog Lake Park, and El Corte de Madera OSP (4).

Outside of San Mateo County, there are plenty of successful multi use areas in the Bay Area where cyclists and equestrians successfully share trails: Annadell State Park, Fremont Older OSP, and Arastradero Park to name a few. The fear mongering, exclusionist equestrians in Woodside have repeatedly misrepresented this fact, and their fear contributes to, and perpetuates the incompatibility of bikes and horses in San Mateo County. I ask the commission to recommend and also help organize and stage regular events to help relieve multi-use conflict through shared riding events, like Carrot Fests or ROMP n STOMPs (5).

From: <SuRobrtson7@aol.com>
To: <mchurch@co.sanmateo.ca.us>, <rgordon@co.sanmateo.ca.us>, <rosejg@co.sanmateo.ca.us>, <atissier@co.sanmateo.ca.us>, <parksandrecreation@co.sanmateo.ca.us>
Date: Wed, Apr 5, 2006 11:53 AM
Subject: Bikes in Huddart Park

Three years ago my daughter Emily joined the Woodside Pony Club. Driving out to ride on that first Saturday, we turned left onto Tripp Road from King's Mountain Road and almost collided into a sea of cyclists stopped right in the street. There were about 100 of them. It was like driving through a herd of cattle as they slowly moved out of the way. Little did I know this was going to be a recurring scene. On other days, driving down Woodside Road, King's Mountain Road and Tripp Road we often find ourselves behind 2 to 3 riders cycling down the middle of the road without making any moves to get out of the way. One day it was a lone cyclist riding down the middle of King's Mountain Road towards Woodside Road. I came up slowly behind him waiting for him to move to the side of the road. He didn't. I tooted my horn just once and he turned around and FLIPPED ME OFF, YELLING PROFANITIES as in "FUCK YOU"...all to be witnessed by my 11 and 5 year old daughters. My story is not an isolated one. I find them to be a danger and a nuisance to the town of Woodside and vigorously oppose giving access to Huddart Park to the cyclists. I believe there should be limitations, citations and stiff fines for the ways in which they treat fellow citizens - drivers, equestrians, etc., Fortunately, we don't live in Woodside where it is my understanding they are now defecating in people's yards. What a public health issue...

Sincerely,
Susan Robertson
Joint District Commissioner
Woodside Pony Club

From: <Sdecenter@aol.com>
To: <ParksandRecreation@co.sanmateo.ca.us>
Date: Tue, Apr 4, 2006 11:06 AM
Subject: Regarding the bike trail at Huddart and Wunderlick Parks

To Mel Pincus, Ro Khanna, Bern Smith, Marian Vanden Bosch, and Teresa Ferrer

April 4, 2006
Bill Korbholz
Chairman, Board of Directors
San Mateo County Parks & Rec Foundation
215 Bay Road
Menlo Park, CA 94025

Dear Sir,

I am withholding my donation this year until the outcome of the controversy regarding allowing mountain bikes into Huddart Park is decided. I am vehemently opposed to changing the current policy of not allowing bikes in Huddart and Wunderlich Parks. I know first hand horses are spooked by fast moving objects and riders and horses will be hurt if not killed. It is only a matter of time and then there will be a private or class action lawsuit with the County being held responsible for changing this policy. In addition horse owners who moved here because of having a safe place to ride will no longer have that availability.

Also, with regard to my donation this year, I understand funds were appropriated

3 ½ years ago to improve the Dean Trail and they have never been used for that project to date. This too, concerns me. I want to make sure my donations have a positive affect on the horse community, not a negative one. For example, in attending the most recent meeting with San Mateo County Park and Recreation Department on January 31 in Woodside, I got the distinct feeling that the horse interest and safety were not high on Mr. Holland's priority list, nor were the issues of how to police the bikers and the residents' concerns dealing with traffic, parking, sanitation and "accidents." At this meeting I wanted to suggest that bikers in general be required to buy and exhibit licenses, as do motor vehicles, so that at least injured victims could have some way to track and report the people causing the accidents. But Mr. Holland chose to ignore my constantly raised hand and so I am putting my suggestion in writing. Bikers are not currently contributing to maintenance of the many paths already in existence, nor other property damage related to them. These license fees could help mitigate some of those costs as well as costs for additional sheriff's to police law violators.

Sincerely,

Carol Goodstein
Owner, Spring Down Equestrian Center
Cc: Redwood City Supervisors

From: "Renee Beckloff" <moabruz@gmail.com>
To: <parkscommission@co.sanmateo.ca.us>
Date: 4/5/2006 6:09:14 AM
Subject: Huddart/Wunderlich master plan

Dear Parks Commission:

I insist that you do not pass the currently proposed Huddart/Wunderlich master plan as it is in direct conflict with your mission to provide recreational opportunities for the people of San Mateo County. Over 14% of Californians consider themselves mountain bikers which means that there are 16 times as many mountain bikers in San Mateo County as there are equestrians or residents of Woodside. The current master plan proposes millions of dollars of improvements for equestrian use but not a single dollar for cyclists. I am not against the equestrian improvements but demand the master plan not be approved until it contains at least the Valley to Skyline Trail for cyclists to start to address this gross inequality in San Mateo County Parks.

Thank you very much,

Renee M. Beckloff

From: "sue schlesinger" <sue94070@yahoo.com>
To: <parkscommission@co.sanmateo.ca.us>, <dholland@co.sanmateo.ca.us>
Date: 4/4/2006 2:04:53 PM
Subject: san mateo parks for cyclists, too.

Dear Parks Commission,

A friend of mine recently submitted this letter, which I agree with wholeheartedly. I have pasted it here rather than rewording it. Please consider it my opinion and request as well.

Thanks for your consideration,

Sue Schlesinger
244 Windsor Drive
San Carlos, CA 94070

Dear Parks Commission:

I fear that since mountain bikers have to work to pay their taxes they will not be able to attend your daytime public hearing so I hope you consider our email - especially as 11 of the first 12 speakers at the evening hearing were from the equestrian camp even though the speaker requests were evenly split.

Though the equestrians have some valid points (about the skittishness of their intrusively large animals or the need for parking), they repeatedly stated several things that are just not true, including:

Woodside Speaks for San Mateo County - Over 14% of Californians consider themselves mountain bikers which means that there are 16 times as many mountain bikers in San Mateo County as there are equestrians or residents of Woodside.

Mountain Bikers are Speed Demon's who love Big Air - my wife and I are avid mountain bikers and we always ride in control and try to keep our wheels on the ground. In 8 years of riding bay area trails, neither of us has come close to hitting any other trail user and the majority of the bike riders we know are the exact same. I'd personally invest time and my own money to educate young riders about trail etiquette if any equestrians committed to do anything similar on behalf of sharing the trails.

Bikes and Horse can't get along - except in nearby parks like Anadel in the north bay and Fremont Older in the south bay. The residents of Woodside are just being xenophobes, creating excuses to keep everyone else away.

Mountain Bikes Erode Trails - Scientific studies have shown that horses cause many times more trail damage than mountain bikes and that except in the wettest or steepest of conditions that mountain bikes do not cause any more trail erosion than hikers.

Cyclists are not hygienic - I'm sure equestrians urinate by the side of the trail just as often as cyclists but horse droppings all over the trails has far more impact on the health of trail users and the environment.

Mountain Bikers are Terrorists - I'm sure there are some young rebels out there but every mountain biker I know is an upstanding local taxpayer who goes out of their way to help others. During the initial public hearing the cycling community showed far more respect for speakers than the equestrians.

I insist that you do not pass the currently proposed Huddart/Wunderlich master plan as it is in direct conflict with your mission to provide recreational opportunities for the people of San Mateo County. The current master plan proposes millions of dollars of improvements for equestrian use but not a single dollar for cyclists. The equestrians don't have any valid arguments against mountain bikers, especially considering what a small portion of the San Mateo population the equestrians represent. I am not against the equestrian improvements but demand the master plan not be approved until it contains at least the Valley to Skyline Trail for cyclists to start to address this gross inequality in San Mateo County

Parks.

Thank you very much,

Sue

New Yahoo! Messenger with Voice. Call regular phones from your PC and save big.

From: "Trent Poltronetti" <trent.poltronetti@ip-extreme.com>
To: <parkscommission@co.sanmateo.ca.us>, <dholland@co.sanmateo.ca.us>
Date: 4/4/2006 1:20:43 PM
Subject: Please separate equestrian truth from propaganda

Dear Parks Commission:

I fear that since mountain bikers have to work to pay their taxes they will not be able to attend your daytime public hearing so I hope you consider our email - especially as 11 of the first 12 speakers at the evening hearing were from the equestrian camp even though the speaker requests were evenly split.

Though the equestrians have some valid points (about the skittishness of their intrusively large animals or the need for parking), they repeatedly stated several things that are just not true, including:

Woodside Speaks for San Mateo Country - Over 14% of Californians consider themselves mountain bikers which means that there are 16 times as many mountain bikers in San Mateo County as there are equestrians or residents of Woodside.

Mountain Bikers are Speed Demon's who love Big Air - my wife and I are avid mountain bikers and we always ride in control and try to keep our wheels on the ground. In 8 years of riding bay area trails, neither of us has come close to hitting any other trail user and the majority of the bike riders we know are the exact same. I'd personally invest time and my own money to educate young riders about trail etiquette if any equestrians committed to do anything similar on behalf of sharing the trails.

Bikes and Horse can't get along - except in nearby parks like Anadel in the north bay and Fremont Older in the south bay. The residents of Woodside are just being xenophobes, creating excuses to keep everyone else away.

Mountain Bikes Erode Trails - Scientific studies have shown that horses cause many times more trail damage than mountain bikes and that except in the wettest or steepest of conditions that mountain bikes do not cause any more trail erosion than hikers.

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Mountain Bikers are Terrorists - I'm sure there are some young rebels out there but every mountain biker I know is an upstanding local taxpayer who goes out of their way to help others. During the initial public hearing the cycling community showed far more respect for speakers than the equestrians.

I insist that you do not pass the currently proposed Huddart/Wunderlich master plan as it is in direct conflict with your mission to provide recreational opportunities for the people of San Mateo County. The current master plan proposes millions of dollars of improvements for equestrian use but not a single dollar for cyclists. The equestrians don't have any valid arguments against mountain bikers, especially considering what a small portion of the San Mateo population the equestrians represent. I am not against the equestrian improvements but demand the master plan not be approved until it contains at least the Valley to Skyline Trail for cyclists to start to address this gross inequality in San Mateo County Parks.

Thank you very much,

Trent

Trent Poltronetti

VP Marketing, IPextreme Inc

trent.poltronetti@ip-extreme.com

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From: "Clayton, David A." <clayton@hhmi.org>
To: <bbennett@co.sanmateo.ca.us>
Date: 3/31/2006 1:41:10 PM
Subject: San Mateo County Parks & Recreation Commission - Greer Road/Huddart Park Mountain Bike Route

Dear Members of the Commission:

My wife and I own the property located at 291 Greer Road and we learned of the proposal to utilize Greer Road for mountain bike access to and through Huddart Park by reading the Almanac [we now live in Maryland, but still need the Woodside area news]. We have managed to hear the views of those who are currently residing at Greer Road and we would like to underscore, in particular, the very accurate statement sent to the commission by Robert Susk [dated March 16, 2006 and submitted for your March 22nd hearing].

We lived at 291 Greer from 1970 until 1996, and the issues of the small size and nature of Greer Road was one we dealt with in light of the fact that our daughter was in the Woodside Pony Club. With respect to horse riding to Tripp Road, negotiating traffic and bikes was challenging even then.

In short, this proposed bike route is totally inconsistent with any thoughtful analysis of the situation and absolutely should not be approved.

Sincerely yours,

David A. Clayton
11104 Gilchrist Court
Potomac, MD 20854

From: "Michael Feary" <mfeary@yahoo.com>
To: <parkscommission@co.sanmateo.ca.us>
Date: Mon, Apr 3, 2006 11:03 PM
Subject: Huddart & Wunderlich park cycling trail

Dear Ladies and Gentlemen of the Parks Commission,

I am a San Mateo County taxpayer and an avid mountain biker. After attending your meeting on the 22nd March, however, I am very concerned. It certainly appears that the resources of San Mateo County are not being allocated fairly among its residents. The current master plan proposes millions of dollars of park improvements for equestrian users' benefit, but not a single dollar for cyclists.

I am not against the equestrian improvements, but feel that for resources to be equitably allocated some provision must be included in your master plan for cyclists. This approach would be more in-keeping with your mission to provide recreational opportunities for the people of San Mateo County.

Over 14% of Californians consider themselves mountain bikers, and still more are road-cyclists. This means that there are 16 times as many mountain bikers in San Mateo County as there are equestrians.

I am also concerned that postponing building a mountain bike trail is a stalling tactic so that another group of commissioners will be forced to deal with this issue. I understand that the Commission requires a period to consider options. I will be very disappointed, however, if the recommendation is always to stall rather than to act.

Given the ever-increasing numbers of mountain bikers in san mateo county, the time to act is sooner rather than later. I think that equestrians and mountain cyclists can coexist peacefully, but the tone of the recent meetings is setting a dangerous precedent of creating animosity between equestrians and mountain cyclists. This needs to be remedied as quickly as possible by offering san mateo county mountain cyclists a compromise alternative in less than 18 months.

Thank you for your time,
Michael Feary

From: "lynne martin" <lynne_mar@yahoo.com>
To: <parkscormission@co.sanmateo.ca.us>
Date: Mon, Apr 3, 2006 8:54 PM
Subject: Huddart & Wunderlich park cycling trail

Dear Ladies and Gentlemen of the Parks Commission,

I am a San Mateo County resident and an avid mountain biker. I am encouraged that you are considering a bike path from the foot of the mountains up to Skyline Boulevard. I think this trail will be a source of much enjoyment for all of the San Mateo County residents who enjoy biking now and in the future.

After attending your meeting on the 22nd March, however, I have two concerns. The first is that the resources of San Mateo County be allocated fairly among its residents since we all contribute by way of taxes. The current master plan proposes millions of dollars of park improvements for equestrian users' benefit, but not a single dollar for cyclists. I am not against the equestrian improvements, but feel that for resources to be equitably allocated some provision must be included in your master plan for cyclists. This approach would be more in-keeping with your mission to provide recreational opportunities for the people of San Mateo County. Over 14% of Californians consider themselves mountain bikers, and still more are road-cyclists. This means that there are 16 times as many mountain bikers in San Mateo County as there are equestrians.

Since your current course of action has been to postpone building a mountain biking trail, my second concern is that a clear intention to build a trail is stated as a goal for the 18 month trail research group you proposed. I understand that with all the issues involved the Commission requires a longer period to consider options. I will be very disappointed, however, if the recommendation is always to stall rather than to act.

Thank you for your consideration,

Lynne Martin

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From: "Rob Nerrie" <robnerrie@yahoo.com>
To: <parkscommission@co.sanmateo.ca.us>
Date: Sun, Apr 2, 2006 7:17 PM
Subject: Wunderlich Park completely trashed by horses after recent rains.

Hi,

I'd like to report that Wunderlich trails are completely trashed as of April 1 because of equestrian use on muddy trails. The trails are so hacked that hikers must make their way along the trail berms, causing more erosion and trashing the trails even more.

How can we ban horses from county parks? In the Bay Area horses are a luxury for only the extraordinary wealthy. As a normal citizen, my wife and I work 60 hour weeks and can hardly afford to rent a place that allows cats, much less acreage for a barnyard animal. Only the richest 1% can indulge in such activities and that 1% is doing 99% of the trail damage.

Regards,

Rob Nerrie

From: "Jodi Hall" <jodi@trailheadmarketing.com>
To: <parkscommission@co.sanmateo.ca.us>
Date: Wed, Mar 29, 2006 4:55 PM
Subject: Compromise a must

Dear Commissioners,

I was at the Redwood City meeting on March 22 and was appalled by the animosity in the air. When you go to form the Blue Ribbon committee to analyze the bike trail, please make it a priority to force the public groups to work together.

Wednesday night I did not hear a single equestrian speaker mention compromise. The biking community understands the equestrian standpoint and wants to find a solution that works for both sides. The equestrians, however, seem 100% unyielding in their attempts to proliferate the myth of "terrorist bikers" (already an unbelievable use of the word "terrorist") and refuse to listen to any other viewpoints or consideration of reality. The feeling in that room Wednesday night could honestly be described as racist - aggressively exaggerating an opinion of a group of people based on a few bad apples. It reminds me of the fight for civil rights in the 60s - thank God democracy prevailed then, and it should now.

I honestly can't blame the equestrians in Woodside for wanted to keep these two parks (Huddart and Wunderlich) tranquil. However, the equestrian community as a whole MUST be more willing to compromise with other trail users around the county. Otherwise, your Environmental Agency will be succumbing to extremists, which are dangerous in any culture. Your mission is to govern for ALL.

Thank you.
Jodi Hall

From: ParksAndRecreation
To: Herzberg, Samuel
Date: 4/3/2006 9:01:24 AM
Subject: Fwd: No Mountain Bike Trail In Huddart/Wunderlich Parks

>>> "Pat Dallam" <mhpm�@pacbell.net> 03/30/06 10:03 AM >>>
March 30, 2006

San Mateo County Board of Supervisors
San Mateo County Parks & Recreation Commission
400 County Center
Redwood City, CA 94063

Subject: Bike Route in Huddart & Wunderlich Parks (4/4/06 Meeting)

Dear Commisioners:

I support the Director's recommendation that there should be no mountain bike route considered in the master plan for Huddart and Wunderlich parks.

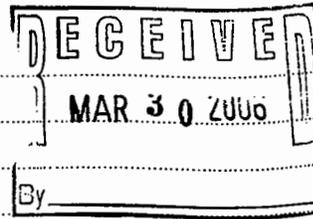
The mountain bike route should be eliminated because:

- * The use is incompatible with the nature and character of these parks
- * The use will physically damage the parks
- * The use creates real danger to hikers, equestrians and children who use the parks
- * The use will burden the neighbors, the local streets and the relationship with the Town of Woodside

I ask that the Parks Commission to include in the text of the master plan clear language affirming the policy to protect these parks and clearly stating a mountain bike route has been eliminated.

Very truly yours,

Patricia M Dallam
416 Chaucer St
Palo Alto



Name, Address & Date

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Please include my comments below in Huddart & Wunderlich Master Plan.

~~Other notes:~~

- I strongly support a North - South trail corridor open to cyclists, such as the Skyline Trail.
- I strongly support an East - West trail corridor open to cyclists, such as the proposed Squealer Gulch alignment.

I believe San Mateo County Parks and Recreation should do this for the following reasons.

- Huddart and Wunderlich are county parks. They are not City of Woodside parks. All San Mateo County residents should be able to enjoy these parks on a mode of transport of their choosing. Not allowing bikes is economic discrimination.
- The Bay Area Ridge Trail is a multi-use trail. The current alignment is **not** multi-use and drops halfway down to the coast. San Mateo County should support the BARTC by having a multi-use alignment on its lands. BARTC is a wealthy organization and may have funds to help improve and sustain a Ridge Trail alignment.
- San Mateo County Parks has roughly 15,000 acres of parks. About 5% of the trails are open to cyclists and most of these are paved. This is not the experience that mountain bikers are looking for, and is not fair to the mountain bike community of San Mateo County. The number of off-road cyclists is growing faster than other user groups.
- As the population of California and the Bay Area grows, the number of trail users increases proportionally. Opening trails to bikes will provide a legal alternative, and I believe will reduce infractions and create a safer trail system.
- Diabetes and obesity is quickly becoming an epidemic among today's youth. Exercise is a great way to combat diabetes, and kids think cycling is fun - more fun than hiking or running.
- In many places, horses and bikes seem to mix just fine. MROSD Fremont/Older and Redwood Park in the East Bay are good examples of successful multi-use trails.

Other comments here

Thanks for your consideration,

A large, stylized handwritten signature in black ink. To the right of the signature, there are some initials and the number "10" written in a similar style. Further to the right, the letters "CA" are written in a simple, blocky font.

From: ParksAndRecreation
To: Herzberg, Samuel
Date: 4/10/2006 8:32:50 AM
Subject: Fwd: Executive Briefing for Thursday 4-06 Parks and Recreation Meeting

>>> "paul giurata" <pgiurata@catalystresources.com> 04/06/06 6:36 AM >>>

Dear: San Mateo County Supervisors, Parks and Recreation Commissioners and Woodside Town Council Members:

The people who are listed in the Cc: field of this e-mail have collaborated over the past several weeks to identify and summarize the issues related to finalizing and adopting the Master Plan for Huddart and Wunderlich Parks.

As background for the Thursday, April 6th meeting of the Park Commissioners we felt you would benefit from a concise summary that pulls many complex issues into a logical framework for your consideration. Attached to this e-mail are two documents: a letter summarizing the issues and a map of Huddart Park which identifies several of the safety issues that have been broadly discussed. Both documents are PDF documents which require the Adobe PDF reader to open. If you don't have the Adobe PDF reader you can obtain it at <http://www.adobe.com>.

We hope this information will facilitate adoption of the proposed Master Plan with the requested amendments in the meeting today. We greatly appreciate the thoughtful attention and effort you have given to the master plan.

Sincerely,

Alexis Bartlo

Faye Brophy
Virginia Dare
Rick De Benedetti
Paul Giurata
Fentress Hall
Susan Lang
Donna Poy
Rolly Steele
Robert Susk

PAUL HOLLAND SAN

Hikers, Bikers, and Horses A Bad Combination at Huddart and Wunderlich

Former Supreme Court Justice William Brennan said, "The characteristic complaint of our time seems to be, not that government provides no reasons, but that its reasons often seem remote from human beings who must live with the consequences."

In the fast-paced, high-tech, Blackberry, instant gratification world we live in today, Brennan's observations are acutely pertinent, especially to those who are in a position to make decisions on trail use in San Mateo County. On March 22, the County Parks Commission will consider a proposal to allow mountain bikers on long-standing, single track hiking and equestrian trails at Huddart Park and Wunderlich Park. The Mounted Patrol of San Mateo County urges commissioners to vote no. Families of hikers, horseback riders, and mountain bikers do not belong together on single track trails. The combination is a recipe for disaster.

Open space should be just that--open to as many "gentle use" recreational groups as is safe. The key point here is "safe." Plain and simple, there should continue to be prohibitions against the use of these single track trails by mountain bikers because it is not safe.

When making any decision, one should eliminate the emotions and only examine the facts. Here are a few to consider:

- This proposed change is likely in conflict of Section 6.4.2 of the SMC Trails Plan.
- There is no manpower to enforce the rules and regulations of responsible trail use in already understaffed and under funded county parks.
- "Education, enforcement, and signage" are all staples of the vehicle code, but driver's education, law enforcement officials, and speed limit signs have not lessened the number of traffic citations written, nor emptied the beds of our trauma centers. Why would we depend on those same measures at Huddart and Wunderlich?
- There is currently no equestrian expert within the Parks Commission or on the Board of Supervisors. The Mounted Patrol is eager to offer its expertise in the interest of safety.
- The trails in question are all narrow and often steep, with only limited line of sight; mountain bikers riding at even regular speeds cannot adequately see a family of hikers or a horseback rider ahead.
- Marin County discovered the hard way that hikers, bikers, and horses don't mix on single track trails, and now prohibits mountain biking on the majority of single track trails. Must San Mateo County also learn the hard way?

Before making any decision, members of the Parks Commission have an obligation to familiarize themselves with the trails impacted by this proposal. The Mounted Patrol would be pleased to help commissioners do so on horseback.

Mountain bike advocacy groups believe equestrians are not at all sympathetic to their desire for more access to county trails; nothing could be further from the truth. As year by year, equestrians lose access to historic trails that we have used for decades, there is actually no group more attuned to denial of access.

However, county statistics show that mountain bikers currently have access to 61% of all acreage in county parks and 54% of all existing county trails. In addition, they have access to

42% of proposed regional trails and to 65% of all proposed county trails.

We aren't against access. We just believe it makes sense to confine multi-use to trails that can safely accommodate that multi-use. The Mounted Patrol urges all equestrians and bikers to attend the Huddart Wunderlich Special Commission Meeting on March 22, and to also voice your concerns to the parks commissioners (parksandcreation@co.sanmateo.ca.us), as well as the Board of Supervisors (www.co.sanmateo.ca.us).



The Mounted Patrol of San Mateo County
Adding Value to Our Community through Horsemanship and Service
521 Kings Mountain Road Woodside, CA 94062

Go to Palo Alto Online
for contest rules and
information

PGI DIGITAL PRODUCTIONS
CENTURY THEATERS
CENTURY PARK 12
CENTURY CITY
CENTURY PARK 12
CONSULT ENTERTAINERS, INC.

Social interventionist named Paula (Sara) Jessica Parker who promises to pull the relationship ripcord by guaranteeing that Tripp fall for her and subsequently move into his own place. Needless to say, Paula's subterfuge works like a charm. More needless to say, Paula finds herself seduced by Tripp's charms as her best friend

appreciated. Our survival's courage and the speed of his dogs get the group back safely — only to discover camp must be evacuated and that the dogs must stay behind due to space constraints. Eager dog owners may find themselves hounding for a husky after nibbling on this cinematic treat. Rated: PG for some peril and



Martha Dunn
320 Kings Mt. Rd.
Woodside, CA 94062
650-851-7645
March 1, 2006

Dear *Mr David Holland,*

I am writing to encourage you to vote against building a bike trail in Huddart Park. As a Woodside resident it would be detrimental to the town of Woodside. For both the local law enforcement units and the park ranger staff, it will put a burden on law enforcement for which neither the town of Woodside nor the park have the funds to supply. As a horse back rider, I consider such a trail would be hazardous for horses in the park. Please take the time to consider the safety for all.

I have been a Woodside residence since 1961. In recent years, books have been published which tout Woodside as a great place to ride. On the recommendation of those books hordes of bikers have taken to our roads, riding alone, or in packs of twos, threes, tens and literally fifty to a hundred. To make an educated decision, you should experience this for yourselves. You may come to Tripp Rd. and Kings Mt. Rd. any Saturday morning between the hours of 8:00 and 10:00 to see one of the packs terrorize anyone who happens to be on the road at the time. The packs are particularly bad on Saturdays, Mondays, and Wednesdays.

Should the bike trail be constructed in Huddart Park, it will add to those who swarm to Woodside to ride their bikes. Our local law enforcement officers are not able to handle the huge number of bicyclists who flaunt the vehicle codes. I know the park is already short handed and to add yet one more area that needs policing is short sighted. As it is, there are bikers using the park illegally knowing the park is short on rule enforcement staff. Will you really be able to control a population who thinks rules are there to be broken?

As a horsewoman, I cringe at the thought that bikes will be allowed in Huddart. A few years ago, while riding on Richards Rd., three bikers came careening down the road at very high speed. When they rounded the corner and saw my three sons and myself on horses, they hit the breaks went into a skid. The lead rider's bike skidded right under my horse and the rider slammed against my leg and my horse's side. When he came to a stop, his rear wheel was on the left side of my horse, George, and the front tire and the rider were on the right side of my horse. George is my San Mateo County Sheriff's Mounted Search and Rescue horse. It is only because of extensive sensory training we have completed with our unit that I wasn't seriously hurt or killed. Bikes and horses or pedestrians don't mix well on the same trails.

I invite you to come ride with me and see for yourself how it feels to be up on a horse. You will need to sign a hold harmless if you wish to take me up on this.

I urge you to vote against building a bike trail in Huddart Park. While the bicyclists argue that it is separate from the rest of the trails, I believe that once that trail is in, they will be like kids in a candy shop and won't be able to resist the rest of the trails. Funds would be better used to fix the trails on Windy Hill which are already there for bikers. This would disperse the bicyclist population between two communities and keep Huddart safe for horses.

Sincerely,

A handwritten signature in cursive script that reads "Martha Dunn". The signature is written in black ink and includes a long horizontal flourish at the end.

Martha Dunn

Bicyclists have access not only to every paved local, county, and state road, including those that cross Skyline, but also to many parklands maintained by the Mid-Peninsula Regional Open Space District. The nearby Windy Hill Preserve in Portola Valley is open to cyclists and affords an excellent route to Skyline. Horsemen, however, have found that while MROSD trails may also be open to them, where cyclists are frequent users, as in the Corte de Madera Preserve, the conflict is intolerable, and horsemen can no longer safely use those trails. Huddart and Wunderlich have remained among the few sanctuaries left for pedestrians and horsemen, as well as school children enjoying educational activities, to escape the din in this congested Bay Area.

We agree that bicyclists need another off-road route to Skyline, and perhaps the first approach should be to petition Caltrans for a decent bike lane along Highways 84 or 92 and also 35, which are the logical roads for them to use. We are happy to work with the cycling community to help them obtain an appropriate route, so long as it is not through the Huddart or Wunderlich Parks.

Horsemen are active in maintaining trails in the parks, and the Volunteer Horse Patrol has been an invaluable asset in these times of dire budget cutbacks that leave the County parks staff with totally inadequate resources for both maintenance and surveillance.

In short, opening the trails, any trail, in these parks to bicyclists courts disaster, so long as pedestrians and equestrians continue to use them. Liability concerns for the County would surely escalate. These parks have long been reserved to provide a tranquil setting for the enjoyment of the natural world by those who seek a contemplative experience. We urge the County not to compromise the natural integrity of these lands and the purpose for which they were set aside many years ago.

Respectfully,

Donna Poy, Chairman
3985 Woodside Road
Woodside

Carroll Ann Hodges
1367 Canada Road
Woodside

Alexis Bartlo
638 Woodside Way
Woodside

Jo Egenes
164 Olive Hill Lane
Woodside

Mary Fentress Hall
675 Mountain Home Road
Woodside

Susan Kay Lang
250 Hardwick Road
Woodside

Rebekah Witter
1 Montelena Court
Woodside

From: Dave Moore
To: Herzberg, Samuel
Date: 1/30/2006 11:30:51 AM
Subject: Fwd: Save our trails

And this too.....

>>> ParksAndRecreation 1/30/2006 9:06:48 AM >>>

>>> <Dizzynizzy2@aol.com> 1/29/2006 8:39:41 PM >>>

To whom it may concern,

I Fred Lonngberg and my wife Stacy, live in San Mateo County. We own 2 horses and they are stabled in San Mateo County. We are very active with our horse activities and this includes frequent trips to the Woodside area to ride in beautiful Huddard Park (as well as Wunderlick Park). We have several points to make regarding the Parks commission recommendations concerning allowing cyclists riding in the park and the closure of access into Huddard Park from the Runnymede area.

1) Riding a horse on a mountain trail is a leisurely paced situation.

Riding a mountain bike down a mountain trail is a speed event! What do you do when a bunch of cyclists come flying down the trail at you or from behind?

2) Who would police these cyclists to ensure proper trail etiquette and stay only on prescribed trails?

3) Regarding the closing of the Eastern access routes and forcing everyone to enter through Greer Rd... personally we usually park on Runnymede (no congestion there) and upon entering Huddard we are immediately on the trails. When using the Greer Rd. entrance, first you have to park far away, then ride along Kings Mountain Rd for some distance which is not only boring but you are dodging joggers and cyclists, and watching for cars and motorcycles all the while.

4) We have watched the steady growth of cyclists throughout the area. We have road bicycles ourselves. However, the typical cyclist has no understanding of a horses perception of a mountain biker or a group of them flying down a mountain trail. This is NOT a SAFE combination. Please leave bikes on the roadways and OFF the mountain trails. If you mix the two, without question there will be problems from day one and hopefully no one will be seriously hurt or worse yet, killed.

Thank

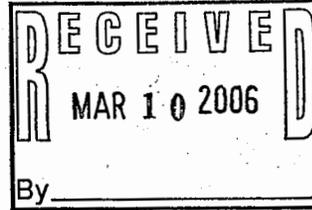
You,

Fred and Stacy

Lonngberg

March 8, 2006

Mr. Dave Holland
Director, Parks & Recreation
SMC Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063



Dear Mr. Holland,

I am writing to express my concern over the proposed Huddart Park Master Plan which would allow mountain bike access to park trails. As both a horsewoman and an environmentalist, I have a number of concerns. Since safety and incompatibility issues have been well aired, I will address instead the negative impact of mountain bikes on the forest environment and wildlife, which I do not believe have been presented to date.

- 1.) Bikers, on average, travel much farther than hikers or horses, which means that they have a much greater impact per person.
- 2.) Mountain bikes not only increase the presence of humans in wildlife habitat through ease of access but introduce a totally new element to the park environment: **speed!** On horseback, a human travels at a pace that is compatible and familiar to wildlife. Not only are they not unduly disturbed, but both large and small creatures have time to observe and move out of the way.
- 3.) Mountain bikers by definition travel faster than hikers or horses and must devote their attention to the trail. A number of amphibians and reptiles who inhabit the park are in particular danger due to their habit of laying eggs in the soft dirt next to the trail, in creeks and in sunning themselves on the trail.
- 4.) Mountain bikes create channels in mud and streams which can trap certain species and force them to travel long distances to escape, resulting in more disruption of fragile wildlife.

I refer you to the information that follows for more detail and supporting documentation to these key points:

- Impacts of Mountain Biking on Wildlife and People
- Excerpts from US Forest Service 1996 survey on the impact of mountain bikes
- Excerpts from the Sierra Club policy on Mountain Bikes

Thank you in advance for your time and careful consideration of these important points.

Sincerely yours,



Maggie Mah
4271 Jefferson Avenue
Woodside, CA 94062

650-851-1874
maggimah@comcast.net

The Impacts of Mountain Biking on Wildlife and People --

A Review of the Literature;

Implications for Amphibians and Reptiles

Michael J. Vandeman, Ph.D.

December 20, 2004

Abstract

The sport of mountain biking is expanding rapidly, fueled partly by the mountain bike and tourism industries, the Olympics, and other competitive events (recently, e.g., "adventure racing"). It is putting

to protect additional lands. It is important, therefore, to assess its impacts on wildlife, people, and the environment. I reviewed all the available studies, focusing primarily on physics and conservation biology. All of the studies on mountain biking that attempt to compare the impacts of hiking and mountain biking (which address primarily erosion, but also intimidation of wildlife, horses, and other trail users) conclude that their impacts are essentially the same. However, their research designs all have serious flaws: they ignore speed and distance travelled, and nearly all ignore impacts on wildlife; they also make no attempt to test mountain biking under realistic conditions (e.g. normal speeds). A more accurate conclusion from the data presented would be that the impacts of mountain biking are actually from two to six times those of hiking, due in part to the greater speed and distance travelled by mountain bikers. This is important, because some land managers have used this research as justification for opening trails to bikes. The implication for amphibians and reptiles is that those that lay their eggs in the soft dirt next to the trail (e.g. fence lizards) or in creeks (e.g. California newts), sun themselves in the trail (e.g. fence and alligator lizards and rattlesnakes), or migrate across trails (e.g. California newts), can be expected to incur an increase in mortality wherever mountain bikes are ridden.

Summary

Mountain bikers have turned to scientific research to try to make mountain biking seem less harmful, and in particular, to studies comparing it with hiking. Although they have interpreted these data as indicating that mountain biking impacts are no greater than those of hiking, a more careful look at these studies leads to the conclusion that mountain biking impacts are actually several times greater than those of hikers.

Some of the important characteristics of mountain biking that have been ignored are: speed; distance traveled; the increase in number of visitors that bikes allow; increased trail-building, with its attendant habitat destruction; the displacement of soil (other than downhill); the killing of roots and soil organisms; most effects on wildlife; manner of riding (skidding, braking, acceleration, turning, and representativeness); tire

perceived as "alien" to natural surroundings).

In addition, measuring techniques need to be described in more detail, "blind" measurements should be considered (where the measurers don't know what treatment (hikers vs. bikers) they are measuring), controls need to be added, and "intangibles" (e.g. loss of feelings of safety and loss of the primitive feel of natural settings) need to be taken more seriously. The direct killing of small animals deserves attention. (For more details, please see Vandeman, 2004.)

Implications for Amphibians and Reptiles

Besides increasing the presence of humans in wildlife habitat, mountain biking causes direct mortality and morbidity of small animals and plants. Even on foot, it is hard to avoid stepping on a well-camouflaged California newt! Mountain bikers are higher off the ground, are travelling much faster than a hiker, and, if they don't devote most of their attention to negotiating the trail, will crash. To get an idea of what mountain biking is like, and how fast mountain bikers ride, all you have to do is watch one of their videos (search for "mountain bike video" in Google, e.g. www.petefagerlin.com). (Be sure to use a high-speed link! Video files are huge!) It is impossible to mountain bike and look out for small critters on the trail. While hikers try to avoid getting their feet wet when crossing streams, by stepping on stones or logs, mountain bikers generally ride through the stream, crushing animals and eggs that may be there. Bikes also create deep ruts in the trail. According to Robert Stebbins (personal communication), lizards and salamanders often get stuck in these ruts, following them for a long distance.

In Black Diamond Mines Regional Preserve (in the San Francisco Bay Area), one of the largest Alameda whipsnakes (*Masticophis lateralis euryxanthus*, a federally Threatened species) ever seen was apparently killed by a mountain biker. In Claremont Canyon Regional Preserve, a ringneck snake (*Diadophis punctatus*) was apparently killed by a mountain biker riding where bikes are not allowed (see Figure

2). In both cases, the snakes were killed on unpaved roads with no visibility problems, showing that bikers are not able to avoid killing wildlife. The width of the wounds matched the width of a mountain bike tire. This also puts the lie to the notion current in some park systems (e.g. East Bay Regional Park District, in the San Francisco Bay Area) that, while it may be dangerous for bikers to share narrow trails with hikers, they are okay on wide trails. The laws of physics and biology are no different on narrow vs. wide trails! In fact, the bikes may be more dangerous on wide trails, since they can go faster.

Recently there has been a large increase in night riding. This has the potential to further increase threats to amphibians and reptiles, if the animals are on or near a trail. If mountain bikers can't avoid crushing snakes on a wide trail in broad daylight, I hate to think what they will do at night! Another disturbing trend is the increasing popularity of "freeriding": riding on trails doesn't provide enough challenge or enough thrills, so bikers are riding off-trail. This can only increase the threat to wildlife. Wisdom et al found that elk's avoidance of an area extended beyond the period when recreationists were actually present. If this is also true for amphibians and reptiles, I would expect a significant loss of (usable) habitat due to wide-ranging mountain bikers.

It is clear that the addition of bicycles to natural areas is a serious threat to amphibians and reptiles, especially in the urban environment.

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- . unstable trail surfaces, or limited visibility. See Appendix D for design features that can improve safety.
- . Significant displacement or annoyance of other non-motorized users.
- . Design features that enhance sight distance, e.g. locating the trail away from tall brush.
- . Design features that minimize trail erosion: proper grades, turn radii, tread hardening, and drainage control.
- . Wide or pull-out sections to facilitate safe passing.
- . Design features for user enjoyment: loop trails, scenic destinations, picnic/camp sites.
- . Barriers to prevent leaving trail. Block and obliterate (rehabilitate) unauthorized trails.

Appendix F - Monitoring and Enforcement

If a trail is determined to be suitable for bicycles, the land management agency should develop and implement a monitoring plan:

- . Identify the impacts being monitored, including impacts to water quality, soils, wildlife, flora, and other users (accidents, injuries, enjoyment of the trail).
- . Establish quantitative and qualitative measurement scales for impacts.
- . Establish impact thresholds which, if reached, trigger correction or closure of the trail to bicycles.
- . Establish a schedule for monitoring activities.
- . Establish a written reporting system.
- . Train personnel to follow the monitoring program.
- . Reliable trained persons from user groups may be used to supplement monitoring by staff.
- . Specify baseline inventories to allow for monitoring of trends.
- . Secure the resources to carry out the monitoring plan.
- . The best enforcement of regulations will come from regular patrolling combined with effective education and an active monitoring program.

From: ParksAndRecreation
To: Alvarez, Priscilla; Herzberg, Samuel; Moore, Dave
Date: 3/13/2006 3:19:49 PM
Subject: Fwd: Woodside Trails

>>> "Katrina Smith" <katrinaesmith@comcast.net> 3/13/2006 1:22:00 PM >>>
Dear San Mateo Board of Supervisors and San Mateo County Parks & Recreation,

(This is my second letter on the subject of the Woodside trails--I am adding my thoughts about bike use in Huddart Park to this copy.)

I am writing in support of keeping all equestrian trails open and opening new trails when they become available.

I stable my horse in Woodside, and love the area. I lived there as a child, my mother grew up there and even my grandmother grew up there. Part of the charm of the community is the feeling of continuity with the past. This is a horse community, and should always remain so.

The trails you propose closing, the Crystal Springs Trail Entrance and the Flood Trail, are quite valuable. These trails have been open for the better part of a century. Closing them will severely limit access throughout the area as well as access into Huddart Park. Closing trails forces equestrians onto the roads where it is less safe, especially since most motorist and especially bicyclist do not respect the right-of-way of horses. (I would like to point out that these specific motorist and bicyclist are new to the area and were not around to build this community--anyone from there would know better.)

In addition, I would like to point out that opening new trails to bike use will be very unsafe. In my experience on the trails, I rarely see a bicyclist use basic trail etiquette. I know that many parks in other parts of the country have signs that show the proper order of right-of-way. There is also a slogan that goes along with this--"Wheels Yield to Heels". Unfortunately, I have not seen any sign or wording on the San Mateo County Parks website, let alone on the properties. And seeing a bicyclist yield to any other user of a road or trail in Woodside is a true rarity. Opening the Huddart trails to bicyclists will not only be dangerous to the equestrians who use it, but also to all the hikers and families with small children who frequent this wonderful park.

Every time you close a trail, you chip away at what has made this an area where people aspire to live. Please don't destroy that.

Thank you for your attention to this matter,

Katrina Smith
3740 25th Street #305
San Francisco, CA 94110
415-641-4078

March 10, 2006

Dear Board of Supervisors, Director Holland and Parks and Recreation Commissioners,

I am an equestrian and hiker, heavily involved with the hot-button issues involving the Huddart-Wunderlich Master Plan. These are the questions and concerns of the equestrian community. If these items could be addressed and printed into the H-W Master Plan (preferably) or publicly at the March 22nd meeting with Parks and Recreation Commission, harmony would return to all user groups.

1. How can simple 'Signage and trail design mitigate the concerns of other users' with regards to rogue biker behavior, given acknowledgement that rangers cannot enforce any rules?
2. The Skyline Trail multi-user segment south of Kings Mtn. Road is very contentious because of its deep canyon drop and very short lines of sight. Why can't the proposed biker trail cut off to Archery Road before this connection?
3. The Planning Staff has stated publicly that
 - a. Crystal Springs Trail Easement at Raymundo will be transferred to Woodside Town. They also stated that a bridge crossing of the West Union Crossing of this and the Flood Trails would be allowed.
 - b. We would like the Master Plan Proceedings changed to state in the **Appendix H: Chapter 4 Trails Recommendations:**
 - 1) "Added clarification that the Crystal Springs Trail entrance into the park would not be closed until such time as a new entrance is constructed and made operational (pages 71 and 73)."
 - Since it has already been determined that there ARE NO OTHER suitable entrances into Huddart from the NE, rather than leaving this potentially damaging phrase, why not replace it with something positive and reassuring like: ..."the Crystal Springs Trail entrance into the park is a vital access point that will be improved and kept open in cooperation with the Town of Woodside". This issue is too important to have weasel wording describing it.
 - 2) "Added position of property owners in support of constructing a bridge from the private property on the east side of West Union Creek as an equestrian entrance into the park from the private Woodside trail system (page 72)."
 - Is this referring to the Flood Trail? If so, do we have Mr. Holland's guarantee that the Park and Rec. Dept will allow a bridge to be constructed and anchored on Park property, not at County expense. This clarification needs to be explicit in the final Appendix H to the Master Plan.
4. Fines for rogue biker activity needs to be changed and in line with traffic fines; i.e. \$250 for 2nd offense and confiscation of bicycles & \$500 for 3rd offense and total ban from these parks if caught more than 3 times within 3 years. With each offense past the 3rd, the fines associated with the 3rd offense will be repeated.
5. Since the proposed biking trail is a blatant violation of the current park ordinances which states that mountain bikes are not allowed on unpaved roads, this proposal should not be proposed until the BOS changes this ordinance. If this action is ignored, then the very least that should be done is that vote on passage/non-passage of the Huddart-Wunderlich Master Plan should be separate from the vote for this proposed bike trail.

6. Hud-Wun MP states, PG 66 under Recommendations for Regional Trail Access: "Huddart/Wunderlich Park lie within the San Francisquito Creek Watershed, which has been defined as a sediment-impaired watershed. **Sedimentation of the creek would be increased with the addition of bicycle use of the trails due to the ruts created by tire tracks that in turn channel rainwater and create gullies in the trail.....** FOR THIS REASON, this bike trail is contraindicated by research done by your own staff. This trail against the goals of this master plan. (It should be noted horses do not threaten the environment like bikes do. Their prints leave single impressions which although may pool water, don't create avenues for erosion as the continuous ruts of bikes.)
7. Marin County, where mountain biking began, has banned these bikes from all single-track trails, due to inability to enforce their illegal action, their erosion and their negative impact on flora and fauna. Huddart and Wunderlich have similar terrain. Why not learn from Marin County?
8. Volunteer Horse Patrol and SMC Mounted Search and Rescue consist mostly of mature people who wish to provide needed service to this county. They are also drawn to these parks for its quiet ambience and SAFETY. These people are local taxpaying citizens whereas most mountain bikers come from outside the county (from places like Marin where bikers are not allowed on single track trails). If the bike trail goes in, this vital volunteer service could be seriously compromised.
9. Since equestrian and hiker incidents with illegal mountain biker incidents over the past 10+ years were not recorded as they had happened (because no injury had occurred, because bikers raced off and/or it was not known where to report these incidents); THERE SHOULD BE AN ESTABLISHED PROTOCOL TO LOG THESE ILLEGAL INCIDENTS to the rangers/county offices. This should be stated in the Master Plan.

Emmet Brophy

Emerald Hills Resident

From: ParksAndRecreation
To: Alvarez, Priscilla; Herzberg, Samuel; Moore, Dave
Date: 3/13/2006 3:19:49 PM
Subject: Fwd: Woodside Trails

>>> "Katrina Smith" <katrinaesmith@comcast.net> 3/13/2006 1:22:00 PM >>>
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Thank you for your attention to this matter,

Katrina Smith
3740 25th Street #305
San Francisco, CA 94110
415-641-4078

From: ParksAndRecreation
To: Alvarez, Priscilla; Herzberg, Samuel; Moore, Dave
Date: 3/15/2006 9:49:35 AM
Subject: Fwd: bicycles in Huddart

>>> "Sue Toumanoff" <stoumanoff@earthlink.net> 3/14/2006 12:00:43 PM >>>
Dear Commissioners:

I write as someone who has been riding horses on the trails of Woodside and Portola Valley for 30 years. I have a few comments on the proposed development of a mountain bike trail in Huddart Park.

The problem with bikes and horses sharing trails is that horses are easily and unpredictably frightened, no matter how sensible the horse, no matter how skilled the rider. A frightened horse is dangerous to itself, its rider, and others in the vicinity. Responsible Organized Mountain Pedalers (ROMP) and International Mountain Biking Association (IMBA) both have excellent articles on their websites accurately describing equine fearfulness and behavior. Both organizations also state that the horse has the right of way on shared trails and that bicyclists should stop and get off their bikes when approaching a horse, and ask the rider how best to proceed, even offering to step off the trail to the downhill side. When you read these well-researched, well-written, and well-intentioned articles, it is easy to be optimistic about the possibility of bikes and horses sharing even the forested, blind-curved, steep, narrow trails of Woodside's county parks. But the reality is that mountain bikers do not heed their own rules. They are not on the trails for the same reasons as horseriders. Most bikeriders are in the woods to go as fast as possible, to be "in the zone." Stopping and getting off their bikes at the sight of a horse is not, in most bikeriders' view, a reasonable expectation. In grassland parks with rolling hills and better visibility, some types of trails can be shared without too much risk. But what typically happens whenever longtime horse/hiker trails are opened to bicycles is that many horseriders stop using them, due to an actual or anticipated close encounter with a downhill velocipede.

"Whoa", you say, "what we are talking about is not shared trails but a single new trail for bicycles only. Why the extreme reaction?" Our very well-founded fear is that the mountain bikers, once allowed into Huddart, will encroach and expand onto other trails. To paraphrase the president of ROMP at the meeting in Independence Hall, if they don't get the trails they want, they will go anywhere (or was it "everywhere"?). As the adults in the room were reeling from that pronouncement, president Josh went on to say that bikers on trails they're not allowed on are unlikely to stop if they cause a horse to dump its rider because they don't want to get caught. How's that for "responsible" pedaling? How would you feel about meeting a yahoo like that on the trail?

Another argument we have heard to justify bike trails in county parks is that there are more mountain bike riders than horse riders among the populace. Well, if the number of potential users is key, surely

it is time to open the parks to all the dogwalkers who would love to have access. There are way more of those than there are mountain bikers. No, the reason to leave Huddart and Wunderlich free of bike -- and dog -- trails is because both groups are notorious for going off trail and both groups know that they cannot be contained or monitored once they are in the parks.

Thank you for considering my comments.

Sincerely,

Sue Toumanoff

March 15, 2006

Bill Korbholz
Chairman, Board of Directors
San Mateo County Parks & Rec Foundation
215 Bay Road
Menlo Park, CA 94025

Dear Sir,

I am withholding my donation this year until the outcome of the controversy regarding allowing mountain bikes into Huddart Park is decided. I am vehemently opposed to changing the current policy of not allowing bikes in Huddart and Wunderlich Parks. I know first hand horses are spooked by fast moving objects and riders and horses will be hurt if not killed. It is only a matter of time and then there will be a private or class action lawsuit with the County being held responsible for changing this policy. In addition horse owners who moved here because of having a safe place to ride will no longer have that availability.

Also, with regard to my donation this year, I understand funds were appropriated 3 1/2 years ago to improve the Dean Trail and they have never been used for that project to date. This too, concerns me. I want to make sure my donations have a positive affect on the horse community, not a negative one. For example, in attending the most recent meeting with San Mateo County Park and Recreation Department on January 31 in Woodside, I got the distinct feeling that the horse interest and safety were not high on Mr. Holland's priority list, nor were the issues of how to police the bikers and the residents' concerns dealing with traffic, parking, sanitation and "accidents." At this meeting I wanted to suggest that bikers in general be required to buy and exhibit licenses, as do motor vehicles, so that at least injured victims could have some way to track and report the people causing the accidents. But Mr. Holland chose to ignore my constantly raised hand and so I am putting my suggestion in writing. Bikers are not currently contributing to maintenance of the many paths already in existence, nor other property damage related to them. These license fees could help mitigate some of those costs as well as costs for additional sheriff's to police law violators.

Sincerely,

Carol Goodstein
Owner, Spring Down Equestrian Center

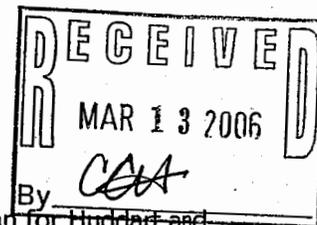
From: ParksAndRecreation
To: Alvarez, Priscilla; Herzberg, Samuel; Moore, Dave
Date: 3/15/2006 9:40:35 AM
Subject: Fwd: huddart park trail proposals

>>> <pb99@aol.com> 3/13/2006 6:18:33 PM >>>
Woodside & County officials:

I am writing you as a concerned resident of Woodside who would be doubly impacted if the proposed changes go through in regards to the trails in Huddart Park. As it stands now, there are wonderful loops that equestrians use to enjoy the park. They are dedicated for horse & pedestrian use, which works fine. IF you cut off the accesses, & only leave Greer Road as the main entrance in the core area of Woodside (people either are too busy, lazy or cheap to drive or ride all the way up the hill of Kings Mountain to park in the Park & begin their rides), & then add bikes to the picture, you will end up with unsafe conditions. Horse & bike riders do not belong on the same trails or roads, as some horses are spooked by bikes. Bikers can use just about any road in San Mateo County. Horses are relegated to a much smaller portion. Please, don't take away any of these equestrian trails. It's all horse back riders have. My primary reason for living in Woodside is to exist in a rural area, & horses, trails, & barns all add up to rural. I live on Tripp Rd. which already has a parking problem on weekends. Huddart users (hikers, runners & bikers) can't park on Greer, so they drive just beyond the no parking signs near the Woodside Store, & often straddle the horse trail. You need to provide additional parking in the area if you are going to redirect trail use.

Thanks in advance for rethinking some of these proposals, keeping the locals in mind. -Kate Daly, 3605 Tripp Rd., Woodside

DH - FYI



Ms. Raines,

I hope you will take a minute to consider my concerns regarding the Master Plan for Huddart and Wunderlich Parks. Please understand the view of an avid horsewoman, her friends and riding companions.

I have been equestrian since the age of ten. I manage a private barn in Woodside, own two horses, and have been riding in the parks for 26 years. I was devastated to hear of the possible closure of the Flood Trail as this is a trail I utilize regularly. Losing it would affect everyone in our area. This trail is the only "horse-only" trail into Huddart, which provides a safe entry into the Park.

This access is a necessary ingress and egress point for us because equestrians are often hindered by parked cars along Raymundo. I cannot begin to express how many times I have come to the end of the trail to cross Raymundo, only to be blocked by a parked car. Also the 'horse trail' along Raymundo is often blocked with parked cars not realizing that this illegal parking area forces us to ride in the actual roadway. The Flood Trail is our relief from these issues. Closure of the Flood Trail and/or the Crystal Springs access to Huddart from Wunderlich would require equestrians all along the 280 corridor to access Huddart via a circuitous loop all the way over to Kings Mountain Road which puts us into closer contact with high vehicle traffic situations.

I ride with various groups of people, ranging in age and riding ability, including children and beginner riders. We have safe places like Huddart and Wunderlich, away from cars and bikes that allow us to ride and concentrate on our horsemanship. Rerouting horses to be forced to ride along high traffic areas can be intimidating for some, which is why the horse community values its safe trail system.

In addition to possible closure, the proposal of bike traffic is equally as devastating. We realize cyclists want to enjoy the parks, but bikes are also inanimate, non-thinking objects controlled by humans. Horses, no matter how well trained or handled, have a mind and emotions of their own. Even the best of riders have had mishaps because a horse spooks and jumps. Bikes only add to the opportunity for danger. Equestrians, hikers and joggers can coexist because we all travel at relatively the same speed; introducing bikers which come screaming around corners with little thought about what's in front of them is a recipe for disaster.

Given the dynamics of these parks, the incline and grade of the hills, opening them to cyclists is not going to encourage family use, as not all have the strength and ability to peddle a bike up those hills. It will attract the hard core, Mountain Bikers, many of whom will admit they are the adrenaline junkies. A bike does not have a mind of its own and doesn't outweigh a human by 1,000lbs.

Listening to speakers at the recent meeting, the argument is that 'we can share' or that we can just as easily hook up a trailer and go somewhere else doesn't make sense. Equestrian trails are endangered whereas bikers can realistically go anywhere there is a roadway. Please keep in mind, just because a person owns a horse, does not mean they own or have access to a truck and trailer. Many riders stable their horses close to Huddart or Wunderlich Parks to utilize the easy access via the trails systems. As a trailer owner, I can also assure you that trying to park in Wunderlich on a weekend can be a huge challenge without adding the additional traffic of cyclists using the Parks as a "destination trailhead". Most people are simply not aware of how much space a trailer needs to maneuver and unload horses. Canada Road hosts a Bike Sunday, and on those given days, you witness the amount of cars and people it draws. This may give you an idea of what would be in store for our Park system that is simply not equipped to handle it.

I personally invite anyone from the Board of Supervisors to spend a day or a weekend with me to witness first hand what it really means to ride in Woodside and the challenges we already face. The horse community is more like a huge family; everyone knows everyone and we care for our horses like they are family members. Unlike a bike, we cannot lock them up in a garage until the next time we use them, or take them to work for a lunchtime ride. They are our companions and friends. Losing our trails limits the amount of quality time we can share and enjoy. There simply are not other places for us to go, unlike a bike.

Establishing a bike route through the Parks – even if it's only a proposal – without even considering parking issues, sanitation, and other major concerns is simply irresponsible. Before adopting a bike trail, please require that at least the top several impacts be at least reviewed with possible solution proposals. Currently, the process of approving a plan without reasonable consideration for ancillary impacts doesn't seem to be responsible. If the ancillary impacts are at least assessed, a more optimal solution would be more easily attained.

I cannot emphasize enough how important our Horse Trail System is in Woodside. It has always been a Horse Town, and that fact is something that not only adds to its charm, but is also part of its history. Where else can one tie up and go have dinner? Where else have you seen Christmas Caroling on Horseback? This is not discrimination against cyclists; it's the preservation of safety and history.

Thank you,
Laurie Greenblat



From: "Alexis" <lexx6@comcast.net>
To: <parkscmission@co.sanmateo.ca.us>
Date: 3/14/2006 3:57:05 PM
Subject: To: Marion Vanden Bosch

I am forwarding this at Bud's request, on his behalf.

From: <bud@meyersassoc.com>
Date: Mon, 13 Mar 2006 13:21:37 -0800 (PST)

An Open Letter

SAFETY IS THE PARAMOUNT ISSUE

I believe the proposed plan to commingle Equestrian/Hikers with Mountain Bike (bicycle) Riders on the narrow and winding trails of Huddart and Wunderlich Parks is a recipe for potential serious injuries. The paramount issue to consider, prior to adopting any plan considering the implementation of such a proposal, is the safety of those persons availing themselves of the use of the facility provided. I firmly believe the adoption of the proposed plan will indicate that those responsible for overseeing and assuring a reasonable degree of safety for the persons utilizing the parks will have fallen short in their primary duty.

The sport of bicycle riding and mountain biking has an inherent ingredient of competitiveness. I base this assertion on my observations of the bicycle hordes utilizing the streets and roadways of Woodside and Portola Valley. While traversing the streets and roadways of Woodside and Portola Valley they give the impression that the areas are their exclusive Velodrome, and any pedestrian, or equestrian, who interferes or delays them is invading their space. The mountain biker is self-competitive; he does not need another biker be present to engage in the act of competition, as he is able to race against the clock. The mountain biker is best compared to a slalom skier who races against the clock with a reckless abandon and total lack of concern regard to safety. My elaboration on this issue is solely to present the case that the competitive spirit of the bicycle enthusiasts supersedes the concern of safety for others.

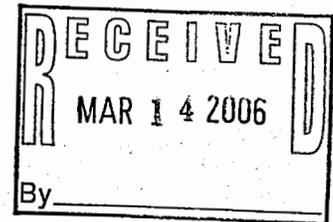
It is my understanding that the number of injuries occurring in Huddart Park, since mountain bikers have appeared, has increased significantly; and this phenomenon has occurred in spite of mountain bikes not being allowed to use the equestrian/hiker trails in the park. The proponents of adopting the proposal have indicated the need of strict rules and regulations governing the use of the trails. However, considering the hordes of bicyclists flagrantly violating local and park regulations, the laws and rules set forth in the California Vehicle Code and in addition the wanton disregard for the safety of anyone other than themselves, would it not be ludicrous for us to believe their demeanor will be any different if the proposal is in fact adopted? I think not. Imagine the impact on the number of injuries and increased load put upon Emergency Response Teams should the proposal be adopted and enacted.

There are miles of streets, roadways, many trails within parks easily accessible and even thoroughfares closed to accommodate the bicycle enthusiast within San Mateo County; however, there are only two parks, Huddart and Wunderlich, where the hiker and equestrian can enjoy leisure recreation with a reasonable degree of certainty that their safety is not in peril. There are people who feel the prohibition of bicycles on the trails in these two parks is discriminatory or prejudicial; but, you can refute this posit simply by comparing the restriction and specifying of travel lanes for large trucks on multiple lane highways. The restrictions are neither discriminatory nor prejudicial; they are imposed solely for safety reasons. Believe me, the bicycle enthusiast is not "being short changed" in this county.

To sum it up we need only accept the fact that "Mountain Bikers" (bicycles) are not compatible with Equestrians and Hikers on narrow winding trails, and any proposal to commingle the groups is an absolute recipe for potential serious injuries. To rescind the prohibition of bikes on the trails of Huddart and Wunderlich Parks will be a blatant exercise of "short changing" the hiker and equestrian element of the county, they will be losing the only remaining refuge providing a reasonable degree of certainty that their safety is not in peril. DO THE RIGHT THING, CONSIDER SAFETY THE PARAMOUNT ISSUE.

Bud Barnes, Woodside

Peter Desmond
2877 23rd street
San Francisco, Ca 94110
Member of the San Francisco Horsemen's Association



March 10th, 2006

San Mateo County Parks and Recreation Commissioners
Hall of Justice
455 County Center, 4th floor
Redwood City, CA 94063

Dear Commissioner Vanden Bosch,

I am writing because I am **against** the proposed mountain biker trail that the staff has proposed to build in Huddart Park in violation of current County Regulations which ban the use of bicycles in County parks. This proposal is both naïve and illegal.

This is a major **safety issue**. County staff is naïve at best if they think that only signage and trail design will mitigate our safety concerns!

Mountain bikers, equestrians and hikers can and co-exist in many public open spaces and parks. Multi-use trails invariably have rolling hills/flats with sparse foliage, and wide trails with long lines of sight (>100'). By contrast, Huddart Park has dense foliage, poor lines of sight on curving trails, narrow trail widths, and deep, steep canyons affording no escape routes. . No public land managers would ever allow bikes and non-mechanized users common access to this type of terrain. You are asking for lawsuits if you do so!

For a good local model just look across the road to El Corde de Madera Open Space which has largely been abandoned by hikers, runners and horsemen due to the massive numbers of mountain bikers there. MROSD is under a costly stop-order issued by the Water Resources Board/Fish and Game for the problems caused by rogue bikers speeding and cutting new trails. There are significant environmental issues that will be created if bikes are allowed in Huddart. If you already do not have staff to control speed and rogue use, how can the County justified increased environmental mitigation?

Increased sanitation problems with bikers urinating , defecating, illegal parking, increased traffic and loss of emergency services will result. Increased injuries will occur.

Finally this trail is not necessary; Spring Ridge Trail in Windy Hills OSP already exists for the mountain bikers to get them from the Valley Floor to Hwy 35.

Huddart Park represents one of the few remaining places where running, riding, and hiking can occur with little fear of speeding rogue bikers. Please vote **AGAINST** the proposed mountain bike trail in Huddart. The inability to control rogues bikers, the non-viability of Huddart Park for multi-use, the fact that a safe route already exists, that mountain bikers can easily drive to their final destinations now, and the negative effects that this trail will have on Woodside residents and the character of Huddart Park itself make your **NO VOTE** imperative.

Respectfully,

Peter Desmond.

Carroll Ann Hodges
1367 Canada Road
Woodside, California 94062
cahodges@att.net

March 13, 2006

Commissioners
Parks and Recreation Commission
San Mateo County

Re: Huddart- Wunderlich Master Plan - Trail Use

Dear Chairman Smith and all Commissioners:

I wish to express my grave concerns over the bicycle trail in Huddart Park as proposed at a public hearing in Woodside on January 31st. While I commend your effort to respond to the need for a viable bicycle trail to Skyline from the valley, I do not think your staff has fully considered all of the options available and the pros and cons of each; I submit that Alpine Road merits diligent consideration.

At first glance, the designation of a trail through the portion of Huddart Park on the south side of Kings Mountain Road seems eminently reasonable. However, intensive examination reveals numerous difficulties inherent in such a trail route, not least of which is the potential for conflict with equestrians. The equestrian community at large strongly supports the creation of a legal designated bicycle trail – not only because the need for a safe route to Skyline for cyclists is obvious, but also in order to alleviate the conflict between horsemen and bicyclists that now occurs as a result of illegal use of the trails in Huddart and Wunderlich. As a horseman, I frequently encounter bicyclists on Greer Road coming out of the Park whose tracks are plainly visible on Richards Road. Given the County's budgetary constraints, there is not enough surveillance of the trails now to keep bicyclists where they belong; how can we possibly expect control over trail use if cyclists are given free access to an official trail – that partly coincides with an existing pedestrian/horse trail.

Notably, there is already an existing equestrian trail on the south side of Kings Mountain Road maintained by the Town of Woodside from Entrance Way to the point where it crosses over into the Park. The trail along Kings Mountain continues up through this less developed part of the Park and eventually connects with trails that permit equestrian access into the Teague Hill preserve of MROSD. The potential conflict between the proposed bicycle trail and these existing horse trails has not been addressed – and poses a serious concern. Further, the crossing over Kings Mountain into Huddart and onto the Archery Fire Trail, and thence up to the horse trail along Skyline poses a direct conflict with pedestrians and equestrians who currently use those trails.

Carroll Ann Hodges
1367 Canada Road
Woodside, California 94062
cahodges@att.net

The issue is safety -- bicycles and horses are totally incompatible. Whereas bikes are under the control of the rider, horses are unpredictable and often act or react independently of the rider. They are inherently skittish, and fast-moving cyclists approaching from the front or from behind can be cause for panic, endangering both horse and rider -- and bicyclist as well. Already, illegal use of the trails by cyclists has resulted in serious accidents to horsemen; liability for the Parks would skyrocket were any trail to be opened for multiple use. Given today's budget constraints, increasing the liability for the County would seem most unwise.

The very cultures of horsemen and cyclists are diametrically opposed. Bicyclists seem to view their sport as an athletic challenge, often riding in large groups as fast and furiously as possible. Horsemen, on the other hand, most often ride alone or in small groups for the purpose simply of enjoying the silence, serenity, and beauty of our natural world. Nothing could be less compatible with the purpose of our parks than hoards of bicyclists barreling down a trail -- any trail -- and "if you allow it, they will come."

Bicyclists have access not only to every paved local, county, and state road, including those that cross Skyline, but also to many parklands maintained by the Mid-Peninsula Regional Open Space District. The nearby Windy Hill Preserve in Portola Valley is open to cyclists and affords an excellent route to Skyline. Horsemen, however, have found that while MROSD trails may also be open to them, where cyclists are frequent users, as in the Corte de Madera Preserve, the conflict is intolerable, and horsemen can no longer safely use those trails. Huddart and Wunderlich have remained among the few sanctuaries left for pedestrians and horsemen, as well as for school children enjoying educational activities, to escape the din in this congested Bay Area.

The most serious impact of the proposed trail may be on the Town of Woodside and its residents in the vicinity. If bicycle access is envisioned from Greer Road, the residents of that narrow lane will be severely affected -- as will users of the equestrian trail along its edge. Further, the added use of Tripp Road, already overburdened with bicycles and cars vying for pavement and off-road parking on the horse trail, will be intolerable for residents of that narrow road.

In order to avoid these potential difficulties and expedite the creation of a viable trail, I suggest that you consider establishing a bicycle route on the existing "thoroughfare" of Alpine Road in Portola Valley. I submit that it offers a far better solution. Now closed to automobile traffic, the upper part of the old road still exists and apparently is currently used by bicyclists. A staging area could be accommodated in conjunction with MROSD parking at the lower end, with little impact on the community of Portola Valley. The route leads to MROSD preserves on the west side of Skyline that are open to bicyclists. Although much of the lower 2 miles of the road is quite narrow, there are numerous turn-outs to allow passing. Conflict with equestrians would be minimal or nil, and Alpine Road would offer a second route to Skyline that, in conjunction with the

Carroll Ann Hodges
1367 Canada Road
Woodside, California 94062
cahodges@att.net

existing Windy Hill Open Space/Spring Ridge Trail currently open to cyclists, creates a superior circular loop for mountain bikers. **Furthermore, I should think the Alpine route could be improved for cyclists with less expense and far more quickly – totally independent of the Huddart-Wunderlich master plan.** In fact, part of the unpaved section might be paved so that road bikes and mountain bikes could co-exist on the trail.

The bicyclists that any route would serve are not just local residents; they come from all over the Bay Area, driving to the destination trailhead with bikes on their cars. Thus, the location of the starting point would seem of little consequence; they can just as easily drive to Windy Hill, Alpine Road, or to Skyline for that matter if the objective is to access the MROSD preserves on the west side of Skyline. It is far easier to transport a bike to any location than it is to get a horse in a trailer and drive to some distant site for a quiet ride in the woods. Whereas most cyclists must drive to a trailhead, the horsemen who use our parks primarily live or stable horses in Woodside and Portola Valley.

I strongly urge you to give serious consideration to Alpine Road as a viable and immediate alternative to the proposed Kings Mountain trail – with all its adverse and considerable impacts on equestrians, hikers, and the Town of Woodside.

Huddart and Wunderlich Parks have long been reserved to provide a tranquil setting for the enjoyment of the natural world by those who seek a contemplative experience. I urge the County not to compromise the natural integrity of these lands and the purpose for which they were set aside many years ago. Thank you for your attention.

Respectfully,

Carroll Ann Hodges

From: ParksAndRecreation
To: Alvarez, Priscilla; Herzberg, Samuel; Moore, Dave
Date: 3/13/2006 10:56:12 AM
Subject: Fwd: Master Plan/Huddart Park/Bicyclists

>>> "Kathy Mayeda" <kathy.mayeda@comcast.net> 3/9/2006 5:16:00 PM >>>

As an equestrian user of Huddart Park, I would like to put forth my objections to mountain bike usage the park. There are many parks that us equestrians successfully share the parks with hikers and mountain bikes. I'm afraid that Huddart would not fair as well. Even though I am not a San Mateo County resident, I consider Huddart an important regional asset.

The parks that successfully share the trails are those that have wide vehicle accessible paths with well compacted soil and gravel. Many of Huddart's trails are single track with relatively soft footing. Bicycle usage on such trails will probably rut the paths so as to make it very hard going for equestrians and hikers.

I also ride in Santa Clara County parks where there is successful trail sharing among different users, specifically Almaden Quicksilver and Santa Teresa County Parks. Santa Teresa has rather rocky trails with relatively little vegetation (Franciscan formation) and wide view angles or vehicle accessible trails. I always enjoy the cyclists in Santa Teresa as the go barreling down the rocky single path - they are always appreciative when I get off the trail and motion them on. Conversely, us equestrians enjoy passing the cyclists going uphill! The most polite bicyclists are at this park and always stop and wait for the equestrian to give them instructions to pass. Almaden Quicksilver also has wide vehicular access trails for multi-users, but the soft single track trails are PROHIBITED to bicyclists. The other park that we ride in this area is Calero County Park which prohibits bicyclists, period, and has softer footing.

Bicyclists have joined forces with equestrians to keep trails open at Wilder Ranch in Santa Cruz. There is strong cooperation between bicyclists and equestrians when both parties are educated on how to share the trails. However, there are several areas that have degraded rutted trails due to the bicyclists which I noted on my last endurance ride I attended there. It wasn't so rutted before and our horses did not enjoy traveling on those paths.

Rancho San Antonio County Park has mostly closed trails to bicyclists, limiting their access to the lower part of the park. Equestrians have a hard enough time with the heavy human traffic of people unaccustomed to horses - adding bicyclists unaccustomed to being around horses you are asking for injuries. However, I've ridden through Rancho San Antonio up Black Mountain to enter Monte Bello OSP, and share those trails with

bicyclists there with no problem. Again, the geological factors are different there.

I truly enjoy Huddart's cool redwood rides on hot summer days. I hope that I can continue to enjoy it without having to worry about bicyclists trying to crowd horses on the single tracks. This would create dangerous situations. If bicyclists will be allowed, please limit their access.

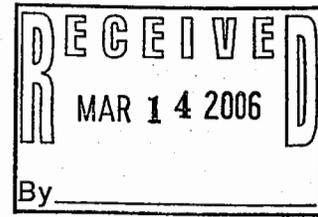
Kathy Mayeda

Mountain View, CA

Bertille Legrand
2877 23rd street
San Francisco, Ca 94110
Member of the San Francisco Horsemen's Association

March 10th, 2006

San Mateo County Parks and Recreation Commissioners
Hall of Justice
455 County Center, 4th floor
Redwood City, CA 94063



Dear Commissioner,

I am writing because I am against the proposed mountain biker trail that the staff has proposed to build in Huddart Park in violation of current County Regulations which ban the use of bicycles in County parks. This proposal is both naïve and illegal.

This is a major safety issue. County staff is naïve at best if they think that only **signage and trail design will mitigate our safety concerns!**

Mountain bikers, equestrians and hikers can and co-exist in many public open spaces and parks. Multi-use trails invariably have rolling hills/flats with sparse foliage, and wide trails with long lines of sight (>100'). By contrast, Huddart Park has dense foliage, poor lines of sight on curving trails, narrow trail widths, and deep, steep canyons affording no escape routes. . No public land managers would ever allow bikes and non-mechanized users common access to this type of terrain. You are asking for lawsuits if you do so!

For a good local model just look across the road to El Corde de Madera Open Space which has largely been abandoned by hikers, runners and horsemen due to the massive numbers of mountain bikers there. MROSD is under a costly stop-order issued by the Water Resources Board/Fish and Game for the problems caused by rogue bikers speeding and cutting new trails. There are significant environmental issues that will be created if bikes are allowed in Huddart. If you already do not have staff to control speed and rogue use, how can the County justified increased environmental mitigation?

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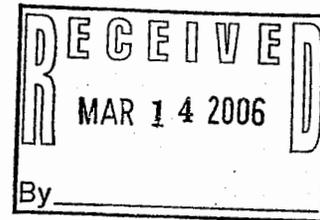
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Respectfully,

Bertille Legrand

San Mateo County Parks and Recreation Commissioners
Hall of Justice
455 County Center, 4th floor
Redwood City, CA 94063



Dear Commissioners,

I am writing because I am strongly against the proposed mountain biker trail in Huddart Park and Wunderlick Park. It is proposed to be a separate trail with a short multi-use segment on the Skyline Trail; hikers/equestrians are still to have the rest of the Huddart trails for themselves. As a resident of Woodside who has a back property line on Skyline Blvd and an equestrian and hiker easement, the proposal would ruin our cute little back path with the occasional horse back riders that our family enjoys seeing. Huddart and Wunderlick parks are the only equestrian trails left that one can ride a horse in safely without worrying about mountain bikers coming up fast and scaring their horses. Please, let's keep it that way!

Rogue bikers already know the park rules. Despite this knowledge, they honeycomb Huddart with illegal trails. They attempt to hide these trails from rangers. 30% of them speed (as verified by 2005 MROSD report) because the chances of being caught are slim. They (including a leader in ROMP, Responsible Organized Mountain Peddlers) continually & repeatedly ride on trails illegal to them. They know rangers are understaffed and unable to control illegal bike action. We do not want mountain bikers on our easement, which was created solely for horses and hikers. Further, a fast, silent, speeding bike racing down a trail where it shouldn't be, can spook a horse, throw it's rider, run down a hiker or traumatize a young child out for a day at Huddart. These facts create major safety issues. How can other users enjoy this park because of the abundance of these illegal activities?? Given this, how can Park Planners suggest that 'signage and trail design will mitigate these concerns'??

Some commissioners wonder why mountain bikers and hikers/equestrians can't co-exist as they do in Santa Clara County. The answer is the difference in terrain. Santa Clara parks have rolling hills with sparse foliage making trails wide with long lines of sight. This makes multi-use more feasible. Huddart and Wunderlich are densely populated with trees with deep, steep canyons. This makes our trails narrow with short lines of sight. The segment of Skyline Trail in this proposed biker route is especially dangerous and therefore makes this proposal unviable.

Huddart/Wunderlich represents the last remaining places where riding/hiking can take place with little fear of speeding rogue bikers; this safe haven will be gone if the trail goes in. Non-adventurous hikers/equestrians have already lost El Corde de Madera and Purisima Open Spaces due to the massive numbers of mountain bikers there. In addition, equestrians have lost free access to the Watershed areas, the equestrian arena in Huddart and GGNRA area around Filoli's. If this biking trail gets implemented, the unique, historic, equestrian enclave in the Peninsula will be lost for future generations.

If this trail goes through & gets into biker publications, it will bring more bikers into Woodside. Increased sanitation problems with bikers urinating and defecating on private property, illegal parking, increased traffic and loss of emergency services will result. Increased biker injuries will occur. Current emergency services will be diverted from Woodside residents to servicing these accidents. Longer service times will be required because these accidents will occur in inaccessible terrain. Woodside will lose its rural charm and residents will lose the main reason why they chose to live here.

Finally this trail is not necessary; Spring Ridge Trail in Windy Hills OS already exists for the mountain bikers to get them from the Valley Floor to Hwy 35. Lastly, most of the mountain bikers would be driving to Woodside in order to use this projected trail; it is only a 10-15 minute SAFE drive further to the planned 80+ auto parking lot at El Corde de Madera/Purisima (their havens as evidenced by the large parking lot planned).

A NO vote for the proposed mountain bike trail is needed. The inability to control rogues by any means, the non-viability of Skyline trail for multi-use, the fact that a safe route already exists & that mountain bikers can easily drive to their final destination and the negative effects that this trail impacts to Woodside residents make your NO VOTE imperative.

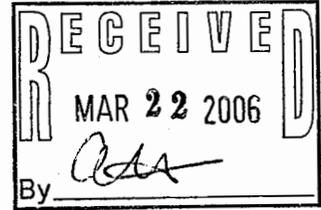
Respectfully yours,

A handwritten signature in black ink, appearing to read "Deborah and Peter Behrakis".

Deborah and Peter Behrakis
120 Stadler Drive
Woodside, CA 94062

March 21, 2006

DH - response



Walter Gloskowski
1233 North Road
Belmont, CA 94002

Phone: 650-593-5910

Marcia Raines, Director, Environmental Services
SMC Parks & Recreation
455 Country Center, 4th Floor
Redwood City, CA 94063

Dear Ms. Raines:

This letter is being written by a biker, pedestrian, auto driver, hiker and horse rider.

This letter specifically is concerned with bikers being proposed to ride on trails within the county parks. It is my understanding that it is currently illegal for bikers to use trails within county parks. If this is so, it would appear to be illegal for this commission to even entertain such a proposition. Such a proposal should be first presented to the county Board of Supervisors since it is proposed change to existing laws. In as much as this may be true, I recommend that these current hearings be squashed and the issue be referred to the county Board of Supervisors.

There are certain things that are self-evident, ie. bikers and horse riders are an irrational mixture on park trails. Although many bikers observe the park rules regarding the right of way regarding bikers, hikers and horse riders, it is an undeniable fact that bikers cause injuries to hikers and horse riders at an unprecedented rate.

The county does not have the resources to adequately or safely enforce any regulations that mix bikers with pedestrian or horse riders in county parks. Why create conditions where otherwise innocent people are injured and most likely will not be vindicated.

Bike riders have an unlimited number of miles of dedicated portions of the roads within the bay area. Why do they have to come on park trails which have originated from original designations as use for hikers and horse riders. Most county parks were given to the county by people who never envisioned that there would be a class called bikers. Hikers and horse riders were their envisioned users. If bikers are allowed to invade county parks, the next group will be motor cycles and all terrain vehicles.

There must be a reasoned decision for allowable use of county park facilities by different interest groups. The use of any trails by bikers and horse riders should not even be considered.

Sincerely,

Walter Gloskowski

Walter Gloskowski

WG/sg

From: ParksAndRecreation
To: Alvarez, Priscilla; Herzberg, Samuel; Moore, Dave
Date: 3/16/2006 2:53:31 PM
Subject: Fwd: Huddart Park mountain bike trail which will be included in the Master Plan.

>>> "Marc W. LeGette" <marc_legette@yahoo.com> 3/16/2006 9:51:42 AM >>>

To:
Bern Smith
Mel Pincus
Marian Vanden Bosch
Teresa Guingona
Ro Khanna

I am writing to voice my full support for creating and/or opening existing trails for mountain bike use in and around Huddart Park. There are currently no safe routes for bicyclists to access Skyline and MROSD lands without using Kings Mtn, Woodside or Old La Honda Roads. None of these routes have bicycle lanes or safe alternates.

Woodside is home to many great trails that afford peaceful enjoyment of nature while getting much needed exercise. Opening a limited number of these trails to allow safe bicycle access is the right thing to do. There will be minimal impact to other trails users while offerin access to a group of users that constitute the majority of users in neighboring MROSD lands.

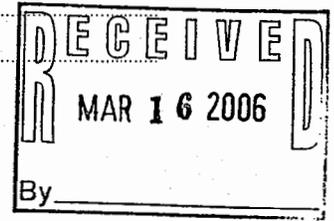
Thank you for your consideration.

-Marc LeGette
Woodside Equestrian (Webb Ranch) and Cyclist

DAVID SKINNER
1455 Cedar Place
Los Altos CA 94024

3/14/06

Name, Address & Date



Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Please include my comments below in Huddart & Wunderlich Master Plan.

Check Boxes:

- I strongly support a North - South trail corridor open to cyclists, such as the Skyline Trail.
- I strongly support an East - West trail corridor open to cyclists, such as the proposed Squealer Gulch alignment.

I believe San Mateo County Parks and Recreation should do this for the following reasons.

- Huddart and Wunderlich are county parks. They are not City of Woodside parks. All San Mateo County residents should be able to enjoy these parks on a mode of transport of their choosing. Not allowing bikes is economic discrimination.
- The Bay Area Ridge Trail is a multi-use trail. The current alignment is not multi-use and drops halfway down to the coast. San Mateo County should support the BARTC by having a multi-use alignment on its lands. BARTC is a wealthy organization and may have funds to help improve and sustain a Ridge Trail alignment.
- San Mateo County Parks has roughly 15,000 acres of parks. About 5% of the trails are open to cyclists and most of these are paved. This is not the experience that mountain bikers are looking for, and is not fair to the mountain bike community of San Mateo County. The number of off-road cyclists is growing faster than other user groups.
- As the population of California and the Bay Area grows, the number of trail users increases proportionally. Opening trails to bikes will provide a legal alternative, and I believe will reduce infractions and create a safer trail system.
- Diabetes and obesity is quickly becoming an epidemic among today's youth. Exercise is a great way to combat diabetes, and kids think cycling is fun - more fun than hiking or running.
- In many places, horses and bikes seem to mix just fine. MROSD Fremont/Older and Redwood Park in the East Bay are good examples of successful multi-use trails.

Other comments here

Thanks for your consideration,

David Skinner

From: "Gyorey, Paul G" <paul.g.gyorey@lmco.com>
To: <dholland@co.sanmateo.ca.us>
Date: 3/14/2006 8:07:23 AM
Subject: Support for San Mateo County Mountain Bike Trails

Mr. Holland,

I know your busy so I just wanted to quickly let you know that I support a North - South trail corridor open to cyclists, such as the Skyline Trail, as well as an East - West trail corridor open to cyclists, such as the proposed Squealer Gulch alignment in San Mateo County parks.

I was shocked and disappointed by the behavior of the Equestrians at the last meeting and encourage you to not allow minority interests to dictate County policy. I often ride on Santa Clara and Santa Cruz County trails where Cyclists and Equestrians peacefully co-exist and sometimes ride together, as I often did with several of my equestrian neighbors. A decade ago, these same equestrians attempted to ban bikes from "their" trails using the same arguments used by the San Mateo County Equestrians.

Sincerely,
Paul Gyorey
133 Wesley St.
Capitola, CA 95010

CC: "Gyorey, Paul G" <paul.g.gyorey@lmco.com>

From: "Adrienne Harber" <adrienneharber@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 3/11/2006 7:33:47 PM
Subject: trail corridor

Dear Mr. Holland,

Having read Paul Nam's letter that he sent to you, I agree with all of his points. If trails are labeled as "multi use," they need to be open to hikers AND cyclists, as well as equestrians. Unfortunately, one may find inconsiderate, rude people in all THREE groups of users - such is life.

As an avid cyclist, I support a North - South trail corridor open to cyclists, such as the Skyline Trail, as well as an East - West trail corridor open to cyclists, such as the proposed Squealer Gulch alignment in San Mateo County parks. When you consider the proposal, please keep in mind the philosophy of having parks: to offer an experience in nature to anyone who wishes and who will act responsibly. Thanks!

Adrienne Harber
ROMP and Western Wheelers member

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>

From: "Fred Stanke" <bikerfred@sbcglobal.net>
To: <dholland@co.sanmateo.ca.us>
Date: 3/12/2006 8:51:59 AM
Subject: Squeeler Gulch and Bay Area Ridge Trail

March 12, 2006

Bern Smith, Chairman
San Mateo County Parks & Recreation Commission
455 County Center, 4th Floor
Redwood City, CA 94063-1646
c/o dholland@co.sanmateo.ca.us

Thank you for considering an off-road and naturally beautiful option to cyclists to go from the valley to Skyline Blvd like the proposed trail along Squeeler Gulch, and expanding the length of the Bay Area Ridge Trail to cyclists. Please bring these plans to fruition.

Sincerely,

Fred E. Stanke, Ph.D.
1206 Utopia PL
San Jose, CA 95127

Northern California Mountain Bicycling Association

PO Box 785 • Los Altos, CA 94023-0785 • 650-917-1741 • www.norcamba.org



March 8, 2006

Bern Smith, Chairman
San Mateo County Parks & Recreation Commission
455 County Center, 4th Floor
Redwood City, CA 94063-1646
dholland@co.sanmateo.ca.us

Dear Commissioner Smith,

I'm writing regarding the upcoming parks commission hearing on the Huddart Park master plan on March 22nd at 7pm. I want to thank you for moving the meeting to the evening; this effort to accommodate the members of the trail user community who work during the day is greatly appreciated.

I fully support the proposed bicycle trail in Huddart Park, and urge the Parks Commission to recommend its approval by the Board of Supervisors. This master plan amendment would allow parks staff to carefully develop a bike trail south of Kings Mountain Road that would accommodate off-road bicycling up to the Bay Area Ridge Trail and Purisima Creek Open Space Preserve. This facility is clearly needed to allow cyclists a safe route to Skyline and an equal opportunity to use the County Parks facilities in the area. This trail would not intersect with any of the existing trails within the park except at the very top where it reaches the Bay Area Ridge Trail, which is a multi-use trail for the rest of its 400-mile length.

The concerns of the equestrian community, which were so vehemently expressed at the last meeting, appear based on an irrational fear of losing their exclusive use of these County Parks. The bicycle trail would not impact equestrian use in any significant way. The vast majority of equestrians use the trails in Wunderlich, which would not be affected, or the town of Woodside Trails, which would not be affected, or trails in Phleger Park, which would not be affected, or the other trails in Huddart, which would not be affected except for a short section at the very top on Skyline, in the remotest reaches of the park. Equestrians who do not wish to share trails with bicycles will not need to alter their use of the park and will enjoy all the trails they currently ride. There is NO loss to the equestrian community in this proposal.

Approving this bicycle trail is consistent with the wishes of James Huddart, who according to the draft Master Plan, was *"raised in an orphanage with his sister and apparently spent a rather miserable youth. It was his desire to do something with his holdings in San Mateo County, particularly for the youth in the area. Before his death on in 1935, Mr. Huddart deeded 900 acres of his property to the County with the provision that it would be developed into a public park."*

Surely Mr. Huddart would not want to see this park reserved for the well-heeled, landed horse owners of Woodside while excluding the ordinary citizens of Redwood City and other urban locales in San Mateo County. There are currently NO locations in San Mateo County where a family or group can rent a picnic area and go for a bike ride together on park trails. This trail would allow cyclists, who come from all walks of life, to enjoy the facilities at Huddart and then safely ride up to the trails in MROSD's open spaces across Skyline Blvd. Bicycles bring great joy to children and adults alike, and mountain biking is a much more affordable activity for lower income families than is owning a horse. It is time for the County of San Mateo to fulfill its promise to the disadvantaged youth of the region.

Please approve this modest and sensible proposal for a bike trail on the south side of Kings Mountain Road, and future study of the multiple-use Bay Area Ridge Trail.

Sincerely,

Patty Ciesla
Executive Director, Northern California Mountain Bicycling Association
patty.ciesla@norcamba.org

From: "valerie spier" <valeriespier@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 3/13/2006 5:03:54 PM
Subject: Trail for bikes

Unable to attend meetings, work late nights teaching.

I support a North - South trail corridor open to cyclists, such as the Skyline Trail, as well as an East - West trail corridor open to cyclists, such as the proposed Squealer Gulch alignment in San Mateo County parks.

Thank you for considering our needs.

ROMP and Soquel Steward member
Trail Maintenance Volunteer twice monthly minimum during trail season

Valerie Spier

Do You Yahoo!?

Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>

From: "Johnson, Rodney" <rodney@stanford.edu>
To: <dholland@co.sanmateo.ca.us>
Date: 3/15/2006 7:05:55 PM
Subject: Huddart Park Master Plan

March 14, 2006

130 Cornell Road

Menlo Park, CA 94025

Bern Smith, Chairman

San Mateo County Parks & Recreation Commission

455 County Center, 4th Floor

Redwood City, CA 94063-1646

c/o dholland@co.sanmateo.ca.us

Dear Commissioner Smith,

I'm writing regarding the upcoming parks commission hearing on the Huddart Park master plan on March 22nd. I am a resident, homeowner (i.e., property tax payor) and voter in Menlo Park since 1987. I am writing to express my full support the proposed bicycle trail in Huddart Park, and urge the Parks Commission to recommend its approval by the Board of Supervisors.

For many years I have been very disappointed that San Mateo County offers no park access for off-road bicyclists. Since I have lower back problems, hiking is not a comfortable activity, and I am not inclined to use horses (because of the expense). Biking is how I can enjoy the outdoors and nature.

For that reason, I strongly support the master plan amendment that would allow parks staff to carefully develop a bike trail south of Kings Mountain Road that would accommodate off-road bicycling up to the Bay Area Ridge Trail and Purisima Creek Open Space Preserve. This would provide a small but equal opportunity for cyclists to use the County Parks facilities in the area. This trail would not intersect with any of the existing trails within the park except at the very top where it reaches the Bay Area Ridge Trail, which is a multi-use trail for the rest of its 400-mile length.

I understand that the equestrian community has expressed opposition. As a taxpayer, however, I consider it very unfair that they have almost exclusive use of these County parks. This bicycle trail would not impact equestrian use in any significant way. I believe they primarily use trails in other parks (e.g., Wunderlich, the town of Woodside Trails, Phleger Park, or the other trails in Huddart). The proposal only affects a short section at the very top on Skyline, in the remotest reaches of the park. Equestrians who do not wish to share trails with bicycles will not need to change their use of the Park; they lose nothing from this proposal.

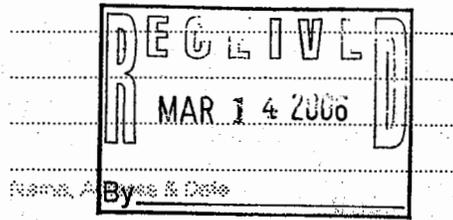
Bicycling, particularly off-road biking, continues to be one of the fastest growing activities in the US. Both older residents like myself (57 years) as well as youth who need an experience with nature (and exercise to improve their health) will be benefited by this proposal. Bicycles bring great joy to youth and adults alike, and off-road biking is a much more affordable activity for lower income families than is owning a horse. It is time for the County of San Mateo to recognize and allow such bicycling activities, which offers access to a larger range of San Mateo resident. This trail would allow cyclists, who come from all walks of life, to enjoy the facilities at Huddart and then safely ride up to the trails in MROSD's open spaces across Skyline Blvd.

Please approve this small and sensible proposal for a bike trail on the south side of Kings Mountain Road, and future study of the multiple-use Bay Area Ridge Trail.

Sincerely,

Rodney Johnson

GARY BALSAM
125 OUTLOOK CIRCLE
PACIFICA, CA 94044



Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Please include my comments below in Huddart & Wunderlich Master Plan.

Other Issues:

- I strongly support a North - South trail corridor open to cyclists, such as the Skyline Trail.
- I strongly support an East - West trail corridor open to cyclists, such as the proposed Squealer Gulch alignment.

I believe San Mateo County Parks and Recreation should do this for the following reasons.

- Huddart and Wunderlich are county parks. They are not City of Woodside parks. All San Mateo County residents should be able to enjoy these parks on a mode of transport of their choosing. Not allowing bikes is economic discrimination.
- The Bay Area Ridge Trail is a multi-use trail. The current alignment is not multi-use and drops halfway down to the coast. San Mateo County should support the BARTC by having a multi-use alignment on its lands. BARTC is a wealthy organization and may have funds to help improve and sustain a Ridge Trail alignment.
- San Mateo County Parks has roughly 15,000 acres of parks. About 5% of the trails are open to cyclists and most of these are paved. This is not the experience that mountain bikers are looking for, and is not fair to the mountain bike community of San Mateo County. The number of off-road cyclists is growing faster than other user groups.
- As the population of California and the Bay Area grows, the number of trail users increases proportionally. Opening trails to bikes will provide a legal alternative, and I believe will reduce infractions and create a safer trail system.
- Diabetes and obesity is quickly becoming an epidemic among today's youth. Exercise is a great way to combat diabetes, and kids think cycling is fun - more fun than hiking or running.
- In many places, horses and bikes seem to mix just fine. MROSD Fremont/Older and Redwood Park in the East Bay are good examples of successful multi-use trails.

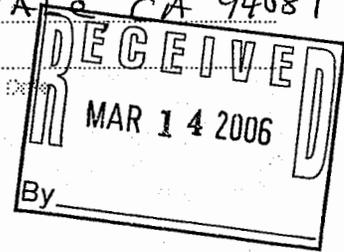
Other comments here

Thanks for your consideration,

A handwritten signature in black ink that reads "Gary Balsam".

ROBERT FAULHABER
1166 SHENANDOAH DR
SUNNYVALE CA 94087

Name, Address & City



Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Please include my comments below in Huddart & Wunderlich Master Plan.

Check Boxes

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Other comments here

Thanks for your consideration,

Robert Faulhaber

SM



March 8, 2006

Bern Smith, Chairman
San Mateo County Parks & Recreation Commission
455 County Center, 4th Floor
Redwood City, CA 94063-1646
dholland@co.sanmateo.ca.us

Dear Commissioner Smith,

I'm writing regarding the upcoming parks commission hearing on the Huddart Park master plan on March 22nd at 7pm. I want to thank you for moving the meeting to the evening; this effort to accommodate the members of the trail user community who work during the day is greatly appreciated.

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Approving this bicycle trail is consistent with the wishes of James Huddart, who according to the draft Master Plan, was *"raised in an orphanage with his sister and apparently spent a rather miserable youth. It was his desire to do something with his holdings in San Mateo County, particularly for the youth in the area. Before his death on in 1935, Mr. Huddart deeded 900 acres of his property to the County with the provision that it would be developed into a public park."*

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Please approve this modest and sensible proposal for a bike trail on the south side of Kings Mountain Road, and future study of the multiple-use Bay Area Ridge Trail.

Sincerely,

Patty Ciesla
Executive Director, Northern California Mountain Bicycling Association

BOB MALHEIRO
1537 Belleville Way
SUNNYVALE, CA
94087

Name, Address & Code

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Please include my comments below in Huddart & Wunderlich Master Plan.

Check Boxes:

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Other comments here

Thanks for your consideration,

Bob Malheiro

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

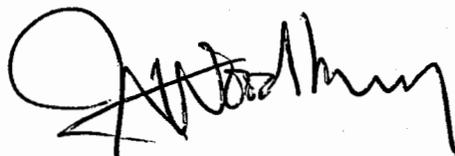
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- As the population of California and the Bay Area grows, the number of trail users increases proportionally. Opening trails to bikes will provide a legal alternative, and I believe will reduce infractions and create a safer trail system.
- Diabetes and obesity is quickly becoming an epidemic among today's youth. Exercise is a great way to combat diabetes, and kids think cycling is fun - more fun than hiking or running.
- In many places, horses and bikes seem to mix just fine. MROSD Fremont/Older and Redwood Park in the East Bay are good examples of successful multi-use trails.

Thanks for your consideration,



March 14, 2006

San Mateo County Parks & Recreation Commissioners
Hall of Justice
455 County Center, 4th Floor
Redwood City, California 94063

Re: Huddart/Wunderlich Parks Master Plan.

Dear Commissioners,

I am very disturbed that you are considering allowing off-road mountain bikes in one of the last county parks that hikers and horseback riders are able to use without worry of bicycles. The ban of bicycles in Huddart Park has been part of the current County Regulations and allowing bicycles would be a strict violation of these County Regulations let alone illegal.

Many bicyclists who are already riding the existing trails of Huddart Park and the Teague Hill Open Space know that they are breaking park rules yet they continue to ride these areas. Bicycle tracks can be found on the existing trails and new trails that have been illegally cut in areas that are not only closed to bicycles but hiking and horseback riding. These illegal bicyclists hide these trails from park rangers and when park staff does discover these hidden trails, it takes staff away from their normal assigned park duties. Not only is this counter productive for the staff from trying to perform their duties but also an expense the county cannot afford or should have to afford. Illegal trails, staff patrolling habits and patrol schedules are posted on bicycle web sites so that one knows where, when and how to gain access to these illegal trails. Fast, quiet bicycles traveling on single-track trails pose a danger to hikers and horseback riders alike. Children and adults are at risk when walking on foot or by horseback especially should a horse shy and run away with its rider.

Trail signage and trail design is being promoted to educate and deter these illegal activities. They have not worked in the past. Currently the County, Town of Woodside and Town of Portola Valley have NO BICYCLE SIGNS on trails. Walking these trails you will see wheel tracks on single-track trails. Trail design-using rocks to maneuver around, rolling dips to reduce speeds or logs for speed bumps all become obstacles for a timed racecourse. These trail designs are not environmentally sound. The rolling dips and speed logs only concentrate water flows causing erosion. Sedimentation is the number one priority of the Water Quality Board, Bear Gulch Water District and the Dept. of Fish & Game. Should off road mountain bicycles be allowed in the Huddart Park, the County will be facing significant environmental issues. Park staff cannot control the illegal bicycle use now and should you allow bicycles in the parks, how will the County control the increased numbers of users? What are the Counties plan to mitigate the increased environmental issues?

How can the County expect the Town of Woodside to deal with the increase problems associated with a new off road bicycle trail? Some of the associated problems will be increased illegal parking on neighboring roads, increased traffic on narrow country roads, the loss of emergency services for local residents, longer response times because of accidents in areas that are not easily accessible. Woodside will lose its rural atmosphere, which is why many of us chose to move here.

Huddart Park is one of the last places to hike, ride horses or run without fear of mountain bicyclist. Should this trail be allowed to go in the safe, peace of mind of Huddart Park will be lost. I believe that "THE PARKS SHOULD BE ENJOYED BY ALL BUT NOT ALL USES SHOULD BE ALLOWED IN THE PARKS". Please vote AGAINST this proposed mountain bike trail. I ask that you vote YES for the original proposed master plan.

Respectfully yours,

Rick DeBenedetti

March 14, 2006

Dear Commissioner Vanden Bosch:

I am writing you today to express my concern and opposition to the proposed mountain bike trail in Huddart Park.

Huddart Park is a beautiful, natural park in the midst of a highly urbanized area. Where else in the Bay Area can one have the rare collective experience of observing streams, gullies, towering coastal redwoods, madrones, live oaks, Douglas firs and other native species? Few places allow us to experience the tranquility of nature and to observe, rabbits, quail, deer, raccoons, foxes, lizards and coyotes in their natural habitat.

Hikers and families with small children have enjoyed this experience for hundreds of years without the use of machinery to enhance this experience. The San Mateo County Ordinance (Code 3.68.120) prohibits bicycles from San Mateo County Parks and this ordinance should remain enforced for the following reasons.

Widely recognized among land managers are the problems associated with opening parks and preserves to mountain biking;

- Mountain bikes greatly increase erosion; expose sensitive root systems; remove topsoil and vegetation; create narrow ruts making walking on the trail difficult; and create gullies that alter established drainage patterns.
- The speeds at which mountain bikes travel make it difficult to notice small animals and plants in the trail and avoid crushing them.
- Mountain bikes intimidate people and endanger and displace wildlife from its natural habitat.
- Mountain bikers go "off trail" and build illegal trails and blaze deeper into the woods thereby increasing the threat to wildlife habitat and utilizing staff time to break down trails and monitor illegal use.

As a result of the negative impact mountain bikes have imposed on the environment, they are now banned from all single track trails in Marin County.

Marin County has taken strong opposition to mountain bikes on single track trails, and many other parks and Open Spaces are beginning to following suit. Bikers have lost the opportunity in the Marin area and seek opportunities to ride in counties such as ours. Mountain bikers from all over the Bay Area have joined organizations and hired lobbyists, such as Patty Cielsa to further that cause.

As Commissioners, you have a responsibility to recognize and address recreational activities and even a greater responsibility toward stewardship of our land. **Is creating yet another mountain bike trail in an ecologically sensitive area the correct thing to**

do when the Spring Ridge Trail in Windy Hill and Alpine Rd. could serve as alternative routes?

Mountain bikers talk about riding as a technical challenge, an athletic feat and some even time themselves over distances. How can they be enjoying nature when many of them exceed the posted speed limit? (MROSD cited in 2004 that 30% of the bicyclists observed exceeded the speed limit). The experience they seek is exactly what they already have in the Purissima Creek and El Corte de Madera Open Spaces, just over the hill from this proposed trail. It is all part of the same terrain.

Why does the San Mateo County Park and Recreation Division feel an "obligation" to provide a mountain bike trail? **There are over 170 miles of mountain bike trails in San Mateo County, just not in the jurisdiction of San Mateo County Parks! How can you legitimately open the park to mountain bikes when the supply is plentiful?** Additionally, Santa Clara County provides almost 200 miles of trails for these users.

This proposed trail unfairly impacts the town of Woodside. This regional activity provides no benefit for the Town and negatively impacts the quality of life for the residents. People choose to live in Woodside to avoid traffic, parking, and congestion. The plan shows no additional parking to accommodate the hundreds of people who will come, not just from San Mateo County, but the greater Bay Area to ride this trail. **Mountain bikers who wish to ride in Purissima Creek and El Corte de Madera Open Spaces should continue to drive up Kings Mountain Road and park in the 80 car parking lot that MROSD is planning to build.**

Financially, I cannot understand how the County can afford to build this trail and provide adequate safety for the hikers and equestrians who currently use this park. Recently, the County closed some of its parks due to budget cuts and being under staffed. In order to report illegal mountain bike tracks, fallen trees, or other issues in Wunderlich Park, I am told to report them to rangers in Huddart as there is no ranger assigned to Wunderlich. It appears that the County cannot maintain what it already has.

The County suggests that "proper trail design and signage" will mitigate concerns for safety. There is no physical barrier suggested in the County's plan to prevent bikers from using hiking and equestrian trails. The County cannot police the parks in their jurisdiction as is, thus fines will not be enough of a deterrent if there are no rangers available to enforce the penalty.

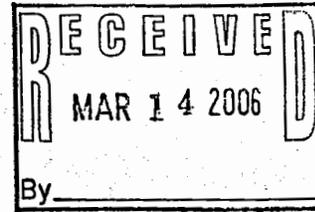
I urge you to be a responsible steward of this land. Preserve this natural park, and allow us the contemplative experience with nature as it has always been. Oppose this proposed trail, and protect this natural forest and the wildlife habitats within.

Sincerely,



William M. Lilla
3985 Woodside Rd.
Woodside, CA 94062

Woodside Junior Riders
680 Kings Mountain Road
Woodside, CA 94062



Board of Directors

Kristine Yankovsky
Chairman
Sarah Rivers
Jo Egenes

Officers
Sarah Rivers
V.P. and Secretary
Michelle Stanley
Treasurer

Marty Raynor
Program Manager
Kathi Dancer
Program Manager

San Mateo Parks and Recreation
Marcia Raines
Mel Pincus
Bern Smith
Marian Vanden Bosch
Ro Khauna
Teresa Guingona

March 13, 2006

The Board of Woodside Junior Riders is very concerned about the proposed bicycle trail through Huddart Park. To give you some background, the Woodside Junior Riders is a non-profit organization started in 1947 and has as its mission to promote horseback riding for children in the Woodside Fire Protection District. Our literature states that "in 1966 Woodside Junior Riders was moved to a peaceful, shady eight acre site on Tripp Road," which has since been donated to the organization. This is no longer a "peaceful site" because Tripp Road, the link between Woodside Road and Kings Mountain Road, which then leads to Greer Road and Huddart Park, has become a destination point for bicyclists. Cars are parked with great abandon along the narrow country road, right on the horse trails, because there is nowhere else to park. Children riding to and from the program must ride in the street, which is dangerous, and often encounter herds of bicyclists (not an exaggeration) because this is a favorite route.

This proposed new bicycle trail in Huddart Park further exacerbates a situation which is borderline tolerable. This will adversely impact our program because it will make it even more dangerous for children to get to and from Tripp Road. We sincerely hope that you will consider putting the bicycle trail elsewhere.

Respectfully submitted,
Jo Egenes
Member, Board of Directors
Woodside Junior Riders

Cc: San Mateo County Board of Supervisors

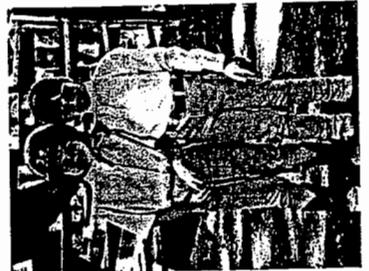
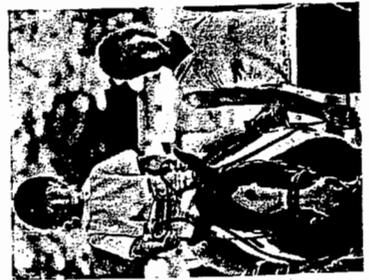
Parents & Volunteers

Injunctive among local riding programs, the Woodside Junior Riders is run by parents, volunteers and other community members. They assist by giving cash, horses, tack and other supplies and equipment and offering expertise and elbow grease. Parents and volunteers have been seen leading, braiding (horses and girls), building, clearing, hauling, and planting around the grounds. They announce, advise, judge, write, design, photograph, sell, cry tears and treasure smiles.

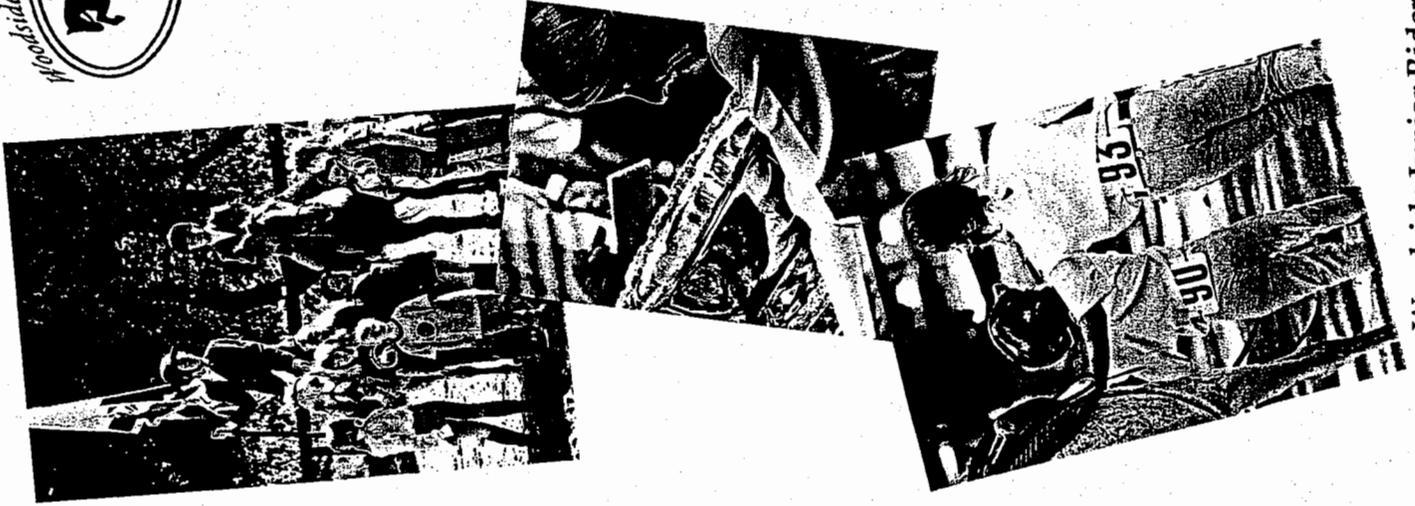


"Woodside Junior Riders is a family affair: siblings ride, while mom and dad lend time and elbow grease. In the process, community bonds are strengthened and lifelong friendships are formed between riders and horses, riders and riders, and horses and horses in a relaxed, low-key environment."

Marty Raynor, parent and WJR program manager, Woodside



Woodside Junior Riders



Woodside Junior Riders
John R. Keily Equestrian Center
3375 Tripp Road • Woodside



Contact

For more information about riding, donations or volunteering, call program managers Marty Raynor, 851-1295, or Kathi Dancer, 851-9462. Gifts of cash, horses, tack, equipment, supplies and clothing are gratefully received.

Woodside Junior Riders

John R. Keily Equestrian Center
3375 Tripp Road, Woodside

Mailing Address:

Marty Raynor
680 Kings Mountain Road
Woodside, CA 94062
Tel: 650.851.1295
martyraynor@sbcglobal.net

Photos: www.kimcarlistc.com / Design: www.kimberlyschumdc.com

Horses have long captivated the hearts of children. It may be their equine beauty, sense of freedom, gentle nature, or soft muzzle that draws them in, but once smitten, children rarely let go. Riding can teach athleticism, confidence, strength and courage, while a child learns to love and care for a creature much larger than him or herself.

At Woodside Junior Riders, we believe in making horses accessible to children of all ages and backgrounds. Through riding, children connect to their Western heritage, enjoy beautiful natural surroundings, develop skill and have fun with friends and animals.



History

In 1947, Myra Duncan began Junior Riders at her farm on the corner of Woodside and Kings Mountain Roads, resolving to offer the very best in equitation lessons. She retained Colonel Vladimir Miloradovitch, a former cavalry officer with the Russian Czar's army. "Milo" brought a strong accent and uncompromising standards to his classes until his retirement in 1974, beloved still by many of his students.

In 1966, Woodside Junior Riders moved to a peaceful, shady, eight-acre site on Tripp Road, later donated for use by the program by John R. Keily. An impressive series of talented instructors followed and continues today. And generations of Woodsiders like Timmy Callagher and Ursula Eisenhut have enabled the program to thrive through their visionary leadership and generous volunteer service.



In 1974, mil "Milo" Miloradovitch attends the Jr. Riders In-line Show with student Gretchen Kerne.

Program

Woodside Junior Riders is a non-profit, summer English riding program where children 6 to 16 learn horsemanship, horse safety and care, and along the way, compassion and respect for horses, others and themselves. Run by volunteers and parents, the program is funded by moderate class fees and community donations of time, money, horses, tack and equipment.

Riding classes teaching equitation at the walk, trot and canter, and jumping (for more advanced students) are offered Monday through Friday for ten weeks from June to August. To celebrate the students' accomplishments, a day long, end-of-summer show is held showcasing skills for all riders.

Mentoring is built into our program: each day the older, more experienced students lead lead-line classes, and help groom, tack and untack horses for younger riders.

Quality instructors who truly enjoy children remain a top priority of Woodside Junior Riders. These men and women bring many years' experience in riding and horse care to their teaching along with a commitment to create an environment that is safe and fun.

Educational clinics are held every Wednesday morning. Topics include horse health and safety and proper use of equipment.

"At Woodside Junior Riders, I have made new friends and learned a lot about horsemanship.

While working with the younger kids and watching how they learn, I realize that when I teach them I am also teaching myself."

- Rosic Breen, 14, Portola Valley



Horses

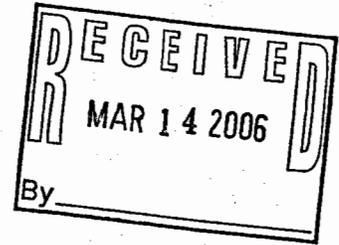
The four-legged members of the Woodside Junior Riders are loaned or donated by local families. Our horses are well-schooled, equir citizens, 8 to 28 years old, ranging from small ponies to dra crosses, though mostly quarters and thoroughbreds. They spend the summer at our facility on Tripp Road and then return to the owners or foster families for boarding during the winter months. Those who are considering purchasing a horse but are not yet ready to commit find our winter boarding program to be a cost-effective and short-term way to experience horse ownership. Students who have their own mounts may bring them to class

"Some of our horses are loaned - needing new jobs for the summer. Others are retired show horses given to the program permanently. A few have been with us as long as 15 years - testament to the care and love our horses receive."

- Kathi Dancer, parent and WJR program manager, Woodside



Jeanne Carley
235 Glenwood Avenue
Woodside, CA 94062



March 11, 2006

Dave Holland, Director Parks and Recreation
SMC Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063

Dear Mr. Holland,

As a Woodside resident I strongly urge you to not allow mountain bikes into Huddart/Wunderlich Parks. Currently the traffic and sanitation toll in Woodside from large numbers of out of town bicyclists is very disruptive to the life we've come to enjoy, and pay so dearly for, in this quite community.

I also oppose the addition of Mountain bikes to these two parks because it would legitimize the illegal use of equestrian/hiking trails by bicyclists. I voluntarily patrol Huddart, Wunderlich and Edgewood Parks and constantly note bike tracks in spite of the ban on bicycles in these parks. I understand bicyclists would have a dedicated trail but the inability of the county to keep bicyclists out of the parks in spite of the ban is a clear indication that opening up a trail for them will mean a skyrocketing illegal use of trails intended to be off limits. Many mountain bicyclists believe in the mantra, "if it's there, ride it."

Fines will not be enough to ensure compliance (it doesn't work now and won't work in the future) and it's clear that the county does not have enough staff to keep bicyclist out at present. Opening up these parks to bicyclists will only magnify the problem we now face, resulting in senseless injuries to pedestrians and equestrians.

Sincerely,



Jeanne Carley

near w...
The Montelena Ct
Woodside Ct 94062-2520

To: San Mateo County Parks Commissioners

March 14, 2006

We have been residents of San Mateo County since 1970 and our family has lived in the Bay Area since 1909. We appreciate all the work you and county rangers do to keep our parks open and safe.

After almost two years of extensive research, community meetings, and considered decisions, San Mateo County park staff, rangers and consulting experts recommended local parks remain protected from mountain biking for the safety of the historic and current users: hikers, pedestrians, handicapped users, families, scout associations, school groups and horseback riders, Now two on the Commission have ordered these same experts to find a way to get bikers into Huddart Park.

Why?

1) Bikers claim County Parks should be open to everyone.

That is correct. County parks should be and *are open to everyone* – they just aren't open to every recreational activity – for many valid reasons vehicular sports are not allowed. Recreational activity is limited to hiking, picnicking, camping, lawn games, nature study and horseback riding. Due to the danger speeding vehicles on winding, narrow dirt trails pose to pedestrians, hikers and horses, bikes are ruled out. **These parks are nature preserves protected from the speed, disruption, dangers and environmental damage of vehicles.**

Many mountain bikers are fearless riders who like to go at speeds of 30 – 50+ mph on single track trails (see attached emails) it is totally irresponsible to invite a speed sport into Huddart or any other nature sanctuary,

Aside from the **OBVIOUS DANGERS** this introduces into the park there are many other budgetary, environmental, and community impacts that make this plan untenable:

The cost of a new trail and requisite additional parking and sanitation facilities,

Increased expense for enforcement and signage costs

Skyrocketing liability within the parks no longer protected from vehicular traffic

Impact on wildlife – speeding single or multiple bikers will drive wildlife further from view of current visitors.

Erosion impact – bike treads leave single impressions near the center of trails which in rainy weather create course-ways for water to quickly erode deep channels in the trails. Foot and hoof impressions are single-spaced indents that do not cause as immediate degradation in wet weather, and get tramped back down as the ground dries and re-sets in drier times.

Impact on tranquility: Hikers, pedestrians, families, youth organizations, and horseback riders all enjoy the tranquil beauty of these parks. Mountain biking is done at speed and is totally contrary to the established use of these parks

Added duties to an already stretched ranger staff. Due to lack of ranger funding, parks can't even be opened regularly. This new activity would add serious trail monitoring and speeding ticket duties to already overburdened rangers.

Impact on active volunteers: Due to the protected safe trails in the parks, the Volunteer Horse Patrol, Mounted Patrol of San Mateo County and local equestrians have been enthusiastic supporters of county parks helping to maintain trails and promote trail safety. If bikes are allowed into these parks riders are no longer safe on the trails and will have little incentive to support the system. This action would definitely have a detrimental affect on voluntary horse patrol and volunteer trail maintenance members.

Decline of diversified use: rangers at Mid Peninsula Open Space are decrying the fact that since El Corte de Madera and Purissima parks were opened to mountain bikes, hiking and horseback riding have greatly decreased in those parks due to the increased danger. It's just too unsafe for horses and families to have mt.bikes racing down single-track trails with no warning and little space to get out of the way. El Corte Madera is becoming exclusively mt biking now.

2) But it's a separate trail on the other side of King's Mt. Road.

It is still in Huddart Park and the word will get out that biking is now allowed in Huddart – no amount of signage will prevent bikers from either innocently going on other trails (this new trail gives access to existing restricted trails on that side of Kings Mt. Road) or the all-too-often-expressed attitude of biking wherever they like and risking a ticket for the thrill of an illegal ride. Not to mention an emboldened sense of entitlement to bike the entire park. (see attached emails)

Also, **this new trail has dangerous steep areas and drop offs** posing a safety liability. The new trail connects to restricted trails which will lure more bikers to ride illegally.

3) Bikers want more trails in Woodside:

Due to the steep terrain from central Woodside there is simply is no safe trail location. Going up is not the issue, *coming down steep, switchback trails at speed is the danger to hikers, pedestrians, riders and bikers themselves.* The reality of Woodside's terrain makes this desired convenience untenable. However, **Windy Hill and Alpine Road both give safe dirt trail access to and from Skyline. A mt bike can easily be ridden or driven to those locations from Woodside** – or up to Skyline for enjoyment on the many mt biking trails in El Corte de Madera, Purissima and other areas. Not such an inconvenience especially since they have over 170 miles of dirt trails open to them in San Mateo County and almost 200 miles in Santa Clara County,

Why would any Parks Commission sacrifice the *safety* of protected trails for the many legal users enjoying a glorious nature preserve for the *convenience* of a few—especially with such close alternative routes? Such a decision opens the Commission and the County to major legal liability. Even Marin County, where mountain biking was invented, has legislated bikes off all single-track trails for safety and security reasons. (see attached article excerpt.)

Local Community Impact: Biker parking already fills the Woodside Store lot, Tripp Rd., Kings Mt. Rd and other areas blocking the local trails, forcing pedestrians and equestrians into the street. More bikers coming to Huddart and Woodside will only exacerbate this problem.

Woodside already has a problem with packs of road bikers who flout the law.

There are no parking or sanitation facilities available for these new bikers.

Economic impact: Woodside/Portola Valley is unique in that they are still an active horse community that supports local veterinarians, feed stores, farriers, hardware stores, food stores, restaurants, contractors and agricultural businesses. Most mt. bikers are youngsters from out of the area who bring little or no economic benefit to the area, but are a drain on local services and enforcement.

Historic impact: This area has been horse country for more than a hundred years. The influx of bikers demanding access to established and protected riding trails is like one moving in next to a municipal airport successfully serving the public, then getting it shut down due to noise.

Woodside's rural agricultural character is its very soul. But those defending it are now frustrated and tired of having to defend the historic and established lifestyle against those claiming they love the area and then work to change its very character. We are once again having to ask the Park Commission to uphold its highest duty of guarding the safety of these rural parks.

Parks are for preservation, protection and conducive recreations. We ask you to do as your staff and consultants recommended: please preserve the limited protected *safe* trails now open to families, youth groups, hikers and equestrians wanting to continue enjoying the tranquility of San Mateo county's beautiful parks.

Thank you for your help in this most important matter.

Sincerely,



One Montelena Court
Woodside, CA 94062

Outside magazine, August 1999

Hey (Hey!) You (You!), Get Off of My Trail!

Can't we all just get along? Apparently not.

By Jill Danz

Jill Danz hikes and mountain bikes in Santa Fe, New Mexico. This is her first article for Outside.

Just moments before Lucas Paz rounded a blind curve on his Trek 8900, flattened a peace officer, outpedaled three siren-wailing ranger trucks, shattered his ankle in five places, and immortalized himself in the annals of bozodom, he had been blissfully rolling along and watching a blazing sun sink gaudily below the ridgeline. "Dusk is the coolest time to ride," the 28-year-old Californian says. "You can't see much, which is hairy. But you can't be seen either."

Unless, of course, you happen to careen directly into the path of a Marin Municipal Water District park ranger, which is just what Paz and two companions did on a cool November evening two years ago. The three were poaching a snaking, evergreen-lined, and absolutely off-limits trail on Marin County's Mount Tamalpais.

"Stop right there!" the ranger yelled.

"So I started going back up the other way," the quick-thinking Paz recalls. The ranger grabbed a handful of his jersey, Paz stiff-armed him roughly aside, the ranger radioed for help, and suddenly three big MMWD trucks were barreling after the bombing, bunny-hopping rider on the lam. One truck bumped him from behind—"which extended my flight mode," Paz says. Outmaneuvering a police roadblock—by simply riding around it—he finally ended his outlaw run in spectacular *Thelma and Louise* style, soaring headfirst off his bike and into a dry riverbed as a phalanx of patrol cars and ranger trucks closed in on him.

Today, with the newfound maturity that time and a hundred hours of court-mandated community service can confer, Paz professes to have become a different kind of rider. "Next time, I'd just take the ticket," he says. But there's a deeper lesson: "Speed is still good," as he thoughtfully says, "but what's really important, I think, is more stealth."

Note: No new found maturity here: the lesson he came away with? continue illegal riding, but get sneakier so as not to get caught, and if caught just take the fine (note he doesn't say pay the fine!). This is a pervasive attitude among mt. bikers as most recently reaffirmed at the Woodside meeting by the leader of ROMP – presumably among the most responsible of mt. bikers when said prohibition is outdated and that he would continue to riding prohibited trails regardless.

This attitude was also criminally exhibited in Huddart Park when a group of mountain bikers on protected trails traumatized a group of horse back riders, causing one horse to panic so badly it threw its rider, he suffered injury and broken bones, then they proceeded to chase the horse through the Park, and when finally confronted by another group of riders (who knew nothing of the accident the bikers had caused further up the hill) and asked politely to get off and walk their bikes out of the park, they instead walked past the riders, remounted their bikes and disappeared up another single track trail.

As the above article proves, this is a national problem, not just in San Mateo County.

If anything, tensions have intensified in the six years since northern California's famous New Paradigm trail—an unauthorized 2.5-mile singletrack—was cut by renegade cyclists deep in the heart of the Marin Watershed, fabled birthplace of fat-tire biking itself. At the start of the trail hung a poster proclaiming, "If we fail here, can you see what this means?" Discovered accidentally by rangers, New Paradigm—and its Remember the Alamo warning—were obliterated.

Partially in response, Marin has set new standards for ugliness and ingenuity in its ongoing trail war, taking the fight even into the voting booth. Several years ago, mountain bikers, viewed by many at the time as rude, snot-nosed delinquents, banded together to help kill a proposed tax that would have raised revenues to preserve open space. Their rationale? We can't ride on those trails, so nyah, nyah, nyah. The more subtle message? Hey, we're old enough to vote, but we can still act like rude, snot-nosed delinquents.

..."Trails are not meant to be used by both horseback riders and cyclists," an equestrian told the *Chicago Tribune* last year. "It's like matches and gasoline, and it's going to blow up."

To teach cyclists just how terrifying it is for a horse to confront a skidding, speeding, two-wheeled *thing*, one of IMBA's affiliated bike clubs has begun sponsoring "Romp and Stomp" parties, at which bike riders tentatively mount horses while horseback riders steer bicycles around them. "I think we all learned to appreciate just how hard it can be to handle a spooked horse," Blumenthal says. "They rear."

Mt. Biker Reviews of Local Trails:

Reviewed by: ELiot, from woodside ca

Summary:

I ride this trail to school going 45+ mph, its ok if you not a pussy . it has a few drainage things to get some good air

Reviewed by: Weazel, from not telling

Summary:

The fireroad is not much fun unless you a phat DH Rig and like going 50+ mph. But there's 2 single tracks decents. ILLEGAL. Hams Gulch is the funnest, but your more likely to run into irrate hikers or a ranger there. The 2nd is Razorback Ridge, this trail get's very little traffic. I've ridden both trails 100s of times and never been busted, HAVE FUN !! Watch out for screaming old ladies on horseback.

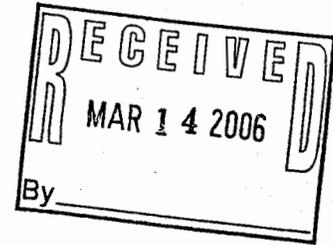
Recommended Route:

UP ALPINE ROAD, NORTH ON SKYLINE BLVD, DOWN THE ILLEGAL SINGLE TRACKS.

Other recommended trails in the same area:

Corte Madera, ELEVATOR SHAFT, aka PIPELINE, it's freaking scrap your nads on your rear tire steep.

Jeanne Carley
235 Glenwood Avenue
Woodside, CA 94062



March 11, 2006

Dave Holland, Director Parks and Recreation
SMC Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063

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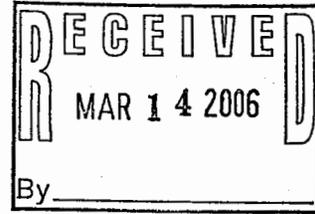
Sincerely,

A handwritten signature in black ink, appearing to be "Jeanne Carley", written over a horizontal line.

Jeanne Carley

Bertille Legrand
2877 23rd street
San Francisco, Ca 94110
Member of the San Francisco Horsemen's Association

March 10th, 2006



San Mateo County Parks and Recreation Commissioners
Hall of Justice
455 County Center, 4th floor
Redwood City, CA 94063

Dear Commissioner,

I am writing because I am against the proposed mountain biker trail that the staff has proposed to build in Huddart Park in violation of current County Regulations which ban the use of bicycles in County parks. This proposal is both naïve and illegal.

This is a major safety issue. County staff is naïve at best if they think that only signage and trail design will mitigate our safety concerns!

Mountain bikers, equestrians and hikers can and co-exist in many public open spaces and parks. Multi-use trails invariably have rolling hills/flats with sparse foliage, and wide trails with long lines of sight (>100'). By contrast, Huddart Park has dense foliage, poor lines of sight on curving trails, narrow trail widths, and deep, steep canyons affording no escape routes. . No public land managers would ever allow bikes and non-mechanized users common access to this type of terrain. You are asking for lawsuits if you do so!

For a good local model just look across the road to El Corde de Madera Open Space which has largely been abandoned by hikers, runners and horsemen due to the massive numbers of mountain bikers there. MROSD is under a costly stop-order issued by the Water Resources Board/Fish and Game for the problems caused by rogue bikers speeding and cutting new trails. There are significant environmental issues that will be created if bikes are allowed in Huddart. If you already do not have staff to control speed and rogue use, how can the County justified increased environmental mitigation?

Increased sanitation problems with bikers urinating , defecating, illegal parking, increased traffic and loss of emergency services will result. Increased injuries will occur.

Finally this trail is not necessary; Spring Ridge Trail in Windy Hills OSP already exists for the mountain bikers to get them from the Valley Floor to Hwy 35.

Huddart Park represents one of the few remaining places where running, riding, and hiking can occur with little fear of speeding rogue bikers. Please vote AGAINST the proposed mountain bike trail in Huddart. The inability to control rogues bikers, the non-viability of Huddart Park for multi-use, the fact that a safe route already exists, that mountain bikers can easily drive to their final destinations now, and the negative effects that this trail will have on Woodside residents and the character of Huddart Park itself make your NO VOTE imperative.

Respectfully,

A handwritten signature in cursive script that reads "Bertille Legrand".

From: <HORSEHUGS@aol.com>
To: <mchurch@co.sanmateo.ca.us>, <jhill@co.sanmateo.ca.us>, <rgordon@co.sanmateo.ca.us>, <rosejg@co.sanmateo.ca.us>, <atissier@co.sanmateo.ca.us>, <parkscommission@co.sanmateo.ca.us>
Date: Thu, Mar 9, 2006 10:04 PM
Subject: Bike trail in Huddart park

San Mateo County Parks and Recreation Commissioners
Hall of Justice
455 County Center, 4th floor
Redwood City, CA 94063
Dear Commissioners,

I am writing because I am against the proposed mountain biker trail in Huddart Park. It is proposed to be a separate trail with a short multi-use segment on the Skyline Trail; hikers/equestrians are still to have the rest of the Huddart trails for themselves. This proposal is a fantasy at best. Rogue bikers already know the park rules. Despite this knowledge, they honeycomb Huddart with illegal trails. They attempt to hide these trails from rangers. 30% of them speed (as verified by 2005 MROSD report) because the chances of being caught are slim. They (including a leader in ROMP, Responsible Organized Mountain Peddlers) continually & repeatedly ride on trails illegal to them. They know rangers are understaffed and unable to control illegal bike action. A fast, silent, speeding bike racing down a trail where it shouldn't be, can spook a horse, throw it's rider, run down a hiker or traumatize a young child out for a day at Huddart. These facts create major safety issues. How can other users enjoy this park because of the abundance of these illegal activities?? Given this, how can Park Planners suggest that 'signage and trail design will mitigate these concerns'??

Some commissioners wonder why mountain bikers and hikers/equestrians can't co-exist as they do in Santa Clara County. The answer is the difference in terrain. Santa Clara parks have rolling hills with sparse foliage making trails wide with long lines of sight. This makes multi-use more feasible. Huddart and Wunderlich are densely populated with trees with deep, steep canyons. This makes our trails narrow with short lines of sight. The segment of Skyline Trail in this proposed biker route is especially dangerous and therefore makes this proposal unviable.

Huddart/Wunderlich represents the last remaining places where riding/hiking can take place with little fear of speeding rogue bikers; this safe haven will be gone if the trail goes in. Non-adventurous hikers/equestrians have already lost El Corde de Madera and Purisima Open Spaces due to the massive numbers of mountain bikers there. In addition, equestrians have lost free access to the Watershed areas, the equestrian arena in Huddart and GGNRA area around Filoli's. If this biking trail gets implemented, the unique, historic, equestrian enclave in the Peninsula will be lost for future generations.

If this trail goes through & gets into biker publications, it will bring more bikers into Woodside. Increased sanitation problems with bikers urinating and defecating on private property, illegal parking, increased traffic and loss of emergency services will result. Increased biker injuries will occur. Current emergency services will be diverted from Woodside residents to servicing these accidents. Longer service times will be required because these accidents will occur in inaccessible terrain. Woodside will lose its rural charm and residents will lose the main reason why they chose to live here. Finally this trail is not necessary; Spring Ridge Trail in Windy Hills OS already exists for the mountain bikers to get them from the Valley Floor to Hwy 35. Lastly, most of the mountain bikers would be driving to Woodside in order to use this projected trail; it is only a 10-15 minute SAFE drive further

to the planned 80+ auto parking lot at El Corde de Madera/Purisima (their havens as evidenced by the large parking lot planned).

A NO vote for the proposed mountain bike trail is needed. The inability to control rogues by any means, the non-viability of Skyline trail for multi-use, the fact that a safe route already exists & that mountain bikers can easily drive to their final destination and the negative effects that this trail impacts to Woodside residents make your NO VOTE imperative.

Respectfully yours, Martha Dunn

March 10, 2006

Dear Board of Supervisors, Director Holland and Parks and Recreation Commissioners,

I am an equestrian and hiker, heavily involved with the hot-button issues involving the Huddart-Wunderlich Master Plan. These are the questions and concerns of the equestrian community. If these items could be addressed and printed into the H-W Master Plan (preferably) or publicly at the March 22nd meeting with Parks and Recreation Commission, harmony would return to all user groups.

1. How can simple 'Signage and trail design mitigate the concerns of other users' with regards to rogue biker behavior, given acknowledgement that rangers cannot enforce any rules?
2. The Skyline Trail multi-user segment south of Kings Mtn. Road is very contentious because of its deep canyon drop and very short lines of sight. Why can't the proposed biker trail cut off to Archery Road before this connection?
3. The Planning Staff has stated publicly that
 - a. Crystal Springs Trail Easement at Raymundo will be transferred to Woodside Town. They also stated that a bridge crossing of the West Union Crossing of this and the Flood Trails would be allowed.
 - b. We would like the Master Plan Proceedings changed to state in the **Appendix H: Chapter 4 Trails Recommendations:**
 - 1) "Added clarification that the Crystal Springs Trail entrance into the park would not be closed until such time as a new entrance is constructed and made operational (pages 71 and 73)."
 - Since it has already been determined that there ARE NO OTHER suitable entrances into Huddart from the NE, rather than leaving this potentially damaging phrase, why not replace it with something positive and reassuring like: ..."the Crystal Springs Trail entrance into the park is a vital access point that will be improved and kept open in cooperation with the Town of Woodside". This issue is too important to have weasel wording describing it.
 - 2) "Added position of property owners in support of constructing a bridge from the private property on the east side of West Union Creek as an equestrian entrance into the park from the private Woodside trail system (page 72)."
 - Is this referring to the Flood Trail? If so, do we have Mr. Holland's guarantee that the Park and Rec. Dept will allow a bridge to be constructed and anchored on Park property, not at County expense. This clarification needs to be explicit in the final Appendix H to the Master Plan.
4. Fines for rogue biker activity needs to be changed and in line with traffic fines; i.e. \$250 for 2nd offense and confiscation of bicycles & \$500 for 3rd offense and total ban from these parks if caught more than 3 times within 3 years. With each offense past the 3rd, the fines associated with the 3rd offense will be repeated.
5. Since the proposed biking trail is a blatant violation of the current park ordinances which states that mountain bikes are not allowed on unpaved roads, this proposal should not be proposed until the BOS changes this ordinance. If this action is ignored, then the very least that should be done is that vote on passage/non-passage of the Huddart-Wunderlich Master Plan should be separate from the vote for this proposed bike trail.

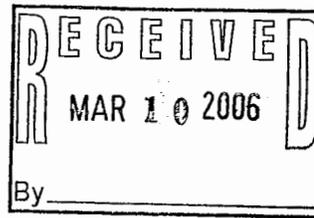
6. Hud-Wun MP states, PG 66 under Recommendations for Regional Trail Access: “Huddart/Wunderlich Park lie within the San Francisquito Creek Watershed, which has been defined as a sediment-impaired watershed. **Sedimentation of the creek would be increased with the addition of bicycle use of the trails due to the ruts created by tire tracks that in turn channel rainwater and create gullies in the trail.....** FOR THIS REASON, this bike trail is contraindicated by research done by your own staff. This trail against the goals of this master plan. (It should be noted horses do not threaten the environment like bikes do. Their prints leave single impressions which although may pool water, don’t create avenues for erosion as the continuous ruts of bikes.)
7. Marin County, where mountain biking began, has banned these bikes from all single-track trails, due to inability to enforce their illegal action, their erosion and their negative impact on flora and fauna. Huddart and Wunderlich have similar terrain. Why not learn from Marin County?
8. Volunteer Horse Patrol and SMC Mounted Search and Rescue consist mostly of mature people who wish to provide needed service to this county. They are also drawn to these parks for its quiet ambience and SAFETY. These people are local taxpaying citizens whereas most mountain bikers come from outside the county (from places like Marin where bikers are not allowed on single track trails). If the bike trail goes in, this vital volunteer service could be seriously compromised.
9. Since equestrian and hiker incidents with illegal mountain biker incidents over the past 10+ years were not recorded as they had happened (because no injury had occurred, because bikers raced off and/or it was not known where to report these incidents); THERE SHOULD BE AN ESTABLISHED PROTOCOL TO LOG THESE ILLEGAL INCIDENTS to the rangers/county offices. This should be stated in the Master Plan.

Emmet Brophy

Emerald Hills Resident

To Brenda Bennett
PLR128

San Mateo County Parks and Recreation Commissioners
Hall of Justice
455 County Center, 4th floor
Redwood City, CA 94063



Dear Commissioners,

I am writing because I am against the proposed mountain biker trail in Huddart Park. County staff has proposed to build a bicycle trail in Huddart Park in violation of current County Regulations which ban the use of bicycles in County parks. This proposal is both naïve and illegal.

Rogue bikers already know that County Regulation preclude them from parks. Despite this, they honeycomb Huddart with illegal trails and hide these trails from rangers. 30% of them speed (as verified by 2005 MROSD report) because the chances of being caught are slim. They (including a leader in ROMP, Responsible Organized Mountain Peddlers, supposedly the "good" guys) continually create and ride on illegal trails. They know rangers are understaffed and unable to control illegal bike use. A fast, silent, speeding bike racing down a trail where it shouldn't be, can force a runner off-trail over a steep side slope, spook a horse, throw it's rider, run down a hiker, or traumatize a young child out for a day of fun in the park. This is a **major safety issue**. How can non-mechanized users enjoy this park with the current level of illegal activities, let alone the increased potential for mischief potentially offered by allowing bikes INCREASED access? County staff are naïve at best if they think that only **'signage and trail design will mitigate these concerns'**!

Mountain bikers, equestrians and hikers can and co-exist in many public open spaces and parks. Multi-use trails invariably have rolling hills/flats with sparse foliage, and wide trails with long lines of sight (>100'). By contrast, Huddart Park has dense foliage, poor lines of sight on curving trails, narrow trail widths, and deep, steep canyons affording no escape routes. No public land managers would ever allow bikes and non-mechanized users common access to this type of terrain. You are asking for law suits if you do so! For a good local model just look across the road to El Corde de Madera Open Space which has largely been abandoned by hikers, runners and horsemen due to the massive numbers of mountain bikers there. MROSD is under a costly stop-order issued by the Water Resources Board/Fish and Game for the problems caused by rogue bikers speeding and cutting new trails. There are significant environmental issues that will be created if bikes are allowed in Huddart. If you already do not have staff to control speed and rogue use, how can the County justified increased environmental mitigation?

The Town of Woodside is not prepared for the problems which will occurs. Increased sanitation problems with bikers urinating and defecating on private property (this already is happening!), illegal parking, increased traffic and loss of emergency services will result. Increased biker injuries will occur. Current emergency services will be diverted from Woodside residents to servicing these accidents. Longer service times will be required because these accidents will occur in inaccessible terrain. Woodside will lose its rural charm and residents will lose the main reason why they chose to live here.

Finally this trail is not necessary; Spring Ridge Trail in Windy Hills OSP already exists for the mountain bikers to get them from the Valley Floor to Hwy 35. Lastly, most of the mountain bikers would be driving to Woodside in order to use this projected trail; it is only a 10-15 minute SAFE drive further to the planned 80+ auto parking lot at El Corde de Madera/Purisima (their havens as evidenced by the large parking lot planned).

Huddart Park represents one of the few remaining places where running, riding, and hiking can occur with little fear of speeding rogue bikers. This haven will disappear if the proposed trail is built. If this biking trail is constructed, the peace and tranquility of Huddart Park will be lost forever.

Please vote AGAINST the proposed mountain bike trail in Huddart. The inability to control rogues bikers, the non-viability of Huddart Park for multi-use, the fact that a safe route already exists, that mountain bikers can easily drive to their final destinations now, and the negative effects that this trail will have on Woodside residents and the character of Huddart Park itself make your NO VOTE imperative.

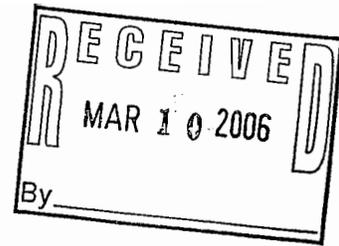
A handwritten signature in black ink, appearing to read "Jo Lynn" followed by a stylized surname.

RECEIVED

MAR - 9 2006

COUNTY MANAGER

San Mateo County Parks and Recreation Commissioners
Hall of Justice
455 County Center, 4th floor
Redwood City, CA 94063



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Mountain bikers, equestrians and hikers can and do co-exist in many public open spaces and parks. Multi-use trails invariably have rolling hills/flats with sparse foliage, and wide trails with long lines of sight (>100'). By contrast, Huddart Park has dense foliage, poor lines of sight on curving trails, narrow trail widths, and deep, steep canyons affording no escape routes. . No public land managers would ever allow bikes and non-mechanized users common access to this type of terrain. You are asking for law suits if you do so! For a good local model just look across the road to El Corde de Madera Open Space which has largely been abandoned by hikers, runners and horsemen due to the massive numbers of mountain bikers there. MROSD is under a costly stop-order issued by the Water Resources Board/Fish and Game for the problems caused by rogue bikers speeding and cutting new trails. There are significant environmental issues that will be created if bikes are allowed in Huddart. If you already do not have staff to control speed and rogue use, how can the County justified increased environmental mitigation?

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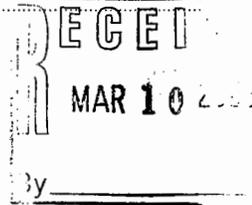
Respectfully,

Tanya Rebarchuk

Tanya Rebarchuk
9 Odessa Ct.
Redwood City CA 94063
trebar@hamilton.com

Courtney Wagle
502 Page St
SF, CA 94117

Name, Address & Date



Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Please include my comments below in Huddart & Wunderlich Master Plan.

Check Boxes

- I strongly support a North - South trail corridor open to cyclists, such as the Skyline Trail.
- I strongly support an East - West trail corridor open to cyclists, such as the proposed Squealer Gulch alignment.

I believe San Mateo County Parks and Recreation should do this for the following reasons.

- Huddart and Wunderlich are county parks. They are not City of Woodside parks. All San Mateo County residents should be able to enjoy these parks on a mode of transport of their choosing. Not allowing bikes is economic discrimination.
- The Bay Area Ridge Trail is a multi-use trail. The current alignment is not multi-use and drops halfway down to the coast. San Mateo County should support the BARTC by having a multi-use alignment on its lands. BARTC is a wealthy organization and may have funds to help improve and sustain a Ridge Trail alignment.
- San Mateo County Parks has roughly 15,000 acres of parks. About 5% of the trails are open to cyclists and most of these are paved. This is not the experience that mountain bikers are looking for, and is not fair to the mountain bike community of San Mateo County. The number of off-road cyclists is growing faster than other user groups.
- As the population of California and the Bay Area grows, the number of trail users increases proportionally. Opening trails to bikes will provide a legal alternative, and I believe will reduce infractions and create a safer trail system.
- Diabetes and obesity is quickly becoming an epidemic among today's youth. Exercise is a great way to combat diabetes, and kids think cycling is fun - more fun than hiking or running.
- In many places, horses and bikes seem to mix just fine. MROSD Fremont/Older and Redwood Park in the East Bay are good examples of successful multi-use trails.

Other comments here

Thanks for your consideration.

A large, stylized handwritten signature in black ink, appearing to be "Courtney Wagle".

A small, circular handwritten scribble or mark in the bottom right corner of the page.

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

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KEITH LERCH
502 PAGE ST.
SF, CA

Name, Address & Date

9417-344
RECEIVED
MAR 10 2005
By _____

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

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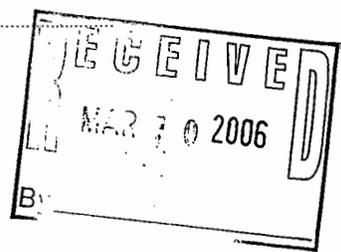


Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

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Fold here

Mitch Shaw
291 MISSOURI ST.
SF, CA 94107
1/20/06
Name, Address & Date



Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

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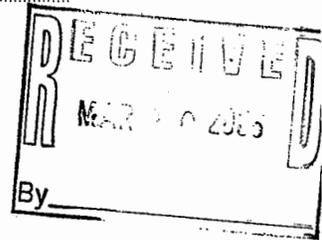
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Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

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Fold here

Daniel Mahlum
2119 Alexander Way
Pleasanton, CA
2/19/2006
Name, Address & Date



Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

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~~Other comments here~~

Thanks for your consideration,

A handwritten signature in black ink, appearing to read "Daniel Mahlum".

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Field notes

Field notes

JEREMY PELENBOLLEN
345 JALMONT ST
SF, CA 94103
2/19/06
Name, Address & Date

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

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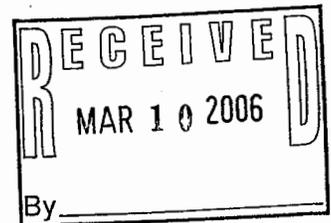
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Other comments here



Thanks for your consideration,



Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Photo from:

Photo from:

BRUCE CYR
669 CAYUGA AVE
SF CA 94112
02-20-06
Name, Address & Date

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Please include my comments below in Huddart & Wunderlich Master Plan.

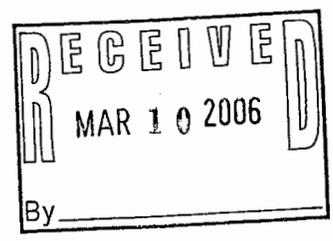
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Other comments here



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Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Fold here

Fold here

Yotam MARGALIT
16832 COLUMBIA DR.
CASTRO VALLEY CA
94552

Name, Address & City

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

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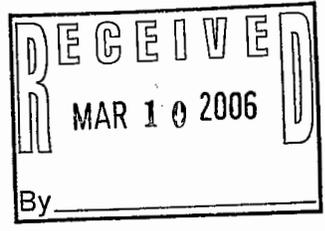
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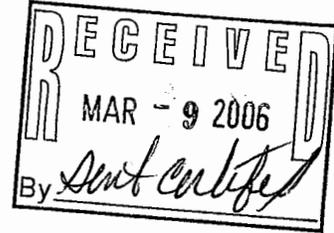
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455 County Center, 4th Floor
Redwood City, CA 94063-1646

File name:

File name:

27880 Fawn Creek Court
Los Altos Hills, CA 94022
Tel: 650 941 3717
jenbasiji@sbcglobal.net



Commissioners
San Mateo Parks and Recreation
455 County Center
4th Floor
Redwood City, CA 94063

March 6th, 2006

Dear Commissioners:
Ref: Huddart Park - Bike Trail Proposal.

I am writing as a very concerned citizen and user of Huddart Park, regarding the proposed mountain bike trail. Were you aware that at the January 31st public hearing in Woodside, the Parks and Recreation Department had over 200 hikers, runners, families, equestrians, and Woodside residents voicing their concern about such a trail? The issue is the number of rogue bikers currently breaking park and open space rules with excessive speeding, failing to yield to non-mechanized users, being caught on trails restricted to them, and honeycombing these public lands with illegal, erosive bike trails. **By its own admission at this meeting, the Parks and Recreation Director stated that they are too short-staffed to control existing illegal biker behavior. It would be VERY NAÏVE to think that only signage and good trail design is necessary to mitigate future misuse of trails by bikers.**

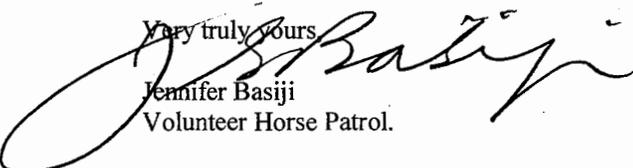
Further, [and astonishingly], at this meeting, the President of ROMP (Responsible Organized Mt Pedalers) publicly admitted that signage prohibiting bikers from using trails is meaningless (or he actually implied it would provoke more use of non-biker trails by bikers). **So the County intends to REWARD illegal use of park trails, by giving bikes MORE access?**

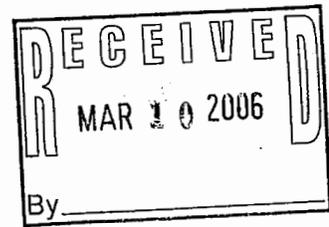
As a member of Volunteer Horse Patrol in San Mateo County, I have already witnessed the negative impact bikers can have on horses/riders and pedestrians. Some of the "close calls" or "near misses" are the stuff nightmares are made of. **Had any of you ever witnessed these events, you would NEVER have proposed this trail for reasons of SAFETY.**

Add to which, this park was not designated for use by people using any mechanized means, so **WHY ARE YOU PURSUING A PROPOSAL WITH AN ILLEGAL OBJECTIVE??**

Also very important: this illegal trail proposal ought NOT to be included in the General Master Plan for Huddart (and Wunderlich) Park(s). It is an enormous issue worthy of being a completely separate vote. Or better still, cancel the whole idea; it was not a good one in the first place.

Very truly yours


Jennifer Basiji
Volunteer Horse Patrol.



Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

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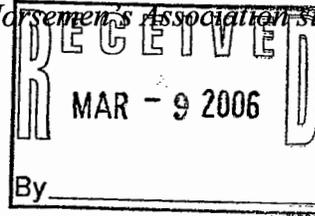
Thanks for your consideration,

Kimberly Vianis
2745 Washington Rd
RWC 94061



SAN FRANCISCO HORSEMEN'S ASSOCIATION

Member of California State Horsemen's Association since 1942. Region VI



March 3, 2006

2006 Officers

President
Angelo Costanzo

Vice President
John Sant

Treasurer
Patty Walsh

Secretary
Beth Brumell

Sergeant at Arms
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Valeria Llorence
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Club Address
P.O. Box 884374
San Francisco,
Ca 94188-4374

www.sfhorsemen.org

(415) 765-7651

San Mateo County Parks and Recreation Commissioners
Hall of Justice and Records
400 County Center
Redwood City, CA 94063

Dear Commissioner Vanden Bosch:

The draft Master Plan for Huddart and Wunderlich Parks recommends that no bikes be allowed on unpaved trails in Huddart and Wunderlich Parks. Though your Commission recommended that the Board of Supervisors approve the Plan, Commissioner Smith requested that staff search for a viable east-west bike route to Skyline Boulevard. Staff will present a proposed bike trail for your consideration. We the San Francisco Horsemen's Association parent organization representatives of ETRAC wish to express our opposition to this proposed bike trail for the following reasons.

1. Safety Concerns:

30% of the mountain bikers observed by MPROSD rangers in that open space in 2004 were exceeding the posted speed limit; if bikers are allowed into Huddart and Wunderlich parks, one might expect similar illegal, dangerous behavior, which jeopardizes bikers, equestrians, and hikers alike.

Horses flee (spin and bolt) from situations which they perceive as dangerous. A fast-moving mountain biker coming from behind may be perceived as a danger, and this could create a potentially disastrous situation when the horse reacts, particularly in the narrow, short lines-of-sight trails along the steep-walled canyons of these parks,

In December 2004, a serious accident occurred in Huddart Park when a group of bikers illegally entered the park and sped past an equestrian, causing his horse to bolt and seriously injuring the rider. None of the bikers stopped to offer aid to the injured rider, and some chased his fleeing horse down the trail.

In 1959, recognizing that equestrians and hikers needed safe places to ride and hike, the county prohibited off-road use of bikes in County Parks.

There is a 60 degree(=170%) side slope and a 200+ foot drop-off at Squealer Gulch, where the proposed mountain bike trail connects to the Skyline Trail south of Kings Mountain Road.

2. Other Points

A. Mountain bikers currently have an existing trail from the Valley Floor to Hwy 35 with the Spring Ridge Trail in Windy Hills Open Space; this Trail is only 2 miles from Woodside.

B. Many older and/or disabled individuals can access these parks only on horseback. Because bikers on the trails pose a threat to their safety, these equestrians may be intimidated to the point of avoiding these trails, thereby losing their last safe riding haven.

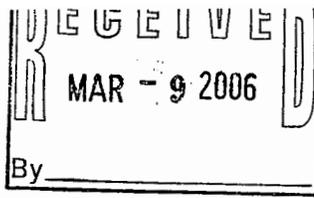
C. Woodside has a unique equestrian history, and in fact equestrians originally created many of the trails. It is a rare horse community where the Town maintains equestrian-only trails. If the bike trail goes in, Woodside's equestrian history will take a turn, for the worse.

ETRAC believes that these parks are not amenable to all types of user activities. Trail interface between bikers and equestrians and hikers is dangerous. We urge your Commission to reject this proposed bike trail. We further urge you to recommend to the Board of Supervisors approval of the Master Plan with its prohibition of bikes on unpaved trails in County Parks.

Respectively yours,

A handwritten signature in black ink, appearing to read "Angelo Costanzo". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Angelo Costanzo
President



Mr. Smith,

I hope you will take a minute to consider my concerns regarding the Master Plan for Huddart and Wunderlich Parks. Please understand the view of an avid horsewoman, her friends and riding companions.

I have been equestrian since the age of ten. I manage a private barn in Woodside, own two horses, and have been riding in the parks for 26 years. I was devastated to hear of the possible closure of the Flood Trail as this is a trail I utilize regularly. Losing it would affect everyone in our area. This trail is the only "horse-only" trail into Huddart, which provides a safe entry into the Park.

This access is a necessary ingress and egress point for us because equestrians are often hindered by parked cars along Raymundo. I cannot begin to express how many times I have come to the end of the trail to cross Raymundo, only to be blocked by a parked car. Also the 'horse trail' along Raymundo is often blocked with parked cars not realizing that this illegal parking area forces us to ride in the actual roadway. The Flood Trail is our relief from these issues. Closure of the Flood Trail and/or the Crystal Springs access to Huddart from Wunderlich would require equestrians all along the 280 corridor to access Huddart via a circuitous loop all the way over to Kings Mountain Road which puts us into closer contact with high vehicle traffic situations.

I ride with various groups of people, ranging in age and riding ability, including children and beginner riders. We have safe places like Huddart and Wunderlich, away from cars and bikes that allow us to ride and concentrate on our horsemanship. Rerouting horses to be forced to ride along high traffic areas can be intimidating for some, which is why the horse community values its safe trail system.

In addition to possible closure, the proposal of bike traffic is equally as devastating. We realize cyclists want to enjoy the parks, but bikes are also inanimate, non-thinking objects controlled by humans. Horses, no matter how well trained or handled, have a mind and emotions of their own. Even the best of riders have had mishaps because a horse spooks and jumps. Bikes only add to the opportunity for danger. Equestrians, hikers and joggers can coexist because we all travel at relatively the same speed; introducing bikers which come screaming around corners with little thought about what's in front of them is a recipe for disaster.

Given the dynamics of these parks, the incline and grade of the hills, opening them to cyclists is not going to encourage family use, as not all have the strength and ability to peddle a bike up those hills. It will attract the hard core, Mountain Bikers, many of whom will admit they are the adrenaline junkies. A bike does not have a mind of its own and doesn't outweigh a human by 1,000lbs.

Listening to speakers at the recent meeting, the argument is that 'we can share' or that we can just as easily hook up a trailer and go somewhere else doesn't make sense. Equestrian trails are endangered whereas bikers can realistically go anywhere there is a roadway. Please keep in mind, just because a person owns a horse, does not mean they own or have access to a truck and trailer. Many riders stable their horses close to Huddart or Wunderlich Parks to utilize the easy access via the trails systems. As a trailer owner, I can also assure you that trying to park in Wunderlich on a weekend can be a huge challenge without adding the additional traffic of cyclists using the Parks as a "destination trailhead". Most people are simply not aware of how much space a trailer needs to maneuver and unload horses. Canada Road hosts a Bike Sunday, and on those given days, you witness the amount of cars and people it draws. This may give you an idea of what would be in store for our Park system that is simply not equipped to handle it.

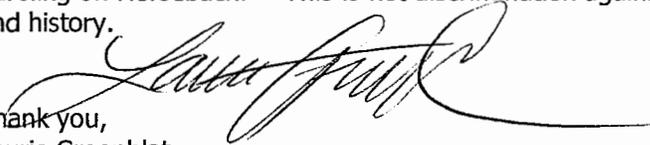
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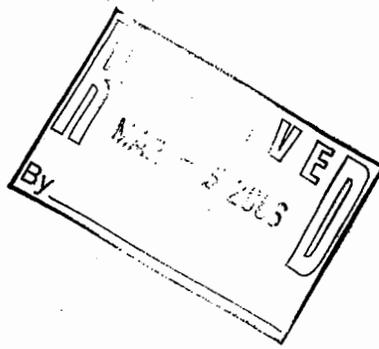
I personally invite anyone from the Board of Supervisors to spend a day or a weekend with me to witness first hand what it really means to ride in Woodside and the challenges we already face. The horse community is more like a huge family; everyone knows everyone and we care for our horses like they are family members. Unlike a bike, we cannot lock them up in a garage until the next time we use them, or take them to work for a lunchtime ride. They are our companions and friends. Losing our trails limits the amount of quality time we can share and enjoy. There simply are not other places for us to go, unlike a bike.

Establishing a bike route through the Parks – even if it's only a proposal – without even considering parking issues, sanitation, and other major concerns is simply irresponsible. Before adopting a bike trail, please require that at least the top several impacts be at least reviewed with possible solution proposals. Currently, the process of approving a plan without reasonable consideration for ancillary impacts doesn't seem to be responsible. If the ancillary impacts are at least assessed, a more optimal solution would be more easily attained.

I cannot emphasize enough how important our Horse Trail System is in Woodside. It has always been a Horse Town, and that fact is something that not only adds to its charm, but is also part of its history. Where else can one tie up and go have dinner? Where else have you seen Christmas Caroling on Horseback? This is not discrimination against cyclists; it's the preservation of safety and history.

Thank you,
Laurie Greenblat

A handwritten signature in black ink, appearing to read "Laurie Greenblat", with a long, sweeping underline that extends to the right.



Alice Arntsen
320 Kings Mt. Rd.
Woodside, CA 94062
650-851-0138
March 1, 2006

Dear *Mr. Smith:*

I am writing to encourage you to vote against building a bike trail in Huddart Park. As a Woodside resident for 45 years I feel it would be extremely detrimental to the town of Woodside. For both the local law enforcement units and the park ranger staff, it will put a burden on law enforcement for which neither the town of Woodside nor the park have the funds to supply. As a former horse back rider, I consider such a trail would be hazardous for horses in the park as well as for hikers. Please take the time to consider the safety for all.

In recent years, books have been published which tout Woodside as a great place to ride. On the recommendation of those books hordes of bikers have taken to our roads, riding alone, or in packs of twos, threes, tens and literally fifty to a hundred. To make an educated decision, you should experience this for yourselves. You may come to Tripp Rd. and Kings Mt. Rd. any Saturday morning between the hours of 8:00 and 10:00 to see one of the packs terrorize anyone who happens to be on the road at the time. The packs are particularly bad on Saturdays, Mondays, and Wednesdays.

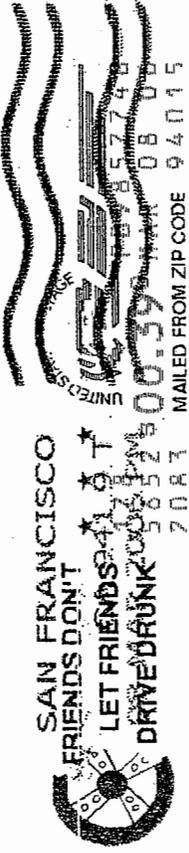
Should the bike trail be constructed in Huddart Park, it will add to those who swarm to Woodside to ride their bikes. Our local law enforcement officers are not able to handle the huge number of bicyclists who flaunt the vehicle codes. I know the park is already short handed and to add yet one more area that needs policing is short sighted. As it is, there are bikers using the park illegally knowing the park is short on rule enforcement staff. Will you really be able to control a population who is by and large totally rude and thinks rules are there to be broken? If they think that someone is in their way, they feel very free to "give them the finger."

As someone who lives close to the park, I cringe at the thought that bikes will be allowed in Huddart. I urge you to vote against building a bike trail in Huddart Park. While the bicyclists argue that it is separate from the rest of the trails, I believe that once that trail is in, they will be like kids in a candy shop and won't be able to resist the rest of the trails. Funds would be better used to fix the trails on Windy Hill which are already there for bikers. This would disperse the bicyclist population between two communities and keep Huddart safe for horses and hikers.

Sincerely,

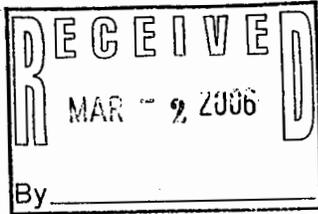
Alice S. Arntsen

Lewis H. Greenblatt
1605 Hopkins Avenue
Redwood City, Ca 94062



MR. Bern Smith - Commissioner
SMC Parks & Recreation
455 County Center, 4TH Fl.
Redwood City CA 94063

94063+1663 0003



12-11-2006
MAR 2 2006
12-11-2006

Paul Walters
2428 Westgate Ave
San Jose CA 95125

Name, Address & Date

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

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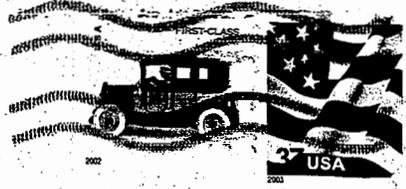
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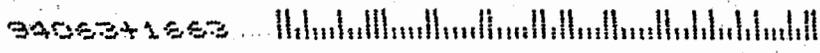
Paul Walters
242 W. Washington Ave.
San Jose, CA 95125

SAN JOSE CA 951
27 FEB 2006 PM 6 T



Handwritten notes:
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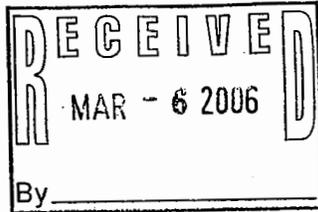
Daye Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646



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Fold here

- Directions
1. On the other side, write your name, address and the date in the upper right hand corner.
 2. Sign the bottom, under "Thanks . . ."
 3. Fold the bottom third up, so that you can see the instructions again.
 4. Fold the top down, so that you can see Dave's address.
 5. Rotate the letter 180 degrees.
 6. Tape the top closed. Put \$0.39 postage on the upper right.
 7. Drop it in the mail. Putting it in the mail box is important.



SAM

Name, Address & Date

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

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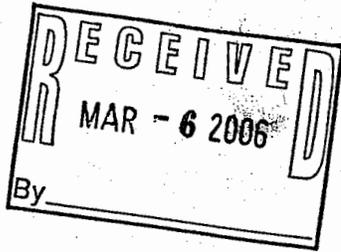
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Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

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Andrew MacLeod
Suite 51, 615 Blossom Hill Rd.
Los Gatos, CA 95032
Feb 28/2006
Name, Address & Date

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

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- San Mateo County Parks has roughly 15,000 acres of parks. About 5% of the trails are open to cyclists and most of these are paved. This is not the experience that mountain bikers are looking for, and is not fair to the mountain bike community of San Mateo County. The number of off-road cyclists is growing faster than other user groups.
- As the population of California and the Bay Area grows, the number of trail users increases proportionally. Opening trails to bikes will provide a legal alternative, and I believe will reduce infractions and create a safer trail system.
- Diabetes and obesity is quickly becoming an epidemic among today's youth. Exercise is a great way to combat diabetes, and kids think cycling is fun - more fun than hiking or running.
- In many places, horses and bikes seem to mix just fine. MROSD Fremont/Older and Redwood Park in the East Bay are good examples of successful multi-use trails.

Other comments here

Thanks for your consideration,

A handwritten signature in cursive script, appearing to read "Andrew MacLeod".

From: ParksAndRecreation
To: Herzberg, Samuel; Moore, Dave
Date: 3/6/2006 10:55:37 AM
Subject: Fwd: Proposed Changes to Huddart Park

>>> <WAJ302864227@aol.com> 3/5/2006 9:10:31 PM >>>

I can't believe the changes you are contemplating. As a resident of Woodside for over 20 years and La Honda for another 20, you will forever change the character of this unique area. You will turn it into another Park like we have in Oakland, San Jose or San Francisco. This area has a rural Park and a lot of the area surrounding it is rural private homes. There is no infrastructure to support this kind of restructuring. By closing some of the trails that have been used since before my parents were born (I'm 66) you will be doing the surrounding community a real disservice. Fortunately I think the Board of Supervisors will never let this happen. But I hope this does not have to go that far.

William and Nora Johnson
Po Box 239
La Honda 94020
650-747-0513

From: "George Haye" <geohaye@yahoo.com>
To: <d holland@co.sanmateo.ca.us>
Date: 3/4/2006 9:47:39 AM
Subject: Please increase mountain bike access; support multi-use Bay Area Ridge Trail additions

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Dear Mr. Holland,
As a Los Gatos resident, I do quite a bit of business in San Mateo County, and let's just say I love it. I am writing to encourage you to:

- 1) open a North-South trail corridor to cyclists, such as the Skyline Trail; and
- 2) open an East-West trail corridor to cyclists, such as the proposed Squaler Gulch alignment.

There is a sometimes misunderstanding among land managers, and hikers, Sierra Club folks, etc, that mountain bikers are bad. But, in fact, we are essentially all striving for the same goals. In fact, we need to work together: Mountain bike riders are the new "hikers". We are and will work to protect public lands from development and degradation. I have many friends of the 50, 60 year old variety who are traditional "Sierra Club" type hikers. And I have friends of the 20 and 30 and 40 year old variety that are the exact same in terms of interest in protecting and enjoying our trails -- except that the younger generation uses mountain bikes while the older generation uses hiking boots.

San Mateo County should support the Bay Area Ridge Trail and allow multi-use alignment on their lands. They currently do not -- the only multi-use trail drops all the way halfway down to the coast. Please support these proposed new trails.

Only 5% of San Mateo County's trails are open to bikes. This is not in alignment with the social realities any longer -- mountain biking is a healthy activity that is growing more rapidly than any of the other user groups in your parks. We shall work together. Let's do it now!

Regards,
George Haye
13766 Long Ridge Road #A
Los Gatos, CA, 95033

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<http://mail.yahoo.com>

From: "Gustavson" <gustavson@sbcglobal.net>
To: <dholland@co.sanmateo.ca.us>
Date: 3/3/2006 6:20:11 PM
Subject: Open San Mateo County Trails to Bikes

Dear Mr. Holland,

I am sending you this email to express my support with increasing trail access to mountain bikes within the San Mateo County Park network. I have been a resident of San Mateo County all my life being raised in Hillsborough and now have a home in San Mateo. I have been an avid mountain biker since 1987 and have always longed for the day when I could throw my leg over my bike and pedal up the trails on the East side of the Skyline mountain range through Huddart park. I do enjoy riding in the few parks that have legal trails but would be ecstatic if I could ride through the many parks within Woodside that are currently the domain of hikers and equestrians. These are unique and beautiful areas that should not be the exclusive domain of a few user groups.

I have ridden in many areas around the country that have multi-use trails shared by all users and have found that these groups can share the same trails in a respectful way. I understand that you can influence our access into these parks and are working with various groups to review and recommend some recently proposed routes through Huddart Park and Wunderlich parks. Please help us obtain this access. If allowed I will ensure that my fellow riders will respect and adhere to the rules and regulations on the use of these trails.

Here are some of the reasons to support opening access (from ROMP)

a.. Huddart and Wunderlich are county parks. They are not City of Woodside parks. All San Mateo County residents should be able to enjoy these parks on a mode of transport of their choosing. Not allowing bikes is economic discrimination.

a.. The Bay Area Ridge Trail is a multi-use trail. The current alignment is not multi-use and drops halfway down to the coast. San Mateo County should support the BARTC by having a multi-use alignment on its lands. BARTC is a wealthy organization and may have funds to help improve and sustain a Ridge Trail alignment.

a.. San Mateo County Parks has roughly 15,000 acres of parks. About 5% of the trails are open to cyclists and most of these are paved. This is not the experience that mountain bikers are looking for, and is not fair to the mountain bike community of San Mateo County. The number of off-road cyclists is growing faster than other user groups.

a.. As the population of California and the Bay Area grows, the number of trail users increases proportionally. Opening trails to bikes will provide a legal alternative, and I believe will reduce infractions and create a safer trail system.

a.. Diabetes and obesity is quickly becoming an epidemic among today's youth. Exercise is a great way to combat diabetes, and kids think cycling is fun - more fun than hiking or running.

a.. In many places, horses and bikes seem to mix just fine. MROSD Fremont/Older and Redwood Park in the East Bay are good examples of successful multi-use trails.

I hope that you consider my email when making decisions and recommendations affecting mountain bike access to these parks and changes to existing trails. If you would like to discuss my views on this matter feel free to send me an email at hans.gustavson@sbcglobal.net or call me at 650.685.8016.

Sincerely,

Hans Gustavson
San Mateo County Resident

Alice Arntsen
320 Kings Mt. Rd.
Woodside, CA 94062
650-851-0138
March 1, 2006

Dear Mr. Holland:

I am writing to encourage you to vote against building a bike trail in Huddart Park. As a Woodside resident for 45 years I feel it would be extremely detrimental to the town of Woodside. For both the local law enforcement units and the park ranger staff, it will put a burden on law enforcement for which neither the town of Woodside nor the park have the funds to supply. As a former horse back rider, I consider such a trail would be hazardous for horses in the park as well as for hikers. Please take the time to consider the safety for all.

In recent years, books have been published which tout Woodside as a great place to ride. On the recommendation of those books hordes of bikers have taken to our roads, riding alone, or in packs of twos, threes, tens and literally fifty to a hundred. To make an educated decision, you should experience this for yourselves. You may come to Tripp Rd. and Kings Mt. Rd. any Saturday morning between the hours of 8:00 and 10:00 to see one of the packs terrorize anyone who happens to be on the road at the time. The packs are particularly bad on Saturdays, Mondays, and Wednesdays.

Should the bike trail be constructed in Huddart Park, it will add to those who swarm to Woodside to ride their bikes. Our local law enforcement officers are not able to handle the huge number of bicyclists who flaunt the vehicle codes. I know the park is already short handed and to add yet one more area that needs policing is short sighted. As it is, there are bikers using the park illegally knowing the park is short on rule enforcement staff. Will you really be able to control a population who is by and large totally rude and thinks rules are there to be broken? If they think that someone is in their way, they feel very free to "give them the finger."

As someone who lives close to the park, I cringe at the thought that bikes will be allowed in Huddart. I urge you to vote against building a bike trail in Huddart Park. While the bicyclists argue that it is separate from the rest of the trails, I believe that once that trail is in, they will be like kids in a candy shop and won't be able to resist the rest of the trails. Funds would be better used to fix the trails on Windy Hill which are already there for bikers. This would disperse the bicyclist population between two communities and keep Huddart safe for horses and hikers.

Sincerely,

Alice A. Arntsen

Parks Commissioners, San Mateo County
Dave Holland, Director, Parks and Recreation Division
Sam Herzberg, Senior Planner, County of San Mateo

Dear Parks Commissioners, Mr. Holland, Mr. Herzberg,

We are very concerned about the possible change in park rules that may allow bicyclists into the parks legally. One trail, devised with the best intentions, will increase illegal use of all trails, which is already a serious issue. The following letter is similar to one we wrote in April, 2005, on the same subject.

Robert and I founded the Friends of Huddart and Wunderlich Parks in 1996 to provide assistance to park rangers through park support activities and to develop environmental education activities for children. Our docent lead programs have grown significantly over the last 3 years.

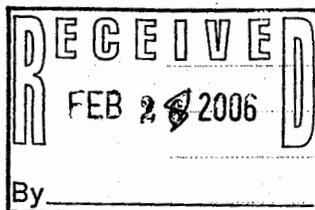
Our main concern is that we believe that bicyclists and children do not mix in a park setting such as Huddart & Wunderlich parks. The very goal of having groups of children learn about nature and the serene environment of parks in general is jeopardized by having bicyclists, frequently in groups, share the fragile trails. These are the very trails that we are trying to teach the children the value of not disturbing. A child examining a banana slug on Richard's Road doesn't have a chance against a bicyclist riding down the trail. The Friends is not the only environmental group that brings children into the parks. The Environmental Volunteers, the Girl Scouts, church groups and others would all be heavily impacted. To allow cyclists on one trail would be counter to what the parks themselves say they are – an environmental organization .

As we know, cyclists are "not allowed" in the parks now, yet both Robert and Susan see cyclists illegally using the trails. Robert has had 3 incidents in which he had to jump off the road in Huddart to avoid a cyclist coming down the trail (one on Crystal Springs Trail and 2 on the Dean Trail). He says they seem to prefer the trails when they are muddy as they can turn, spray mud, and, it appears, be excited by the experience. When reminded that they are not allowed on these trails, the response is generally not polite. If cyclists are using the trails illegally now, what will happen if they are given legal access to one trail. We have no reason to think they will not expand their illegal use of all trails. Robert wonders how the county will deal with the fiscal responsibility when the inevitable lawsuits emerge, even if only 1% of cyclists exhibit irresponsible behavior. In addition, with tight staffing, the county does not have the manpower to deal with policing traffic.

If the well thought out guidelines that prohibit cyclists in these precious parks change, it will, in our opinion, bring into question the ability of the Friends to carry out their environmental education mission.. We are writing not as an official opinion of the Friends, rather as its founders. Thank you very much for your time and consideration.

Susan Lang and Robert Levenson

Co-Founders, Friends of Huddart and Wunderlich Parks



Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Please include my comments below in Huddart & Wunderlich Master Plan.

- I strongly support a North - South trail corridor open to cyclists, such as the Skyline Trail.
- I strongly support an East - West trail corridor open to cyclists, such as the proposed Squealer Gulch alignment.

I believe San Mateo County Parks and Recreation should do this for the following reasons.

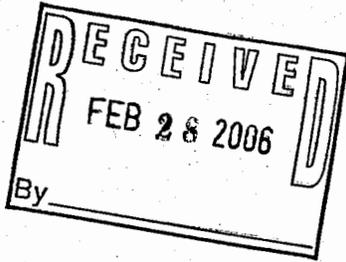
- Huddart and Wunderlich are county parks. They are not City of Woodside parks. All San Mateo County residents should be able to enjoy these parks on a mode of transport of their choosing. Not allowing bikes is economic discrimination.
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- San Mateo County Parks has roughly 15,000 acres of parks. About 5% of the trails are open to cyclists and most of these are paved. This is not the experience that mountain bikers are looking for, and is not fair to the mountain bike community of San Mateo County. The number of off-road cyclists is growing faster than other user groups.
- As the population of California and the Bay Area grows, the number of trail users increases proportionally. Opening trails to bikes will provide a legal alternative, and I believe will reduce infractions and create a safer trail system.
- Diabetes and obesity is quickly becoming an epidemic among today's youth. Exercise is a great way to combat diabetes, and kids think cycling is fun - more fun than hiking or running.
- In many places, horses and bikes seem to mix just fine. MROSD Fremont/Older and Redwood Park in the East Bay are good examples of successful multi-use trails.

Thanks for your consideration,

SAL D.
P.O. BOX 391182
MT. VIEW, CA 94039

E-MAIL: TREK SINGLETRACKER@GMAIL.COM

Sal D.



G MEYNER
927 MAE DUFF CT
S J CA 95127

Name, Address & Date

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Please include my comments below in Huddart & Wunderlich Master Plan.

Check boxes:

- I strongly support a North - South trail corridor open to cyclists, such as the Skyline Trail.
- I strongly support an East - West trail corridor open to cyclists, such as the proposed Squealer Gulch alignment.

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- In many places, horses and bikes seem to mix just fine. MROSD Fremont/Older and Redwood Park in the East Bay are good examples of successful multi-use trails.

Other comments here

Thanks for your consideration,

From: "Mike Vandeman" <mjvande@pacbell.net>
To: <dholland@co.sanmateo.ca.us>
Date: 2/28/2006 4:07:55 PM
Subject: Mountain Biking in San Mateo Parks

Please don't be fooled by the mountain bikers' propaganda! One glance at a mountain bike, with its rugged build and knobby tires, will tell you that it's up to no good. It "says", nonverbally, but loudly and clearly, that the rough treatment of natural areas is okay. Of course it's NOT okay! Mountain bikes are built tough because normal bikes can't take the pounding they would get on trails. But, by Newton's third law of physics, the pounding they receive is IDENTICAL to the pounding they apply to the trail (and any roots, plants, or animals run over). Since I was a child in the Boy Scouts, I was taught to practice minimal-impact recreation. Mountain biking is NOT low-impact recreation. It accelerates erosion, creates V-shaped ruts, kills small animals and plants on and next to the trail, extends humans' reach into wildlands, and drives wildlife and other trail users out of the parks. What's good about THAT? For the science on mountain biking impacts, see <http://home.pacbell.net/mjvande/scb7>.

Mike Vandeman, Ph.D.

===

I am working on creating wildlife habitat that is off-limits to humans ("pure habitat"). Want to help? (I spent the previous 8 years fighting auto dependence and road construction.)

<http://home.pacbell.net/mjvande>

Parks Commissioners, San Mateo County
Dave Holland, Director, Parks and Recreation Division
Sam Herzberg, Senior Planner, San Mateo County

February 18, 2006

Dear Parks Commissioners, Mr. Holland, and Mr. Herzberg,

I am writing to express my concern, as an equestrian who keeps her horse on Tripp Rd., about the amount of traffic that would be generated along Tripp Road and Greer Road in Woodside if the proposed trail is implemented for bicycles. Already Woodside is a "destination resort" for bicyclists and, especially on weekends, causes enormous congestion throughout town. On weekdays, there are already groups of cyclists that ride through Woodside, the most notable being the group that rides during lunchtime that numbers approximately 30-40 cyclists. As an equestrian, I plan my day so that I am not riding on Tripp Road between 12:15 and 12:45 PM any weekday.

On both weekdays and weekends, cyclists park their cars all along Tripp Road on the equestrian trails. This means that I and other equestrians have to ride down the middle of the road. Other cyclists then ride and yell (I am not exaggerating) at us to get off the road.

Greer Rd. is no better. This is a narrow rural lane and the numbers of cyclists that would be funneled down this road to access the proposed trail would be unacceptable for any resident or equestrian.

The bottom line is that cyclists do have other available routes to Skyline, and I would suggest re-visiting the possibility of a bike trail on Alpine Rd. Equestrians have no other available routes to access Huddart Park. Cyclists generally do not live in Woodside but drive in to "park/ride". We do not oppose bicycles and wish for everyone to have a safe and enjoyable experience in our parks. For the safety and enjoyment of all concerned, these county parks should remain as they have been – a haven for the pedestrian, runner, or equestrian.

Gilbert Richards in his book, Crossroads, wrote of the area around Wunderlich and Huddart Parks:

"..Within its cool shadows the hiker, equestrian or birdwatcher may wander in an atmosphere of ages ago. Perhaps with luck this arrangement will continue."

Yes, with luck and wise stewardship by the county of San Mateo.

Thank you for your time and consideration.

Sincerely,

Susan Lang, 250 Hardwick Road, Woodside & Hermes, the horse, at 3573 Tripp Rd.

From: "Alex Fernandez" <alexanderfernandez@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/17/2006 8:03:29 PM
Subject: bike access

Dear Mr. Holland,

I was going to send you a form letter with all the pertinent points my mountain bike community would like me to touch on. Instead, I am simply going to express my love for the trails in San Mateo County and my belief that mountain biking is and should be a viable recreational opportunity on these trails. I have been riding for 12 years on the MROSD trail system and have truly enjoyed the incredible outdoor experience these trails offer. My great wish is that the trails of San Mateo County Parks will open up allowing me and my family to have an exciting and rewarding experience doing something we love. I also would greatly appreciate an alternative to riding my bike on roadways that are often crowded with cars whose drivers are unsympathetic to someone trying to navigate the peninsula roadways by bike.

I urge you to seriously consider the needs of the mountain biking community in all decisions relating to the park system.

Sincerely,
Alex Fernandez
Garden Manager, Filoli Center

Alex Fernandez

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From: ParksAndRecreation
To: Moore, Dave
Date: 2/21/2006 8:26:37 AM
Subject: Fwd: Huddert Park Bike Trail

>>> <Starfilly04@aol.com> 2/16/2006 9:24:55 PM >>>

Hello,

My name is Cami Pease. I am 15 years old, and I am an avid trail horse rider. I attended the meeting held in January, where equestrians outnumbered the bikers at least 10 to 1. However, the way you are continuing with the idea of a new bike trail through Huddert Park makes me think that our many arguments have fallen on deaf ears, especially the petition handed in by Carol Goodstein of Spring Down Equestrian Center. I take weekly lessons at Spring Down, so I know how passionately Carol feels about this issue. I wish you would take a look at some of the arguments presented in the front office window, as I believe they are sound and worthwhile arguments.

Here are a few of the issues that I believe you should hear:

1. Travel Issues - The bikers stated at the meeting that their trails were being closed down too, and that they didn't want to commute. I understand where they are coming from, but lets take a look at the logic of that argument. The bikers don't want to put their bike (worth about a couple of hundred dollars to a thousand dollars) into the trunk of a car and drive 20 or 30 minutes to a more suitable trail. Instead, they are asking horse owners to load their animals (worth about a couple thousand dollars to buy, not to mention food, vets, shoeing and maintenance) into a trailer and drive even farther, due to the lack of equestrian trails in the near proximity, to ride on crowded trails. Because trailer accidents are twice as likely to occur then car accidents, according to the National Road Accidents Association, I believe it is far more risky and possibly damaging to put a horse in a trailer then to put a bike in a car.

2. Speed and Accidents - At the meeting, I heard numerous equestrians state that their horses had been severely spooked due to bicyclists, some resulting in accidents that required hospital trips. When was the last time you heard of a fast paced biker being injured by the leisurely walking or trotting equestrians? I haven't hear of any so far.

These are the two top concerns of mine that I didn't feel got represented in the meeting in January. Please review this e-mail and hopefully reconsider your regretful decision.

Thank you
Cami Pease

CC: Holland, David

February 16, 2006

Mr. Dave Holland
Director
Parks and Recreation Division
San Mateo County

Re: Huddart-Wunderlich Master Plan - Trail Use

Dear Dave:

Having attended the information meeting in Woodside last week regarding your proposed bicycle trail in Huddart Park, we members of the Woodside-area Horse Owners Association (WHOA!) are motivated to submit our observations and comments. First of all, we commend your effort to respond to the dictate from the Parks and Recreation Commission to examine the options for a viable bicycle trail to Skyline from Woodside or Portola Valley. At first glance, the designation of a trail through the portion of Huddart Park on the south side of Kings Mountain Road seems eminently reasonable. However, more intensive examination elicits a number of concerns regarding the impacts of such a trail route.

The equestrian community at large, we submit, strongly supports the creation of a legal designated bicycle trail – not only because the need for a safe route to Skyline for cyclists is obvious, but also in order to alleviate the conflict between horsemen and bicyclists that now occurs as a result of illegal use of the trails in Huddart and Wunderlich. However, the south side of Kings Mountain does not seem to be the best possible route – for a number of reasons.

First, there is already an existing equestrian trail on the south side of Kings Mountain maintained by the Town of Woodside from Entrance Way to the point where it crosses over into the Park. The trail along Kings Mountain continues up through this less developed part of the Park and eventually connects with trails that permit equestrian access into the Teague Hill preserve of MROSD. The potential conflict between the proposed bicycle trail and these existing horse trails was not addressed in your presentation – and poses a serious concern. Further, the crossing over Kings Mountain into Huddart and onto the Archery Fire Trail, and thence up to the horse trail along Skyline poses a direct conflict with pedestrians and equestrians that may be difficult to resolve.

In addition, the most serious impact of the proposed trail may be on the Town of Woodside and its residents in the vicinity. You presented no plan for the staging area of this trail – where will bicyclists park their vehicles, and how will the trail be accessed? If bicycle access is envisioned along Greer Road, the residents of that narrow lane will be severely affected – as will users of the equestrian trail along its edge. Inevitably, there will also be increased conflict on Tripp Road, where bicyclists already compete with horsemen and cars for narrow pavement and commonly park their vehicles off-road on the horse trail.

In order to avoid these potential difficulties and expedite the creation of a viable trail, we would like to suggest that you revisit the option of establishing a bicycle route on the existing "thoroughfare" of Alpine Road in Portola Valley. You did not adequately explain why that option was dismissed, but we submit that it offers an exemplary solution. The old road exists and apparently is now used by bicyclists. A staging area could easily be accommodated with little impact on the community of Portola Valley. The route leads to MROSD preserves on the west side of Skyline that are open to bicyclists. Conflict with equestrians would be minimal or nil, and Alpine Road would offer a second route to Skyline that, in conjunction with the existing Windy Hill Open Space/Spring Ridge Trail currently open to cyclists, creates a superior circular loop for mountain bikers. Furthermore, we should think the Alpine route could be improved for cyclists with minimal expense and far more quickly – totally independent of the Huddart-Wunderlich Master Plan.

We strongly urge you to give serious consideration to Alpine Road as a viable and immediate alternative to your proposed Kings Mountain trail – with all its adverse and considerable impacts on equestrians and the Town of Woodside. We shall appreciate your sharing these thoughts – as well as our letter of January 31st – with the members of the Parks and Recreation Commission. Thank you for your attention.

Respectfully,

WHOA! Executive Committee:

Donna Poy, Chairman
3985 Woodside Road
Woodside

Carroll Ann Hodges
1367 Canada Road
Woodside

Alexis Bartlo
638 Woodside Way
Woodside

Susan Kay Lang
250 Hardwick Road
Woodside

Jo Egenes
164 Olive Hill Lane
Woodside

Mary Fentress Hall
675 Mountain Home Road
Woodside

Rebekah Witter
1 Montelena Court
Woodside

From: "Michael Feary" <mfeary@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/7/2006 12:24:03 PM
Subject: jan 31 public trail use hearing

Dave-

As a San Mateo County tax payer, I was surprised to find out that there was a public meeting last week on the opening of a public use trail in Huddart Park. I was actually informed by a Santa Clara county resident, and I would have attended the meeting, had I known.

As a mountain biker, I am concerned about what I have heard coming out of this meeting. As a scientist, I am concerned about what appears to be a biased representation of public opinion. As a tax payer, I am surprised about the lack of resources for cyclists in San Mateo County.

I would like to be able to voice my opinions in favor of opening the trail for mountain bikers. In all of my bike-horse encounters, I have not yet had a bad experience with a horse. The only bad encounter I know of involved a friend who was road cycling, and was charged by a horse from the opposite side of the road. This, admittedly single data point, indicates a problem with horse control rather than a cyclist instigating an incident.

As I understand it, there will be another meeting on March 2 on the same topic. Could you confirm this date? Also, is there a mailing list that I should be on to be informed of these meetings?

Thanks for your time.
Michael Feary

mike

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From: "Ken Rheaume" <krheaume11@yahoo.com>
To: <dholland@co.sanmateo.ca.us>, <krheaume11@yahoo.com>
Date: 2/7/2006 11:00:07 AM
Subject: Public Meeting on January 31st in Woodside - re: Proposed new trail

Dave

Good Morning! I've been encouraged to voice my opinion on the new proposed trail in Woodside, so here goes.

I've been in the Bay Area for over 8 years and love the fact that we have access to such great trails so close to home. I'm an avid mountain biker, runner and triathlete and feel I've used these trails in many different capacities. I could go off on the equestrians, hikers, bikers, etc, and complain about how everyone isn't behaving the way I want them to. Bottom line is, we ALL need to learn how to SHARE the trails and learn that we can't have things our way. Its time for people to realize that we all need to learn how to co-exist together, instead of shutting out those who doesn't behave the way we want them to. I'll leave it at that and just say I really would love to have a new biking trail in the Bay Area. I will consciously make an effort to be more curious and friendly to my fellow trail users, regardless of how they use the trails.

Sincerely
Ken Rheaume Age: 42
cell 408-718-1167

Bring words and photos together (easily) with
PhotoMail - it's free and works with your Yahoo! Mail.

From: "vonhaagendaz" <lindavanderhule@sbcglobal.net>
To: <d holland@co.sanmateo.ca.us>
Date: 2/7/2006 10:55:09 AM
Subject: San Mateo Trail Use Guiding Principles

I am a mountain biker.
I am a hiker.
I use to own a horse and was a rider.

That said I hope that you understand where my comments on this subject come from. I have lived in this area for 46 years and have had the opportunity to enjoy all the county parks. It is alarming however, when the parks we support in our taxes are not open to us to enjoy in whatever manner we may like. This issue between the equestrians and the bikers sharing the trails is blown out of proportion by equestrians.

I live in the Cupertino area. I hike and mountain bike along with the equestrians in Fremont Older and the adjoining Steven Creek County Park all the time. There is a high volume of mountain bikers in that area because it is very close in to the valley. There also is Garrod Riding Stable adjoined to the trails. You will see people out there riding horses that never have ever been on a horse before. The mountain bikers and the hikers and the horses all share the trails with complete politeness and a respect. If sharing the trails can work so well in one area. Why are there so many problems in Woodside?????

Open the parks to everyone. Let us enjoy the place we live in. It's for everyone, not just a selected group.

~Linda Vanderhule

From: "Rachel Legree" <rlegree@ci.emeryville.ca.us>
To: "Koutz, Dianne E." <DEKoutz@SolanoCounty.com>, "Rhea.Laurie" <Laurie.Rhea@ftb.ca.gov>, "Leslie Laudon" <LLaudon@waterboards.ca.gov>, <madeline.celoni@acgov.org>, <SHerzberg@co.sanmateo.ca.us>, <jrasmussen@ebparks.org>, "Crowe.Lisa" <Lisa.Crowe@ftb.ca.gov>
Date: 2/7/2006 9:48:15 AM
Subject: RE: Team Meeting

That's the place 1333 Park Ave. Emeryville 94608

-----Original Message-----

From: Koutz, Dianne E. [mailto:DEKoutz@SolanoCounty.com]
Sent: Tuesday, February 07, 2006 9:36 AM
To: Rachel Legree; Rhea.Laurie; Leslie Laudon; madeline.celoni@acgov.org; SHerzberg@co.sanmateo.ca.us; jrasmussen@ebparks.org; Crowe.Lisa
Subject: RE: Team Meeting

9:00 am to 2:00 pm is on my calendar. Will the meeting be at the Emeryville City hall?

Dianne E. Koutz
Central Services Manager
Solano County
675 Texas Street, Suite 2500
Fairfield, CA 94533
Phone: 707-784-3105
Fax: 707-422-9770
E-mail: dekoutz@solanocounty.com

-----Original Message-----

From: Rachel Legree [mailto:rlegree@ci.emeryville.ca.us]
Sent: Tuesday, February 07, 2006 9:33 AM
To: Koutz, Dianne E.; Rhea.Laurie; Leslie Laudon; madeline.celoni@acgov.org; SHerzberg@co.sanmateo.ca.us; jrasmussen@ebparks.org; Crowe.Lisa
Subject: RE: Team Meeting

Ok - clearly everyone else gets in earlier than I do. The 27th works, I reserved a conference room and can coordinate lunch for us. Let's all bring calendars & work on later dates at that point? Also please bring your good ideas, videos, and books but leave those peace pipes at home. As for time how about 9am to around 2? If you are commuting in please let me know what works best for you.
Rachel

-----Original Message-----

From: Koutz, Dianne E. [mailto:DEKoutz@SolanoCounty.com]
Sent: Tuesday, February 07, 2006 8:59 AM
To: Rhea.Laurie; Leslie Laudon; madeline.celoni@acgov.org; Rachel Legree; SHerzberg@co.sanmateo.ca.us; jrasmussen@ebparks.org; Crowe.Lisa
Subject: RE: Team Meeting

I'll put the 27th on my calendar.

Dianne E. Koutz
Central Services Manager
Solano County
675 Texas Street, Suite 2500
Fairfield, CA 94533
Phone: 707-784-3105
Fax: 707-422-9770
E-mail: dekoutz@solanocounty.com

-----Original Message-----

From: Rhea.Laurie [mailto:Laurie.Rhea@ftb.ca.gov]
Sent: Tuesday, February 07, 2006 8:57 AM
To: Leslie Laudon; madeline.celoni@acgov.org;
rlegree@ci.emeryville.ca.us; SHerzberg@co.sanmateo.ca.us;
jrasmussen@ebparks.org; Crowe.Lisa; Koutz, Dianne E.
Subject: RE: Team Meeting

works for me

-----Original Message-----

From: Leslie Laudon [mailto:LLaudon@waterboards.ca.gov]
Sent: Tue 2/7/2006 8:47 AM
To: madeline.celoni@acgov.org; rlegree@ci.emeryville.ca.us;
SHerzberg@co.sanmateo.ca.us; jrasmussen@ebparks.org; Rhea.Laurie;
Crowe.Lisa; DEKoutz@SolanoCounty.com
Cc:
Subject: RE: Team Meeting

The 27th is better for me.

>>> "Jeff Rasmussen" <jrasmussen@ebparks.org> 2/7/2006 8:20 AM
>>>

I'm am available for both.

Jeff Rasmussen, Grants Manager
East Bay Regional Park District
P.O. Box 5381
Oakland, CA 94605-0381
ph. 510-544-2204
fax 510-569-1417
jrasmussen@ebparks.org

>>> "Samuel Herzberg" <SHerzberg@co.sanmateo.ca.us> 2/7/2006
8:19 AM >>>

I'm available the 27 p.m. or 28 anytime. Let me know where and
when.

Thanks!

Sam

>>> "Celoni, Madeline GSA - Communication Department"
<madeline.celoni@acgov.org> 2/7/2006 8:16:37 AM >>>
Sounds like Monday the 27th and Tuesday the 28th a good days for
everyone. I can do either one. What are people's preferences?
Madeline

From: Jeff Rasmussen [mailto:jrasmussen@ebparks.org]
Sent: Tuesday, February 07, 2006 7:41 AM
To: Celoni, Madeline GSA - Communication Department;
rlegree@ci.emeryville.ca.us; SHerzberg@co.sanmateo.ca.us;
Laurie.Rhea@ftb.ca.gov; Lisa.Crowe@ftb.ca.gov;
DEKoutz@SolanoCounty.com;
LLaudon@waterboards.ca.gov
Subject: RE: Team Meeting

I have a conflicts on: 13 (Holiday), 20 (Holiday), 14PM, 15PM
and 24.
Jeff

Jeff Rasmussen, Grants Manager
East Bay Regional Park District
P.O. Box 5381
Oakland, CA 94605-0381
ph. 510-544-2204
fax 510-569-1417
jrasmussen@ebparks.org

>>> "Rhea.Laurie" <Laurie.Rhea@ftb.ca.gov> 2/7/2006 7:27 AM >>>

Thursdays are pretty hard for me to be gone half day. I vote for
the
Monday or Tuesday. But, if necessary I can make it on Thursday.
lr

-----Original Message-----

From: Celoni, Madeline GSA - Communication Department
[mailto:madeline.celoni@acgov.org]
<mailto:madeline.celoni@acgov.org%5d>

Sent: Mon 2/6/2006 6:20 PM
To: Rhea.Laurie; Rachel Legree; Samuel Herzberg;
jrasmussen@ebparks.org; Crowe.Lisa; DEKoutz@SolanoCounty.com;

Leslie

Laudon
Cc:
Subject: RE: Team Meeting

In addition, I have meetings on 14th and the 21st and will
be out
of town on the 24th.

So far, (If I have it right) we have eliminated the 14th,
15th,
16th, 17th, 21st, 22nd and 24th. I am assuming:

* Thursday the 9th and Friday the 10th are too near
to be
workable. (?)

* We won't meet on Monday the 13th or Monday the
20th,
which
are holidays here at the County (but I would consider it if
everyone
else is willing to meet on one of those two days).

That leaves Thursday the 23rd, the Monday the 27th and the
Tuesday
the 28th. I can meet on any one of those days.

Madeline Celoni

GSA Communications

Alameda County

510-208-9775

-----Original Message-----

From: Rhea.Laurie [mailto:Laurie.Rhea@ftb.ca.gov]
<mailto:Laurie.Rhea@ftb.ca.gov%5d>
Sent: Monday, February 06, 2006 4:33 PM
To: Rachel Legree; Samuel Herzberg; Celoni, Madeline GSA -
Communication Department; jrasmussen@ebparks.org; Crowe.Lisa;
DEKoutz@SolanoCounty.com; Leslie Laudon
Subject: RE: Team Meeting

The 17th does not work well for me. I can work around pretty
much
any other day. By the way - I think the 60's theme is really
groovy,

dudes!

Laurie Rhea

Disclosure Office

(916) 845-6670

laurie.rhea@ftb.ca.gov

-----Original Message-----

From: Rachel Legree [mailto:rlegree@ci.emeryville.ca.us]
<mailto:rlegree@ci.emeryville.ca.us%5d>

Sent: Monday, February 06, 2006 4:09 PM

To: Samuel Herzberg; madeline.celoni@acgov.org;
jrasmussen@ebparks.org; Rhea.Laurie; Crowe.Lisa;
DEKoutz@SolanoCounty.com; Leslie Laudon

Subject: Team Meeting

Hi all,

I wanted to see if we could do a team meeting here in
Emeryville
this

month - please consult your calendars and let's try for a
day
during
the

last two weeks of the month?

Rachel

Page 1

From: "Renee Beckloff" <moabruz@gmail.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/6/2006 10:56:37 PM
Subject: San Mateo Trail Use

Hi Dave-

I just wanted to drop you a note after hearing of the turnout at the latest open meeting regarding land use on Jan 31. As an avid cyclist, and horse owner, I really do feel the pull on both sides of the issue.

I have followed the same issue in Annadel state park, where they have face similar issues, and found a medium ground on which to operate. the bottom line is that both sides of this argument can find pros and cons to each other. I have grown up in Tsali, NC with the national forest and rotating land use - we simply get along. No, not every mtn biker is courteous, but I can also say that not ever equestrian is either.

We face a growing threat of land use. We need to have these spaces to enjoy the out of doors. we are an obese country with limited access to places in which to go and enjoy the land that we pay taxes to use. I hope ours is an area where we can show that the intermingling of passions can be successful. Our 25lb bikes pose no more threat to the wildlife than the 2500lb horse with an inexperienced (or experienced rider) - and yet we pay to use that land, just as those who claim we are more harmful than any others.

I hope that in the coming days, more of the masses do speak to this issue. I don't ask for miracles - only to enjoy the areas that I pay to provide as an outlet for my true passions of cycling and horseback riding.

thanks
Renee Beckloff

From: "Tom Moore" <suzikr@earthlink.net>
To: <dholland@co.sanmateo.ca.us>
Date: 2/6/2006 10:54:08 PM
Subject: New trails for mt bikers.

Dear Sir,

I wasn't able to make it to the last meeting, but have heard comments by both mt bikers and equestrians regarding this issue. I am both a mountain biker and equestrian and do patrol for both in Mid-Penn Open space (the first volunteer to do both bike and horse patrol) as well as San Mateo Volunteer Horse Patrol.

1. I wanted to give you some data that I have gotten from both rangers in the open space as well as mileage recorded from maps of the parks in San Mateo County. I have also included the miles of trails in neighboring counties that are closeby and available for mt bikers: San Mateo County: 195.5 miles of trails for mt bikers, Santa Clara :72.6 miles of trails for mt bikers, Santa Cruz:129 miles of trails for mt bikers. I have heard that the mt bike group is claiming there are not enough trails for mt bikers in San Mateo county and there is not private transportation to these areas so they are in need of their own trail in the Woodside area to get to the other parks. I ride trails every day of the week, mixing in both San Mateo and Santa Clara County. I cannot tell you how many trails are available that I can ride each day of the year (I miss about 20-30 days because of mt bike /horse vacations in other areas, leaving me with about 330 days of riding in these two counties.) With various loops, I can always find a new ride each time I am out. I have lived in Saratoga and San Mateo and when living there, had a lot of fun riding up the roads to get to my trails. My favorites are King's Mountain Road connecting to Purisma, Old La Honda Road connecting to Skyline and then to Skeggs, Alpine Road (starting on Pavement and hitting the trail that leads up to Russian Ridge and Montebello), Windy Hill dirt trail that also leads up to Russian Ridge, and also Canyon trail that leads up to Steven's Creek/Montebello area trails. We are so fortunate to have so many available routes to hop on our bikes right off of Hwy 280. I don't understand the reasoning for needing a "trail" out of Woodside to bring the mt bikers up to Skyline area. A mountain bike is an awesome road bike also(plus easier). I see how mt bikers are claiming that biking is great exercise, it is, so why not get a head start(pre trail ride) and bike up King's Mountain or Old La Honda Road!!

2. When I do trail patrol on both bike/horse in Mid -Pen Open space, I have to log how many bikers, hikers, equestrians I see. I ride these trails every day(both bike and horse, every day in both counties.) On a warm, sunny, weekend, I at most have seen in the open space, 15 bikes on my ride. If there is a "Which-way-Rider" or "Romp" ride, I have seen at most 25 riders on a given day. I know from the rangers at Mid-pen that El Corte Madera is the most used park by mt bikers in San Mateo County. I can check to see what their stats are on how many mt bikers they see in a day. The last ride I had there during the week, I saw none. On the last weekend ride at El Corte Madero, I counted 35 mt bikers. I want to know where all the mt bikers are, because I never see that many. When I have asked "ROMP" why they don't do many rides in our area (Mid Pen Open Space in Santa Clara and San Mateo county (we are on the border of the two counties), they said they like now to hold most of their rides at Soquel Demo forest in Santa Cruz County for some reason. I am wondering why they want their own trail in Woodside if they prefer to go to Soquel Demo Forest instead of staying local in San Mateo or Santa Clara County. I also ride my horses in Huddard and Wonderlich about 3-4 times a week. I usually see 3-5 horses during the week

on my rides, and around 20-25 on the weekend. I see more horses in Huddard/Wonderlich during the week than mt bikers during the week in any park I ride in. On the weekend, I have only seen as many mt bikers in the most used park, El Corta Madera, as equestrians in Huddard/Wonderlich. For verification, you can check with the rangers as to my use in these parks.

3. The mountain bike groups claim that by giving them a legal trail in Woodside up to Skyline, they won't cheat and ride the illegal trails. I have had numerous discussions with the groups (Romp and Which-way-Riders) after we have a mt bike ride together and there are a few that always claim how they like to cheat on various trails. I just heard the president of ROMP tell me how he is going to cheat on Black MT trail in Rancho and I asked him not to since it would cause an accident for a horse person because of the nature of the trail and the "surprise" by the multitude of blind turns there are on the trail. He said it didn't matter, he wanted to do the trail. I thought "ROMP" stood for "Responsible Mt Bike Peddlers". To me, breaking the rules are not being responsible. Once one trail is opened up to mt bikers in the Woodside area, many mt bikers will feel free to jump onto illegal trails. If they are not allowed the new trails, there will be a much less likely chance of having the bikers on the illegal trails because by having it all closed off, there should not be a reason they should be there besides riding the road.

4. The last point I want to make is that the mt bikers claim that the horse person should have a horse that is safe and that the horseperson can control. I ride my horses in both horse only trails as well as horse/bike trails. I have spent time getting my horses bike proof by riding my bike and ponying my horse behind so he will get used to the sights and sounds of mt bikes. I also consider myself an advanced trail rider and my trainer claims I am quite bold and fearless. My horses are quite used to the bikes and if seen ahead without surprise, they obey quite grand. I think what the mt bikers don't understand is that horses are "flight" animals (as opposed to dogs which are predators). When a horse is taken by surprise (in a blind turn for example), even the most well trained, even tempered horse will take some form of flight. I can usually speak loudly and stop both the horse from fleeing and bike from coming any closer on a blind turn. There are some times that I haven't been able to stop the bike usually because the mt biker may have a walkman on or just not paying attention. This is when the danger occurs on the blind turns. I have had one of my horses almost tumble down the cliff because the mt biker didn't stop. I found out I from a CDF fireman who was jogging on the same trail that the same mt biker almost ran him off the trail and almost took out a few senior hikers. Not all mt bikers have this attitude, but I see about 10-15 percent that do and just that amount can cause quite a few accidents in the parks. The mid-pen rangers spend a good part of their time on the weekends trying to slow the mt bikers down so that they won't cause accidents. I have also heard the president of ROMP tell me about the numerous warnings he has been given for speeding. Again, I have to question how speeding can be considered "Responsible Peddling" and warrant a County to come up with the money to build and manage new trails for his group of riders.

I would ask you to not give any new trails to the mt bikers because of the issues I have raised. It is sad that a small group of mt bikers are so selfish to try to obtain trails in the most used Equestrian parks in the SouthBay Peninsula. I don't understand why these groups don't ride the trails they already have.

Thank you for your time to listen.

Sincerely,

Suanne Kreusch
Mid Pen Mt Bike and Equestrian Volunteer Patrol
San Mateo County Volunteer Horse Patrol

From: "Ed Dee" <mr_ed_dee@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/6/2006 6:11:50 PM
Subject: Re: San Mateo Trail Use Guiding Principles

Hello, Dave.

I will keep my comments brief, and to the point.

Mountain biking is a legitimate trail use activity as defined by National, California State, and many local urban park systems.

Mountain bikers are the second only to hikers in term of populous user group.

Any opportunity to increase mountain biking in and around urban parks creates an infinite amount of public good:

- Volunteer groups to steward open spaces
- Healthier communities of both adults and children
- Closer nit communities taking pride in the abundance of outdoor freedoms
- Volunteer patrol groups to assist with first aid, park rules education, interpretive education, general navigation, and in soem cases search and rescue.
- Kids education programs and sponsored rides.
- The list goes on...

Please cast a very strong favorable opinion from this constituent in favor of the development of a eneral plan that includes as much mounatin biking as is possible.

Thank you for reviewing and considering what I have written here. Please let me know how I may help.

Kind regards.

-Ed

Relax. Yahoo! Mail virus scanning helps detect nasty viruses!

From: "sue schlesinger" <sue94070@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/6/2006 5:23:55 PM
Subject: i strongly support mountain biking in san mateo county

I am a San Mateo County resident. I am an active person who hikes and bikes. I hike in the parks, ride my road bike on the roads, and ride my mountain bike on (legal) trails all over the Bay Area.

I strongly support mountain biking in San Mateo County. I also strongly support a legal mountain bike trail from Skyline to Woodside, to connect Woodside to the Skyline riding areas of Corte Madera (Skeggs) and Purisma. The proposed new trail on the south side of Kings Mountain Road (which doesn't intersect any horse trails) is an idea whose time has come, and shouldn't be the only trail under consideration.

This area is San Mateo County (not Woodside) public space, and a legal trail is a resource that will be used by many respectful, law abiding citizens like me.

Less than 5% of San Mateo trails are open to cyclists. Almost all of these "trails" are paved, and that is not the experience I am looking for when I ride my mountain bike.

I guess it's not surprising that a few vocal citizens with money have come to own the issue of public land use, but it is sad that the 'debate' (decision?) for how these trails are designated seems driven by mostly well-heeled equestrians used to having things their way, while it is up to a more diverse mix of people who ride bikes to challenge this powerful group.

Thanks for whatever degree of consideration you can give to this issue.

Sue Schlesinger
244 Windsor Drive
San Carlos, CA 94070

Yahoo! Mail - Helps protect you from nasty viruses.

CC: <Joshua_@wp.pl>, <patty.ciesla@norcamba.org>, "trent poltronetti"
<trent@poltronetti.com>

David Holland - Support the mountain bike trail

From: "Rich Schwerin" <rich_schwerin@hotmail.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/3/2006 4:35 PM
Subject: Support the mountain bike trail

Hi Dave -

I'm writing to urge your support of a mountain bike trail from Woodside to Skyline. I realize cyclists were outnumbered by the wealthy Woodside equestrians at Tuesday night's meeting, but we have a right to equal access as much as they do. Huddart is a county park--not just a town park for the Woodside elite, as they seem to think.

As I'm sure you're aware, cycling is an excellent physical activity for health and exercise, and is something many San Mateo County tax payers, residents, and workers enjoy. I work in San Mateo County and often cycle to work and support a trail from Woodside to Skyline.

By some estimates, SMCP has more than 15,000 acres of parks, all closed to cyclists. MROSD has 27,000 acres in San Mateo, on average 68% are open to bikes. Of the 32% left, some 15% are open to hiking and equestrians. Not even taking into account GGNRA, State parks and watershed, there is more land open to equestrian use in SM, and yet they complain at the idea of a single trail for us to use. It's plainly unfair that one group has so much more access than others.

Opening a well-designed cycling trail would connect a huge group of users to an activity we enjoy, without requiring us to drive up to Skyline. Please support the new mountain bike trail.

Thank you for your support,
Rich

Rich Schwerin
rich_schwerin@hotmail.com
2071 Plymouth St. #H
Mountain View, CA 94043-1744

"Climb the mountains and get their good tidings. Nature's peace will flow into you as sunshine flows into trees. The winds will blow their own freshness, and the storms their energy, while cares will drop off like autumn leaves." - John Muir

From: "Trent Poltronetti" <trent.poltronetti@ip-extreme.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/3/2006 4:04:24 PM
Subject: San Mateo Trail Use Guiding Principles

Dear Dave,

I'd like to start by thanking you for hosting the Jan 31 Public Trail Use Hearing, which I attended and where I was stunned by the behavior I witnessed. Before getting sucked into name calling, I'd like to step back and re-examine the fundamentals of the situation. These finite resources of land, budget and manpower should be allocated in line with the stated mission of San Mateo Environmental Services: "to preserve and provide safe, accessible parks, recreation and learning opportunities to enhance the community's quality of life". Let's examine some of the guiding principles which arise from that mission and which I feel most people widely agree on.

Quality of Life - Obesity is now the leading cause of preventable premature death in America. As public servants we must do all we can to motivate our citizens to be more active. It is good to provide opportunities for exercise and even better to offer forms of exercise that are more appealing. Hiking, trail running and mountain biking are all excellent forms of aerobic exercise but a large portion of the population (especially our youth) finds biking more fun and enjoyable than hiking or running. Many also find riding a horse enjoyable but it does not provide the same aerobic exercise benefit.

Preserve - Studies have shown that cyclists and hikers have about the same amount of impact on the trail (with some variance for grade, surface and wetness) but a single horse has many times that impact. My bicycle often surprises me with how bumpy a surface it can ride over yet I have been brought to a dead stop on many occasions by the trail damage done by passing horses. In consideration of the larger environment, anything that enables anyone to do the activities they desire without requiring them to get into a car is beneficial to us all.

Access - We must make recreational opportunities available for those not privileged enough to own a car or horse. Horses can be helpful in letting disabled people enjoy the outdoors - though I don't know how often that actually occurs. Bikes are an excellent alternative form of exercise for those with knee or back problems and offer an alternative to driving to the recreational areas. Finally, trailhead parking needs to be provided for those that choose to drive and 12 hikers or cyclists can park in the space 2 equestrians take with their tow vehicle and trailer.

Safety - Among my group of friends, one has been knocked down by an out of control cyclist, another total sweetheart has been shoved off a trail by an

unjustifiably angry hiker and a third pushed over the edge while standing trailside letting a poorly behaved horse pass. I've been hospitalized after being rear-ended by a car while road cycling so prefer mountain biking. Bottom line - everybody needs to be polite and considerate of others and all trail users need to educate their youth. Let's also look at the potential for harm. As equestrians will tell you, a horse is a product of its evolution as a herbivore which survived by reacting decisively to potential threats. At over a 1000lbs horses are very powerful and I'm not sure they belong in high use areas if they are really so skittish - and the solution is not banning the public from public lands. I'm also curious if there are any studies on the health impact of inhaling the dust from pounded up horse droppings during our long, dry summer.

Recreation - We should do our best to enable an enjoyable outdoor experience to all. Bikes racing downhill can be disturbing but this is mitigated through education and proper trail design (sight lines should be kept short and the trail should feature natural twists and bumps to reduce speed). Since it is always the hiker or cyclist who has to step off the trail to let the horse pass, I find it intrusive when there are many horses on the trail. When riding I try pull over and let hikers by as often as they step aside for me. As a final consideration in really high traffic areas, a given length of trail can comfortably accommodate twice as many hikers as bikers and twice as many bikers as horse riders.

Community - These lands are owned by the public and if user conflict is really an issue then land should be allocated proportionally to the number of potential users. Cyclists far outnumber equestrians in the general population and have an equal right to local access to the activities they desire.

To conclude, instead making the unreasonable, arrogant and self-centered demand that all those who choose to enjoy the outdoors in a different manner than I be banned from public trails, all I request is that you continue to consider the guiding principles that arise from your stated mission and to allocate our limited resources in line with those principles. In return I will continue to pay my taxes, strive to be an example of how to be nice to others on the trail and to educate new users on etiquette and environmental care.

Thank you very much,

Trent

Trent Poltronetti

VP Marketing, IPextreme Inc

trent.poltronetti@ip-extreme.com

Work 408 540 0098 Cell 408 205 6969

IPextreme Inc
Trusted On-Chip SubsystemsT

CC: "Joshua" <Joshua_@wp.pl>, <patty.ciesla@norcamba.org>

From: lorraine_thompson@yahoo.com
To: <dholland@co.sanmateo.ca.us>
Date: 2/3/2006 2:01:06 PM
Subject: Public Meeting on January 31st in Woodside - re: Proposed new trail

Hi Dave

I was at the meeting earlier this week in the Woodside Independence Hall to hear the plans for the proposed new bike trail in Wunderlich/Huddart Park. I was really excited as an eight year resident of the Bay Area to hear about plans to expand trails for cyclists instead of the usual discussions about trail closures. I am also an avid hiker and trail runner, and I love to use and get around on all the Bay area trails as much as possible.

After your excellent presentation and description of the proposal, we sat through 30 minutes of complaints about how "evil cyclists" tear up trails and knock poor innocent equestrians from their horses at an alarming rate of regularity. If you believed every story in the room, we are people who simply should not be allowed out on the streets!

I bike on all the trails in the Bay area, and I cover a lot more ground than the equestrians can in a few hours, and the war stories they reported are simply not reflective of the truth!! Sure, there will always be an element of society that lacks consideration for others, but just as there are inconsiderate cyclists, there are also inconsiderate horse riders, hikers and runners. Whilst my friends and I always strive to give the utmost consideration to all other trail users, I have been witness to hikers pushing one of my friends off a trail, horse riders being incredibly rude and verbally abusive to us. All this is simply because they don't want to share - it was not a reaction to any wrong doing or bad behavior on our part.

As a cyclist, I have concerns about the excessive equestrian uses of parks and trails. We have far too many trails and areas dedicated to this small but affluent portion of the local population. The parks and recreation service are meant to serve the needs of the local majority, and not just the affluent minority. I understand from ROMP that there are plenty of statistics available on the number of cyclists in the local population versus the equestrians that need to be understood more during these meetings. Cycling as a sport is and will continue to grow, and local services need to make sure they are responsive by providing areas for these activities. It is unfortunate that the cycling population are more passive than the equestrian community because I am fearful that this determined group of organized riders will cause us to lose more ground in the future, and that simply is not the right thing for the local community.

On another related issue, I have major concerns about the health of our children and future generations if we continue to deprive cyclists of the opportunity to explore the outdoors in a way they enjoy. Children today just don't get enough exercise, and obesity is becoming a major problem for this country. Children and youngsters love to cycle because it is so much fun! Surely it makes sense to encourage families and youngsters to get outside and to expend energy and adopt a healthy sport such as mountain biking on the local trails? It simply doesn't make sense to oppose this just because a few equestrians are fearful they can't control their horses in the face of other trail users. The equestrians need to work with the cyclists and help us to promote and educate within our cycling community. To simply deny access to cyclists will only encourage illegal trail usage. We have to find a way to make this work for everyone.

I will be attending all future meetings regarding this trail proposal. I have also been in contact with many of my cycling friends who were not aware this event was taking place and garnered their support. We plan to increase our attendance at any events in the coming months, and we will strive to ensure you understand fully the desires of the cyclists to work with the equestrians. This trail proposal is wonderful news for the cycling community and it resolves some of the problems cyclists have had riding on roads in the Bay area. I am in full support of this trail proposal and will rally as many cyclists as possible to ensure this gets the approval it deserves.

Many thanks for your attention.

Lorraine Poltronetti
Cell: (650) 714 3190

From: "Bob Gluchowski" <bob@vtechmanufacturing.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/3/2006 11:05:38 AM
Subject: Trail to skyline from woodside

Hi Dave,

I just wanted to express my support for a trail to Skyline Blvd from Woodside for Mtn Bikes.

I think it's useless for me to list the reasons why it would be beneficial to the riders of the area and the community. It's pretty obvious that the trail is a huge benefit for everyone in the community. I know the main opponents to the trail are the equestrians. I also think we need more awareness of how these animals act and can react when startled. I don't see any efforts from the equestrian community to educate the general public on the behavior of horses, or try to come up with creative solutions so both parties can enjoy these parks. They simply oppose everything relating to cycling. San Mateo County has one of the largest communities of cyclists anywhere outside of Europe. All you have to do is look at Sand hill road on a Sunday afternoon. The cyclists are everywhere. Cyclists need more trails to ride, and it should not be an issue. I hope the tail does not wag the dog on this issue. I look forward to meeting you at the next meeting March 2nd

Thanks,

Bob

Bob Gluchowski | Owner |

V-Tech Manufacturing | 3360 Edward Ave | Santa Clara, CA 95054 | Tel:
408-988-9200 | Fax: 408-988-9300

From: "Tiffany Shockley" <tiffany_shockley@yahoo.com>
To: "David Holland" <dholland@co.sanmateo.ca.us>
Date: 2/3/2006 10:48:21 AM
Subject: Re: Trail Use

Hi Dave,

Can you add this to my statement to show that there is only a very limited amount of pace in San Mateo County for equestrians.

MROSD has 27,000 acres in San Mateo, on average 68% are open to bikes. Of the 32% left, some 15% is open to hiking and equestrian.

Thanks,
Tiffany

David Holland <dholland@co.sanmateo.ca.us> wrote:

Tiffany - Thanks for your comments. I will add them to the public record, as well as consider them as deliberate about the recommendation we bring to the Parks and Recreation Commission on March 2.

Dave

>>> "Tiffany Shockley" 2/2/2006 10:52:34
AM >>>

Dear Dave,

I am both an equestrian in Woodside and an avid mountain biker and I would like to share with you my view of this issue.

I ride my MTB on hundreds of trails up and down skyline blvd and feel we have a great variety of trails to choose from.

However as an equestrian, there are only a hand full of parks in the bay area that an equestrian can take a horse. Although, there are shared use trails many of them do not have parking for horse trailers therefore making it almost impossible to use them. Also, many do not realize how much work and expense goes into trailering a horse to a site. I have had a couple of times where I could not park and it was frustrating and stressful that I could not enjoy the parks. I am very concerned not only about safety issues but about the ability to even use the trails if the parks are open to MTB.

Woodside and Portola Valley are the only horse communities left in the bayarea and they need to be preserved.

The two parks in question have parking for horse trailers and are located near one of the largest population of horses left in the bayarea.

Mixing MTB and horses is difficult as MTB riders tend ride trails fast and can easily collide with a horse going up hill. These parks are dense with forrest and many trails are not very wide which making passing difficult.

I have shared trails in the south bay with MTBs and although I have fallen off my horse due to a speeding cyclist, I find that because the trails are wider and sparse, it easier to pass and see someone coming and I support shared use on these trails.

Best Regards,
Tiffany

From: "ssulljm" <ssulljm@juno.com>
To: <d holland@co.sanmateo.ca.us>
Date: 2/3/2006 10:12:27 AM
Subject: Huddart Park bike trail proposal

Mr Holland,

Thank You for including this note in the mt bike trail proposal for the South side of Huddart park. After bicycle riders being verbally labeled terrorists by the equestrian crowd at last Tues meeting, I felt it necessary to voice my strong beliefs for the record also.

This trail proposal, which was carefully thought out and proposed , respected the what I mistakenly thought were the initial wishes of the dominant user group(equestrians) that if a trail should exist for cyclists it be completely seperate from existing trails within Huddart Park.

The equestrian group has done a tremendous job volunteering, supporting and maintaining trails within these lands for many decades. At no point would I downplay their tireless efforts in this respect.

My point is, times are changing. Equestrian #'s are decreasing every year due to high costs of land,etc. Mt bike riders are becoming a large and appreciated asset for many land managers , allowing for a broad base of users within many public parks within our region.

What I ask as a bicycle rider is not for any special consideration in Huddart Park other than honoring my right as a citizen of San Mateo County to be able to occasionally ride a bicycle on a trail within this isolated section of Huddart Park.

Thank You,
Jim Sullivan
1212 oak wood ct
pacificca, ca
94044

CC: <romp@ns.live555.com>

From: "Dwayne Bershaw" <bershaw@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 9:45:03 PM
Subject: Huddart / Wunderlich Master Plan

I'd like to voice my support for bike trails as part of the H/W master plan. I believe mtn. bikes can coexist with hikers and equestrians on trails and in parks. While some mtn. bikers have given people bad impressions with rudeness and occasionally recklessness, I believe that they are, in general, young, inexperienced, and definitely in the minority. Most bikers, road and mtn., respect the rules and want nothing more than to enjoy the outdoors.

Warm Regards,
Dwayne Bershaw

From: "Mike Vandeman" <mjvande@pacbell.net>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 5:28:18 PM
Subject: Last Tuesday's Huddart Meeting

"We cyclists also feel displaced by San Mateo County Parks, which - to date - has denied us all access (except for a handful of paved roads) to this open space - which belongs to everyone, not just to those residents of Woodside who ride horses."

I wonder why mountain bikers feel that they can't be successful in promoting mountain biking if they stick to telling the truth! One wonders what they are hiding! In this case, they are hiding the fact that mountain bikers are NOT "displaced" from any parks or trails: they can walk there, just like everyone else.

Trail building destroys more of our already-too-scanty supply of wildlife habitat. Mountain bikers obviously don't care about wildlife (the REAL owners of our parks, since it's their home!). I sincerely hope that YOU do!

Best wishes,

Mike Vandeman

Date: Thu, 02 Feb 2006 14:44:17 -0800
 To: romp@ns.live555.com
 From: Ross Finlayson <finlayson@live555.com>
 Subject: [ROMP] Fwd: My message to Dave Holland (SM County Parks)
 List-Subscribe: <<http://lists.live555.com/mailman/listinfo/romp>>,
 <<mailto:romp-request@lists.live555.com?subject=subscribe>>

FYI, I just sent the following email to Dave Holland at San Mateo County Parks.

>Date: Thu, 02 Feb 2006 14:33:19 -0800
 >To: dholland@co.sanmateo.ca.us
 >From: Ross Finlayson <finlayson@live555.com>
 >Subject: Last Tuesday's Huddart meeting
 >
 >Dear Mr. Holland,
 >
 >I was in attendance at last Tuesday evening's meeting in Woodside to
 >discuss the Master Plan for Huddart County Park.
 >
 >As someone who enjoys experiencing open space on a mountain bike, I was
 >saddened and disappointed by the attitude and comments expressed by many
 >of the local equestrians at this meeting. (I found it ironic to hear
 >cyclists described as "ill-mannered".)
 >
 >It genuinely saddens me to hear that so many equestrians are fearful of
 >bicycles, and have a feeling of being 'displaced' by bicycles (as if we
 >were an invasive noxious pest encroaching upon 'their' land). I hope you
 >will appreciate, however, that we cyclists also feel displaced by San
 >Mateo County Parks, which - to date - has denied us all access (except for
 >a handful of paved roads) to this open space - which belongs to everyone,
 >not just to those residents of Woodside who ride horses.

>
>The proposed new trail in Huddart should help redress this
>imbalance. Because this trail will be designed specifically for mountain
>bike use, there is no possibility of conflict with
>equestrians. Furthermore, this new trail should reduce the likelihood of
>trail conflict elsewhere within Huddart. (Any cyclists who now illegally
>ride the existing trails in Huddart will likely use the new trail
>instead.) Therefore this new trail - especially if designed and layed out
>well, with input from local mountain bikers - should also indirectly
>improve the experience for local equestrians.
>
>I hope that you will continue to support the building of this new
>trail. Only by reaching out to a broad segment of the community can San
>Mateo County Parks ensure that it continues to obtain the financial
>support that it needs, well into the future.
>
> Ross Finlayson.

===

I am working on creating wildlife habitat that is off-limits to humans ("pure habitat"). Want to help? (I spent the previous 8 years fighting auto dependence and road construction.)

<http://home.pacbell.net/mjvande>

From: "Julian Osinski" <josinski@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 3:33:54 PM
Subject: mountain bike trail

Dave:

I hear there have been some hearings about establishing a mountain bike trail to Skyline in Woodside. I am a resident of Woodside and a big supporter of this. I think this is a great idea and hope there is nothing in the way of derailing it. Are there some future hearings you can tell me about that I can attend?

Thanks,

Julian Osinski
216 Highland Terrace
Woodside, CA
650-529-0939

From: <Max.Zinsman@fairchildsemi.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 3:04:02 PM
Subject: Huddart County park Planning

I was not in attendance at the Tuesday meeting, but I have heard from cyclists that did attend of your efforts to be fair and open minded regarding the planning. I understand that the meeting was very emotional. I am a trail runner and offroad cyclist and have done both in and around Huddart; running in Huddart only. I would like to see a trail that can be used by cyclists to avoid Kings Mountain Road.
Thanks for your efforts!

From: "Ross Finlayson" <finlayson@live555.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 2:34:10 PM
Subject: Last Tuesday's Huddart meeting

Dear Mr. Holland,

I was in attendance at last Tuesday evening's meeting in Woodside to discuss the Master Plan for Huddart County Park.

As someone who enjoys experiencing open space on a mountain bike, I was saddened and disappointed by the attitude and comments expressed by many of the local equestrians at this meeting. (I found it ironic to hear cyclists described as "ill-mannered".)

It genuinely saddens me to hear that so many equestrians are fearful of bicycles, and have a feeling of being 'displaced' by bicycles (as if we were an invasive noxious pest encroaching upon 'their' land). I hope you will appreciate, however, that we cyclists also feel displaced by San Mateo County Parks, which - to date - has denied us all access (except for a handful of paved roads) to this open space - which belongs to everyone, not just to those residents of Woodside who ride horses.

The proposed new trail in Huddart should help redress this imbalance. Because this trail will be designed specifically for mountain bike use, there is no possibility of conflict with equestrians. Furthermore, this new trail should reduce the likelihood of trail conflict elsewhere within Huddart. (Any cyclists who now illegally ride the existing trails in Huddart will likely use the new trail instead.) Therefore this new trail - especially if designed and layed out well, with input from local mountain bikers - should also indirectly improve the experience for local equestrians.

I hope that you will continue to support the building of this new trail. Only by reaching out to a broad segment of the community can San Mateo County Parks ensure that it continues to obtain the financial support that it needs, well into the future.

Ross Finlayson.

From: David Holland
To: Shenefield, Luke
Date: 2/2/2006 1:08:14 PM
Subject: Re: Huddart Park User's Meeting: pro family, pro bikes.

Like - Thanks you for your comments. We will incorporate them into the public record and our deliberations. We plan to bring a recommendation to the Parks and Recreation Commission on March 2.

Dave

>>> "Luke Shenefield" <luke@43designs.com> 2/2/2006 12:39:52 PM >>>
Dear Mr. Holland:

Thank you for holding meeting about trail access in Huddart Park. I know it wasn't easy with the attitudes and non-listening of some of the members present.

I did live in San Mateo three years ago but now am in the Monterey area. I'm a father of two girls, 6 and 8, who love to ride their bikes. I come to San Mateo to ride sometimes with my friends. I am an advocate of shared, multi-use trails, and have come up against these same issues often in my life. The equestrians are clearly the smaller, older, more moneyed and organized bunch, and the cyclists the opposite. Surely there must be a way to have them remember what they may have learned in kindergarten - that sharing is most important. Kinda tough for me to reinforce sharing when I have to tell my daughter, "We can't ride bikes in that public park because they won't let us."

I think you will agree that mountain bikers are good people who give back though trail maintenance and environmental activity. It has been proven again and again that horses do more damage to trails than bikes, so there is no argument there. You will see from other multi-use agreements around the Bay Area that shared trails work for everyone, and one loud group should not be able to restrict access to anyone, especially when they are the minority.

I urge you to further your research on this matter and allow trails for bicycles. We have parks here in Monterey County that are shared, multi-use parks. We share. County parks are for the people, and the people is everybody, and I don't mean just us "mountain bikers". More cycling access in general creates more family outings, environmental and health awareness. Anybody can go to Goodwill and get a bike for \$50. Who can get a horse, truck and trailer to carry it for that amount? Your group of naysayers is a small, elite group. They need to give back to their community.

Thank you for your further consideration on this matter.

Luke Shenefield
Salinas, CA.

CC: Herzberg, Samuel

From: David Holland
To: LeGette, Marc
Date: 2/2/2006 1:03:18 PM
Subject: Re: Woodside to Skyline Access - off pavement

Marc - Thanks for your comments. I will include them in the public record as well as our deliberation. We plan to make a recommendation to the Parks and Recreation Commission on March 2nd.

Dave

>>> "Marc LeGette" <marcwlegette@yahoo.com> 2/2/2006 12:31:23 PM >>>
Mr. Holland,

I am writing in response to the trail access meeting held in Woodside this Tuesday, Jan 31st. The local equestrian community had a strong turnout, although most of their comments were aggressive and most had no interest in listening to valid points from other user groups. I also found most equestrians to be physically aggressive towards me when they discovered I was there to support mountain bike access. As a result, my voice was not heard.

My main points are these:

- I am a dual user, I am an equestrian with a horse boarded at Webb Ranch in Portola Valley. I am also a long time mountain bike rider. I have done extensive trail work with MROSD and ROMP. I also do quite a bit of trail riding (on horse) in Wunderlich
- Wunderlich should remain closed to bikes. This park is heavily used by hikers and equestrians. Horses do need a safe space to ride without bikes.
- Huddart should open, at a minimum, fireroad access to Skyline. Huddart is used much less by equestrians and there are fewer encounters possible, especially on fireroads
- Cyclists NEED a SAFE route to Skyline. Currently, the only access to Skyline is via Hwy 92, Kings Mtn Rd, Old La Honda or Hwy 84. These roads have no bike lanes and are dangerous. Mountain bikes have wider handlebars and are slower than road bikes, making it more dangerous with traffic
- Richards Rd trail and Archery Fireroad (both in Huddart) could easily be open to bikes with no conflict with existing users
- Ridge trail is also a great trail that should be open to bikes. This is not a trail that gets used by equestrians or hardly anyone else. In fact, in the 50+ times I have used the trail I have met ONE hiker on the trail, that's it. I have never met an equestrian. Most of the time the trail is heavily covered in tree debris. More use would help to keep the trail clear and make it more usable. This trail also offers a safe method to connect El Corte de Madera OSP with Purisima OSP without using Skyline (very dangerous to bikes)

Please consider my inputs to this situation. Offering safe access for bicycles encourages people to get off the couch and get some exercise without endangering their lives with near misses from speeding cars.

Sincerely,
Marc LeGette
Equestrian and Mountain Bike Rider

Bring words and photos together (easily) with
PhotoMail - it's free and works with your Yahoo! Mail.

CC: Herzberg, Samuel

From: David Holland
To: Shockley, Tiffany
Date: 2/2/2006 12:58:15 PM
Subject: Re: Trail Use

Tiffany - Thanks for your comments. I will add them to the public record, as well as consider them as deliberate about the recommendation we bring to the Parks and Recreation Commission on March 2.

Dave

>>> "Tiffany Shockley" <tiffany_shockley@yahoo.com> 2/2/2006 10:52:34 AM >>>

Dear Dave,

I am both an equestrian in Woodside and an avid mountain biker and I would like to share with you my view of this issue.

I ride my MTB on hundreds of trails up and down skyline blvd and feel we have a great variety of trails to choose from.

However as an equestrian, there are only a hand full of parks in the bay area that an equestrian can take a horse. Although, there are shared use trails many of them do not have parking for horse trailers therefore making it almost impossible to use them. Also, many do not realize how much work and expense goes into trailering a horse to a site. I have had a couple of times where I could not park and it was frustrating and stressful that I could not enjoy the parks. I am very concerned not only about safety issues but about the ability to even use the trails if the parks are open to MTB.

Woodside and Portola Valley are the only horse communities left in the bayarea and they need to be preserved.

The two parks in question have paking for horse trailers and are located near one of the largest population of horses left in the bayarea.

Mixing MTB and horses is difficult as MTB riders tend ride trails fast and can easily collide with a horse going up hill. These parks are dense with forrest and many trails are not very wide which making passing difficult.

I have shared trails in the south bay with MTBs and although I have fallen off my horse due to a speeding cyclist, I find that because the trails are wider and sparse, it easier to pass and see someone coming and I support shared use on these trails.

Best Regards,
Tiffany

CC: Herzberg, Samuel

From: David Holland
To: Kranz, Charlene
Date: 2/2/2006 12:50:51 PM
Subject: Re: Biking in Woodside

Charlene - Thanks for your comments. I will incorporate them into the public record, and ofcourse our deliberations. We expect to bring a recommendation to the Parks and Recreation Commission on March 2.

Dave

>>> "Charlene Kranz" <cjk@stanford.edu> 2/2/2006 10:30:59 AM >>>

Dear Mr. Holland,

I am writing in support of equal-opportunity use of county trails in San Mateo county, most notably Huddart and Wunderlich Parks in Woodside. I would like to see the county uphold a non-discriminatory position on trail use and remember that all user groups include those who support conservation as well as those who are only thinking about themselves. I have witnessed hikers removing entire plants, roots and all, from the parks; as well as struggled not to turn an ankle on the deeply rutted, dried tracks of horses that have been ridden on muddy trails. I am a hiker, equestrian, and cyclist (both road and mountain) and have lived in Menlo Park for more that 15 years. I look forward to a day when we can find a way to keep trails safe for all users and only penalize those individuals who can't get along with others.

I regret that I am unable to attend your meetings, but I hope my comments will be taken into consideration as your group develps a Master Plan for Wunderlich and Huddart Parks' trail systems.

Best regards,
Charlene Kranz

CC: Herzberg, Samuel

From: "Luke Shenefield" <luke@43designs.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 12:41:17 PM
Subject: Huddart Park User's Meeting: pro family, pro bikes.

Dear Mr. Holland:

Thank you for holding meeting about trail access in Huddart Park. I know it wasn't easy with the attitudes and non-listening of some of the members present.

I did live in San Mateo three years ago but now am in the Monterey area. I'm a father of two girls, 6 and 8, who love to ride their bikes. I come to San Mateo to ride sometimes with my friends. I am an advocate of shared, multi-use trails, and have come up against these same issues often in my life. The equestrians are clearly the smaller, older, more moneyed and organized bunch, and the cyclists the opposite. Surely there must be a way to have them remember what they may have learned in kindergarten - that sharing is most important. Kinda tough for me to reinforce sharing when I have to tell my daughter, "We can't ride bikes in that public park because they won't let us."

I think you will agree that mountain bikers are good people who give back though trail maintenance and environmental activity. It has been proven again and again that horses do more damage to trails than bikes, so there is no argument there. You will see from other multi-use agreements around the Bay Area that shared trails work for everyone, and one loud group should not be able to restrict access to anyone, especially when they are the minority.

I urge you to further your research on this matter and allow trails for bicycles. We have parks here in Monterey County that are shared, multi-use parks. We share. County parks are for the people, and the people is everybody, and I don't mean just us "mountain bikers". More cycling access in general creates more family outings, environmental and health awareness. Anybody can go to Goodwill and get a bike for \$50. Who can get a horse, truck and trailer to carry it for that amount? Your group of naysayers is a small, elite group. They need to give back to their community.

Thank you for your further consideration on this matter.

Luke Shenefield
Salinas, CA.

>President
>Responsible Organized Mountain Pedalers
><http://www.romp.org>

>
>
>

>bikes@svbcbikes.org mailing list

>

>To unsubscribe from the SVBC discussion list or change your options, please visit
><http://lists.svbc.dreamhost.com/options.cgi/bikes-svbc.dreamhost.com/>.

>

>You can also unsubscribe via e-mail by sending a message from your subscribed e-mail account to
>subscribe@svbcbikes.org

>with the word 'unsubscribe' in the subject or body--don't include the
>quotation marks. You will be asked to confirm your request to unsubscribe for security reasons.

>

>List information:

><http://lists.svbc.dreamhost.com/listinfo.cgi/bikes-svbc.dreamhost.com>

>

>

>

>

>

CC: <wwbc@svbcbikes.org>, "svbc" <bikes@svbcbikes.org>,
<dholland@co.sanmateo.ca.us>

From: <jkerouac@speakeasy.net>
To: "Joshua" <Joshua_@wp.pl>
Date: 2/2/2006 12:33:48 PM
Subject: Re: [SVBC] Huddart / Wunderlich Master Plan meeting report

There are many on this list who do mtb, and appreciate you keeping us posted on this.
Best approach to the Town of Woodside is that bicycling in their town will exist with or without lanes and trails. Its in the interest of safety for all to have safe accomodations. I'm sure the Woodside Bakery and Robert's Market, among others, would be in support of efforts to make their town more bicycle friendly.

Pls let us know where and when the March 2 meeting will be.
Barry

Joshua wrote:

- >I was at the Huddart / Wunderlich Master Plan meeting on Tuesday night.
- >I understand that most people on this list do not mountain bike, and may
- >not be so interested in a dirt trail from Woodside to skyline. That is
- >OK. I hope you are concerned about the reputation of cyclists and the
- >sport of cycling.
- >
- >I would like to say that the town of Woodside has many residents that
- >are anti-bike. The residents of woodside at the meeting complained of
- >large group rides taking up the road interfering with vehicular traffic,
- >not obeying the traffic laws, cyclists urinating in people's yards,
- >being rude to townsfolk, scaring horses, and generally not being
- >respectful. The way they delivered this message was ironically rude,
- >insulting and disrespectful.
- >
- >While I feel that the Town of Woodside is blessed by beautiful roads
- >with bucolic views and little traffic, and that they have brought much
- >of the conflict upon themselves by not putting in bicycle lanes or
- >public restrooms, I still would like to ask you all to be courteous to
- >our neighbors in Woodside.
- >
- >I would also like to encourage you to come to the next public hearing on
- >the Huddart / Wunderlich Master Plan. I believe the next meeting will be
- >on March 2, 2006. If you cannot attend, and wish to comment on some of
- >your experiences with the residents of Woodside, or your desire for a
- >trail for bikes from Woodside to Skyline, now would be a good time to
- >send them to Dave Holland, San mateo County Parks Director, at
- >dholland@co.sanmateo.ca.us.
- >
- >If you know anyone or any club that has very large rides through
- >Woodside, please forward my email to them, so that we can help mitigate
- >these conflicts now.
- >
- >
- >
- >Warm Regards,
- >
- >
- >
- >Josh Moore

From: "Marc LeGette" <marcwlegette@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 12:32:20 PM
Subject: Woodside to Skyline Access - off pavement

Mr. Holland,

I am writing in response to the trail access meeting held in Woodside this Tuesday, Jan 31st. The local equestrian community had a strong turnout, although most of their comments were aggressive and most had no interest in listening to valid points from other user groups. I also found most equestrians to be physically aggressive towards me when they discovered I was there to support mountain bike access. As a result, my voice was not heard.

My main points are these:

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- Wunderlich should remain closed to bikes. This park is heavily used by hikers and equestrians. Horses do need a safe space to ride without bikes.
- Huddart should open, at a minimum, fireroad access to Skyline. Huddart is used much less by equestrians and there are fewer encounters possible, especially on fireroads
- Cyclists NEED a SAFE route to Skyline. Currently, the only access to Skyline is via Hwy 92, Kings Mtn Rd, Old La Honda or Hwy 84. These roads have no bike lanes and are dangerous. Mountain bikes have wider handlebars and are slower than road bikes, making it more dangerous with traffic
- Richards Rd trail and Archery Fireroad (both in Huddart) could easily be open to bikes with no conflict with existing users
- Ridge trail is also a great trail that should be open to bikes. This is not a trail that gets used by equestrians or hardly anyone else. In fact, in the 50+ times I have used the trail I have met ONE hiker on the trail, that's it. I have never met an equestrian. Most of the time the trail is heavily covered in tree debris. More use would help to keep the trail clear and make it more usable. This trail also offers a safe method to connect El Corte de Madera OSP with Purisima OSP without using Skyline (very dangerous to bikes)

Please consider my inputs to this situation. Offering safe access for bicycles encourages people to get off the couch and get some exercise without endangering their lives with near misses from speeding cars.

Sincerely,
Marc LeGette
Equestrian and Mountain Bike Rider

Bring words and photos together (easily) with
PhotoMail - it's free and works with your Yahoo! Mail.

From: "Tiffany Shockley" <tiffany_shockley@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 10:53:15 AM
Subject: Trail Use

Dear Dave,

I am both an equestrian in Woodside and an avid mountain biker and I would like to share with you my view of this issue.

I ride my MTB on hundreds of trails up and down skyline blvd and feel we have a great variety of trails to choose from.

However as an equestrian, there are only a hand full of parks in the bay area that an equestrian can take a horse. Although, there are shared use trails many of them do not have parking for horse trailers therefore making it almost impossible to use them. Also, many do not realize how much work and expense goes into trailering a horse to a site. I have had a couple of times where I could not park and it was frustrating and stressful that I could not enjoy the parks. I am very concerned not only about safety issues but about the ability to even use the trails if the parks are open to MTB.

Woodside and Portola Valley are the only horse communities left in the bayarea and they need to be preserved.

The two parks in question have parking for horse trailers and are located near one of the largest population of horses left in the bayarea.

Mixing MTB and horses is difficult as MTB riders tend ride trails fast and can easily collide with a horse going up hill. These parks are dense with forrest and many trails are not very wide which making passing difficult.

I have shared trails in the south bay with MTBs and although I have fallen off my horse due to a speeding cyclist, I find that because the trails are wider and sparse, it easier to pass and see someone coming and I support shared use on these trails.

Best Regards,
Tiffany

From: "Charlene Kranz" <cjk@stanford.edu>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 10:31:55 AM
Subject: Biking in Woodside

Dear Mr. Holland,
I am writing in support of equal-opportunity use of county trails in San Mateo county, most notably Huddart and Wunderlich Parks in Woodside. I would like to see the county uphold a non-discriminatory position on trail use and remember that all user groups include those who support conservation as well as those who are only thinking about themselves. I have witnessed hikers removing entire plants, roots and all, from the parks; as well as struggled not to turn an ankle on the deeply rutted, dried tracks of horses that have been ridden on muddy trails. I am a hiker, equestrian, and cyclist (both road and mountain) and have lived in Menlo Park for more that 15 years. I look forward to a day when we can find a way to keep trails safe for all users and only penalize those individuals who can't get along with others.

I regret that I am unable to attend your meetings, but I hope my comments will be taken into consideration as your group develops a Master Plan for Wunderlich and Huddart Parks' trail systems.

Best regards,
Charlene Kranz

From: "Barott, Julie" <Julie.Barott@Bain.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 10:22:07 AM
Subject: Public Meeting - Huddard & Wunderlich Park Master Plan, January 31, 2006

Dear Mr. Holland:

I wanted to thank you for your honest and brave attempt to have an open discussion with regard to trail access for bicycles in Huddard Park. I was in attendance at this meeting, and appreciated your trying to keep the discussion focused on the issue of trail access, despite the fear and hatred permeating the room from the equestrians. I had no idea that this kind of hatred still existed.

I am a cyclist and resident of San Mateo County. I have a vested interest in how the parks in my county are being managed, and was very startled and shocked at the possibility that one small, albeit loud, and organized user group may be allowed the power to restrict one of the largest user groups from sharing public land. Mountain biking is a large user group that has the capacity and ability to give back to the parks. If you were to review the records of other municipalities, you will see that the majority of volunteer trail workers are cyclists. The argument that cycling ruins the trails is very much overstated. Please visit Fremont Older Park in the winter time and compare the damage caused by equestrians versus that caused by bicycles. You will see the disparity immediately - horses are much more damaging. Fremont Older is a multiuse park, with many new riders - on horses as well as on bikes, runners, walkers, and people with dogs. I have been riding there for years and have NEVER had any negative experiences. Everyone has full awareness that these trails are shared and trail user behavior must be modified to accommodate all users. The horses are accustomed to bikes and I have never seen any nervous behavior. Talk to these park users and get their feedback.

The argument that cyclists will overrun the trails is also inaccurate. I attended the public hearings when San Francisco County allowed access into the Watershed at Crystal Springs Reservoir and heard the same arguments....the cyclists will overrun the trails and build new illegal trails. This has not happened, nor will it.

As a resident of San Mateo County, I strongly urge you to continue your research into allowing access for cyclists in Huddard Park. THE TIME HAS COME. The residents of Woodside should not be allowed to dictate how a county park is managed and exclude those who do not have the financial ability or desire to ride horses. Their lifestyle is not going to be affected, and allowing mountain bikes safe egress to El Corte de Madera from Huddard Park is the right thing to do for the residents of San Mateo County.

Thank you for your time.

Regards,

Julie Barott
1353 Wayne Way

San Mateo, CA 94403
(650) 578-9044 (home)
(650) 814-8271 (cell)

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From: ParksAndRecreation
To: Holland, David
Date: 2/2/2006 8:00:27 AM
Subject: Fwd: Mountain Cyclist

>>> "Dennis Lynch" <dklgiddyup@sbcglobal.net> 2/1/2006 7:42:55 PM >>>
To: Dave Holland

First of all let me say you did a great job at the meeting in Woodside last night. I know it is not easy to face all of us and keep your cool. Some people may have been a bit over the top but only because they care so much.

I did not get a chance to speak so I am dropping this quick email. I am a member of the Mounted Patrol of San Mateo County. I actually do have a mountain bike but am definitely a horse person.

I know that the new trail seems to make sense on the surface. If the bikers could magically appear there and stay on that trail, that would be great. You have to realize that a bunch of bikers going down Greer Road just will not work. In my opinion that is the real problem. The road is very narrow and could be real dangerous. There are trails to the right side on parts of the road but not the whole road. I am luck enough to have a horse that can handle almost any pressure but most are not that lucky. I am sure some accidents are going to occur on Greer if that new trail is put in.

The bikers say something is being taken away from them. What? They have never been in the park on trails. You cannot lose what you never had. Please explore the other options that were proposed last night - Edgewood or Windy Hill. They could be much better options.

Thanks for this consideration,

Dennis Lynch

From: "Henry Pastorelli" <Henry.Pastorelli@MolDev.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/1/2006 1:43:56 PM
Subject: Re: Last nights meeting

Greetings Mr.. Dave Holland,

I attended the meeting to discuss the Master Plan for Huddard Park and frankly was appalled at the behavior of many of the attendees. It was ugly and nasty.

I can't afford a house or horse in Woodside. I can afford a bike and it allows me some access to the beautiful public preserves and parks. I like to ride to trails to do long loops, often transitioning from one park to another. I also ride in the summer evenings w/a group of friends. We carpool to trail heads. It's the best. Having a trail up to skyline reduces this excessive driving and dangerous cycling exposure on Kings Mountain and highway 84. I also do a fair amount of trail work with ROMP for Midpen, SC County Parks and OSP to give something back.

Many of my cycling friends feel ignored by the San Mateo County Parks. They believe access is hopelessly restricted by well connected, rich local residents who believe certain Parks are exclusively theirs. Last night I came away with that same feeling. All "concerns" expressed last night can be addressed. Trail features can be created to slow riders. Patrol and enforcement can be used if necessary. There are many successful examples of parks and preserves where equestrians and cyclists coexist. Hopefully we can come to some logical thoughts regarding opening of this small trail segment.

thanks for listening.

Henry Pastorelli

From: Dave Moore
To: Herzberg, Samuel; Holland, David
Date: 1/31/2006 2:40:55 PM
Subject: Fwd: Huddart/Wunderlich Parks Master Plan meeting 1/31/06

FYI

Dave

>>> "Karen Rowley" <Karen.Rowley@morganplc.com> 1/31/2006 1:20:16 PM >>>

Dear Mr. Moore,

As a long time resident and horse owner in Woodside, I would like to formally support keeping the Crystal Springs Trail entrance at the end of Raymundo Road and the Flood Trail open for equestrian use. These are long established and vital trails which keep riders off dangerous streets. There is much more traffic to contend with these days and much of it is from nonresidents.

Thank you for your consideration in this matter.

Best Regards,
Karen Rowley-Shawback
125 Rocky Creek Road
Woodside

Received 1/31/06
Ollis

January 31, 2006

Mr. Dave Holland
Director
Parks and Recreation Division
San Mateo County

Re: Huddart- Wunderlich Master Plan - Trail Use

The Woodside Horse Owners Association (WHOA!) is extremely interested in the development of the Master Plan for Huddart and Wunderlich Parks with respect to use of the Parks' trails by equestrians. We are aware that there is a strong appeal from the bicycling community to open the parks to bicycles, specifically to provide cyclists with a safe access route to Skyline. While we are sympathetic with their need for such a route, we must emphatically oppose opening any of the existing trails in the Parks now used by horsemen and pedestrians to bicycles.

The issue is safety -- bicycles and horses are totally incompatible. Whereas bikes are under the control of the rider, horses are unpredictable and often act or react independently of the rider. They are inherently skittish, and fast-moving cyclists approaching from the front or from behind can be cause for panic, endangering both horse and rider -- and bicyclist as well. Already, illegal use of the trails by cyclists has resulted in serious accidents to horsemen; liability for the Parks would skyrocket were any trail to be opened for multiple use. Given today's budget constraints, increasing the liability for the County would seem unwise.

The very cultures of horsemen and cyclists are diametrically opposed. Bicyclists seem to view their sport as an athletic challenge, often riding in large groups both fast and intensely focused. Horsemen, on the other hand, most often ride alone or in small groups for the purpose simply of enjoying the silence, serenity, and beauty of our natural world. Nothing could be less compatible with the purpose of our parks than hoards of bicyclists barreling down Richards Road -- or any other trail -- and "if you allow it, they will come."

From: ParksAndRecreation
To: Alvarez, Priscilla; Herzberg, Samuel; Moore, Dave
Date: 3/8/2006 4:09:09 PM
Subject: Fwd: bicycle path in Huddart Park

>>> "Tom Wasow" <wasow@csl.stanford.edu> 3/8/2006 3:15:54 PM >>>
Dear Parks and Recreation Commission,

I am an avid mountain biker, who would love to have the opportunity to ride through Huddart Park. I am a 60-year old professional, and make every effort to be considerate, courteous, and safe when I ride. I understand the opposition from those who fear some of the rude and reckless riders that give all of us a bad name. But the way to deal with them is not to penalize all cyclists by forcing us all onto a few overcrowded trails. Rather, it is to enforce rules that will allow hikers, horseback riders, and cyclists all enjoy the beauty of our hills together, in safety.

I urge you to open a mountain bike trail and to impose sensible restrictions on mountain bikers (a moderate speed limit, helmet requirement, etc), and enforce them.

Sincerely,

Thomas Wasow

From: ParksAndRecreation
To: Alvarez, Priscilla; Herzberg, Samuel; Moore, Dave
Date: 3/9/2006 9:53:21 AM
Subject: Fwd: Bike Trails

>>> <Raymond.Tolles@uboc.com> 3/9/2006 9:24:18 AM >>>

This issue is very important, so be sure you know what you are doing. There is no mitigation for bikes on the Wooside Trails. Most bikers are responsible citizens, a few are thugs who ruin it for everyone. The thugs roar down the trails, spooking horses and hikers. They have zero respect, and they are the most foul mouthed creatures I have ever heard. They are really disgusting things. Horses and bikes do not mix. We horse-people have very few, but beautiful, places to ride. Do not ruin it. Bikers can go almost anywhere. Fiscally (practically) speaking, it is no contest. Taxes on my feed, fuel, equipment and property support more county services than all the bikers combined. Think about it. **DO NOT ALLOW BIKERS ON THE TRAILS IN WOODSIDE.**

Sincerely,

Dee Tolles
(former mayor of MP)

R. P. (Dee) Tolles, SVP
Union Bank of California
The Palo Alto Private Bank
400 University Avenue
Palo Alto, Ca. 94301
Phone 650-859-1234
Fax 650-324-1089

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Thank you.

The Almanac

Search



February 8, 2006

News - Wednesday, February 8, 2006

Popular Woodside trail closes, but should reopen soon

By Andrea Gemmet

Almanac Staff Writer

Nothing ruins a trail ride like an unexpectedly blocked trail.

The sudden closure of a popular trail leading to Huddart Park in Woodside stunned its habitués, but equestrians and hikers take heart – it should re-open by midmonth, according to David Holland, the county parks and recreation director.

Mr. Holland said he is working with Woodside officials to solve a problem with trail easements that shut down a portion of the Crystal Springs trail near Raymundo Drive in late January. The trail is especially popular with horseback riders as a connector leading to other trails.

"I'm getting about 25 to 30 e-mails a day right now," Mr. Holland said. "People have some very strong opinions."

The trail meanders across adjacent property owned by Allen and Melinda Fitch on one side and Janet and Jim Estep on the other.

However, the county has no easement agreement with the Esteps that allows public trail access, which created a liability problem for them, Mr. Holland said. After hiring a surveyor to mark their property line, the Esteps put up a temporary fence that blocks one of the winding trail's switchbacks.

Mr. Estep declined to be interviewed for this story.

It looks as though the town of Woodside is going to ride to the rescue, however. The Esteps are working with Town Manager Susan George to grant an easement to the town, and county officials are working on transferring the Fitches' easement over to Woodside as well, Mr. Holland said. The trail will then be maintained by the town of Woodside, something that both property owners prefer, he said.

"We're very lucky we have property owners willing to dedicate easements for trails," said Councilwoman Sue Boynton, the Town Council's liaison to the Trails Committee. "I think we will definitely have a nice outcome for everybody."

She said the issue is scheduled to come before the Trails Committee at its 3 p.m. meeting on Thursday, February 9. The committee meets in Independence Hall at 2955 Woodside Road.

Mr. Holland said the trail can be reopened as soon as the Woodside Town Council accepts the trail easement, tentatively scheduled for its February 14 meeting.

"We have no intent of shutting down that trail, neither Woodside nor us, and we're going to work as fast as we can to get it open," he said. "It's a very used public trail, and it's very critical to equestrians."

The San Mateo County Board of Supervisors will have to approve abandoning the trail easement with the Fitches before it can be transferred to the town of Woodside, but in the meantime the trail will continue to be managed by the county, Mr. Holland said.

"I think we have a good solution," he said.

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The Town of
Woodside

March 20, 2006

San Mateo County Parks and Recreation Commission
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Dear Commissioners:

On March 14, 2006, the Woodside Town Council adopted a formal position paper regarding the revised draft Master Plan for Huddart and Wunderlich Parks. I am transmitting that position paper to you on behalf of the Town Council.

The Town Council is adamantly opposed to the use of the lands of either Huddart or Wunderlich Park to support the addition of a trail or trails for a Regional Valley-to-Skyline Bicycle Access. The hiking and equestrian trails within these two parks have traditionally been off limits to road and mountain bicycles, pursuant to County Ordinance, and the Town Council feels strongly that any additional encroachment by bicycle users onto parks lands will seriously jeopardize the continued enjoyment and safety of the parks by hikers and equestrians. Furthermore, the Town Council is disappointed and astonished that the revised Master Plan identifies one preferred valley-to-Skyline bicycle access option, added to the Master Plan since the Commission's last public hearing in August of last year. This option would impose a serious burden on the Town of Woodside and was included in the Master Plan despite a complete lack of supporting infrastructure. The Town and its residents would be forced to deal with the results of additional traffic and parking demand, as well as the lack of necessary public sanitation facilities and the advent of increased litter along the rights-of-way.

I will be in attendance at the Commission's March 22nd meeting to represent the Town Council.

Sincerely,

A handwritten signature in cursive script that reads "Susan George".

Susan George
Town Manager

Attachment

cc: Board of Supervisors
Town Council
Dave Holland, Director, San Mateo County Parks and Recreation
Department

650-851-6790

Fax: 650-851-2195

townhall@woodsidetown.org

P.O. Box 620005
2955 Woodside Road
Woodside, CA 94062

**TOWN OF WOODSIDE
POSITION PAPER**

HUDDART AND WUNDERLICH PARKS DRAFT MASTER PLAN

On March 14, 2006, the Town Council of the Town of Woodside considered the revised version of the draft Master Plan for Huddart and Wunderlich Parks and adopted a formal position on certain aspects of its contents. There are five primary components of the Town's position:

1. Regional Valley-to-Skyline Bicycle Connection (Chapter 4)

The Town Council is adamantly opposed to the use of Huddart Park for the construction of either road or mountain bicycle trails. The Town Council does not condone the Master Plan's recommended Greer Road-South of Kings Mountain Road-Skyline Trail regional bicycle access nor any other bicycle trail proposal that encroaches upon Huddart Park property. The Town strongly urges the continuation of the County's policy of prohibiting bicyclists from hiking/equestrian trails.

Comment: The draft Master Plan includes a discussion of the desire within the bicycling community for a safe valley-to-Skyline connection for road bikes and mountain bikes for those who wish to access the roads and mountain biking trails located west of Skyline. The revised plan includes nine options for accomplishing this, three of which involve the use of County park lands. The plan clearly notes that no analysis has been undertaken to determine the feasibility of any of these options (note that the eighth option, which appears to be Alpine Road, is mislabeled "Old La Honda Road"). It also notes that other options may exist. One of these nine options is recommended for approval (the Greer Road-South of Kings Mountain Road-Skyline Trail option). The specific recommendations in the prior version of the Master Plan have been eliminated. The Town Council continues to be supportive of these now discarded recommendations, specifically:

- "A separate planning effort should be undertaken by the Town of Woodside and the San Mateo County Department of Public Works to arrive at a viable solution to this regional issue."
- The County Department of Public Works, the Towns of Woodside and Portola Valley, MROSD, other agencies, bicycle organizations and committees, and other interested individuals should work together to arrive at a preferred solution."

The Town Council is supportive of a collaborative approach to identifying a viable valley-to-Skyline alternative that does not utilize the lands of either Huddart or Wunderlich Park. The traditional use of the parks by hikers and equestrians should be protected from the intrusion of new and incompatible uses, such as road and mountain biking.

2. Trail, Trail Entrance, and Creek Crossing Closures and Prohibitions (Chapters 4 and 8)

All existing trails and trail entrances in Huddart and Wunderlich Parks should be retained, including the creek entrances for the Crystal Springs Trail and the private Flood Property trail.

Comments: Chapters 4 and 8 of the Draft Master Plan include recommendations to take the existing Crystal Springs Trail entrance out of service and to prohibit instream crossings of West Union Creek from the private trail on the Flood Property and at other locations along the creek. The basis for these recommendations is twofold. First, the Draft Master Plan describes the Crystal Springs Trail easement that runs from Raymundo Drive to the park as suffering from "severe drainage and erosion problems" that can not be solved within the confines of the twenty-foot easement. Subsequent to the publication of the revised draft Master Plan, the Town, the County, and the involved property owners have worked together to shift the trail easement(s) from the County to the Town. The Town is

TOWN OF WOODSIDE POSITION PAPER

HUDDART AND WUNDERLICH PARKS DRAFT MASTER PLAN

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committed to correcting whatever drainage and erosion problems may exist in order to ensure the continued use of this valuable trail.

The second justification for these recommendations is that horse crossings of the creek are contributing to a sedimentation and erosion problem, which threatens the steelhead trout, although there is little evidence provided in the draft Master Plan to support the recommended "solution" of prohibiting instream horse crossings. Chapter 8 of the plan includes an observation that the "Crystal Springs Trail horse trail crossing and the nearby crossing to the Flood property appear to be significant sources of sediment input to West Union Creek." This is based upon a survey of the creek that revealed that the channel downstream of these trails contains substantially more sediment than upstream. However, the plan does indicate that "other possible sources of significant sediment input in this reach are two large partially stabilized slides, a raw slump and eroded streambank, and an ephemeral tributary that has headcut about 30 feet back from the creek channel." These other seemingly major sources of sedimentation are outside of the park's boundaries and no investigations have been made to determine the extent of their contribution to the problem. Additional analysis is warranted to identify whether instream horse crossings actually have any measurable impact on the creek's sedimentation and erosion problem before the draconian measure of prohibiting these crossings is implemented.

The Town has made note of the correlated recommendations that efforts be undertaken to identify new crossing locations and to build new trail bridges. The revised draft document also indicates that the Town supports the concepts of building bridges across West Union Creek at key points. The Town Council's position is that it is in full opposition to the prohibition of in-stream horse crossings and prefers that equestrians be allowed to continue to across the creek without the need for bridges. Any specific proposal to construct bridges across West Union Creek would only be considered by the Town if and when the option of in-stream crossings has been eliminated.

3. **Bay Area Ridge Trail (BART) Alignment on West Side of Skyline Boulevard (Chapter 4)**
Establish a Bay Area Ridge Trail alignment on the west side of Skyline Boulevard that would be open to bicyclists, linking the Corte Madera and Purisima trail systems, at a minimum.

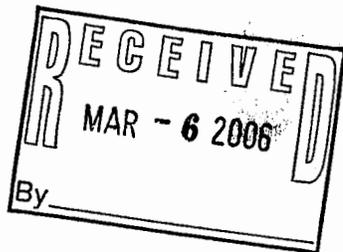
Comments: Chapter 4 of the draft Master Plan includes a recommendation that the County work with the Bay Area Ridge Trail Council, the Midpeninsula Regional Open Space District (MROSD), and other interested bicycling organizations to investigate the establishment of a BART alignment on the west side of Skyline Boulevard that would be open to bicycles. The Town is fully supportive of this recommendation.

4. **Trail User Education**

The Town strongly believes that trail user education should be stressed to increase trail safety awareness and that all trail use rules, especially bicycle trail rules, should be vigorously enforced.

5. **Other Matters and Concerns**

The Town will continue to monitor the evolution of the draft Master Plan as it moves to the Board of Supervisors. Because the environmental review of the draft plan will follow the Board's public hearings, the Town may identify additional areas of concern at a later point. There are many recommended actions within the draft plan that may have negative impacts upon the Town and its residents. These issues may be the subject of future communications from the Town.



Andrew MacLeod
Suite 51, 615 Blossom Hill Rd.
Los Gatos, CA 95032
Feb 28/2006
Name, Address & Date

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Please include my comments below in Huddart & Wunderlich Master Plan.

Check boxes:

- I strongly support a North - South trail corridor open to cyclists, such as the Skyline Trail.
- I strongly support an East - West trail corridor open to cyclists, such as the proposed Squealer Gulch alignment.

I believe San Mateo County Parks and Recreation should do this for the following reasons.

- Huddart and Wunderlich are county parks. They are not City of Woodside parks. All San Mateo County residents should be able to enjoy these parks on a mode of transport of their choosing. Not allowing bikes is economic discrimination.
- The Bay Area Ridge Trail is a multi-use trail. The current alignment is not multi-use and drops halfway down to the coast. San Mateo County should support the BARTC by having a multi-use alignment on its lands. BARTC is a wealthy organization and may have funds to help improve and sustain a Ridge Trail alignment.
- San Mateo County Parks has roughly 15,000 acres of parks. About 5% of the trails are open to cyclists and most of these are paved. This is not the experience that mountain bikers are looking for, and is not fair to the mountain bike community of San Mateo County. The number of off-road cyclists is growing faster than other user groups.
- As the population of California and the Bay Area grows, the number of trail users increases proportionally. Opening trails to bikes will provide a legal alternative, and I believe will reduce infractions and create a safer trail system.
- Diabetes and obesity is quickly becoming an epidemic among today's youth. Exercise is a great way to combat diabetes, and kids think cycling is fun - more fun than hiking or running.
- In many places, horses and bikes seem to mix just fine. MROSD Fremont/Older and Redwood Park in the East Bay are good examples of successful multi-use trails.

Other comments here

Thanks for your consideration,

From: ParksAndRecreation
To: Herzberg, Samuel; Moore, Dave
Date: 3/6/2006 10:55:37 AM
Subject: Fwd: Proposed Changes to Huddart Park

>>> <WAJ302864227@aol.com> 3/5/2006 9:10:31 PM >>>

I can't believe the changes you are contemplating. As a resident of Woodside for over 20 years and La Honda for another 20, you will forever change the character of this unique area. You will turn it into another Park like we have in Oakland, San Jose or San Francisco. This area has a rural Park and a lot of the area surrounding it is rural private homes. There is no infrastructure to support this kind of restructuring. By closing some of the trails that have been used since before my parents were born (I'm 66) you will be doing the surrounding community a real disservice. Fortunately I think the Board of Supervisors will never let this happen. But I hope this does not have to go that far.

William and Nora Johnson
Po Box 239
La Honda 94020
650-747-0513

From: "George Haye" <geohaye@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 3/4/2006 9:47:39 AM
Subject: Please increase mountain bike access; support multi-use Bay Area Ridge Trail additions

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Dear Mr. Holland,
As a Los Gatos resident, I do quite a bit of business in San Mateo County, and let's just say I love it. I am writing to encourage you to:

- 1) open a North-South trail corridor to cyclists, such as the Skyline Trail; and
- 2) open an East-West trail corridor to cyclists, such as the proposed Squaler Gulch alignment.

There is a sometimes misunderstanding among land managers, and hikers, Sierra Club folks, etc, that mountain bikers are bad. But, in fact, we are essentially all striving for the same goals. In fact, we need to work together: Mountain bike riders are the new "hikers". We are and will work to protect public lands from development and degradation. I have many friends of the 50, 60 year old variety who are traditional "Sierra Club" type hikers. And I have friends of the 20 and 30 and 40 year old variety that are the exact same in terms of interest in protecting and enjoying our trails -- except that the younger generation uses mountain bikes while the older generation uses hiking boots.

San Mateo County should support the Bay Area Ridge Trail and allow multi-use alignment on their lands. They currently do not -- the only multi-use trail drops all the way halfway down to the coast. Please support these proposed new trails.

Only 5% of San Mateo County's trails are open to bikes. This is not in alignment with the social realities any longer -- mountain biking is a healthy activity that is growing more rapidly than any of the other user groups in your parks. We shall work together. Let's do it now!

Regards,
George Haye
13766 Long Ridge Road #A
Los Gatos, CA, 95033

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<http://mail.yahoo.com>

From: "Gustavson" <gustavson@sbcglobal.net>
To: <dholland@co.sanmateo.ca.us>
Date: 3/3/2006 6:20:11 PM
Subject: Open San Mateo County Trails to Bikes

Dear Mr. Holland,

I am sending you this email to express my support with increasing trail access to mountain bikes within the San Mateo County Park network. I have been a resident of San Mateo County all my life being raised in Hillsborough and now have a home in San Mateo. I have been an avid mountain biker since 1987 and have always longed for the day when I could throw my leg over my bike and pedal up the trails on the East side of the Skyline mountain range through Huddart park. I do enjoy riding in the few parks that have legal trails but would be ecstatic if I could ride through the many parks within Woodside that are currently the domain of hikers and equestrians. These are unique and beautiful areas that should not be the exclusive domain of a few user groups.

I have ridden in many areas around the country that have multi-use trails shared by all users and have found that these groups can share the same trails in a respectful way. I understand that you can influence our access into these parks and are working with various groups to review and recommend some recently proposed routes through Huddart Park and Wunderlich parks. Please help us obtain this access. If allowed I will ensure that my fellow riders will respect and adhere to the rules and regulations on the use of these trails.

Here are some of the reasons to support opening access (from ROMP)

a.. Huddart and Wunderlich are county parks. They are not City of Woodside parks. All San Mateo County residents should be able to enjoy these parks on a mode of transport of their choosing. Not allowing bikes is economic discrimination.

a.. The Bay Area Ridge Trail is a multi-use trail. The current alignment is not multi-use and drops halfway down to the coast. San Mateo County should support the BARTC by having a multi-use alignment on its lands. BARTC is a wealthy organization and may have funds to help improve and sustain a Ridge Trail alignment.

a.. San Mateo County Parks has roughly 15,000 acres of parks. About 5% of the trails are open to cyclists and most of these are paved. This is not the experience that mountain bikers are looking for, and is not fair to the mountain bike community of San Mateo County. The number of off-road cyclists is growing faster than other user groups.

a.. As the population of California and the Bay Area grows, the number of trail users increases proportionally. Opening trails to bikes will provide a legal alternative, and I believe will reduce infractions and create a safer trail system.

a.. Diabetes and obesity is quickly becoming an epidemic among today's youth. Exercise is a great way to combat diabetes, and kids think cycling is fun - more fun than hiking or running.

a.. In many places, horses and bikes seem to mix just fine. MROSD Fremont/Older and Redwood Park in the East Bay are good examples of successful multi-use trails.

I hope that you consider my email when making decisions and recommendations affecting mountain bike access to these parks and changes to existing trails. If you would like to discuss my views on this matter feel free to send me an email at hans.gustavson@sbcglobal.net or call me at 650.685.8016.

Sincerely,

Hans Gustavson
San Mateo County Resident

Alice Arntsen
320 Kings Mt. Rd.
Woodside, CA 94062
650-851-0138
March 1, 2006

Dear *Mr. Holland*:

I am writing to encourage you to vote against building a bike trail in Huddart Park. As a Woodside resident for 45 years I feel it would be extremely detrimental to the town of Woodside. For both the local law enforcement units and the park ranger staff, it will put a burden on law enforcement for which neither the town of Woodside nor the park have the funds to supply. As a former horse back rider, I consider such a trail would be hazardous for horses in the park as well as for hikers. Please take the time to consider the safety for all.

In recent years, books have been published which tout Woodside as a great place to ride. On the recommendation of those books hordes of bikers have taken to our roads, riding alone, or in packs of twos, threes, tens and literally fifty to a hundred. To make an educated decision, you should experience this for yourselves. You may come to Tripp Rd. and Kings Mt. Rd. any Saturday morning between the hours of 8:00 and 10:00 to see one of the packs terrorize anyone who happens to be on the road at the time. The packs are particularly bad on Saturdays, Mondays, and Wednesdays.

Should the bike trail be constructed in Huddart Park, it will add to those who swarm to Woodside to ride their bikes. Our local law enforcement officers are not able to handle the huge number of bicyclists who flaunt the vehicle codes. I know the park is already short handed and to add yet one more area that needs policing is short sighted. As it is, there are bikers using the park illegally knowing the park is short on rule enforcement staff. Will you really be able to control a population who is by and large totally rude and thinks rules are there to be broken? If they think that someone is in their way, they feel very free to "give them the finger."

As someone who lives close to the park, I cringe at the thought that bikes will be allowed in Huddart. I urge you to vote against building a bike trail in Huddart Park. While the bicyclists argue that it is separate from the rest of the trails, I believe that once that trail is in, they will be like kids in a candy shop and won't be able to resist the rest of the trails. Funds would be better used to fix the trails on Windy Hill which are already there for bikers. This would disperse the bicyclist population between two communities and keep Huddart safe for horses and hikers.

Sincerely,

Alice A. Arntsen

Parks Commissioners, San Mateo County
Dave Holland, Director, Parks and Recreation Division
Sam Herzberg, Senior Planner, County of San Mateo

Dear Parks Commissioners, Mr. Holland, Mr. Herzberg,

We are very concerned about the possible change in park rules that may allow bicyclists into the parks legally. One trail, devised with the best intentions, will increase illegal use of all trails, which is already a serious issue. The following letter is similar to one we wrote in April, 2005, on the same subject.

Robert and I founded the Friends of Huddart and Wunderlich Parks in 1996 to provide assistance to park rangers through park support activities and to develop environmental education activities for children. Our docent lead programs have grown significantly over the last 3 years.

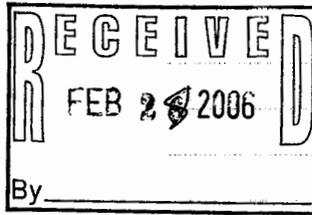
Our main concern is that we believe that bicyclists and children do not mix in a park setting such as Huddart & Wunderlich parks. The very goal of having groups of children learn about nature and the serene environment of parks in general is jeopardized by having bicyclists, frequently in groups, share the fragile trails. These are the very trails that we are trying to teach the children the value of not disturbing. A child examining a banana slug on Richard's Road doesn't have a chance against a bicyclist riding down the trail. The Friends is not the only environmental group that brings children into the parks. The Environmental Volunteers, the Girl Scouts, church groups and others would all be heavily impacted. To allow cyclists on one trail would be counter to what the parks themselves say they are – an environmental organization .

As we know, cyclists are “not allowed” in the parks now, yet both Robert and Susan see cyclists illegally using the trails. Robert has had 3 incidents in which he had to jump off the road in Huddart to avoid a cyclist coming down the trail (one on Crystal Springs Trail and 2 on the Dean Trail). He says they seem to prefer the trails when they are muddy as they can turn, spray mud, and, it appears, be excited by the experience. When reminded that they are not allowed on these trails, the response is generally not polite. If cyclists are using the trails illegally now, what will happen if they are given legal access to one trail. We have no reason to think they will not expand their illegal use of all trails. Robert wonders how the county will deal with the fiscal responsibility when the inevitable lawsuits emerge, even if only 1% of cyclists exhibit irresponsible behavior. In addition, with tight staffing, the county does not have the manpower to deal with policing traffic.

If the well thought out guidelines that prohibit cyclists in these precious parks change, it will, in our opinion, bring into question the ability of the Friends to carry out their environmental education mission.. We are writing not as an official opinion of the Friends, rather as its founders. Thank you very much for your time and consideration.

Susan Lang and Robert Levenson

Co-Founders, Friends of Huddart and Wunderlich Parks



Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Please include my comments below in Huddart & Wunderlich Master Plan.

- I strongly support a North - South trail corridor open to cyclists, such as the Skyline Trail.
- I strongly support an East - West trail corridor open to cyclists, such as the proposed Squealer Gulch alignment.

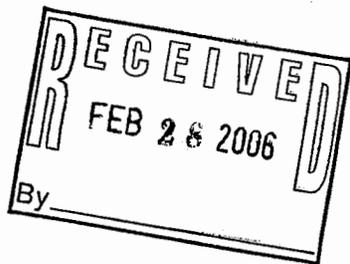
I believe San Mateo County Parks and Recreation should do this for the following reasons.

- Huddart and Wunderlich are county parks. They are not City of Woodside parks. All San Mateo County residents should be able to enjoy these parks on a mode of transport of their choosing. Not allowing bikes is economic discrimination.
- The Bay Area Ridge Trail is a multi-use trail. The current alignment is not multi-use and drops halfway down to the coast. San Mateo County should support the BARTC by having a multi-use alignment on its lands. BARTC is a wealthy organization and may have funds to help improve and sustain a Ridge Trail alignment.
- San Mateo County Parks has roughly 15,000 acres of parks. About 5% of the trails are open to cyclists and most of these are paved. This is not the experience that mountain bikers are looking for, and is not fair to the mountain bike community of San Mateo County. The number of off-road cyclists is growing faster than other user groups.
- As the population of California and the Bay Area grows, the number of trail users increases proportionally. Opening trails to bikes will provide a legal alternative, and I believe will reduce infractions and create a safer trail system.
- Diabetes and obesity is quickly becoming an epidemic among today's youth. Exercise is a great way to combat diabetes, and kids think cycling is fun - more fun than hiking or running.
- In many places, horses and bikes seem to mix just fine. MROSD Fremont/Older and Redwood Park in the East Bay are good examples of successful multi-use trails.

Thanks for your consideration,
SAL D.
P.O. BOX 391182
MT. VIEW, CA 94039

E-MAIL: TREK SINGLETRACKER@GMAIL.COM

Sal D.



G MEYNER
927 MAE DUFF CT
S J CA 95127

Name, Address & Date

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Please include my comments below in Huddart & Wunderlich Master Plan.

~~Check boxes.~~

- I strongly support a North - South trail corridor open to cyclists, such as the Skyline Trail.
- I strongly support an East - West trail corridor open to cyclists, such as the proposed Squealer Gulch alignment.

I believe San Mateo County Parks and Recreation should do this for the following reasons.

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- In many places, horses and bikes seem to mix just fine. MROSD Fremont/Older and Redwood Park in the East Bay are good examples of successful multi-use trails.

Other comments here

Thanks for your consideration,

A handwritten signature in black ink, appearing to be "Dave Holland", with a long horizontal line extending to the right.

From: "Mike Vandeman" <mjvande@pacbell.net>
To: <dholland@co.sanmateo.ca.us>
Date: 2/28/2006 4:07:55 PM
Subject: Mountain Biking in San Mateo Parks

Please don't be fooled by the mountain bikers' propaganda! One glance at a mountain bike, with its rugged build and knobby tires, will tell you that it's up to no good. It "says", nonverbally, but loudly and clearly, that the rough treatment of natural areas is okay. Of course it's NOT okay! Mountain bikes are built tough because normal bikes can't take the pounding they would get on trails. But, by Newton's third law of physics, the pounding they receive is IDENTICAL to the pounding they apply to the trail (and any roots, plants, or animals run over). Since I was a child in the Boy Scouts, I was taught to practice minimal-impact recreation. Mountain biking is NOT low-impact recreation. It accelerates erosion, creates V-shaped ruts, kills small animals and plants on and next to the trail, extends humans' reach into wildlands, and drives wildlife and other trail users out of the parks. What's good about THAT? For the science on mountain biking impacts, see <http://home.pacbell.net/mjvande/scb7>.

Mike Vandeman, Ph.D.

===

I am working on creating wildlife habitat that is off-limits to humans ("pure habitat"). Want to help? (I spent the previous 8 years fighting auto dependence and road construction.)

<http://home.pacbell.net/mjvande>

Parks Commissioners, San Mateo County
Dave Holland, Director, Parks and Recreation Division
Sam Herzberg, Senior Planner, San Mateo County

February 18, 2006

Dear Parks Commissioners, Mr. Holland, and Mr. Herzberg,

I am writing to express my concern, as an equestrian who keeps her horse on Tripp Rd., about the amount of traffic that would be generated along Tripp Road and Greer Road in Woodside if the proposed trail is implemented for bicycles. Already Woodside is a "destination resort" for bicyclists and, especially on weekends, causes enormous congestion throughout town. On weekdays, there are already groups of cyclists that ride through Woodside, the most notable being the group that rides during lunchtime that numbers approximately 30-40 cyclists. As an equestrian, I plan my day so that I am not riding on Tripp Road between 12:15 and 12:45 PM any weekday.

On both weekdays and weekends, cyclists park their cars all along Tripp Road on the equestrian trails. This means that I and other equestrians have to ride down the middle of the road. Other cyclists then ride and yell (I am not exaggerating) at us to get off the road.

Greer Rd. is no better. This is a narrow rural lane and the numbers of cyclists that would be funneled down this road to access the proposed trail would be unacceptable for any resident or equestrian.

The bottom line is that cyclists do have other available routes to Skyline, and I would suggest re-visiting the possibility of a bike trail on Alpine Rd. Equestrians have no other available routes to access Huddart Park. Cyclists generally do not live in Woodside but drive in to "park/ride". We do not oppose bicycles and wish for everyone to have a safe and enjoyable experience in our parks. For the safety and enjoyment of all concerned, these county parks should remain as they have been – a haven for the pedestrian, runner, or equestrian.

Gilbert Richards in his book, Crossroads, wrote of the area around Wunderlich and Huddart Parks:

"..Within its cool shadows the hiker, equestrian or birdwatcher may wander in an atmosphere of ages ago. Perhaps with luck this arrangement will continue."

Yes, with luck and wise stewardship by the county of San Mateo.

Thank you for your time and consideration.

Sincerely,

Susan Lang, 250 Hardwick Road, Woodside & Hermes, the horse, at 3573 Tripp Rd.

From: "Alex Fernandez" <alexanderfernandez@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/17/2006 8:03:29 PM
Subject: bike access

Dear Mr. Holland,

I was going to send you a form letter with all the pertinent points my mountain bike community would like me to touch on. Instead, I am simply going to express my love for the trails in San Mateo County and my belief that mountain biking is and should be a viable recreational opportunity on these trails. I have been riding for 12 years on the MROSD trail system and have truly enjoyed the incredible outdoor experience these trails offer. My great wish is that the trails of San Mateo County Parks will open up allowing me and my family to have an exciting and rewarding experience doing something we love. I also would greatly appreciate an alternative to riding my bike on roadways that are often crowded with cars whose drivers are unsympathetic to someone trying to navigate the peninsula roadways by bike.

I urge you to seriously consider the needs of the mountain biking community in all decisions relating to the park system.

Sincerely,
Alex Fernandez
Garden Manager, Filoli Center

Alex Fernandez

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From: ParksAndRecreation
To: Moore, Dave
Date: 2/21/2006 8:26:37 AM
Subject: Fwd: Huddert Park Bike Trail

>>> <Starfilly04@aol.com> 2/16/2006 9:24:55 PM >>>

Hello,

My name is Cami Pease. I am 15 years old, and I am an avid trail horse rider. I attended the meeting held in January, where equestrians outnumbered the bikers at least 10 to 1. However, the way you are continuing with the idea of a new bike trail through Huddert Park makes me think that our many arguments have fallen on deaf ears, especially the petition handed in by Carol Goodstein of Spring Down Equestrian Center. I take weekly lessons at Spring Down, so I know how passionately Carol feels about this issue. I wish you would take a look at some of the arguments presented in the front office window, as I believe they are sound and worthwhile arguments.

Here are a few of the issues that I believe you should hear:

1. Travel Issues - The bikers stated at the meeting that their trails were being closed down too, and that they didn't want to commute. I understand where they are coming from, but lets take a look at the logic of that argument. The bikers don't want to put their bike (worth about a couple of hundred dollars to a thousand dollars) into the trunk of a car and drive 20 or 30 minutes to a more suitable trail. Instead, they are asking horse owners to load their animals (worth about a couple thousand dollars to buy, not to mention food, vets, shoeing and maintenance) into a trailer and drive even farther, due to the lack of equestrian trails in the near proximity, to ride on crowded trails. Because trailer accidents are twice as likely to occur then car accidents, according to the National Road Accidents Association, I believe it is far more risky and possibly damaging to put a horse in a trailer then to put a bike in a car.

2. Speed and Accidents - At the meeting, I heard numerous equestrians state that their horses had been severely spooked due to bicyclists, some resulting in accidents that required hospital trips. When was the last time you heard of a fast paced biker being injured by the leisurely walking or trotting equestrians? I haven't hear of any so far.

These are the two top concerns of mine that I didn't feel got represented in the meeting in January. Please review this e-mail and hopefully reconsider your regretful decision.

Thank you
Cami Pease

CC: Holland, David

February 16, 2006

Mr. Dave Holland
Director
Parks and Recreation Division
San Mateo County

Re: Huddart- Wunderlich Master Plan - Trail Use

Dear Dave:

Having attended the information meeting in Woodside last week regarding your proposed bicycle trail in Huddart Park, we members of the Woodside-area Horse Owners Association (WHOA!) are motivated to submit our observations and comments. First of all, we commend your effort to respond to the dictate from the Parks and Recreation Commission to examine the options for a viable bicycle trail to Skyline from Woodside or Portola Valley. At first glance, the designation of a trail through the portion of Huddart Park on the south side of Kings Mountain Road seems eminently reasonable. However, more intensive examination elicits a number of concerns regarding the impacts of such a trail route.

The equestrian community at large, we submit, strongly supports the creation of a legal designated bicycle trail – not only because the need for a safe route to Skyline for cyclists is obvious, but also in order to alleviate the conflict between horsemen and bicyclists that now occurs as a result of illegal use of the trails in Huddart and Wunderlich. However, the south side of Kings Mountain does not seem to be the best possible route – for a number of reasons.

First, there is already an existing equestrian trail on the south side of Kings Mountain maintained by the Town of Woodside from Entrance Way to the point where it crosses over into the Park. The trail along Kings Mountain continues up through this less developed part of the Park and eventually connects with trails that permit equestrian access into the Teague Hill preserve of MROSD. The potential conflict between the proposed bicycle trail and these existing horse trails was not addressed in your presentation – and poses a serious concern. Further, the crossing over Kings Mountain into Huddart and onto the Archery Fire Trail, and thence up to the horse trail along Skyline poses a direct conflict with pedestrians and equestrians that may be difficult to resolve.

In addition, the most serious impact of the proposed trail may be on the Town of Woodside and its residents in the vicinity. You presented no plan for the staging area of this trail – where will bicyclists park their vehicles, and how will the trail be accessed? If bicycle access is envisioned along Greer Road, the residents of that narrow lane will be severely affected – as will users of the equestrian trail along its edge. Inevitably, there will also be increased conflict on Tripp Road, where bicyclists already compete with horsemen and cars for narrow pavement and commonly park their vehicles off-road on the horse trail.

In order to avoid these potential difficulties and expedite the creation of a viable trail, we would like to suggest that you revisit the option of establishing a bicycle route on the existing "thoroughfare" of Alpine Road in Portola Valley. You did not adequately explain why that option was dismissed, but we submit that it offers an exemplary solution. The old road exists and apparently is now used by bicyclists. A staging area could easily be accommodated with little impact on the community of Portola Valley. The route leads to MROSD preserves on the west side of Skyline that are open to bicyclists. Conflict with equestrians would be minimal or nil, and Alpine Road would offer a second route to Skyline that, in conjunction with the existing Windy Hill Open Space/Spring Ridge Trail currently open to cyclists, creates a superior circular loop for mountain bikers. Furthermore, we should think the Alpine route could be improved for cyclists with minimal expense and far more quickly – totally independent of the Huddart-Wunderlich Master Plan.

We strongly urge you to give serious consideration to Alpine Road as a viable and immediate alternative to your proposed Kings Mountain trail – with all its adverse and considerable impacts on equestrians and the Town of Woodside. We shall appreciate your sharing these thoughts – as well as our letter of January 31st – with the members of the Parks and Recreation Commission. Thank you for your attention.

Respectfully,

WHOA! Executive Committee:

Donna Poy, Chairman
3985 Woodside Road
Woodside

Carroll Ann Hodges
1367 Canada Road
Woodside

Alexis Bartlo
638 Woodside Way
Woodside

Susan Kay Lang
250 Hardwick Road
Woodside

Jo Egenes
164 Olive Hill Lane
Woodside

Mary Fentress Hall
675 Mountain Home Road
Woodside

Rebekah Witter
1 Montelena Court
Woodside

From: "Michael Feary" <mfeary@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/7/2006 12:24:03 PM
Subject: jan 31 public trail use hearing

Dave-

As a San Mateo County tax payer, I was surprised to find out that there was a public meeting last week on the opening of a public use trail in Huddart Park. I was actually informed by a Santa Clara county resident, and I would have attended the meeting, had I known.

As a mountain biker, I am concerned about what I have heard coming out of this meeting. As a scientist, I am concerned about what appears to be a biased representation of public opinion. As a tax payer, I am surprised about the lack of resources for cyclists in San Mateo County.

I would like to be able to voice my opinions in favor of opening the trail for mountain bikers. In all of my bike-horse encounters, I have not yet had a bad experience with a horse. The only bad encounter I know of involved a friend who was road cycling, and was charged by a horse from the opposite side of the road. This, admittedly single data point, indicates a problem with horse control rather than a cyclist instigating an incident.

As I understand it, there will be another meeting on March 2 on the same topic. Could you confirm this date? Also, is there a mailing list that I should be on to be informed of these meetings?

Thanks for your time.
Michael Feary

mike

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From: "Ken Rheume" <krheume11@yahoo.com>
To: <dholland@co.sanmateo.ca.us>, <krheume11@yahoo.com>
Date: 2/7/2006 11:00:07 AM
Subject: Public Meeting on January 31st in Woodside - re: Proposed new trail

Dave

Good Morning! I've been encouraged to voice my opinion on the new proposed trail in Woodside, so here goes.

I've been in the Bay Area for over 8 years and love the fact that we have access to such great trails so close to home. I'm an avid mountain biker, runner and triathlete and feel I've used these trails in many different capacities. I could go off on the equestrians, hikers, bikers, etc, and complain about how everyone isn't behaving the way I want them to. Bottom line is, we ALL need to learn how to SHARE the trails and learn that we can't have things our way. Its time for people to realize that we all need to learn how to co-exist together, instead of shutting out those who doesn't behave the way we want them to. I'll leave it at that and just say I really would love to have a new biking trail in the Bay Area. I will consciously make an effort to be more curious and friendly to my fellow trail users, regardless of how they use the trails.

Sincerely
Ken Rheume Age: 42
cell 408-718-1167

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PhotoMail - it's free and works with your Yahoo! Mail.

From: "vonhaagendaz" <lindavanderhule@sbcglobal.net>
To: <dholland@co.sanmateo.ca.us>
Date: 2/7/2006 10:55:09 AM
Subject: San Mateo Trail Use Guiding Principles

I am a mountain biker.
I am a hiker.
I use to own a horse and was a rider.

That said I hope that you understand where my comments on this subject come from. I have lived in this area for 46 years and have had the opportunity to enjoy all the county parks. It is alarming however, when the parks we support in our taxes are not open to us to enjoy in whatever manner we may like. This issue between the equestrians and the bikers sharing the trails is blown out of proportion by equestrians.

I live in the Cupertino area. I hike and mountain bike along with the equestrians in Fremont Older and the adjoining Steven Creek County Park all the time. There is a high volume of mountain bikers in that area because it is very close in to the valley. There also is Garrod Riding Stable adjoined to the trails. You will see people out there riding horses that never have ever been on a horse before. The mountain bikers and the hikers and the horses all share the trails with complete politeness and a respect. If sharing the trails can work so well in one area. Why are there so many problems in Woodside?????

Open the parks to everyone. Let us enjoy the place we live in. It's for everyone, not just a selected group.

~Linda Vanderhule

From: "Rachel Legree" <rlegree@ci.emeryville.ca.us>
To: "Koutz, Dianne E." <DEKoutz@SolanoCounty.com>, "Rhea.Laurie" <Laurie.Rhea@ftb.ca.gov>, "Leslie Laudon" <LLaudon@waterboards.ca.gov>, <madeline.celoni@acgov.org>, <SHerzberg@co.sanmateo.ca.us>, <jrasmussen@ebparks.org>, "Crowe.Lisa" <Lisa.Crowe@ftb.ca.gov>
Date: 2/7/2006 9:48:15 AM
Subject: RE: Team Meeting

That's the place 1333 Park Ave. Emeryville 94608

-----Original Message-----

From: Koutz, Dianne E. [mailto:DEKoutz@SolanoCounty.com]
Sent: Tuesday, February 07, 2006 9:36 AM
To: Rachel Legree; Rhea.Laurie; Leslie Laudon; madeline.celoni@acgov.org; SHerzberg@co.sanmateo.ca.us; jrasmussen@ebparks.org; Crowe.Lisa
Subject: RE: Team Meeting

9:00 am to 2:00 pm is on my calendar. Will the meeting be at the Emeryville City hall?

Dianne E. Koutz
Central Services Manager
Solano County
675 Texas Street, Suite 2500
Fairfield, CA 94533
Phone: 707-784-3105
Fax: 707-422-9770
E-mail: dekoutz@solanocounty.com

-----Original Message-----

From: Rachel Legree [mailto:rlegree@ci.emeryville.ca.us]
Sent: Tuesday, February 07, 2006 9:33 AM
To: Koutz, Dianne E.; Rhea.Laurie; Leslie Laudon; madeline.celoni@acgov.org; SHerzberg@co.sanmateo.ca.us; jrasmussen@ebparks.org; Crowe.Lisa
Subject: RE: Team Meeting

Ok - clearly everyone else gets in earlier than I do. The 27th works, I reserved a conference room and can coordinate lunch for us. Let's all bring calendars & work on later dates at that point? Also please bring your good ideas, videos, and books but leave those peace pipes at home. As for time how about 9am to around 2? If you are commuting in please let me know what works best for you.
Rachel

-----Original Message-----

From: Koutz, Dianne E. [mailto:DEKoutz@SolanoCounty.com]
Sent: Tuesday, February 07, 2006 8:59 AM
To: Rhea.Laurie; Leslie Laudon; madeline.celoni@acgov.org; Rachel Legree; SHerzberg@co.sanmateo.ca.us; jrasmussen@ebparks.org; Crowe.Lisa
Subject: RE: Team Meeting

I'll put the 27th on my calendar.

Dianne E. Koutz
Central Services Manager
Solano County
675 Texas Street, Suite 2500
Fairfield, CA 94533
Phone: 707-784-3105
Fax: 707-422-9770
E-mail: dekoutz@solanocounty.com

-----Original Message-----

From: Rhea.Laurie [mailto:Laurie.Rhea@ftb.ca.gov]
Sent: Tuesday, February 07, 2006 8:57 AM
To: Leslie Laudon; madeline.celoni@acgov.org;
rlegree@ci.emeryville.ca.us; SHerzberg@co.sanmateo.ca.us;
jrasmussen@ebparks.org; Crowe.Lisa; Koutz, Dianne E.
Subject: RE: Team Meeting

works for me

-----Original Message-----

From: Leslie Laudon [mailto:LLaudon@waterboards.ca.gov]
Sent: Tue 2/7/2006 8:47 AM
To: madeline.celoni@acgov.org; rlegree@ci.emeryville.ca.us;
SHerzberg@co.sanmateo.ca.us; jrasmussen@ebparks.org; Rhea.Laurie;
Crowe.Lisa; DEKoutz@SolanoCounty.com
Cc:
Subject: RE: Team Meeting

The 27th is better for me.

>>> "Jeff Rasmussen" <jrasmussen@ebparks.org> 2/7/2006 8:20 AM
>>>

I'm am available for both.

Jeff Rasmussen, Grants Manager
East Bay Regional Park District
P.O. Box 5381
Oakland, CA 94605-0381
ph. 510-544-2204
fax 510-569-1417
jrasmussen@ebparks.org

>>> "Samuel Herzberg" <SHerzberg@co.sanmateo.ca.us> 2/7/2006
8:19 AM >>>

I'm available the 27 p.m. or 28 anytime. Let me know where and
when.

Thanks!

Sam

>>> "Celoni, Madeline GSA - Communication Department"
<madeline.celoni@acgov.org> 2/7/2006 8:16:37 AM >>>
Sounds like Monday the 27th and Tuesday the 28th a good days for
everyone. I can do either one. What are people's preferences?
Madeline

From: Jeff Rasmussen [mailto:jrasmussen@ebparks.org]
Sent: Tuesday, February 07, 2006 7:41 AM
To: Celoni, Madeline GSA - Communication Department;
rlegree@ci.emeryville.ca.us; SHerzberg@co.sanmateo.ca.us;
Laurie.Rhea@ftb.ca.gov; Lisa.Crowe@ftb.ca.gov;
DEKoutz@SolanoCounty.com;
LLaudon@waterboards.ca.gov
Subject: RE: Team Meeting

I have a conflicts on: 13 (Holiday), 20 (Holiday), 14PM, 15PM
and 24.
Jeff

Jeff Rasmussen, Grants Manager
East Bay Regional Park District
P.O. Box 5381
Oakland, CA 94605-0381
ph. 510-544-2204
fax 510-569-1417
jrasmussen@ebparks.org

>>> "Rhea.Laurie" <Laurie.Rhea@ftb.ca.gov> 2/7/2006 7:27 AM >>>

Thursdays are pretty hard for me to be gone half day. I vote for
the
Monday or Tuesday. But, if necessary I can make it on Thursday.
lr

-----Original Message-----

From: Celoni, Madeline GSA - Communication Department
[mailto:madeline.celoni@acgov.org]
<mailto:madeline.celoni@acgov.org%5d>

Sent: Mon 2/6/2006 6:20 PM
To: Rhea.Laurie; Rachel Legree; Samuel Herzberg;
jrasmussen@ebparks.org; Crowe.Lisa; DEKoutz@SolanoCounty.com;

Leslie

Laudon
Cc:
Subject: RE: Team Meeting

In addition, I have meetings on 14th and the 21st and will
be out of town on the 24th.

So far, (If I have it right) we have eliminated the 14th,
15th, 16th, 17th, 21st, 22nd and 24th. I am assuming:

* Thursday the 9th and Friday the 10th are too near
to be workable. (?)

* We won't meet on Monday the 13th or Monday the
20th, which are holidays here at the County (but I would consider it if
everyone else is willing to meet on one of those two days).

That leaves Thursday the 23rd, the Monday the 27th and the
Tuesday the 28th. I can meet on any one of those days.

Madeline Celoni

GSA Communications

Alameda County

510-208-9775

-----Original Message-----

From: Rhea.Laurie [mailto:Laurie.Rhea@ftb.ca.gov]
<mailto:Laurie.Rhea@ftb.ca.gov%5d>
Sent: Monday, February 06, 2006 4:33 PM
To: Rachel Legree; Samuel Herzberg; Celoni, Madeline GSA -
Communication Department; jrasmussen@ebparks.org; Crowe.Lisa;
DEKoutz@SolanoCounty.com; Leslie Laudon
Subject: RE: Team Meeting

The 17th does not work well for me. I can work around pretty
much any other day. By the way - I think the 60's theme is really
groovy,

dudes!

Laurie Rhea

Disclosure Office

(916) 845-6670

laurie.rhea@ftb.ca.gov

-----Original Message-----

From: Rachel Legree [mailto:rlegree@ci.emeryville.ca.us]
<mailto:rlegree@ci.emeryville.ca.us%5d>

Sent: Monday, February 06, 2006 4:09 PM

To: Samuel Herzberg; madeline.celoni@acgov.org;
jrasmussen@ebparks.org; Rhea.Laurie; Crowe.Lisa;
DEKoutz@SolanoCounty.com; Leslie Laudon

Subject: Team Meeting

Hi all,

I wanted to see if we could do a team meeting here in
Emeryville
this

month - please consult your calendars and let's try for a
day
during
the

last two weeks of the month?

Rachel

From: "Renee Beckloff" <moabrulz@gmail.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/6/2006 10:56:37 PM
Subject: San Mateo Trail Use

Hi Dave-

I just wanted to drop you a note after hearing of the turnout at the latest open meeting regarding land use on Jan 31. As an avid cyclist, and horse owner, I really do feel the pull on both sides of the issue.

I have followed the same issue in Annadel state park, where they have face similar issues, and found a medium ground on which to operate. the bottom line is that both sides of this argument can find pros and cons to each other. I have grown up in Tsali, NC with the national forest and rotating land use - we simply get along. No, not every mtn biker is courteous, but I can also say that not ever equestrian is either.

We face a growing threat of land use. We need to have these spaces to enjoy the out of doors. we are an obese country with limited access to places in which to go and enjoy the land that we pay taxes to use. I hope ours is an area where we can show that the intermingling of passions can be successful. Our 25lb bikes pose no more threat to the wildlife than the 2500lb horse with an inexperienced (or experienced rider) - and yet we pay to use that land, just as those who claim we are more harmful than any others.

I hope that in the coming days, more of the masses do speak to this issue. I don't ask for miracles - only to enjoy the areas that I pay to provide as an outlet for my true passions of cycling and horseback riding.

thanks
Renee Beckloff

From: "Tom Moore" <suzikr@earthlink.net>
To: <dholland@co.sanmateo.ca.us>
Date: 2/6/2006 10:54:08 PM
Subject: New trails for mt bikers.

Dear Sir,

I wasn't able to make it to the last meeting, but have heard comments by both mt bikers and equestrians regarding this issue. I am both a mountain biker and equestrian and do patrol for both in Mid-Penn Open space (the first volunteer to do both bike and horse patrol) as well as San Mateo Volunteer Horse Patrol.

1. I wanted to give you some data that I have gotten from both rangers in the open space as well as mileage recorded from maps of the parks in San Mateo County. I have also included the miles of trails in neighboring counties that are closeby and available for mt bikers: San Mateo County: 195.5 miles of trails for mt bikers, Santa Clara :72.6 miles of trails for mt bikers, Santa Cruz:129 miles of trails for mt bikers. I have heard that the mt bike group is claiming there are not enough trails for mt bikers in San Mateo county and there is not private transportation to these areas so they are in need of their own trail in the Woodside area to get to the other parks. I ride trails every day of the week, mixing in both San Mateo and Santa Clara County. I cannot tell you how many trails are available that I can ride each day of the year (I miss about 20-30 days because of mt bike /horse vacations in other areas, leaving me with about 330 days of riding in these two counties.) With various loops, I can always find a new ride each time I am out. I have lived in Saratoga and San Mateo and when living there, had a lot of fun riding up the roads to get to my trails. My favorites are King's Mountain Road connecting to Purisma, Old La Honda Road connecting to Skyline and then to Skeggs, Alpine Road (starting on Pavement and hitting the trail that leads up to Russian Ridge and Montebello), Windy Hill dirt trail that also leads up to Russian Ridge, and also Canyon trail that leads up to Steven's Creek/Montebello area trails. We are so fortunate to have so many available routes to hop on our bikes right off of Hwy 280. I don't understand the reasoning for needing a "trail" out of Woodside to bring the mt bikers up to Skyline area. A mountain bike is an awesome road bike also(plus easier). I see how mt bikers are claiming that biking is great exercise, it is, so why not get a head start(pre trail ride) and bike up King's Mountain or Old La Honda Road!!

2. When I do trail patrol on both bike/horse in Mid -Pen Open space, I have to log how many bikers, hikers, equestrians I see. I ride these trails every day(both bike and horse, every day in both counties.) On a warm, sunny, weekend, I at most have seen in the open space, 15 bikes on my ride. If there is a "Which-way-Rider" or "Romp" ride, I have seen at most 25 riders on a given day. I know from the rangers at Mid-pen that El Corte Madera is the most used park by mt bikers in San Mateo County. I can check to see what their stats are on how many mt bikers they see in a day. The last ride I had there during the week, I saw none. On the last weekend ride at El Corte Madero, I counted 35 mt bikers. I want to know where all the mt bikers are, because I never see that many. When I have asked "ROMP" why they don't do many rides in our area (Mid Pen Open Space in Santa Clara and San Mateo county (we are on the border of the two counties), they said they like now to hold most of their rides at Soquel Demo forest in Santa Cruz County for some reason. I am wondering why they want their own trail in Woodside if they prefer to go to Soquel Demo Forest instead of staying local in San Mateo or Santa Clara County. I also ride my horses in Huddard and Wonderlich about 3-4 times a week. I usually see 3-5 horses during the week

on my rides, and around 20-25 on the weekend. I see more horses in Huddard/Wonderlich during the week than mt bikers during the week in any park I ride in. On the weekend, I have only seen as many mt bikers in the most used park, El Corta Madera, as equestrians in Huddard/Wonderlich. For verification, you can check with the rangers as to my use in these parks.

3. The mountain bike groups claim that by giving them a legal trail in Woodside up to Skyline, they won't cheat and ride the illegal trails. I have had numerous discussions with the groups (Romp and Which-way-Riders) after we have a mt bike ride together and there are a few that always claim how they like to cheat on various trails. I just heard the president of ROMP tell me how he is going to cheat on Black MT trail in Rancho and I asked him not to since it would cause an accident for a horse person because of the nature of the trail and the "surprise" by the multitude of blind turns there are on the trail. He said it didn't matter, he wanted to do the trail. I thought "ROMP" stood for "Responsible Mt Bike Peddlers". To me, breaking the rules are not being responsible. Once one trail is opened up to mt bikers in the Woodside area, many mt bikers will feel free to jump onto illegal trails. If they are not allowed the new trails, there will be a much less likely chance of having the bikers on the illegal trails because by having it all closed off, there should not be a reason they should be there besides riding the road.

4. The last point I want to make is that the mt bikers claim that the horse person should have a horse that is safe and that the horseperson can control. I ride my horses in both horse only trails as well as horse/bike trails. I have spendt time getting my horses bike proof by riding my bike and ponying my horse behind so he will get used to the sights and sounds of mt bikes. I also consider myself an advanced trail rider and my trainer claims I am quite bold and fearless. My horses are quite used to the bikes and if seen ahead without surprise, they obey quite grand. I think what the mt bikers don't understand is that horses are "flight" animals (as opposed to dogs which are predators). When a horse is taken by surprise (in a blind turn for example), even the most well trained, even tempered horse will take some form of flight. I can usually speak loudly and stop both the horse from fleeing and bike from coming any closer on a blind turn. There are some times that I haven't been able to stop the bike usually because the mt biker may have a walkman on or just not paying attention. This is when the danger occurs on the blind turns. I have had one of my horses almost tumble down the cliff because the mt biker didn't stop. I found out I from a CDF fireman who was jogging on the same trail that the same mt biker almost ran him off the trail and almost took out a few senior hikers. Not all mt bikers have this attitude, but I see about 10-15 percent that do and just that amount can cause quite a few accidents in the parks. The mid-pen rangers spend a good part of their time on the weekends trying to slow the mt bikers down so that they won't cause accidents. I have also heard the president of ROMP tell me about the numerous warnings he has been given for speeding. Again, I have to question how speeding can be considered "Responsible Peddling" and warrant a County to come up with the money to build and manage new trails for his group of riders.

I would ask you to not give any new trails to the mt bikers because of the issues I have raised. It is sad that a small group of mt bikers are so selfish to try to obtain trails in the most used Equestrian parks in the SouthBay Penninsula. I don't understand why these groups don't ride the trails they already have.

Thank you for your time to listen.

Sincerely,

Suanne Kreusch
Mid Pen Mt Bike and Equestrian Volunteer Patrol
San Mateo County Volunteer Horse Patrol

From: "Ed Dee" <mr_ed_dee@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/6/2006 6:11:50 PM
Subject: Re: San Mateo Trail Use Guiding Principles

Hello, Dave.

I will keep my comments brief, and to the point.

Mountain biking is a legitimate trail use activity as defined by National, California State, and many local urban park systems.

Mountain bikers are the second only to hikers in term of populous user group.

Any opportunity to increase mountain biking in and around urban parks creates an infinite amount of public good:

- Volunteer groups to steward open spaces
- Healthier communities of both adults and children
- Closer nit communities taking pride in the abundance of outdoor freedoms
- Volunteer patrol groups to assist with first aid, park rules education, interpretive education, general navigation, and in soem cases search and rescue.
- Kids education programs and sponsored rides.
- The list goes on...

Please cast a very strong favorable opinion from this constituent in favor of the development of a eneral plan that includes as much mounatin biking as is possible.

Thank you for reviewing and considering what I have written here. Please let me know how I may help.

Kind regards.
-Ed

Relax. Yahoo! Mail virus scanning helps detect nasty viruses!

From: "sue schlesinger" <sue94070@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/6/2006 5:23:55 PM
Subject: i strongly support mountain biking in san mateo county

I am a San Mateo County resident. I am an active person who hikes and bikes. I hike in the parks, ride my road bike on the roads, and ride my mountain bike on (legal) trails all over the Bay Area.

I strongly support mountain biking in San Mateo County. I also strongly support a legal mountain bike trail from Skyline to Woodside, to connect Woodside to the Skyline riding areas of Corte Madera (Skeggs) and Purisma. The proposed new trail on the south side of Kings Mountain Road (which doesn't intersect any horse trails) is an idea whose time has come, and shouldn't be the only trail under consideration.

This area is San Mateo County (not Woodside) public space, and a legal trail is a resource that will be used by many respectful, law abiding citizens like me.

Less than 5% of San Mateo trails are open to cyclists. Almost all of these "trails" are paved, and that is not the experience I am looking for when I ride my mountain bike.

I guess it's not surprising that a few vocal citizens with money have come to own the issue of public land use, but it is sad that the 'debate' (decision?) for how these trails are designated seems driven by mostly well-heeled equestrians used to having things their way, while it is up to a more diverse mix of people who ride bikes to challenge this powerful group.

Thanks for whatever degree of consideration you can give to this issue.

Sue Schlesinger
244 Windsor Drive
San Carlos, CA 94070

Yahoo! Mail - Helps protect you from nasty viruses.

CC: <Joshua_@wp.pl>, <patty.ciesla@norcamba.org>, "trent poltronetti"
<trent@poltronetti.com>

David Holland - Support the mountain bike trail

From: "Rich Schwerin" <rich_schwerin@hotmail.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/3/2006 4:35 PM
Subject: Support the mountain bike trail

Hi Dave -

I'm writing to urge your support of a mountain bike trail from Woodside to Skyline. I realize cyclists were outnumbered by the wealthy Woodside equestrians at Tuesday night's meeting, but we have a right to equal access as much as they do. Huddart is a county park--not just a town park for the Woodside elite, as they seem to think.

As I'm sure you're aware, cycling is an excellent physical activity for health and exercise, and is something many San Mateo County tax payers, residents, and workers enjoy. I work in San Mateo County and often cycle to work and support a trail from Woodside to Skyline.

By some estimates, SMCP has more than 15,000 acres of parks, all closed to cyclists. MROSD has 27,000 acres in San Mateo, on average 68% are open to bikes. Of the 32% left, some 15% are open to hiking and equestrians. Not even taking into account GGNRA, State parks and watershed, there is more land open to equestrian use in SM, and yet they complain at the idea of a single trail for us to use. It's plainly unfair that one group has so much more access than others.

Opening a well-designed cycling trail would connect a huge group of users to an activity we enjoy, without requiring us to drive up to Skyline. Please support the new mountain bike trail.

Thank you for your support,
Rich

Rich Schwerin
rich_schwerin@hotmail.com
2071 Plymouth St. #H
Mountain View, CA 94043-1744

"Climb the mountains and get their good tidings. Nature's peace will flow into you as sunshine flows into trees. The winds will blow their own freshness, and the storms their energy, while cares will drop off like autumn leaves." - John Muir

From: "Trent Poltronetti" <trent.poltronetti@ip-extreme.com>
To: <d holland@co.sanmateo.ca.us>
Date: 2/3/2006 4:04:24 PM
Subject: San Mateo Trail Use Guiding Principles

Dear Dave,

I'd like to start by thanking you for hosting the Jan 31 Public Trail Use Hearing, which I attended and where I was stunned by the behavior I witnessed. Before getting sucked into name calling, I'd like to step back and re-examine the fundamentals of the situation. These finite resources of land, budget and manpower should be allocated in line with the stated mission of San Mateo Environmental Services: "to preserve and provide safe, accessible parks, recreation and learning opportunities to enhance the community's quality of life". Let's examine some of the guiding principles which arise from that mission and which I feel most people widely agree on.

Quality of Life - Obesity is now the leading cause of preventable premature death in America. As public servants we must do all we can to motivate our citizens to be more active. It is good to provide opportunities for exercise and even better to offer forms of exercise that are more appealing. Hiking, trail running and mountain biking are all excellent forms of aerobic exercise but a large portion of the population (especially our youth) finds biking more fun and enjoyable than hiking or running. Many also find riding a horse enjoyable but it does not provide the same aerobic exercise benefit.

Preserve - Studies have shown that cyclists and hikers have about the same amount of impact on the trail (with some variance for grade, surface and wetness) but a single horse has many times that impact. My bicycle often surprises me with how bumpy a surface it can ride over yet I have been brought to a dead stop on many occasions by the trail damage done by passing horses. In consideration of the larger environment, anything that enables anyone to do the activities they desire without requiring them to get into a car is beneficial to us all.

Access - We must make recreational opportunities available for those not privileged enough to own a car or horse. Horses can be helpful in letting disabled people enjoy the outdoors - though I don't know how often that actually occurs. Bikes are an excellent alternative form of exercise for those with knee or back problems and offer an alternative to driving to the recreational areas. Finally, trailhead parking needs to be provided for those that choose to drive and 12 hikers or cyclists can park in the space 2 equestrians take with their tow vehicle and trailer.

Safety - Among my group of friends, one has been knocked down by an out of control cyclist, another total sweetheart has been shoved off a trail by an

unjustifiably angry hiker and a third pushed over the edge while standing trailside letting a poorly behaved horse pass. I've been hospitalized after being rear-ended by a car while road cycling so prefer mountain biking. Bottom line - everybody needs to be polite and considerate of others and all trail users need to educate their youth. Let's also look at the potential for harm. As equestrians will tell you, a horse is a product of its evolution as a herbivore which survived by reacting decisively to potential threats. At over a 1000lbs horses are very powerful and I'm not sure they belong in high use areas if they are really so skittish - and the solution is not banning the public from public lands. I'm also curious if there are any studies on the health impact of inhaling the dust from pounded up horse droppings during our long, dry summer.

Recreation - We should do our best to enable an enjoyable outdoor experience to all. Bikes racing downhill can be disturbing but this is mitigated through education and proper trail design (sight lines should be kept short and the trail should feature natural twists and bumps to reduce speed). Since it is always the hiker or cyclist who has to step off the trail to let the horse pass, I find it intrusive when there are many horses on the trail. When riding I try pull over and let hikers by as often as they step aside for me. As a final consideration in really high traffic areas, a given length of trail can comfortably accommodate twice as many hikers as bikers and twice as many bikers as horse riders.

Community - These lands are owned by the public and if user conflict is really an issue then land should be allocated proportionally to the number of potential users. Cyclists far outnumber equestrians in the general population and have an equal right to local access to the activities they desire.

To conclude, instead making the unreasonable, arrogant and self-centered demand that all those who choose to enjoy the outdoors in a different manner than I be banned from public trails, all I request is that you continue to consider the guiding principles that arise from your stated mission and to allocate our limited resources in line with those principles. In return I will continue to pay my taxes, strive to be an example of how to be nice to others on the trail and to educate new users on etiquette and environmental care.

Thank you very much,

Trent

Trent Poltronetti

VP Marketing, IPextreme Inc

trent.poltronetti@ip-extreme.com

Work 408 540 0098 Cell 408 205 6969

IPextreme Inc
Trusted On-Chip SubsystemsT

CC: "Joshua" <Joshua_@wp.pl>, <patty.ciesla@norcamba.org>

From: lorraine_thompson@yahoo.com
To: <dholland@co.sanmateo.ca.us>
Date: 2/3/2006 2:01:06 PM
Subject: Public Meeting on January 31st in Woodside - re: Proposed new trail

Hi Dave

I was at the meeting earlier this week in the Woodside Independence Hall to hear the plans for the proposed new bike trail in Wunderlich/Huddart Park. I was really excited as an eight year resident of the Bay Area to hear about plans to expand trails for cyclists instead of the usual discussions about trail closures. I am also an avid hiker and trail runner, and I love to use and get around on all the Bay area trails as much as possible.

After your excellent presentation and description of the proposal, we sat through 30 minutes of complaints about how "evil cyclists" tear up trails and knock poor innocent equestrians from their horses at an alarming rate of regularity. If you believed every story in the room, we are people who simply should not be allowed out on the streets!

I bike on all the trails in the Bay area, and I cover a lot more ground than the equestrians can in a few hours, and the war stories they reported are simply not reflective of the truth!! Sure, there will always be an element of society that lacks consideration for others, but just as there are inconsiderate cyclists, there are also inconsiderate horse riders, hikers and runners. Whilst my friends and I always strive to give the utmost consideration to all other trail users, I have been witness to hikers pushing one of my friends off a trail, horse riders being incredibly rude and verbally abusive to us. All this is simply because they don't want to share - it was not a reaction to any wrong doing or bad behavior on our part.

As a cyclist, I have concerns about the excessive equestrian uses of parks and trails. We have far too many trails and areas dedicated to this small but affluent portion of the local population. The parks and recreation service are meant to serve the needs of the local majority, and not just the affluent minority. I understand from ROMP that there are plenty of statistics available on the number of cyclists in the local population versus the equestrians that need to be understood more during these meetings. Cycling as a sport is and will continue to grow, and local services need to make sure they are responsive by providing areas for these activities. It is unfortunate that the cycling population are more passive than the equestrian community because I am fearful that this determined group of organized riders will cause us to lose more ground in the future, and that simply is not the right thing for the local community.

On another related issue, I have major concerns about the health of our children and future generations if we continue to deprive cyclists of the opportunity to explore the outdoors in a way they enjoy. Children today just don't get enough exercise, and obesity is becoming a major problem for this country. Children and youngsters love to cycle because it is so much fun! Surely it makes sense to encourage families and youngsters to get outside and to expend energy and adopt a healthy sport such as mountain biking on the local trails? It simply doesn't make sense to oppose this just because a few equestrians are fearful they can't control their horses in the face of other trail users. The equestrians need to work with the cyclists and help us to promote and educate within our cycling community. To simply deny access to cyclists will only encourage illegal trail usage. We have to find a way to make this work for everyone.

I will be attending all future meetings regarding this trail proposal. I have also been in contact with many of my cycling friends who were not aware this event was taking place and garnered their support. We plan to increase our attendance at any events in the coming months, and we will strive to ensure you understand fully the desires of the cyclists to work with the equestrians. This trail proposal is wonderful news for the cycling community and it resolves some of the problems cyclists have had riding on roads in the Bay area. I am in full support of this trail proposal and will rally as many cyclists as possible to ensure this gets the approval it deserves.

Many thanks for your attention.

Lorraine Poltronetti
Cell: (650) 714 3190

From: "Bob Gluchowski" <bob@vtechmanufacturing.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/3/2006 11:05:38 AM
Subject: Trail to skyline from woodside

Hi Dave,

I just wanted to express my support for a trail to Skyline Blvd from Woodside for Mtn Bikes.

I think it's useless for me to list the reasons why it would be beneficial to the riders of the area and the community. It's pretty obvious that the trail is a huge benefit for everyone in the community. I know the main opponents to the trail are the equestrians. I also think we need more awareness of how these animals act and can react when startled. I don't see any efforts from the equestrian community to educate the general public on the behavior of horses, or try to come up with creative solutions so both parties can enjoy these parks. They simply oppose everything relating to cycling. San Mateo County has one of the largest communities of cyclists anywhere outside of Europe. All you have to do is look at Sand hill road on a Sunday afternoon. The cyclists are everywhere. Cyclists need more trails to ride, and it should not be an issue. I hope the tail does not wag the dog on this issue. I look forward to meeting you at the next meeting March 2nd

Thanks,

Bob

Bob Gluchowski | Owner |

V-Tech Manufacturing | 3360 Edward Ave | Santa Clara, CA 95054 | Tel:
408-988-9200 | Fax: 408-988-9300

From: "Tiffany Shockley" <tiffany_shockley@yahoo.com>
To: "David Holland" <dholland@co.sanmateo.ca.us>
Date: 2/3/2006 10:48:21 AM
Subject: Re: Trail Use

Hi Dave,

Can you add this to my statement to show that there is only a very limited amount of pace in San Mateo County for equestrians.

MROSD has 27,000 acres in San Mateo, on average 68% are open to bikes. Of the 32% left, some 15% is open to hiking and equestrian.

Thanks,
Tiffany

David Holland <dholland@co.sanmateo.ca.us> wrote:

Tiffany - Thanks for your comments. I will add them to the public record, as well as consider them as deliberate about the recommendation we bring to the Parks and Recreation Commission on March 2.

Dave

>>> "Tiffany Shockley" 2/2/2006 10:52:34 AM >>>

Dear Dave,

I am both an equestrian in Woodside and an avid mountain biker and I would like to share with you my view of this issue.

I ride my MTB on hundreds of trails up and down skyline blvd and feel we have a great variety of trails to choose from.

However as an equestrian, there are only a hand full of parks in the bay area that an equestrian can take a horse. Although, there are shared use trails many of them do not have parking for horse trailers therefore making it almost impossible to use them. Also, many do not realize how much work and expense goes into trailering a horse to a site. I have had a couple of times where I could not park and it was frustrating and stressful that I could not enjoy the parks. I am very concerned not only about safety issues but about the ability to even use the trails if the parks are open to MTB.

Woodside and Portola Valley are the only horse communities left in the bayarea and they need to be preserved.

The two parks in question have paking for horse trailers and are located near one of the largest population of horses left in the bayarea.

Mixing MTB and horses is difficult as MTB riders tend ride trails fast and can easily collide with a horse going up hill. These parks are dense with forrest and many trails are not very wide which making passing difficult.

I have shared trails in the south bay with MTBs and although I have fallen off my horse due to a speeding cyclist, I find that because the trails are wider and sparse, it easier to pass and see someone coming and I support shared use on these trails.

Best Regards,
Tiffany

From: "ssulljm" <ssulljm@juno.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/3/2006 10:12:27 AM
Subject: Huddart Park bike trail proposal

Mr Holland,

Thank You for including this note in the mt bike trail proposal for the South side of Huddart park. After bicycle riders being verbally labeled terrorists by the equestrian crowd at last Tues meeting, I felt it necessary to voice my strong beliefs for the record also.

This trail proposal, which was carefully thought out and proposed , respected the what I mistakenly thought were the initial wishes of the dominant user group(equestrians) that if a trail should exist for cyclists it be completely seperate from existing trails within Huddart Park.

The equestrian group has done a tremendous job volunteering, supporting and maintaining trails within these lands for many decades. At no point would I downplay their tireless efforts in this respect.

My point is, times are changing. Equestrian #'s are decreasing every year due to high costs of land,etc. Mt bike riders are becoming a large and appreciated asset for many land managers , allowing for a broad base of users within many public parks within our region.

What I ask as a bicycle rider is not for any special consideration in Huddart Park other than honoring my right as a citizen of San Mateo County to be able to occasionally ride a bicycle on a trail within this isolated section of Huddart Park.

Thank You,
Jim Sullivan
1212 oak wood ct
pacific, ca
94044

CC: <romp@ns.live555.com>

From: "Dwayne Bershaw" <bershaw@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 9:45:03 PM
Subject: Huddart / Wunderlich Master Plan

I'd like to voice my support for bike trails as part of the H/W master plan. I believe mtn. bikes can coexist with hikers and equestrians on trails and in parks. While some mtn. bikers have given people bad impressions with rudeness and occasionally recklessness, I believe that they are, in general, young, inexperienced, and definitely in the minority. Most bikers, road and mtn., respect the rules and want nothing more than to enjoy the outdoors.

Warm Regards,
Dwayne Bershaw

From: "Mike Vandeman" <mjvande@pacbell.net>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 5:28:18 PM
Subject: Last Tuesday's Huddart Meeting

"We cyclists also feel displaced by San Mateo County Parks, which - to date - has denied us all access (except for a handful of paved roads) to this open space - which belongs to everyone, not just to those residents of Woodside who ride horses."

I wonder why mountain bikers feel that they can't be successful in promoting mountain biking if they stick to telling the truth! One wonders what they are hiding! In this case, they are hiding the fact that mountain bikers are NOT "displaced" from any parks or trails: they can walk there, just like everyone else.

Trail building destroys more of our already-too-scanty supply of wildlife habitat. Mountain bikers obviously don't care about wildlife (the REAL owners of our parks, since it's their home!). I sincerely hope that YOU do!

Best wishes,

Mike Vandeman

Date: Thu, 02 Feb 2006 14:44:17 -0800
To: romp@ns.live555.com
From: Ross Finlayson <finlayson@live555.com>
Subject: [ROMP] Fwd: My message to Dave Holland (SM County Parks)
List-Subscribe: <<http://lists.live555.com/mailman/listinfo/romp>>,
<<mailto:romp-request@lists.live555.com?subject=subscribe>>

FYI, I just sent the following email to Dave Holland at San Mateo County Parks.

>Date: Thu, 02 Feb 2006 14:33:19 -0800
>To: dholland@co.sanmateo.ca.us
>From: Ross Finlayson <finlayson@live555.com>
>Subject: Last Tuesday's Huddart meeting
>
>Dear Mr. Holland,
>
>I was in attendance at last Tuesday evening's meeting in Woodside to
>discuss the Master Plan for Huddart County Park.
>
>As someone who enjoys experiencing open space on a mountain bike, I was
>saddened and disappointed by the attitude and comments expressed by many
>of the local equestrians at this meeting. (I found it ironic to hear
>cyclists described as "ill-mannered".)
>
>It genuinely saddens me to hear that so many equestrians are fearful of
>bicycles, and have a feeling of being 'displaced' by bicycles (as if we
>were an invasive noxious pest encroaching upon 'their' land). I hope you
>will appreciate, however, that we cyclists also feel displaced by San
>Mateo County Parks, which - to date - has denied us all access (except for
>a handful of paved roads) to this open space - which belongs to everyone,
>not just to those residents of Woodside who ride horses.

>

>The proposed new trail in Huddart should help redress this
>imbalance. Because this trail will be designed specifically for mountain
>bike use, there is no possibility of conflict with
>equestrians. Furthermore, this new trail should reduce the likelihood of
>trail conflict elsewhere within Huddart. (Any cyclists who now illegally
>ride the existing trails in Huddart will likely use the new trail
>instead.) Therefore this new trail - especially if designed and layed out
>well, with input from local mountain bikers - should also indirectly
>improve the experience for local equestrians.

>

>I hope that you will continue to support the buildng of this new
>trail. Only by reaching out to a broad segment of the community can San
>Mateo County Parks ensure that it continues to obtain the financial
>support that it needs, well into the future.

>

> Ross Finlayson.

===

I am working on creating wildlife habitat that is off-limits to
humans ("pure habitat"). Want to help? (I spent the previous 8
years fighting auto dependence and road construction.)

<http://home.pacbell.net/mjvande>

From: "Julian Osinski" <josinski@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 3:33:54 PM
Subject: mountain bike trail

Dave:

I hear there have been some hearings about establishing a mountain bike trail to Skyline in Woodside. I am a resident of Woodside and a big supporter of this. I think this is a great idea and hope there is nothing in the way of derailing it. Are there some future hearings you can tell me about that I can attend?

Thanks,

Julian Osinski
216 Highland Terrace
Woodside, CA
650-529-0939

From: <Max.Zinsman@fairchildsemi.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 3:04:02 PM
Subject: Huddart County park Planning

I was not in attendance at the Tuesday meeting, but I have heard from cyclists that did attend of your efforts to be fair and open minded regarding the planning. I understand that the meeting was very emotional. I am a trail runner and offroad cyclist and have done both in and around Huddart; running in Huddart only. I would like to see a trail that can be used by cyclists to avoid Kings Mountain Road.
Thanks for your efforts!

From: "Ross Finlayson" <finlayson@live555.com>
To: <d holland@co.sanmateo.ca.us>
Date: 2/2/2006 2:34:10 PM
Subject: Last Tuesday's Huddart meeting

Dear Mr. Holland,

I was in attendance at last Tuesday evening's meeting in Woodside to discuss the Master Plan for Huddart County Park.

As someone who enjoys experiencing open space on a mountain bike, I was saddened and disappointed by the attitude and comments expressed by many of the local equestrians at this meeting. (I found it ironic to hear cyclists described as "ill-mannered".)

It genuinely saddens me to hear that so many equestrians are fearful of bicycles, and have a feeling of being 'displaced' by bicycles (as if we were an invasive noxious pest encroaching upon 'their' land). I hope you will appreciate, however, that we cyclists also feel displaced by San Mateo County Parks, which - to date - has denied us all access (except for a handful of paved roads) to this open space - which belongs to everyone, not just to those residents of Woodside who ride horses.

The proposed new trail in Huddart should help redress this imbalance. Because this trail will be designed specifically for mountain bike use, there is no possibility of conflict with equestrians. Furthermore, this new trail should reduce the likelihood of trail conflict elsewhere within Huddart. (Any cyclists who now illegally ride the existing trails in Huddart will likely use the new trail instead.) Therefore this new trail - especially if designed and layed out well, with input from local mountain bikers - should also indirectly improve the experience for local equestrians.

I hope that you will continue to support the building of this new trail. Only by reaching out to a broad segment of the community can San Mateo County Parks ensure that it continues to obtain the financial support that it needs, well into the future.

Ross Finlayson.

From: David Holland
To: Shenefield, Luke
Date: 2/2/2006 1:08:14 PM
Subject: Re: Huddart Park User's Meeting: pro family, pro bikes.

Like - Thanks you for your comments. We will incorporate them into the public record and our deliberations. We plan to bring a recommendation to the Parks and Recreation Commission on March 2.

Dave

>>> "Luke Shenefield" <luke@43designs.com> 2/2/2006 12:39:52 PM >>>
Dear Mr. Holland:

Thank you for holding meeting about trail access in Huddart Park. I know it wasn't easy with the attitudes and non-listening of some of the members present.

I did live in San Mateo three years ago but now am in the Monterey area. I'm a father of two girls, 6 and 8, who love to ride their bikes. I come to San Mateo to ride sometimes with my friends. I am an advocate of shared, multi-use trails, and have come up against these same issues often in my life. The equestrians are clearly the smaller, older, more moneyed and organized bunch, and the cyclists the opposite. Surely there must be a way to have them remember what they may have learned in kindergarten - that sharing is most important. Kinda tough for me to reinforce sharing when I have to tell my daughter, "We can't ride bikes in that public park because they won't let us."

I think you will agree that mountain bikers are good people who give back though trail maintenance and environmental activity. It has been proven again and again that horses do more damage to trails than bikes, so there is no argument there. You will see from other multi-use agreements around the Bay Area that shared trails work for everyone, and one loud group should not be able to restrict access to anyone, especially when they are the minority.

I urge you to further your research on this matter and allow trails for bicycles. We have parks here in Monterey County that are shared, multi-use parks. We share. County parks are for the people, and the people is everybody, and I don't mean just us "mountain bikers". More cycling access in general creates more family outings, environmental and health awareness. Anybody can go to Goodwill and get a bike for \$50. Who can get a horse, truck and trailer to carry it for that amount? Your group of naysayers is a small, elite group. They need to give back to their community.

Thank you for your further consideration on this matter.

Luke Shenefield
Salinas, CA.

CC: Herzberg, Samuel

From: David Holland
To: LeGette, Marc
Date: 2/2/2006 1:03:18 PM
Subject: Re: Woodside to Skyline Access - off pavement

Marc - Thanks for your comments. I will include them in the public record as well as our deliberation. We plan to make a recommendation to the Parks and Recreation Commission on March 2nd.

Dave

>>> "Marc LeGette" <marcwlegette@yahoo.com> 2/2/2006 12:31:23 PM >>>
Mr. Holland,

I am writing in response to the trail access meeting held in Woodside this Tuesday, Jan 31st. The local equestrian community had a strong turnout, although most of their comments were aggressive and most had no interest in listening to valid points from other user groups. I also found most equestrians to be physically aggressive towards me when they discovered I was there to support mountain bike access. As a result, my voice was not heard.

My main points are these:

- I am a dual user, I am an equestrian with a horse boarded at Webb Ranch in Portola Valley. I am also a long time mountain bike rider. I have done extensive trail work with MROSD and ROMP. I also do quite a bit of trail riding (on horse) in Wunderlich
- Wunderlich should remain closed to bikes. This park is heavily used by hikers and equestrians. Horses do need a safe space to ride without bikes.
- Huddart should open, at a minimum, fireroad access to Skyline. Huddart is used much less by equestrians and there are fewer encounters possible, especially on fireroads
- Cyclists NEED a SAFE route to Skyline. Currently, the only access to Skyline is via Hwy 92, Kings Mtn Rd, Old La Honda or Hwy 84. These roads have no bike lanes and are dangerous. Mountain bikes have wider handlebars and are slower than road bikes, making it more dangerous with traffic
- Richards Rd trail and Archery Fireroad (both in Huddart) could easily be open to bikes with no conflict with existing users
- Ridge trail is also a great trail that should be open to bikes. This is not a trail that gets used by equestrians or hardly anyone else. In fact, in the 50+ times I have used the trail I have met ONE hiker on the trail, that's it. I have never met an equestrian. Most of the time the trail is heavily covered in tree debris. More use would help to keep the trail clear and make it more usable. This trail also offers a safe method to connect El Corte de Madera OSP with Purisima OSP without using Skyline (very dangerous to bikes)

Please consider my inputs to this situation. Offering safe access for bicycles encourages people to get off the couch and get some exercise without endangering their lives with near misses from speeding cars.

Sincerely,
Marc LeGette
Equestrian and Mountain Bike Rider

Bring words and photos together (easily) with
PhotoMail - it's free and works with your Yahoo! Mail.

CC: Herzberg, Samuel

From: David Holland
To: Shockley, Tiffany
Date: 2/2/2006 12:58:15 PM
Subject: Re: Trail Use

Tiffany - Thanks for your comments. I will add them to the public record, as well as consider them as deliberate about the recommendation we bring to the Parks and Recreation Commission on March 2.

Dave

>>> "Tiffany Shockley" <tiffany_shockley@yahoo.com> 2/2/2006 10:52:34 AM >>>

Dear Dave,

I am both an equestrian in Woodside and an avid mountain biker and I would like to share with you my view of this issue.

I ride my MTB on hundreds of trails up and down skyline blvd and feel we have a great variety of trails to choose from.

However as an equestrian, there are only a hand full of parks in the bay area that an equestrian can take a horse. Although, there are shared use trails many of them do not have parking for horse trailers therefore making it almost impossible to use them. Also, many do not realize how much work and expense goes into trailering a horse to a site. I have had a couple of times where I could not park and it was frustrating and stressful that I could not enjoy the parks. I am very concerned not only about safety issues but about the ability to even use the trails if the parks are open to MTB.

Woodside and Portola Valley are the only horse communities left in the bayarea and they need to be preserved.

The two parks in question have paking for horse trailers and are located near one of the largest population of horses left in the bayarea.

Mixing MTB and horses is difficult as MTB riders tend ride trails fast and can easily collide with a horse going up hill. These parks are dense with forrest and many trails are not very wide which making passing difficult.

I have shared trails in the south bay with MTBs and although I have fallen off my horse due to a speeding cyclist, I find that because the trails are wider and sparse, it easier to pass and see someone coming and I support shared use on these trails.

Best Regards,
Tiffany

CC: Herzberg, Samuel

From: David Holland
To: Kranz, Charlene
Date: 2/2/2006 12:50:51 PM
Subject: Re: Biking in Woodside

Charlene - Thanks for your comments. I will incorporate them into the public record, and ofcourse our deliberations. We expect to bring a recommendation to the Parks and Recreation Commission on March 2.

Dave

>>> "Charlene Kranz" <cjk@stanford.edu> 2/2/2006 10:30:59 AM >>>

Dear Mr. Holland,

I am writing in support of equal-opportunity use of county trails in San Mateo county, most notably Huddart and Wunderlich Parks in Woodside. I would like to see the county uphold a non-discriminatory position on trail use and remember that all user groups include those who support conservation as well as those who are only thinking about themselves. I have witnessed hikers removing entire plants, roots and all, from the parks; as well as struggled not to turn an ankle on the deeply rutted, dried tracks of horses that have been ridden on muddy trails. I am a hiker, equestrian, and cyclist (both road and mountain) and have lived in Menlo Park for more that 15 years. I look forward to a day when we can find a way to keep trails safe for all users and only penalize those individuals who can't get along with others.

I regret that I am unable to attend your meetings, but I hope my comments will be taken into consideration as your group develps a Master Plan for Wunderlich and Huddart Parks' trail systems.

Best regards,
Charlene Kranz

CC: Herzberg, Samuel

From: "Luke Shenefield" <luke@43designs.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 12:41:17 PM
Subject: Huddart Park User's Meeting: pro family, pro bikes.

Dear Mr. Holland:

Thank you for holding meeting about trail access in Huddard Park. I know it wasn't easy with the attitudes and non-listening of some of the members present.

I did live in San Mateo three years ago but now am in the Monterey area. I'm a father of two girls, 6 and 8, who love to ride their bikes. I come to San Mateo to ride sometimes with my friends. I am an advocate of shared, multi-use trails, and have come up against these same issues often in my life. The equestrians are clearly the smaller, older, more moneyed and organized bunch, and the cyclists the opposite. Surely there must be a way to have them remember what they may have learned in kindergarten - that sharing is most important. Kinda tough for me to reinforce sharing when I have to tell my daughter, "We can't ride bikes in that public park because they won't let us."

I think you will agree that mountain bikers are good people who give back though trail maintenance and environmental activity. It has been proven again and again that horses do more damage to trails than bikes, so there is no argument there. You will see from other multi-use agreements around the Bay Area that shared trails work for everyone, and one loud group should not be able to restrict access to anyone, especially when they are the minority.

I urge you to further your research on this matter and allow trails for bicycles. We have parks here in Monterey County that are shared, multi-use parks. We share. County parks are for the people, and the people is everybody, and I don't mean just us "mountain bikers". More cycling access in general creates more family outings, environmental and health awareness. Anybody can go to Goodwill and get a bike for \$50. Who can get a horse, truck and trailer to carry it for that amount? Your group of naysayers is a small, elite group. They need to give back to their community.

Thank you for your further consideration on this matter.

Luke Shenefield
Salinas, CA.

- >President
- >Responsible Organized Mountain Pedalers
- ><http://www.romp.org>
- >
- >
- >
- >

- >bikes@svbcbikes.org mailing list
- >
- >To unsubscribe from the SVBC discussion list or change your options, please visit
><http://lists.svbc.dreamhost.com/options.cgi/bikes-svbc.dreamhost.com/>.
- >
- >You can also unsubscribe via e-mail by sending a message from your subscribed e-mail account to
>subscribe@svbcbikes.org
- >with the word 'unsubscribe' in the subject or body--don't include the
- >quotation marks. You will be asked to confirm your request to unsubscribe for security reasons.
- >
- >List information:
- ><http://lists.svbc.dreamhost.com/listinfo.cgi/bikes-svbc.dreamhost.com>
- >
- >
- >
- >

CC: <wwbc@svbcbikes.org>, "svbc" <bikes@svbcbikes.org>, <d holland@co.sanmateo.ca.us>

From: <jkerouac@speakeasy.net>
To: "Joshua" <Joshua_@wp.pl>
Date: 2/2/2006 12:33:48 PM
Subject: Re: [SVBC] Huddart / Wunderlich Master Plan meeting report

There are many on this list who do mtb, and appreciate you keeping us posted on this.

Best approach to the Town of Woodside is that bicycling in their town will exist with or without lanes and trails. Its in the interest of safety for all to have safe accomodations. I'm sure the Woodside Bakery and Robert's Market, among others, would be in support of efforts to make their town more bicycle friendly.

Pls let us know where and when the March 2 meeting will be.
Barry

Joshua wrote:

>I was at the Huddart / Wunderlich Master Plan meeting on Tuesday night.
>I understand that most people on this list do not mountain bike, and may
>not be so interested in a dirt trail from Woodside to skyline. That is
>OK. I hope you are concerned about the reputation of cyclists and the
>sport of cycling.

>
>I would like to say that the town of Woodside has many residents that
>are anti-bike. The residents of woodside at the meeting complained of
>large group rides taking up the road interfering with vehicular traffic,
>not obeying the traffic laws, cyclists urinating in people's yards,
>being rude to townsfolk, scaring horses, and generally not being
>respectful. The way they delivered this message was ironically rude,
>insulting and disrespectful.

>
>While I feel that the Town of Woodside is blessed by beautiful roads
>with bucolic views and little traffic, and that they have brought much
>of the conflict upon themselves by not putting in bicycle lanes or
>public restrooms, I still would like to ask you all to be courteous to
>our neighbors in Woodside.

>
>I would also like to encourage you to come to the next public hearing on
>the Huddart / Wunderlich Master Plan. I believe the next meeting will be
>on March 2, 2006. If you cannot attend, and wish to comment on some of
>your experiences with the residents of Woodside, or your desire for a
>trail for bikes from Woodside to Skyline, now would be a good time to
>send them to Dave Holland, San mateo County Parks Director, at
>dholland@co.sanmateo.ca.us.

>
>If you know anyone or any club that has very large rides through
>Woodside, please forward my email to them, so that we can help mitigate
>these conflicts now.

>
>
>
>Warm Regards,

>
>
>
>Josh Moore

From: "Marc LeGette" <marcwlegette@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 12:32:20 PM
Subject: Woodside to Skyline Access - off pavement

Mr. Holland,

I am writing in response to the trail access meeting held in Woodside this Tuesday, Jan 31st. The local equestrian community had a strong turnout, although most of their comments were aggressive and most had no interest in listening to valid points from other user groups. I also found most equestrians to be physically aggressive towards me when they discovered I was there to support mountain bike access. As a result, my voice was not heard.

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Please consider my inputs to this situation. Offering safe access for bicycles encourages people to get off the couch and get some exercise without endangering their lives with near misses from speeding cars.

Sincerely,
Marc LeGette
Equestrian and Mountain Bike Rider

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From: "Tiffany Shockley" <tiffany_shockley@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 10:53:15 AM
Subject: Trail Use

Dear Dave,

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The two parks in question have parking for horse trailers and are located near one of the largest population of horses left in the bayarea.

Mixing MTB and horses is difficult as MTB riders tend to ride trails fast and can easily collide with a horse going up hill. These parks are dense with forest and many trails are not very wide which makes passing difficult.

I have shared trails in the south bay with MTBs and although I have fallen off my horse due to a speeding cyclist, I find that because the trails are wider and sparser, it is easier to pass and see someone coming and I support shared use on these trails.

Best Regards,
Tiffany

From: "Charlene Kranz" <cjk@stanford.edu>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 10:31:55 AM
Subject: Biking in Woodside

Dear Mr. Holland,

I am writing in support of equal-opportunity use of county trails in San Mateo county, most notably Huddart and Wunderlich Parks in Woodside. I would like to see the county uphold a non-discriminatory position on trail use and remember that all user groups include those who support conservation as well as those who are only thinking about themselves. I have witnessed hikers removing entire plants, roots and all, from the parks; as well as struggled not to turn an ankle on the deeply rutted, dried tracks of horses that have been ridden on muddy trails. I am a hiker, equestrian, and cyclist (both road and mountain) and have lived in Menlo Park for more than 15 years. I look forward to a day when we can find a way to keep trails safe for all users and only penalize those individuals who can't get along with others.

I regret that I am unable to attend your meetings, but I hope my comments will be taken into consideration as your group develops a Master Plan for Wunderlich and Huddart Parks' trail systems.

Best regards,
Charlene Kranz

From: "Barott, Julie" <Julie.Barott@Bain.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 10:22:07 AM
Subject: Public Meeting - Huddard & Wunderlich Park Master Plan, January 31, 2006

Dear Mr. Holland:

I wanted to thank you for your honest and brave attempt to have an open discussion with regard to trail access for bicycles in Huddard Park. I was in attendance at this meeting, and appreciated your trying to keep the discussion focused on the issue of trail access, despite the fear and hatred permeating the room from the equestrians. I had no idea that this kind of hatred still existed.

I am a cyclist and resident of San Mateo County. I have a vested interest in how the parks in my county are being managed, and was very startled and shocked at the possibility that one small, albeit loud, and organized user group may be allowed the power to restrict one of the largest user groups from sharing public land. Mountain biking is a large user group that has the capacity and ability to give back to the parks. If you were to review the records of other municipalities, you will see that the majority of volunteer trail workers are cyclists. The argument that cycling ruins the trails is very much overstated. Please visit Fremont Older Park in the winter time and compare the damage caused by equestrians versus that caused by bicycles. You will see the disparity immediately - horses are much more damaging. Fremont Older is a multiuse park, with many new riders - on horses as well as on bikes, runners, walkers, and people with dogs. I have been riding there for years and have NEVER had any negative experiences. Everyone has full awareness that these trails are shared and trail user behavior must be modified to accommodate all users. The horses are accustomed to bikes and I have never seen any nervous behavior. Talk to these park users and get their feedback.

The argument that cyclists will overrun the trails is also inaccurate. I attended the public hearings when San Francisco County allowed access into the Watershed at Crystal Springs Reservoir and heard the same arguments....the cyclists will overrun the trails and build new illegal trails. This has not happened, nor will it.

As a resident of San Mateo County, I strongly urge you to continue your research into allowing access for cyclists in Huddard Park. THE TIME HAS COME. The residents of Woodside should not be allowed to dictate how a county park is managed and exclude those who do not have the financial ability or desire to ride horses. Their lifestyle is not going to be affected, and allowing mountain bikes safe egress to El Corte de Madera from Huddard Park is the right thing to do for the residents of San Mateo County.

Thank you for your time.

Regards,

Julie Barott
1353 Wayne Way

San Mateo, CA 94403
(650) 578-9044 (home)
(650) 814-8271 (cell)

NOTICE

This electronic mail transmission contains confidential information intended only for the person(s) named. Any use, distribution, copying or disclosure by any other person is strictly prohibited. If you received this transmission in error, please notify the sender by reply e-mail and then destroy the message. Opinions, conclusions, and other information in this message that do not relate to the official business of Bain & Company shall be understood to be neither given nor endorsed by the Company. When addressed to Bain clients, any information contained in this e-mail is subject to the terms and conditions in the governing client contract.

From: ParksAndRecreation
To: Holland, David
Date: 2/2/2006 8:00:27 AM
Subject: Fwd: Mountain Cyclist

>>> "Dennis Lynch" <dklgiddyup@sbcglobal.net> 2/1/2006 7:42:55 PM >>>
To: Dave Holland

First of all let me say you did a great job at the meeting in Woodside last night. I know it is not easy to face all of us and keep your cool. Some people may have been a bit over the top but only because they care so much.

I did not get a chance to speak so I am dropping this quick email. I am a member of the Mounted Patrol of San Mateo County. I actually do have a mountain bike but am definitely a horse person.

I know that the new trail seems to make sense on the surface. If the bikers could magically appear there and stay on that trail, that would be great. You have to realize that a bunch of bikers going down Greer Road just will not work. In my opinion that is the real problem. The road is very narrow and could be real dangerous. There are trails to the right side on parts of the road but not the whole road. I am luck enough to have a horse that can handle almost any pressure but most are not that lucky. I am sure some accidents are going to occur on Greer if that new trail is put in.

The bikers say something is being taken away from them. What? They have never been in the park on trails. You cannot lose what you never had. Please explore the other options that were proposed last night - Edgewood or Windy Hill. They could be much better options.

Thanks for this consideration,

Dennis Lynch

From: "Henry Pastorelli" <Henry.Pastorelli@MolDev.com>
To: <d holland@co.sanmateo.ca.us>
Date: 2/1/2006 1:43:56 PM
Subject: Re: Last nights meeting

Greetings Mr.. Dave Holland,

I attended the meeting to discuss the Master Plan for Huddard Park and frankly was appalled at the behavior of many of the attendees. It was ugly and nasty.

I can't afford a house or horse in Woodside. I can afford a bike and it allows me some access to the beautiful public preserves and parks. I like to ride to trails to do long loops, often transitioning from one park to another. I also ride in the summer evenings w/a group of friends. We carpool to trail heads. It's the best. Having a trail up to skyline reduces this excessive driving and dangerous cycling exposure on Kings Mountain and highway 84. I also do a fair amount of trail work with ROMP for Midpen, SC County Parks and OSP to give something back.

Many of my cycling friends feel ignored by the San Mateo County Parks. They believe access is hopelessly restricted by well connected, rich local residents who believe certain Parks are exclusively theirs. Last night I came away with that same feeling. All "concerns" expressed last night can be addressed. Trail features can be created to slow riders. Patrol and enforcement can be used if necessary. There are many successful examples of parks and preserves where equestrians and cyclists coexist. Hopefully we can come to some logical thoughts regarding opening of this small trail segment.

thanks for listening.

Henry Pastorelli

From: Dave Moore
To: Herzberg, Samuel; Holland, David
Date: 1/31/2006 2:40:55 PM
Subject: Fwd: Huddart/Wunderlich Parks Master Plan meeting 1/31/06

FYI

Dave

>>> "Karen Rowley" <Karen.Rowley@morganplc.com> 1/31/2006 1:20:16 PM >>>

Dear Mr. Moore,

As a long time resident and horse owner in Woodside, I would like to formally support keeping the Crystal Springs Trail entrance at the end of Raymundo Road and the Flood Trail open for equestrian use. These are long established and vital trails which keep riders off dangerous streets. There is much more traffic to contend with these days and much of it is from nonresidents.

Thank you for your consideration in this matter.

Best Regards,
Karen Rowley-Shawback
125 Rocky Creek Road
Woodside

Received 1/31/06
D.H.

January 31, 2006

Mr. Dave Holland
Director
Parks and Recreation Division
San Mateo County

Re: Huddart- Wunderlich Master Plan - Trail Use

The Woodside Horse Owners Association (WHOA!) is extremely interested in the development of the Master Plan for Huddart and Wunderlich Parks with respect to use of the Parks' trails by equestrians. We are aware that there is a strong appeal from the bicycling community to open the parks to bicycles, specifically to provide cyclists with a safe access route to Skyline. While we are sympathetic with their need for such a route, we must emphatically oppose opening any of the existing trails in the Parks now used by horsemen and pedestrians to bicycles.

The issue is safety -- bicycles and horses are totally incompatible. Whereas bikes are under the control of the rider, horses are unpredictable and often act or react independently of the rider. They are inherently skittish, and fast-moving cyclists approaching from the front or from behind can be cause for panic, endangering both horse and rider -- and bicyclist as well. Already, illegal use of the trails by cyclists has resulted in serious accidents to horsemen; liability for the Parks would skyrocket were any trail to be opened for multiple use. Given today's budget constraints, increasing the liability for the County would seem unwise.

The very cultures of horsemen and cyclists are diametrically opposed. Bicyclists seem to view their sport as an athletic challenge, often riding in large groups both fast and intensely focused. Horsemen, on the other hand, most often ride alone or in small groups for the purpose simply of enjoying the silence, serenity, and beauty of our natural world. Nothing could be less compatible with the purpose of our parks than hoards of bicyclists barreling down Richards Road -- or any other trail -- and "if you allow it, they will come."

Bicyclists have access not only to every paved local, county, and state road, including those that cross Skyline, but also to many parklands maintained by the Mid-Peninsula Regional Open Space District. The nearby Windy Hill Preserve in Portola Valley is open to cyclists and affords an excellent route to Skyline. Horsemen, however, have found that while MROSD trails may also be open to them, where cyclists are frequent users, as in the Corte de Madera Preserve, the conflict is intolerable, and horsemen can no longer safely use those trails. Huddart and Wunderlich have remained among the few sanctuaries left for pedestrians and horsemen, as well as school children enjoying educational activities, to escape the din in this congested Bay Area.

We agree that bicyclists need another off-road route to Skyline, and perhaps the first approach should be to petition Caltrans for a decent bike lane along Highways 84 or 92 and also 35, which are the logical roads for them to use. We are happy to work with the cycling community to help them obtain an appropriate route, so long as it is not through the Huddart or Wunderlich Parks.

Horsemen are active in maintaining trails in the parks, and the Volunteer Horse Patrol has been an invaluable asset in these times of dire budget cutbacks that leave the County parks staff with totally inadequate resources for both maintenance and surveillance.

In short, opening the trails, any trail, in these parks to bicyclists courts disaster, so long as pedestrians and equestrians continue to use them. Liability concerns for the County would surely escalate. These parks have long been reserved to provide a tranquil setting for the enjoyment of the natural world by those who seek a contemplative experience. We urge the County not to compromise the natural integrity of these lands and the purpose for which they were set aside many years ago.

Respectfully,

Donna Poy, Chairman
3985 Woodside Road
Woodside

Carroll Ann Hodges
1367 Canada Road
Woodside

Alexis Bartlo
638 Woodside Way
Woodside

Jo Egenes
164 Olive Hill Lane
Woodside

Mary Fentress Hall
675 Mountain Home Road
Woodside

Susan Kay Lang
250 Hardwick Road
Woodside

Rebekah Witter
1 Montelena Court
Woodside

From: Dave Moore
To: Herzberg, Samuel
Date: 1/30/2006 11:30:51 AM
Subject: Fwd: Save our trails

And this too.....

>>> ParksAndRecreation 1/30/2006 9:06:48 AM >>>

>>> <Dizzynizzy2@aol.com> 1/29/2006 8:39:41 PM >>>

To whom it may concern,

I Fred Lonngberg and my wife Stacy, live in San Mateo County. We own 2 horses and they are stabled in San Mateo County. We are very active with our horse activities and this includes frequent trips to the Woodside area to ride in beautiful Huddard Park (as well as Wunderlick Park). We have several points to make regarding the Parks commission recommendations concerning allowing cyclists riding in the park and the closure of access into Huddard Park from the Runnymede area.

1) Riding a horse on a mountain trail is a leisurely paced situation. Riding a mountain bike down a mountain trail is a speed event! What do you do when a bunch of cyclists come flying down the trail at you or from behind?

2) Who would police these cyclists to ensure proper trail etiquette and stay only on prescribed trails?

3) Regarding the closing of the Eastern access routes and forcing everyone to enter through Greer Rd... personally we usually park on Runnymede (no congestion there) and upon entering Huddard we are immediately on the trails. When using the Greer Rd. entrance, first you have to park far away, then ride along Kings Mountain Rd for some distance which is not only boring but you are dodging joggers and cyclists, and watching for cars and motorcycles all the while.

4) We have watched the steady growth of cyclists throughout the area. We have road bicycles ourselves. However, the typical cyclist has no understanding of a horses perception of a mountain biker or a group of them flying down a mountain trail. This is NOT a SAFE combination. Please leave bikes on the roadways and OFF the mountain trails. If you mix the two, without question there will be problems from day one and hopefully no one will be seriously hurt or worse yet,killed.

Thank

You,

Fred and Stacy

Lonngberg

**Correspondence received
recently on the Draft
Huddart/Wunderlich
Master Plan.**



Martha Dunn
320 Kings Mt. Rd.
Woodside, CA 94062
650-851-7645
March 1, 2006

Dear *Mr David Holland,*

I am writing to encourage you to vote against building a bike trail in Huddart Park. As a Woodside resident it would be detrimental to the town of Woodside. For both the local law enforcement units and the park ranger staff, it will put a burden on law enforcement for which neither the town of Woodside nor the park have the funds to supply. As a horse back rider, I consider such a trail would be hazardous for horses in the park. Please take the time to consider the safety for all.

I have been a Woodside residence since 1961. In recent years, books have been published which tout Woodside as a great place to ride. On the recommendation of those books hordes of bikers have taken to our roads, riding alone, or in packs of twos, threes, tens and literally fifty to a hundred. To make an educated decision, you should experience this for yourselves. You may come to Tripp Rd. and Kings Mt. Rd. any Saturday morning between the hours of 8:00 and 10:00 to see one of the packs terrorize anyone who happens to be on the road at the time. The packs are particularly bad on Saturdays, Mondays, and Wednesdays.

Should the bike trail be constructed in Huddart Park, it will add to those who swarm to Woodside to ride their bikes. Our local law enforcement officers are not able to handle the huge number of bicyclists who flaunt the vehicle codes. I know the park is already short handed and to add yet one more area that needs policing is short sighted. As it is, there are bikers using the park illegally knowing the park is short on rule enforcement staff. Will you really be able to control a population who thinks rules are there to be broken?

As a horsewoman, I cringe at the thought that bikes will be allowed in Huddart. A few years ago, while riding on Richards Rd., three bikers came careening down the road at very high speed. When they rounded the corner and saw my three sons and myself on horses, they hit the breaks went into a skid. The lead rider's bike skidded right under my horse and the rider slammed against my leg and my horse's side. When he came to a stop, his rear wheel was on the left side of my horse, George, and the front tire and the rider were on the right side of my horse. George is my San Mateo County Sheriff's Mounted Search and Rescue horse. It is only because of extensive sensory training we have completed with our unit that I wasn't seriously hurt or killed. Bikes and horses or pedestrians don't mix well on the same trails.

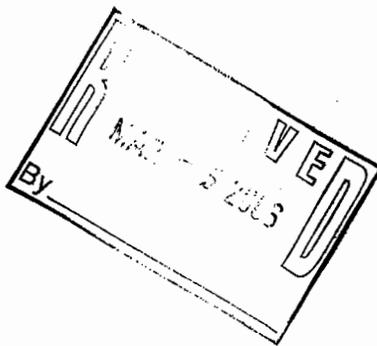
I invite you to come ride with me and see for yourself how it feels to be up on a horse. You will need to sign a hold harmless if you wish to take me up on this.

I urge you to vote against building a bike trail in Huddart Park. While the bicyclists argue that it is separate from the rest of the trails, I believe that once that trail is in, they will be like kids in a candy shop and won't be able to resist the rest of the trails. Funds would be better used to fix the trails on Windy Hill which are already there for bikers. This would disperse the bicyclist population between two communities and keep Huddart safe for horses.

Sincerely,

A handwritten signature in cursive script, appearing to read "Martha Dunn", with a long horizontal flourish extending to the right.

Martha Dunn



Alice Arntsen
320 Kings Mt. Rd.
Woodside, CA 94062
650-851-0138
March 1, 2006

Dear *Mr. Smith:*

I am writing to encourage you to vote against building a bike trail in Huddart Park. As a Woodside resident for 45 years I feel it would be extremely detrimental to the town of Woodside. For both the local law enforcement units and the park ranger staff, it will put a burden on law enforcement for which neither the town of Woodside nor the park have the funds to supply. As a former horse back rider, I consider such a trail would be hazardous for horses in the park as well as for hikers. Please take the time to consider the safety for all.

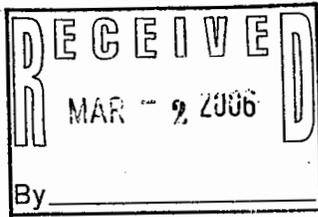
In recent years, books have been published which tout Woodside as a great place to ride. On the recommendation of those books hordes of bikers have taken to our roads, riding alone, or in packs of twos, threes, tens and literally fifty to a hundred. To make an educated decision, you should experience this for yourselves. You may come to Tripp Rd. and Kings Mt. Rd. any Saturday morning between the hours of 8:00 and 10:00 to see one of the packs terrorize anyone who happens to be on the road at the time. The packs are particularly bad on Saturdays, Mondays, and Wednesdays.

Should the bike trail be constructed in Huddart Park, it will add to those who swarm to Woodside to ride their bikes. Our local law enforcement officers are not able to handle the huge number of bicyclists who flaunt the vehicle codes. I know the park is already short handed and to add yet one more area that needs policing is short sighted. As it is, there are bikers using the park illegally knowing the park is short on rule enforcement staff. Will you really be able to control a population who is by and large totally rude and thinks rules are there to be broken? If they think that someone is in their way, they feel very free to "give them the finger."

As someone who lives close to the park, I cringe at the thought that bikes will be allowed in Huddart. I urge you to vote against building a bike trail in Huddart Park. While the bicyclists argue that it is separate from the rest of the trails, I believe that once that trail is in, they will be like kids in a candy shop and won't be able to resist the rest of the trails. Funds would be better used to fix the trails on Windy Hill which are already there for bikers. This would disperse the bicyclist population between two communities and keep Huddart safe for horses and hikers.

Sincerely,

Alice A. Arntsen



Paul Walters
2428 Westgate Ave
San Jose CA 95125

Name, Address & Date

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Please include my comments below in Huddart & Wunderlich Master Plan.

Check boxes:

- I strongly support a North - South trail corridor open to cyclists, such as the Skyline Trail.
- I strongly support an East - West trail corridor open to cyclists, such as the proposed Squealer Gulch alignment.

I believe San Mateo County Parks and Recreation should do this for the following reasons.

Huddart and Wunderlich are county parks. They are not City of Woodside parks. All San Mateo County residents should be able to enjoy these parks on a mode of transport of their choosing. Not allowing bikes is economic discrimination.

The Bay Area Ridge Trail is a multi-use trail. The current alignment is not multi-use and drops halfway down to the coast. San Mateo County should support the BARTC by having a multi-use alignment on its lands. BARTC is a wealthy organization and may have funds to help improve and sustain a Ridge Trail alignment.

San Mateo County Parks has roughly 15,000 acres of parks. About 5% of the trails are open to cyclists and most of these are paved. This is not the experience that mountain bikers are looking for, and is not fair to the mountain bike community of San Mateo County. The number of off-road cyclists is growing faster than other user groups.

As the population of California and the Bay Area grows, the number of trail users increases proportionally. Opening trails to bikes will provide a legal alternative, and I believe will reduce infractions and create a safer trail system.

Diabetes and obesity is quickly becoming an epidemic among today's youth. Exercise is a great way to combat diabetes, and kids think cycling is fun - more fun than hiking or running.

In many places, horses and bikes seem to mix just fine. MROSD Fremont/Older and Redwood Park in the East Bay are good examples of successful multi-use trails.

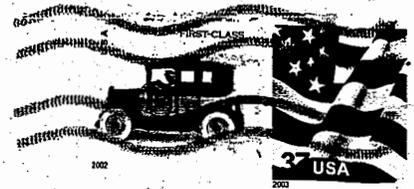
Other comments here

Thanks for your consideration,

Paul Walters
2428 Westgate Ave.
San Jose, CA 95125

SAN JOSE CA 951

27 FEB 2006 PM 6 T



Handwritten notes:
1/27/06
1/27/06
1/27/06

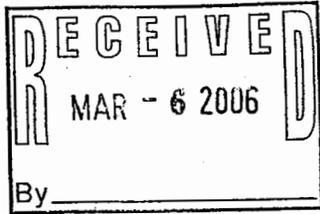
Daye Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646



Fold here

Fold here

- Directions
1. On the other side, write your name, address and the date in the upper right hand corner.
 2. Sign the bottom, under "Thanks . . ."
 3. Fold the bottom third up, so that you can see the instructions again.
 4. Fold the top down, so that you can see Dave's address.
 5. Rotate the letter 180 degrees.
 6. Tape the top closed. Put \$0.39 postage on the upper right.
 7. Drop it in the mail. Putting it in the mail box is important.



SAM

Name, Address & Date

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Please include my comments below in Huddart & Wunderlich Master Plan.

Other Issues:

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- The Bay Area Ridge Trail is a multi-use trail. The current alignment is not multi-use and drops halfway down to the coast. San Mateo County should support the BARTC by having a multi-use alignment on its lands. BARTC is a wealthy organization and may have funds to help improve and sustain a Ridge Trail alignment.
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- As the population of California and the Bay Area grows, the number of trail users increases proportionally. Opening trails to bikes will provide a legal alternative, and I believe will reduce infractions and create a safer trail system.
- Diabetes and obesity is quickly becoming an epidemic among today's youth. Exercise is a great way to combat diabetes, and kids think cycling is fun - more fun than hiking or running.
- In many places, horses and bikes seem to mix just fine. MROSD Fremont/Older and Redwood Park in the East Bay are good examples of successful multi-use trails.

Other comments here

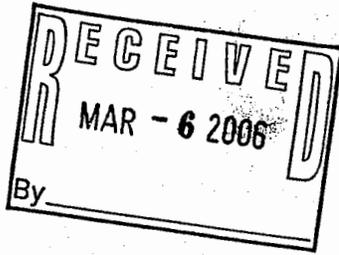
Thanks for your consideration,

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

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- Directions
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 4. Fold the top down, so that you can see Dave's address.
 5. Rotate the letter 180 degrees.
 6. Tape the top closed. Put \$0.39 postage on the upper right.
 7. Drop it in the mail. Putting it in the mail box is important.



Andrew MacLeod
Suite 51, 615 Blossom Hill Rd.
Los Gatos, CA 95032
Feb 28/2006
Name, Address & Date

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Please include my comments below in Huddart & Wunderlich Master Plan.

Check Boxes:

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Other comments here

Thanks for your consideration,

A handwritten signature in cursive script, appearing to read "Andrew MacLeod".

From: ParksAndRecreation
To: Herzberg, Samuel; Moore, Dave
Date: 3/6/2006 10:55:37 AM
Subject: Fwd: Proposed Changes to Huddart Park

>>> <WAJ302864227@aol.com> 3/5/2006 9:10:31 PM >>>

I can't believe the changes you are contemplating. As a resident of Woodside for over 20 years and La Honda for another 20, you will forever change the character of this unique area. You will turn it into another Park like we have in Oakland, San Jose or San Francisco. This area has a rural Park and a lot of the area surrounding it is rural private homes. There is no infrastructure to support this kind of restructuring. By closing some of the trails that have been used since before my parents were born (I'm 66) you will be doing the surrounding community a real disservice. Fortunately I think the Board of Supervisors will never let this happen. But I hope this does not have to go that far.

William and Nora Johnson
Po Box 239
La Honda 94020
650-747-0513

From: "George Haye" <geohaye@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 3/4/2006 9:47:39 AM
Subject: Please increase mountain bike access; support multi-use Bay Area Ridge Trail additions

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Dear Mr. Holland,
As a Los Gatos resident, I do quite a bit of business in San Mateo County, and let's just say I love it. I am writing to encourage you to:

- 1) open a North-South trail corridor to cyclists, such as the Skyline Trail; and
- 2) open an East-West trail corridor to cyclists, such as the proposed Squaler Gulch alignment.

There is a sometimes misunderstanding among land managers, and hikers, Sierra Club folks, etc, that mountain bikers are bad. But, in fact, we are essentially all striving for the same goals. In fact, we need to work together: Mountain bike riders are the new "hikers". We are and will work to protect public lands from development and degradation. I have many friends of the 50, 60 year old variety who are traditional "Sierra Club" type hikers. And I have friends of the 20 and 30 and 40 year old variety that are the exact same in terms of interest in protecting and enjoying our trails -- except that the younger generation uses mountain bikes while the older generation uses hiking boots.

San Mateo County should support the Bay Area Ridge Trail and allow multi-use alignment on their lands. They currently do not -- the only multi-use trail drops all the way halfway down to the coast. Please support these proposed new trails.

Only 5% of San Mateo County's trails are open to bikes. This is not in alignment with the social realities any longer -- mountain biking is a healthy activity that is growing more rapidly than any of the other user groups in your parks. We shall work together. Let's do it now!

Regards,
George Haye
13766 Long Ridge Road #A
Los Gatos, CA, 95033

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around

<http://mail.yahoo.com>

From: "Gustavson" <gustavson@sbcglobal.net>
To: <d holland@co.sanmateo.ca.us>
Date: 3/3/2006 6:20:11 PM
Subject: Open San Mateo County Trails to Bikes

Dear Mr. Holland,

I am sending you this email to express my support with increasing trail access to mountain bikes within the San Mateo County Park network. I have been a resident of San Mateo County all my life being raised in Hillsborough and now have a home in San Mateo. I have been an avid mountain biker since 1987 and have always longed for the day when I could throw my leg over my bike and pedal up the trails on the East side of the Skyline mountain range through Huddart park. I do enjoy riding in the few parks that have legal trails but would be ecstatic if I could ride through the many parks within Woodside that are currently the domain of hikers and equestrians. These are unique and beautiful areas that should not be the exclusive domain of a few user groups.

I have ridden in many areas around the country that have multi-use trails shared by all users and have found that these groups can share the same trails in a respectful way. I understand that you can influence our access into these parks and are working with various groups to review and recommend some recently proposed routes through Huddart Park and Wunderlich parks. Please help us obtain this access. If allowed I will ensure that my fellow riders will respect and adhere to the rules and regulations on the use of these trails.

Here are some of the reasons to support opening access (from ROMP)

a.. Huddart and Wunderlich are county parks. They are not City of Woodside parks. All San Mateo County residents should be able to enjoy these parks on a mode of transport of their choosing. Not allowing bikes is economic discrimination.

a.. The Bay Area Ridge Trail is a multi-use trail. The current alignment is not multi-use and drops halfway down to the coast. San Mateo County should support the BARTC by having a multi-use alignment on its lands. BARTC is a wealthy organization and may have funds to help improve and sustain a Ridge Trail alignment.

a.. San Mateo County Parks has roughly 15,000 acres of parks. About 5% of the trails are open to cyclists and most of these are paved. This is not the experience that mountain bikers are looking for, and is not fair to the mountain bike community of San Mateo County. The number of off-road cyclists is growing faster than other user groups.

a.. As the population of California and the Bay Area grows, the number of trail users increases proportionally. Opening trails to bikes will provide a legal alternative, and I believe will reduce infractions and create a safer trail system.

a.. Diabetes and obesity is quickly becoming an epidemic among today's youth. Exercise is a great way to combat diabetes, and kids think cycling is fun - more fun than hiking or running.

a.. In many places, horses and bikes seem to mix just fine. MROSD Fremont/Older and Redwood Park in the East Bay are good examples of successful multi-use trails.

I hope that you consider my email when making decisions and recommendations affecting mountain bike access to these parks and changes to existing trails. If you would like to discuss my views on this matter feel free to send me an email at hans.gustavson@sbcglobal.net or call me at 650.685.8016.

Sincerely,

Hans Gustavson
San Mateo County Resident

Alice Arntsen
320 Kings Mt. Rd.
Woodside, CA 94062
650-851-0138
March 1, 2006

Dear Mr. Holland:

I am writing to encourage you to vote against building a bike trail in Huddart Park. As a Woodside resident for 45 years I feel it would be extremely detrimental to the town of Woodside. For both the local law enforcement units and the park ranger staff, it will put a burden on law enforcement for which neither the town of Woodside nor the park have the funds to supply. As a former horse back rider, I consider such a trail would be hazardous for horses in the park as well as for hikers. Please take the time to consider the safety for all.

In recent years, books have been published which tout Woodside as a great place to ride. On the recommendation of those books hordes of bikers have taken to our roads, riding alone, or in packs of twos, threes, tens and literally fifty to a hundred. To make an educated decision, you should experience this for yourselves. You may come to Tripp Rd. and Kings Mt. Rd. any Saturday morning between the hours of 8:00 and 10:00 to see one of the packs terrorize anyone who happens to be on the road at the time. The packs are particularly bad on Saturdays, Mondays, and Wednesdays.

Should the bike trail be constructed in Huddart Park, it will add to those who swarm to Woodside to ride their bikes. Our local law enforcement officers are not able to handle the huge number of bicyclists who flaunt the vehicle codes. I know the park is already short handed and to add yet one more area that needs policing is short sighted. As it is, there are bikers using the park illegally knowing the park is short on rule enforcement staff. Will you really be able to control a population who is by and large totally rude and thinks rules are there to be broken? If they think that someone is in their way, they feel very free to "give them the finger."

As someone who lives close to the park, I cringe at the thought that bikes will be allowed in Huddart. I urge you to vote against building a bike trail in Huddart Park. While the bicyclists argue that it is separate from the rest of the trails, I believe that once that trail is in, they will be like kids in a candy shop and won't be able to resist the rest of the trails. Funds would be better used to fix the trails on Windy Hill which are already there for bikers. This would disperse the bicyclist population between two communities and keep Huddart safe for horses and hikers.

Sincerely,

Alice A. Arntsen

Parks Commissioners, San Mateo County
Dave Holland, Director, Parks and Recreation Division
Sam Herzberg, Senior Planner, County of San Mateo

Dear Parks Commissioners, Mr. Holland, Mr. Herzberg,

We are very concerned about the possible change in park rules that may allow bicyclists into the parks legally. One trail, devised with the best intentions, will increase illegal use of all trails, which is already a serious issue. The following letter is similar to one we wrote in April, 2005, on the same subject.

Robert and I founded the Friends of Huddart and Wunderlich Parks in 1996 to provide assistance to park rangers through park support activities and to develop environmental education activities for children. Our docent lead programs have grown significantly over the last 3 years.

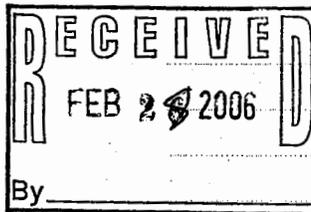
Our main concern is that we believe that bicyclists and children do not mix in a park setting such as Huddart & Wunderlich parks. The very goal of having groups of children learn about nature and the serene environment of parks in general is jeopardized by having bicyclists, frequently in groups, share the fragile trails. These are the very trails that we are trying to teach the children the value of not disturbing. A child examining a banana slug on Richard's Road doesn't have a chance against a bicyclist riding down the trail. The Friends is not the only environmental group that brings children into the parks. The Environmental Volunteers, the Girl Scouts, church groups and others would all be heavily impacted. To allow cyclists on one trail would be counter to what the parks themselves say they are – an environmental organization .

As we know, cyclists are "not allowed" in the parks now, yet both Robert and Susan see cyclists illegally using the trails. Robert has had 3 incidents in which he had to jump off the road in Huddart to avoid a cyclist coming down the trail (one on Crystal Springs Trail and 2 on the Dean Trail). He says they seem to prefer the trails when they are muddy as they can turn, spray mud, and, it appears, be excited by the experience. When reminded that they are not allowed on these trails, the response is generally not polite. If cyclists are using the trails illegally now, what will happen if they are given legal access to one trail. We have no reason to think they will not expand their illegal use of all trails. Robert wonders how the county will deal with the fiscal responsibility when the inevitable lawsuits emerge, even if only 1% of cyclists exhibit irresponsible behavior. In addition, with tight staffing, the county does not have the manpower to deal with policing traffic.

If the well thought out guidelines that prohibit cyclists in these precious parks change, it will, in our opinion, bring into question the ability of the Friends to carry out their environmental education mission.. We are writing not as an official opinion of the Friends, rather as its founders. Thank you very much for your time and consideration.

Susan Lang and Robert Levenson

Co-Founders, Friends of Huddart and Wunderlich Parks



Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Please include my comments below in Huddart & Wunderlich Master Plan.

- I strongly support a North - South trail corridor open to cyclists, such as the Skyline Trail.
- I strongly support an East - West trail corridor open to cyclists, such as the proposed Squealer Gulch alignment.

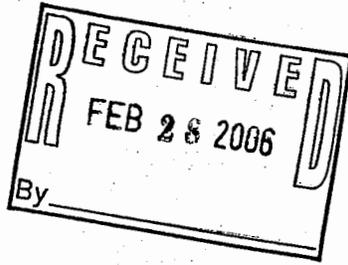
I believe San Mateo County Parks and Recreation should do this for the following reasons.

- Huddart and Wunderlich are county parks. They are not City of Woodside parks. All San Mateo County residents should be able to enjoy these parks on a mode of transport of their choosing. Not allowing bikes is economic discrimination.
- The Bay Area Ridge Trail is a multi-use trail. The current alignment is not multi-use and drops halfway down to the coast. San Mateo County should support the BARTC by having a multi-use alignment on its lands. BARTC is a wealthy organization and may have funds to help improve and sustain a Ridge Trail alignment.
- San Mateo County Parks has roughly 15,000 acres of parks. About 5% of the trails are open to cyclists and most of these are paved. This is not the experience that mountain bikers are looking for, and is not fair to the mountain bike community of San Mateo County. The number of off-road cyclists is growing faster than other user groups.
- As the population of California and the Bay Area grows, the number of trail users increases proportionally. Opening trails to bikes will provide a legal alternative, and I believe will reduce infractions and create a safer trail system.
- Diabetes and obesity is quickly becoming an epidemic among today's youth. Exercise is a great way to combat diabetes, and kids think cycling is fun - more fun than hiking or running.
- In many places, horses and bikes seem to mix just fine. MROSD Fremont/Older and Redwood Park in the East Bay are good examples of successful multi-use trails.

Thanks for your consideration,
SAL D.
P.O. BOX 391182
MT. VIEW, CA 94039

E-MAIL: TREK SINGLETRACKER@GMAIL.COM

Sal D.



G MEYNER
927 MAE DUFF CT
S J CA 95127

Name, Address & Date

Dave Holland
San Mateo County Parks & Recreation
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Please include my comments below in Huddart & Wunderlich Master Plan.

Other notes:

- I strongly support a North - South trail corridor open to cyclists, such as the Skyline Trail.
- I strongly support an East - West trail corridor open to cyclists, such as the proposed Squealer Gulch alignment.

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- In many places, horses and bikes seem to mix just fine. MROSD Fremont/Older and Redwood Park in the East Bay are good examples of successful multi-use trails.

Other comments here

Thanks for your consideration,

From: "Mike Vandeman" <mjvande@pacbell.net>
To: <dholland@co.sanmateo.ca.us>
Date: 2/28/2006 4:07:55 PM
Subject: Mountain Biking in San Mateo Parks

Please don't be fooled by the mountain bikers' propaganda! One glance at a mountain bike, with its rugged build and knobby tires, will tell you that it's up to no good. It "says", nonverbally, but loudly and clearly, that the rough treatment of natural areas is okay. Of course it's NOT okay! Mountain bikes are built tough because normal bikes can't take the pounding they would get on trails. But, by Newton's third law of physics, the pounding they receive is IDENTICAL to the pounding they apply to the trail (and any roots, plants, or animals run over). Since I was a child in the Boy Scouts, I was taught to practice minimal-impact recreation. Mountain biking is NOT low-impact recreation. It accelerates erosion, creates V-shaped ruts, kills small animals and plants on and next to the trail, extends humans' reach into wildlands, and drives wildlife and other trail users out of the parks. What's good about THAT? For the science on mountain biking impacts, see <http://home.pacbell.net/mjvande/scb7>.

Mike Vandeman, Ph.D.

===

I am working on creating wildlife habitat that is off-limits to humans ("pure habitat"). Want to help? (I spent the previous 8 years fighting auto dependence and road construction.)

<http://home.pacbell.net/mjvande>

Parks Commissioners, San Mateo County
Dave Holland, Director, Parks and Recreation Division
Sam Herzberg, Senior Planner, San Mateo County

February 18, 2006

Dear Parks Commissioners, Mr. Holland, and Mr. Herzberg,

I am writing to express my concern, as an equestrian who keeps her horse on Tripp Rd., about the amount of traffic that would be generated along Tripp Road and Greer Road in Woodside if the proposed trail is implemented for bicycles. Already Woodside is a "destination resort" for bicyclists and, especially on weekends, causes enormous congestion throughout town. On weekdays, there are already groups of cyclists that ride through Woodside, the most notable being the group that rides during lunchtime that numbers approximately 30-40 cyclists. As an equestrian, I plan my day so that I am not riding on Tripp Road between 12:15 and 12:45 PM any weekday.

On both weekdays and weekends, cyclists park their cars all along Tripp Road on the equestrian trails. This means that I and other equestrians have to ride down the middle of the road. Other cyclists then ride and yell (I am not exaggerating) at us to get off the road.

Greer Rd. is no better. This is a narrow rural lane and the numbers of cyclists that would be funneled down this road to access the proposed trail would be unacceptable for any resident or equestrian.

The bottom line is that cyclists do have other available routes to Skyline, and I would suggest re-visiting the possibility of a bike trail on Alpine Rd. Equestrians have no other available routes to access Huddart Park. Cyclists generally do not live in Woodside but drive in to "park/ride". We do not oppose bicycles and wish for everyone to have a safe and enjoyable experience in our parks. For the safety and enjoyment of all concerned, these county parks should remain as they have been – a haven for the pedestrian, runner, or equestrian.

Gilbert Richards in his book, Crossroads, wrote of the area around Wunderlich and Huddart Parks:

"..Within its cool shadows the hiker, equestrian or birdwatcher may wander in an atmosphere of ages ago. Perhaps with luck this arrangement will continue."

Yes, with luck and wise stewardship by the county of San Mateo.

Thank you for your time and consideration.

Sincerely,

Susan Lang, 250 Hardwick Road, Woodside & Hermes, the horse, at 3573 Tripp Rd.

From: "Alex Fernandez" <alexanderfernandez@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/17/2006 8:03:29 PM
Subject: bike access

Dear Mr. Holland,

I was going to send you a form letter with all the pertinent points my mountain bike community would like me to touch on. Instead, I am simply going to express my love for the trails in San Mateo County and my belief that mountain biking is and should be a viable recreational opportunity on these trails. I have been riding for 12 years on the MROSD trail system and have truly enjoyed the incredible outdoor experience these trails offer. My great wish is that the trails of San Mateo County Parks will open up allowing me and my family to have an exciting and rewarding experience doing something we love. I also would greatly appreciate an alternative to riding my bike on roadways that are often crowded with cars whose drivers are unsympathetic to someone trying to navigate the peninsula roadways by bike.

I urge you to seriously consider the needs of the mountain biking community in all decisions relating to the park system.

Sincerely,
Alex Fernandez
Garden Manager, Filoli Center

Alex Fernandez

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From: ParksAndRecreation
To: Moore, Dave
Date: 2/21/2006 8:26:37 AM
Subject: Fwd: Huddert Park Bike Trail

>>> <Starfily04@aol.com> 2/16/2006 9:24:55 PM >>>

Hello,

My name is Cami Pease. I am 15 years old, and I am an avid trail horse rider. I attended the meeting held in January, where equestrians outnumbered the bikers at least 10 to 1. However, the way you are continuing with the idea of a new bike trail through Huddert Park makes me think that our many arguments have fallen on deaf ears, especially the petition handed in by Carol Goodstein of Spring Down Equestrian Center. I take weekly lessons at Spring Down, so I know how passionately Carol feels about this issue. I wish you would take a look at some of the arguments presented in the front office window, as I believe they are sound and worthwhile arguments.

Here are a few of the issues that I believe you should hear:

1. Travel Issues - The bikers stated at the meeting that their trails were being closed down too, and that they didn't want to commute. I understand where they are coming from, but lets take a look at the logic of that argument. The bikers don't want to put their bike (worth about a couple of hundred dollars to a thousand dollars) into the trunk of a car and drive 20 or 30 minutes to a more suitable trail. Instead, they are asking horse owners to load their animals (worth about a couple thousand dollars to buy, not to mention food, vets, shoeing and maintenance) into a trailer and drive even farther, due to the lack of equestrian trails in the near proximity, to ride on crowded trails. Because trailer accidents are twice as likely to occur then car accidents, according to the National Road Accidents Association, I believe it is far more risky and possibly damaging to put a horse in a trailer then to put a bike in a car.

2. Speed and Accidents - At the meeting, I heard numerous equestrians state that their horses had been severely spooked due to bicyclists, some resulting in accidents that required hospital trips. When was the last time you heard of a fast paced biker being injured by the leisurely walking or trotting equestrians? I haven't hear of any so far.

These are the two top concerns of mine that I didn't feel got represented in the meeting in January. Please review this e-mail and hopefully reconsider your regretful decision.

Thank you
Cami Pease

CC: Holland, David

February 16, 2006

Mr. Dave Holland
Director
Parks and Recreation Division
San Mateo County

Re: Huddart- Wunderlich Master Plan - Trail Use

Dear Dave:

Having attended the information meeting in Woodside last week regarding your proposed bicycle trail in Huddart Park, we members of the Woodside-area Horse Owners Association (WHOA!) are motivated to submit our observations and comments. First of all, we commend your effort to respond to the dictate from the Parks and Recreation Commission to examine the options for a viable bicycle trail to Skyline from Woodside or Portola Valley. At first glance, the designation of a trail through the portion of Huddart Park on the south side of Kings Mountain Road seems eminently reasonable. However, more intensive examination elicits a number of concerns regarding the impacts of such a trail route.

The equestrian community at large, we submit, strongly supports the creation of a legal designated bicycle trail – not only because the need for a safe route to Skyline for cyclists is obvious, but also in order to alleviate the conflict between horsemen and bicyclists that now occurs as a result of illegal use of the trails in Huddart and Wunderlich. However, the south side of Kings Mountain does not seem to be the best possible route – for a number of reasons.

First, there is already an existing equestrian trail on the south side of Kings Mountain maintained by the Town of Woodside from Entrance Way to the point where it crosses over into the Park. The trail along Kings Mountain continues up through this less developed part of the Park and eventually connects with trails that permit equestrian access into the Teague Hill preserve of MROSD. The potential conflict between the proposed bicycle trail and these existing horse trails was not addressed in your presentation – and poses a serious concern. Further, the crossing over Kings Mountain into Huddart and onto the Archery Fire Trail, and thence up to the horse trail along Skyline poses a direct conflict with pedestrians and equestrians that may be difficult to resolve.

In addition, the most serious impact of the proposed trail may be on the Town of Woodside and its residents in the vicinity. You presented no plan for the staging area of this trail – where will bicyclists park their vehicles, and how will the trail be accessed? If bicycle access is envisioned along Greer Road, the residents of that narrow lane will be severely affected – as will users of the equestrian trail along its edge. Inevitably, there will also be increased conflict on Tripp Road, where bicyclists already compete with horsemen and cars for narrow pavement and commonly park their vehicles off-road on the horse trail.

In order to avoid these potential difficulties and expedite the creation of a viable trail, we would like to suggest that you revisit the option of establishing a bicycle route on the existing "thoroughfare" of Alpine Road in Portola Valley. You did not adequately explain why that option was dismissed, but we submit that it offers an exemplary solution. The old road exists and apparently is now used by bicyclists. A staging area could easily be accommodated with little impact on the community of Portola Valley. The route leads to MROSD preserves on the west side of Skyline that are open to bicyclists. Conflict with equestrians would be minimal or nil, and Alpine Road would offer a second route to Skyline that, in conjunction with the existing Windy Hill Open Space/Spring Ridge Trail currently open to cyclists, creates a superior circular loop for mountain bikers. Furthermore, we should think the Alpine route could be improved for cyclists with minimal expense and far more quickly – totally independent of the Huddart-Wunderlich Master Plan.

We strongly urge you to give serious consideration to Alpine Road as a viable and immediate alternative to your proposed Kings Mountain trail – with all its adverse and considerable impacts on equestrians and the Town of Woodside. We shall appreciate your sharing these thoughts – as well as our letter of January 31st – with the members of the Parks and Recreation Commission. Thank you for your attention.

Respectfully,

WHOA! Executive Committee:

Donna Poy, Chairman
3985 Woodside Road
Woodside

Alexis Bartlo
638 Woodside Way
Woodside

Jo Egenes
164 Olive Hill Lane
Woodside

Mary Fentress Hall
675 Mountain Home Road
Woodside

Carroll Ann Hodges
1367 Canada Road
Woodside

Susan Kay Lang
250 Hardwick Road
Woodside

Rebekah Witter
1 Montelena Court
Woodside

From: "Michael Feary" <mfeary@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/7/2006 12:24:03 PM
Subject: jan 31 public trail use hearing

Dave-

As a San Mateo County tax payer, I was surprised to find out that there was a public meeting last week on the opening of a public use trail in Huddart Park. I was actually informed by a Santa Clara county resident, and I would have attended the meeting, had I known.

As a mountain biker, I am concerned about what I have heard coming out of this meeting. As a scientist, I am concerned about what appears to be a biased representation of public opinion. As a tax payer, I am surprised about the lack of resources for cyclists in San Mateo County.

I would like to be able to voice my opinions in favor of opening the trail for mountain bikers. In all of my bike-horse encounters, I have not yet had a bad experience with a horse. The only bad encounter I know of involved a friend who was road cycling, and was charged by a horse from the opposite side of the road. This, admittedly single data point, indicates a problem with horse control rather than a cyclist instigating an incident.

As I understand it, there will be another meeting on March 2 on the same topic. Could you confirm this date? Also, is there a mailing list that I should be on to be informed of these meetings?

Thanks for your time.
Michael Feary

mike

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From: "Ken Rheume" <krheume11@yahoo.com>
To: <dholland@co.sanmateo.ca.us>, <krheume11@yahoo.com>
Date: 2/7/2006 11:00:07 AM
Subject: Public Meeting on January 31st in Woodside - re: Proposed new trail

Dave

Good Morning! I've been encouraged to voice my opinion on the new proposed trail in Woodside, so here goes.

I've been in the Bay Area for over 8 years and love the fact that we have access to such great trails so close to home. I'm an avid mountain biker, runner and triathlete and feel I've used these trails in many different capacities. I could go off on the equestrians, hikers, bikers, etc, and complain about how everyone isn't behaving the way I want them to. Bottom line is, we ALL need to learn how to SHARE the trails and learn that we can't have things our way. Its time for people to realize that we all need to learn how to co-exist together, instead of shutting out those who doesn't behave the way we want them to. I'll leave it at that and just say I really would love to have a new biking trail in the Bay Area. I will consciously make an effort to be more curious and friendly to my fellow trail users, regardless of how they use the trails.

Sincerely
Ken Rheume Age: 42
cell 408-718-1167

Bring words and photos together (easily) with
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From: "vonhaagendaz" <lindavanderhule@sbcglobal.net>
To: <d holland@co.sanmateo.ca.us>
Date: 2/7/2006 10:55:09 AM
Subject: San Mateo Trail Use Guiding Principles

I am a mountain biker.
I am a hiker.
I use to own a horse and was a rider.

That said I hope that you understand where my comments on this subject come from. I have lived in this area for 46 years and have had the opportunity to enjoy all the county parks. It is alarming however, when the parks we support in our taxes are not open to us to enjoy in whatever manner we may like. This issue between the equestrians and the bikers sharing the trails is blown out of proportion by equestrians.

I live in the Cupertino area. I hike and mountain bike along with the equestrians in Fremont Older and the adjoining Steven Creek County Park all the time. There is a high volume of mountain bikers in that area because it is very close in to the valley. There also is Garrod Riding Stable adjoined to the trails. You will see people out there riding horses that never have ever been on a horse before. The mountain bikers and the hikers and the horses all share the trails with complete politeness and a respect. If sharing the trails can work so well in one area. Why are there so many problems in Woodside?????

Open the parks to everyone. Let us enjoy the place we live in. It's for everyone, not just a selected group.

~Linda Vanderhule

From: "Renee Beckloff" <moabrulz@gmail.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/6/2006 10:56:37 PM
Subject: San Mateo Trail Use

Hi Dave-

I just wanted to drop you a note after hearing of the turnout at the latest open meeting regarding land use on Jan 31. As an avid cyclist, and horse owner, I really do feel the pull on both sides of the issue.

I have followed the same issue in Annadel state park, where they have face similar issues, and found a medium ground on which to operate. the bottom line is that both sides of this argument can find pros and cons to each other. I have grown up in Tsali, NC with the national forest and rotating land use - we simply get along. No, not every mtn biker is courteous, but I can also say that not ever equestrian is either.

We face a growing threat of land use. We need to have these spaces to enjoy the out of doors. we are an obese country with limited access to places in which to go and enjoy the land that we pay taxes to use. I hope ours is an area where we can show that the intermingling of passions can be successful. Our 25lb bikes pose no more threat to the wildlife than the 2500lb horse with an inexperienced (or experienced rider) - and yet we pay to use that land, just as those who claim we are more harmful than any others.

I hope that in the coming days, more of the masses do speak to this issue. I don't ask for miracles - only to enjoy the areas that I pay to provide as an outlet for my true passions of cycling and horseback riding.

thanks
Renee Beckloff

From: "Tom Moore" <suzikr@earthlink.net>
To: <dholland@co.sanmateo.ca.us>
Date: 2/6/2006 10:54:08 PM
Subject: New trails for mt bikers.

Dear Sir,

I wasn't able to make it to the last meeting, but have heard comments by both mt bikers and equestrians regarding this issue. I am both a mountain biker and equestrian and do patrol for both in Mid-Penn Open space (the first volunteer to do both bike and horse patrol) as well as San Mateo Volunteer Horse Patrol.

1. I wanted to give you some data that I have gotten from both rangers in the open space as well as mileage recorded from maps of the parks in San Mateo County. I have also included the miles of trails in neighboring counties that are closeby and available for mt bikers: San Mateo County: 195.5 miles of trails for mt bikers, Santa Clara :72.6 miles of trails for mt bikers, Santa Cruz: 129 miles of trails for mt bikers. I have heard that the mt bike group is claiming there are not enough trails for mt bikers in San Mateo county and there is not private transportation to these areas so they are in need of their own trail in the Woodside area to get to the other parks. I ride trails every day of the week, mixing in both San Mateo and Santa Clara County. I cannot tell you how many trails are available that I can ride each day of the year (I miss about 20-30 days because of mt bike /horse vacations in other areas, leaving me with about 330 days of riding in these two counties.) With various loops, I can always find a new ride each time I am out. I have lived in Saratoga and San Mateo and when living there, had a lot of fun riding up the roads to get to my trails. My favorites are King's Mountain Road connecting to Purisma, Old La Honda Road connecting to Skyline and then to Skeggs, Alpine Road (starting on Pavement and hitting the trail that leads up to Russian Ridge and Montebello), Windy Hill dirt trail that also leads up to Russian Ridge, and also Canyon trail that leads up to Steven's Creek/Montebello area trails. We are so fortunate to have so many available routes to hop on our bikes right off of Hwy 280. I don't understand the reasoning for needing a 3rd trail out of Woodside to bring the mt bikers up to Skyline area. A mountain bike is an awesome road bike also(plus easier). I see how mt bikers are claiming that biking is great exercise, it is, so why not get a head start(pre trail ride) and bike up King's Mountain or Old La Honda Road!!

2. When I do trail patrol on both bike/horse in Mid -Pen Open space, I have to log how many bikers, hikers, equestrians I see. I ride these trails every day(both bike and horse, every day in both counties.) On a warm, sunny, weekend, I at most have seen in the open space, 15 bikes on my ride. If there is a 3rd Which-way-Rider or 3rd Romp ride, I have seen at most 25 riders on a given day. I know from the rangers at Mid-pen that El Corte Madera is the most used park by mt bikers in San Mateo County. I can check to see what their stats are on how many mt bikers they see in a day. The last ride I had there during the week, I saw none. On the last weekend ride at El Corte Madero, I counted 35 mt bikers. I want to know where all the mt bikers are, because I never see that many. When I have asked 3rd ROMP why they don't do many rides in our area (Mid Pen Open Space in Santa Clara and San Mateo county (we are on the border of the two counties), they said they like now to hold most of their rides at Soquel Demo forest in Santa Cruz County for some reason. I am wondering why they want their own trail in Woodside if they prefer to go to Soquel Demo Forest instead of staying local in San Mateo or Santa Clara County. I also ride my horses in Huddard and Wonderlich about 3-4 times a week. I usually see 3-5 horses during the week

on my rides, and around 20-25 on the weekend. I see more horses in Huddard/Wonderlich during the week than mt bikers during the week in any park I ride in. On the weekend, I have only seen as many mt bikers in the most used park, El Corta Madera, as equestrians in Huddard/Wonderlich. For verification, you can check with the rangers as to my use in these parks.

3. The mountain bike groups claim that by giving them a legal trail in Woodside up to Skyline, they won't cheat and ride the illegal trails. I have had numerous discussions with the groups (Romp and Which -way -Riders) after we have a mt bike ride together and there are a few that always claim how they like to cheat on various trails. I just heard the president of ROMP tell me how he is going to cheat on Black MT trail in Rancho and I asked him not to since it would cause an accident for a horse person because of the nature of the trail and the "surprise" by the multitude of blind turns there are on the trail. He said it didn't matter, he wanted to do the trail. I thought "ROMP" stood for "Responsible Mt Bike Peddlers". To me, breaking the rules are not being responsible. Once one trail is opened up to mt bikers in the Woodside area, many mt bikers will feel free to jump onto illegal trails. If they are not allowed the new trails, there will be a much less likely chance of having the bikers on the illegal trails because by having it all closed off, there should not be a reason they should be there besides riding the road.

4. The last point I want to make is that the mt bikers claim that the horse person should have a horse that is safe and that the horseperson can control. I ride my horses in both horse only trails as well as horse/bike trails. I have spendt time getting my horses bike proof by riding my bike and ponying my horse behind so he will get used to the sights and sounds of mt bikes. I also consider myself an advanced trail rider and my trainer claims I am quite bold and fearless. My horses are quite used to the bikes and if seen ahead without surprise, they obey quite grand. I think what the mt bikers don't understand is that horses are "flight" animals (as opposed to dogs which are predators). When a horse is taken by surprise(in a blind turn for example) , even the most well trained, even tempered horse will take some form of flight. I can usually speak loudly and stop both the horse from fleeing and bike from coming any closer on a blind turn. There are some times that I haven't been able to stop the bike usually because the mt biker may have a walkman on or just not paying attention. This is when the danger occurs on the blind turns. I have had one of my horses almost tumble down the cliff because the mt biker didn't stop. I found out I from a CDF fireman who was jogging on the same trail that the same mt biker almost ran him off the trail and almost took out a few senior hikers. Not all mt bikers have this attitude, but I see about 10-15 percent that do and just that amount can cause quite a few accidents in the parks. The mid-pen rangers spend a good part of their time on the weekends trying to slow the mt bikers down so that they won't cause accidents. I have also heard the president of ROMP tell me about the numerous warnings he has been given for speeding. Again, I have to question how speeding can be considered " Responsible Peddling" and warrant a County to come up with the money to build and manage new trails for his group of riders.

I would ask you to not give any new trails to the mt bikers because of the issues I have raised. It is sad that a small group of mt bikers are so selfish to try to obtain trails in the most used Equestrain parks in the SouthBay Pennisula. I don't understand why these groups don't ride the trails they already have.

Thank you for your time to listen.

Sincerely,

Suanne Kreusch
Mid Pen Mt Bike and Equestrian Volunteer Patrol
San Mateo County Volunteer Horse Patrol

From: "Ed Dee" <mr_ed_dee@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/6/2006 6:11:50 PM
Subject: Re: San Mateo Trail Use Guiding Principles

Hello, Dave.

I will keep my comments brief, and to the point.

Mountain biking is a legitimate trail use activity as defined by National, California State, and many local urban park systems.

Mountain bikers are the second only to hikers in term of populous user group.

Any opportunity to increase mountain biking in and around urban parks creates an infinite amount of public good:

- Volunteer groups to steward open spaces
- Healthier communities of both adults and children
- Closer nit communities taking pride in the abundance of outdoor freedoms
- Volunteer patrol groups to assist with first aid, park rules education, interpretive education, general navigation, and in soem cases search and rescue.
- Kids education programs and sponsored rides.
- The list goes on...

Please cast a very strong favorable opinion from this constituent in favor of the development of a eneral plan that includes as much mounatin biking as is possible.

Thank you for reviewing and considering what I have written here. Please let me know how I may help.

Kind regards.
-Ed

Relax. Yahoo! Mail virus scanning helps detect nasty viruses!

From: "sue schlesinger" <sue94070@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/6/2006 5:23:55 PM
Subject: i strongly support mountain biking in san mateo county

I am a San Mateo County resident. I am an active person who hikes and bikes. I hike in the parks, ride my road bike on the roads, and ride my mountain bike on (legal) trails all over the Bay Area.

I strongly support mountain biking in San Mateo County. I also strongly support a legal mountain bike trail from Skyline to Woodside, to connect Woodside to the Skyline riding areas of Corte Madera (Skeggs) and Purisma. The proposed new trail on the south side of Kings Mountain Road (which doesn't intersect any horse trails) is an idea whose time has come, and shouldn't be the only trail under consideration.

This area is San Mateo County (not Woodside) public space, and a legal trail is a resource that will be used by many respectful, law abiding citizens like me.

Less than 5% of San Mateo trails are open to cyclists. Almost all of these "trails" are paved, and that is not the experience I am looking for when I ride my mountain bike.

I guess it's not surprising that a few vocal citizens with money have come to own the issue of public land use, but it is sad that the 'debate' (decision?) for how these trails are designated seems driven by mostly well-heeled equestrians used to having things their way, while it is up to a more diverse mix of people who ride bikes to challenge this powerful group.

Thanks for whatever degree of consideration you can give to this issue.

Sue Schlesinger
244 Windsor Drive
San Carlos, CA 94070

Yahoo! Mail - Helps protect you from nasty viruses.

CC: <Joshua_@wp.pl>, <patty.ciesla@norcamba.org>, "trent poltronetti"
<trent@poltronetti.com>

David Holland - Support the mountain bike trail

From: "Rich Schwerin" <rich_schwerin@hotmail.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/3/2006 4:35 PM
Subject: Support the mountain bike trail

Hi Dave -

I'm writing to urge your support of a mountain bike trail from Woodside to Skyline. I realize cyclists were outnumbered by the wealthy Woodside equestrians at Tuesday night's meeting, but we have a right to equal access as much as they do. Huddart is a county park--not just a town park for the Woodside elite, as they seem to think.

As I'm sure you're aware, cycling is an excellent physical activity for health and exercise, and is something many San Mateo County tax payers, residents, and workers enjoy. I work in San Mateo County and often cycle to work and support a trail from Woodside to Skyline.

By some estimates, SMCP has more than 15,000 acres of parks, all closed to cyclists. MROSD has 27,000 acres in San Mateo, on average 68% are open to bikes. Of the 32% left, some 15% are open to hiking and equestrians. Not even taking into account GGNRA, State parks and watershed, there is more land open to equestrian use in SM, and yet they complain at the idea of a single trail for us to use. It's plainly unfair that one group has so much more access than others.

Opening a well-designed cycling trail would connect a huge group of users to an activity we enjoy, without requiring us to drive up to Skyline. Please support the new mountain bike trail.

Thank you for your support,
Rich

Rich Schwerin
rich_schwerin@hotmail.com
2071 Plymouth St. #H
Mountain View, CA 94043-1744

"Climb the mountains and get their good tidings. Nature's peace will flow into you as sunshine flows into trees. The winds will blow their own freshness, and the storms their energy, while cares will drop off like autumn leaves." - John Muir

From: "Trent Poltronetti" <trent.poltronetti@ip-extreme.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/3/2006 4:04:24 PM
Subject: San Mateo Trail Use Guiding Principles

Dear Dave,

I'd like to start by thanking you for hosting the Jan 31 Public Trail Use Hearing, which I attended and where I was stunned by the behavior I witnessed. Before getting sucked into name calling, I'd like to step back and re-examine the fundamentals of the situation. These finite resources of land, budget and manpower should be allocated in line with the stated mission of San Mateo Environmental Services: "to preserve and provide safe, accessible parks, recreation and learning opportunities to enhance the community's quality of life". Let's examine some of the guiding principles which arise from that mission and which I feel most people widely agree on.

Quality of Life - Obesity is now the leading cause of preventable premature death in America. As public servants we must do all we can to motivate our citizens to be more active. It is good to provide opportunities for exercise and even better to offer forms of exercise that are more appealing. Hiking, trail running and mountain biking are all excellent forms of aerobic exercise but a large portion of the population (especially our youth) finds biking more fun and enjoyable than hiking or running. Many also find riding a horse enjoyable but it does not provide the same aerobic exercise benefit.

Preserve - Studies have shown that cyclists and hikers have about the same amount of impact on the trail (with some variance for grade, surface and wetness) but a single horse has many times that impact. My bicycle often surprises me with how bumpy a surface it can ride over yet I have been brought to a dead stop on many occasions by the trail damage done by passing horses. In consideration of the larger environment, anything that enables anyone to do the activities they desire without requiring them to get into a car is beneficial to us all.

Access - We must make recreational opportunities available for those not privileged enough to own a car or horse. Horses can be helpful in letting disabled people enjoy the outdoors - though I don't know how often that actually occurs. Bikes are an excellent alternative form of exercise for those with knee or back problems and offer an alternative to driving to the recreational areas. Finally, trailhead parking needs to be provided for those that choose to drive and 12 hikers or cyclists can park in the space 2 equestrians take with their tow vehicle and trailer.

Safety - Among my group of friends, one has been knocked down by an out of control cyclist, another total sweetheart has been shoved off a trail by an

unjustifiably angry hiker and a third pushed over the edge while standing trailside letting a poorly behaved horse pass. I've been hospitalized after being rear-ended by a car while road cycling so prefer mountain biking. Bottom line - everybody needs to be polite and considerate of others and all trail users need to educate their youth. Let's also look at the potential for harm. As equestrians will tell you, a horse is a product of its evolution as a herbivore which survived by reacting decisively to potential threats. At over a 1000lbs horses are very powerful and I'm not sure they belong in high use areas if they are really so skittish - and the solution is not banning the public from public lands. I'm also curious if there are any studies on the health impact of inhaling the dust from pounded up horse droppings during our long, dry summer.

Recreation - We should do our best to enable an enjoyable outdoor experience to all. Bikes racing downhill can be disturbing but this is mitigated through education and proper trail design (sight lines should be kept short and the trail should feature natural twists and bumps to reduce speed). Since it is always the hiker or cyclist who has to step off the trail to let the horse pass, I find it intrusive when there are many horses on the trail. When riding I try pull over and let hikers by as often as they step aside for me. As a final consideration in really high traffic areas, a given length of trail can comfortably accommodate twice as many hikers as bikers and twice as many bikers as horse riders.

Community - These lands are owned by the public and if user conflict is really an issue then land should be allocated proportionally to the number of potential users. Cyclists far outnumber equestrians in the general population and have an equal right to local access to the activities they desire.

To conclude, instead making the unreasonable, arrogant and self-centered demand that all those who choose to enjoy the outdoors in a different manner than I be banned from public trails, all I request is that you continue to consider the guiding principles that arise from your stated mission and to allocate our limited resources in line with those principles. In return I will continue to pay my taxes, strive to be an example of how to be nice to others on the trail and to educate new users on etiquette and environmental care.

Thank you very much,

Trent

Trent Poltronetti

VP Marketing, IPextreme Inc

trent.poltronetti@ip-extreme.com

Work 408 540 0098 Cell 408 205 6969

IPextreme Inc
Trusted On-Chip SubsystemsT

CC: "Joshua" <Joshua_@wp.pl>, <patty.ciesla@norcamba.org>

From: lorraine_thompson@yahoo.com
To: <dholland@co.sanmateo.ca.us>
Date: 2/3/2006 2:01:06 PM
Subject: Public Meeting on January 31st in Woodside - re: Proposed new trail

Hi Dave

I was at the meeting earlier this week in the Woodside Independence Hall to hear the plans for the proposed new bike trail in Wunderlich/Huddart Park. I was really excited as an eight year resident of the Bay Area to hear about plans to expand trails for cyclists instead of the usual discussions about trail closures. I am also an avid hiker and trail runner, and I love to use and get around on all the Bay area trails as much as possible.

After your excellent presentation and description of the proposal, we sat through 30 minutes of complaints about how "evil cyclists" tear up trails and knock poor innocent equestrians from their horses at an alarming rate of regularity. If you believed every story in the room, we are people who simply should not be allowed out on the streets!

I bike on all the trails in the Bay area, and I cover a lot more ground than the equestrians can in a few hours, and the war stories they reported are simply not reflective of the truth!! Sure, there will always be an element of society that lacks consideration for others, but just as there are inconsiderate cyclists, there are also inconsiderate horse riders, hikers and runners. Whilst my friends and I always strive to give the utmost consideration to all other trail users, I have been witness to hikers pushing one of my friends off a trail, horse riders being incredibly rude and verbally abusive to us. All this is simply because they don't want to share - it was not a reaction to any wrong doing or bad behavior on our part.

As a cyclist, I have concerns about the excessive equestrian uses of parks and trails. We have far too many trails and areas dedicated to this small but affluent portion of the local population. The parks and recreation service are meant to serve the needs of the local majority, and not just the affluent minority. I understand from ROMP that there are plenty of statistics available on the number of cyclists in the local population versus the equestrians that need to be understood more during these meetings. Cycling as a sport is and will continue to grow, and local services need to make sure they are responsive by providing areas for these activities. It is unfortunate that the cycling population are more passive than the equestrian community because I am fearful that this determined group of organized riders will cause us to lose more ground in the future, and that simply is not the right thing for the local community.

On another related issue, I have major concerns about the health of our children and future generations if we continue to deprive cyclists of the opportunity to explore the outdoors in a way they enjoy. Children today just don't get enough exercise, and obesity is becoming a major problem for this country. Children and youngsters love to cycle because it is so much fun! Surely it makes sense to encourage families and youngsters to get outside and to expend energy and adopt a healthy sport such as mountain biking on the local trails? It simply doesn't make sense to oppose this just because a few equestrians are fearful they can't control their horses in the face of other trail users. The equestrians need to work with the cyclists and help us to promote and educate within our cycling community. To simply deny access to cyclists will only encourage illegal trail usage. We have to find a way to make this work for everyone.

I will be attending all future meetings regarding this trail proposal. I have also been in contact with many of my cycling friends who were not aware this event was taking place and garnered their support. We plan to increase our attendance at any events in the coming months, and we will strive to ensure you understand fully the desires of the cyclists to work with the equestrians. This trail proposal is wonderful news for the cycling community and it resolves some of the problems cyclists have had riding on roads in the Bay area. I am in full support of this trail proposal and will rally as many cyclists as possible to ensure this gets the approval it deserves.

Many thanks for your attention.

Lorraine Poltronetti
Cell: (650) 714 3190

From: "Bob Gluchowski" <bob@vtechmanufacturing.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/3/2006 11:05:38 AM
Subject: Trail to skyline from woodside

Hi Dave,

I just wanted to express my support for a trail to Skyline Blvd from Woodside for Mtn Bikes.

I think it's useless for me to list the reasons why it would be beneficial to the riders of the area and the community. It's pretty obvious that the trail is a huge benefit for everyone in the community. I know the main opponents to the trail are the equestrians. I also think we need more awareness of how these animals act and can react when startled. I don't see any efforts from the equestrian community to educate the general public on the behavior of horses, or try to come up with creative solutions so both parties can enjoy these parks. They simply oppose everything relating to cycling. San Mateo County has one of the largest communities of cyclists anywhere outside of Europe. All you have to do is look at Sand hill road on a Sunday afternoon. The cyclists are everywhere. Cyclists need more trails to ride, and it should not be an issue. I hope the tail does not wag the dog on this issue. I look forward to meeting you at the next meeting March 2nd

Thanks,

Bob

Bob Gluchowski | Owner |

V-Tech Manufacturing | 3360 Edward Ave | Santa Clara, CA 95054 | Tel:
408-988-9200 | Fax: 408-988-9300

From: "Tiffany Shockley" <tiffany_shockley@yahoo.com>
To: "David Holland" <dholland@co.sanmateo.ca.us>
Date: 2/3/2006 10:48:21 AM
Subject: Re: Trail Use

Hi Dave,

Can you add this to my statement to show that there is only a very limited amount of pace in San Mateo County for equestrians.

MROSD has 27,000 acres in San Mateo, on average 68% are open to bikes. Of the 32% left, some 15% is open to hiking and equestrian.

Thanks,

Tiffany

David Holland <dholland@co.sanmateo.ca.us> wrote:

Tiffany - Thanks for your comments. I will add them to the public record, as well as consider them as deliberate about the recommendation we bring to the Parks and Recreation Commission on March 2.

Dave

>>> "Tiffany Shockley" 2/2/2006 10:52:34

AM >>>

Dear Dave,

I am both an equestrain in Woodside and an avid mountain biker and I would like to share with you my view of this issue.

I ride my MTB on hundreds of trails up and down skyline blvd and feel we have a great variety of trails to choose from.

However as an equestrian, there are only a hand full of parks in the bay area that an equestrian can take a horse. Although, there are shared use trails many of them do not have parking for horse trailers therefore making it almost impossible to use them. Also, many do not realize how much work and expense goes into trailering a horse to a site. I have had a couple of times where I could not park and it was frustrating and stressful that I could not enjoy the parks. I am very concerned not only about safety issues but about the ability to even use the trails if the parks are open to MTB.

Woodside and Portola Valley are the only horse communities left in the bayarea and they need to be preserved.

The two parks in question have paking for horse trailers and are located near one of the largest population of horses left in the bayarea.

Mixing MTB and horses is difficult as MTB riders tend ride trails fast and can easily collide with a horse going up hill. These parks are dense with forrest and many trails are not very wide which making passing difficult.

I have shared trails in the south bay with MTBs and although I have fallen off my horse due to a speeding cyclist, I find that because the trails are wider and sparse, it easier to pass and see someone coming and I support shared use on these trails.

Best Regards,
Tiffany

From: "ssulljm" <ssulljm@juno.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/3/2006 10:12:27 AM
Subject: Huddart Park bike trail proposal

Mr Holland,

Thank You for including this note in the mt bike trail proposal for the South side of Huddart park. After bicycle riders being verbally labeled terrorists by the equestrian crowd at last Tues meeting, I felt it necessary to voice my strong beliefs for the record also.

This trail proposal, which was carefully thought out and proposed , respected the what I mistakenly thought were the initial wishes of the dominant user group(equestrians) that if a trail should exist for cyclists it be completely seperate from existing trails within Huddart Park.

The equestrian group has done a tremendous job volunteering, supporting and maintaining trails within these lands for many decades. At no point would I downplay their tireless efforts in this respect.

My point is, times are changing. Equestrian #'s are decreasing every year due to high costs of land,etc. Mt bike riders are becoming a large and appreciated asset for many land managers , allowing for a broad base of users within many public parks within our region.

What I ask as a bicycle rider is not for any special consideration in Huddart Park other than honoring my right as a citizen of San Mateo County to be able to occasionally ride a bicycle on a trail within this isolated section of Huddart Park.

Thank You,
Jim Sullivan
1212 oak wood ct
pacificca, ca
94044

CC: <romp@ns.live555.com>

From: "Dwayne Bershaw" <bershaw@yahoo.com>
To: <d holland@co.sanmateo.ca.us>
Date: 2/2/2006 9:45:03 PM
Subject: Huddart / Wunderlich Master Plan

I'd like to voice my support for bike trails as part of the H/W master plan. I believe mtn. bikes can coexist with hikers and equestrians on trails and in parks. While some mtn. bikers have given people bad impressions with rudeness and occasionally recklessness, I believe that they are, in general, young, inexperienced, and definitely in the minority. Most bikers, road and mtn., respect the rules and want nothing more than to enjoy the outdoors.

Warm Regards,
Dwayne Bershaw

From: "Mike Vandeman" <mjvande@pacbell.net>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 5:28:18 PM
Subject: Last Tuesday's Huddart Meeting

"We cyclists also feel displaced by San Mateo County Parks, which - to date - has denied us all access (except for a handful of paved roads) to this open space - which belongs to everyone, not just to those residents of Woodside who ride horses."

I wonder why mountain bikers feel that they can't be successful in promoting mountain biking if they stick to telling the truth! One wonders what they are hiding! In this case, they are hiding the fact that mountain bikers are NOT "displaced" from any parks or trails: they can walk there, just like everyone else.

Trail building destroys more of our already-too-scanty supply of wildlife habitat. Mountain bikers obviously don't care about wildlife (the REAL owners of our parks, since it's their home!). I sincerely hope that YOU do!

Best wishes,

Mike Vandeman

Date: Thu, 02 Feb 2006 14:44:17 -0800
To: romp@ns.live555.com
From: Ross Finlayson <finlayson@live555.com>
Subject: [ROMP] Fwd: My message to Dave Holland (SM County Parks)
List-Subscribe: <<http://lists.live555.com/mailman/listinfo/romp>>,
<<mailto:romp-request@lists.live555.com?subject=subscribe>>

FYI, I just sent the following email to Dave Holland at San Mateo County Parks.

>Date: Thu, 02 Feb 2006 14:33:19 -0800
>To: dholland@co.sanmateo.ca.us
>From: Ross Finlayson <finlayson@live555.com>
>Subject: Last Tuesday's Huddart meeting
>
>Dear Mr. Holland,
>
>I was in attendance at last Tuesday evening's meeting in Woodside to
>discuss the Master Plan for Huddart County Park.
>
>As someone who enjoys experiencing open space on a mountain bike, I was
>saddened and disappointed by the attitude and comments expressed by many
>of the local equestrians at this meeting. (I found it ironic to hear
>cyclists described as "ill-mannered".)
>
>It genuinely saddens me to hear that so many equestrians are fearful of
>bicycles, and have a feeling of being 'displaced' by bicycles (as if we
>were an invasive noxious pest encroaching upon 'their' land). I hope you
>will appreciate, however, that we cyclists also feel displaced by San
>Mateo County Parks, which - to date - has denied us all access (except for
>a handful of paved roads) to this open space - which belongs to everyone,
>not just to those residents of Woodside who ride horses.

- >
- >The proposed new trail in Huddart should help redress this
- >imbalance. Because this trail will be designed specifically for mountain
- >bike use, there is no possibility of conflict with
- >equestrians. Furthermore, this new trail should reduce the likelihood of
- >trail conflict elsewhere within Huddart. (Any cyclists who now illegally
- >ride the existing trails in Huddart will likely use the new trail
- >instead.) Therefore this new trail - especially if designed and layed out
- >well, with input from local mountain bikers - should also indirectly
- >improve the experience for local equestrians.
- >
- >I hope that you will continue to support the building of this new
- >trail. Only by reaching out to a broad segment of the community can San
- >Mateo County Parks ensure that it continues to obtain the financial
- >support that it needs, well into the future.
- >
- > Ross Finlayson.

===

I am working on creating wildlife habitat that is off-limits to humans ("pure habitat"). Want to help? (I spent the previous 8 years fighting auto dependence and road construction.)

<http://home.pacbell.net/mjvande>

From: "Julian Osinski" <josinski@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 3:33:54 PM
Subject: mountain bike trail

Dave:

I hear there have been some hearings about establishing a mountain bike trail to Skyline in Woodside. I am a resident of Woodside and a big supporter of this. I think this is a great idea and hope there is nothing in the way of derailing it. Are there some future hearings you can tell me about that I can attend?

Thanks,

Julian Osinski
216 Highland Terrace
Woodside, CA
650-529-0939

From: <Max.Zinsman@fairchildsemi.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 3:04:02 PM
Subject: Huddart County park Planning

I was not in attendance at the Tuesday meeting, but I have heard from cyclists that did attend of your efforts to be fair and open minded regarding the planning. I understand that the meeting was very emotional. I am a trail runner and offroad cyclist and have done both in and around Huddart; running in Huddart only. I would like to see a trail that can be used by cyclists to avoid Kings Mountain Road.
Thanks for your efforts!

From: "Ross Finlayson" <finlayson@live555.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 2:34:10 PM
Subject: Last Tuesday's Huddart meeting

Dear Mr. Holland,

I was in attendance at last Tuesday evening's meeting in Woodside to discuss the Master Plan for Huddart County Park.

As someone who enjoys experiencing open space on a mountain bike, I was saddened and disappointed by the attitude and comments expressed by many of the local equestrians at this meeting. (I found it ironic to hear cyclists described as "ill-mannered".)

It genuinely saddens me to hear that so many equestrians are fearful of bicycles, and have a feeling of being 'displaced' by bicycles (as if we were an invasive noxious pest encroaching upon 'their' land). I hope you will appreciate, however, that we cyclists also feel displaced by San Mateo County Parks, which - to date - has denied us all access (except for a handful of paved roads) to this open space - which belongs to everyone, not just to those residents of Woodside who ride horses.

The proposed new trail in Huddart should help redress this imbalance. Because this trail will be designed specifically for mountain bike use, there is no possibility of conflict with equestrians. Furthermore, this new trail should reduce the likelihood of trail conflict elsewhere within Huddart. (Any cyclists who now illegally ride the existing trails in Huddart will likely use the new trail instead.) Therefore this new trail - especially if designed and layed out well, with input from local mountain bikers - should also indirectly improve the experience for local equestrians.

I hope that you will continue to support the building of this new trail. Only by reaching out to a broad segment of the community can San Mateo County Parks ensure that it continues to obtain the financial support that it needs, well into the future.

Ross Finlayson.

From: David Holland
To: Shenefield, Luke
Date: 2/2/2006 1:08:14 PM
Subject: Re: Huddart Park User's Meeting: pro family, pro bikes.

Like - Thanks you for your comments. We will incorporate them into the public record and our deliberations. We plan to bring a recommendation to the Parks and Recreation Commission on March 2.

Dave

>>> "Luke Shenefield" <luke@43designs.com> 2/2/2006 12:39:52 PM >>>
Dear Mr. Holland:

Thank you for holding meeting about trail access in Huddard Park. I know it wasn't easy with the attitudes and non-listening of some of the members present.

I did live in San Mateo three years ago but now am in the Monterey area. I'm a father of two girls, 6 and 8, who love to ride their bikes. I come to San Mateo to ride sometimes with my friends. I am an advocate of shared, multi-use trails, and have come up against these same issues often in my life. The equestrians are clearly the smaller, older, more moneyed and organized bunch, and the cyclists the opposite. Surely there must be a way to have them remember what they may have learned in kindergarten - that sharing is most important. Kinda tough for me to reinforce sharing when I have to tell my daughter, "We can't ride bikes in that public park because they won't let us."

I think you will agree that mountain bikers are good people who give back through trail maintenance and environmental activity. It has been proven again and again that horses do more damage to trails than bikes, so there is no argument there. You will see from other multi-use agreements around the Bay Area that shared trails work for everyone, and one loud group should not be able to restrict access to anyone, especially when they are the minority.

I urge you to further your research on this matter and allow trails for bicycles. We have parks here in Monterey County that are shared, multi-use parks. We share. County parks are for the people, and the people is everybody, and I don't mean just us "mountain bikers". More cycling access in general creates more family outings, environmental and health awareness. Anybody can go to Goodwill and get a bike for \$50. Who can get a horse, truck and trailer to carry it for that amount? Your group of naysayers is a small, elite group. They need to give back to their community.

Thank you for your further consideration on this matter.

Luke Shenefield
Salinas, CA.

CC: Herzberg, Samuel

From: David Holland
To: LeGette, Marc
Date: 2/2/2006 1:03:18 PM
Subject: Re: Woodside to Skyline Access - off pavement

Marc - Thanks for your comments. I will include them in the public record as well as our deliberation. We plan to make a recommendation to the Parks and Recreation Commission on March 2nd.

Dave

>>> "Marc LeGette" <marcwlegette@yahoo.com> 2/2/2006 12:31:23 PM >>>
Mr. Holland,

I am writing in response to the trail access meeting held in Woodside this Tuesday, Jan 31st. The local equestrian community had a strong turnout, although most of their comments were aggressive and most had no interest in listening to valid points from other user groups. I also found most equestrians to be physically aggressive towards me when they discovered I was there to support mountain bike access. As a result, my voice was not heard.

My main points are these:

- I am a dual user, I am an equestrian with a horse boarded at Webb Ranch in Portola Valley. I am also a long time mountain bike rider. I have done extensive trail work with MROSD and ROMP. I also do quite a bit of trail riding (on horse) in Wunderlich
- Wunderlich should remain closed to bikes. This park is heavily used by hikers and equestrians. Horses do need a safe space to ride without bikes.
- Huddart should open, at a minimum, fireroad access to Skyline. Huddart is used much less by equestrians and there are fewer encounters possible, especially on fireroads
- Cyclists NEED a SAFE route to Skyline. Currently, the only access to Skyline is via Hwy 92, Kings Mtn Rd, Old La Honda or Hwy 84. These roads have no bike lanes and are dangerous. Mountain bikes have wider handlebars and are slower than road bikes, making it more dangerous with traffic
- Richards Rd trail and Archery Fireroad (both in Huddart) could easily be open to bikes with no conflict with existing users
- Ridge trail is also a great trail that should be open to bikes. This is not a trail that gets used by equestrians or hardly anyone else. In fact, in the 50+ times I have used the trail I have met ONE hiker on the trail, that's it. I have never met an equestrian. Most of the time the trail is heavily covered in tree debris. More use would help to keep the trail clear and make it more usable. This trail also offers a safe method to connect El Corte de Madera OSP with Purisima OSP without using Skyline (very dangerous to bikes)

Please consider my inputs to this situation. Offering safe access for bicycles encourages people to get off the couch and get some exercise without endangering their lives with near misses from speeding cars.

Sincerely,
Marc LeGette
Equestrian and Mountain Bike Rider

Bring words and photos together (easily) with
PhotoMail - it's free and works with your Yahoo! Mail.

CC: Herzberg, Samuel

From: David Holland
To: Shockley, Tiffany
Date: 2/2/2006 12:58:15 PM
Subject: Re: Trail Use

Tiffany - Thanks for your comments. I will add them to the public record, as well as consider them as deliberate about the recommendation we bring to the Parks and Recreation Commission on March 2.

Dave

>>> "Tiffany Shockley" <tiffany_shockley@yahoo.com> 2/2/2006 10:52:34 AM >>>

Dear Dave,

I am both an equestrian in Woodside and an avid mountain biker and I would like to share with you my view of this issue.

I ride my MTB on hundreds of trails up and down skyline blvd and feel we have a great variety of trails to choose from.

However as an equestrian, there are only a hand full of parks in the bay area that an equestrian can take a horse. Although, there are shared use trails many of them do not have parking for horse trailers therefore making it almost impossible to use them. Also, many do not realize how much work and expense goes into trailering a horse to a site. I have had a couple of times where I could not park and it was frustrating and stressful that I could not enjoy the parks. I am very concerned not only about safety issues but about the ability to even use the trails if the parks are open to MTB.

Woodside and Portola Valley are the only horse communities left in the bayarea and they need to be preserved.

The two parks in question have paking for horse trailers and are located near one of the largest population of horses left in the bayarea.

Mixing MTB and horses is difficult as MTB riders tend ride trails fast and can easily collide with a horse going up hill. These parks are dense with forrest and many trails are not very wide which making passing difficult.

I have shared trails in the south bay with MTBs and although I have fallen off my horse due to a speeding cyclist, I find that because the trails are wider and sparse, it easier to pass and see someone coming and I support shared use on these trails.

Best Regards,
Tiffany

CC: Herzberg, Samuel

From: David Holland
To: Kranz, Charlene
Date: 2/2/2006 12:50:51 PM
Subject: Re: Biking in Woodside

Charlene - Thanks for your comments. I will incorporate them into the public record, and ofcourse our deliberations. We expect to bring a recommendation to the Parks and Recreation Commission on March 2.

Dave

>>> "Charlene Kranz" <cjk@stanford.edu> 2/2/2006 10:30:59 AM >>>

Dear Mr. Holland,

I am writing in support of equal-opportunity use of county trails in San Mateo county, most notably Huddart and Wunderlich Parks in Woodside. I would like to see the county uphold a non-discriminatory position on trail use and remember that all user groups include those who support conservation as well as those who are only thinking about themselves. I have witnessed hikers removing entire plants, roots and all, from the parks; as well as struggled not to turn an ankle on the deeply rutted, dried tracks of horses that have been ridden on muddy trails. I am a hiker, equestrian, and cyclist (both road and mountain) and have lived in Menlo Park for more that 15 years. I look forward to a day when we can find a way to keep trails safe for all users and only penalize those individuals who can't get along with others.

I regret that I am unable to attend your meetings, but I hope my comments will be taken into consideration as your group develops a Master Plan for Wunderlich and Huddart Parks' trail systems.

Best regards,
Charlene Kranz

CC: Herzberg, Samuel

From: "Luke Shenefield" <luke@43designs.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 12:41:17 PM
Subject: Huddart Park User's Meeting: pro family, pro bikes.

Dear Mr. Holland:

Thank you for holding meeting about trail access in Huddart Park. I know it wasn't easy with the attitudes and non-listening of some of the members present.

I did live in San Mateo three years ago but now am in the Monterey area. I'm a father of two girls, 6 and 8, who love to ride their bikes. I come to San Mateo to ride sometimes with my friends. I am an advocate of shared, multi-use trails, and have come up against these same issues often in my life. The equestrians are clearly the smaller, older, more moneyed and organized bunch, and the cyclists the opposite. Surely there must be a way to have them remember what they may have learned in kindergarten - that sharing is most important. Kinda tough for me to reinforce sharing when I have to tell my daughter, "We can't ride bikes in that public park because they won't let us."

I think you will agree that mountain bikers are good people who give back though trail maintenance and environmental activity. It has been proven again and again that horses do more damage to trails than bikes, so there is no argument there. You will see from other multi-use agreements around the Bay Area that shared trails work for everyone, and one loud group should not be able to restrict access to anyone, especially when they are the minority.

I urge you to further your research on this matter and allow trails for bicycles. We have parks here in Monterey County that are shared, multi-use parks. We share. County parks are for the people, and the people is everybody, and I don't mean just us "mountain bikers". More cycling access in general creates more family outings, environmental and health awareness. Anybody can go to Goodwill and get a bike for \$50. Who can get a horse, truck and trailer to carry it for that amount? Your group of naysayers is a small, elite group. They need to give back to their community.

Thank you for your further consideration on this matter.

Luke Shenefield
Salinas, CA.

- >President
- >Responsible Organized Mountain Pedalers
- ><http://www.romp.org>
- >
- >
- >
- >_____
- >bikes@svbcbikes.org mailing list
- >
- >To unsubscribe from the SVBC discussion list or change your options, please visit <http://lists.svbc.dreamhost.com/options.cgi/bikes-svbc.dreamhost.com/>.
- >
- >You can also unsubscribe via e-mail by sending a message from your subscribed e-mail account to subscribe@svbcbikes.org
- >with the word 'unsubscribe' in the subject or body--don't include the
- >quotation marks. You will be asked to confirm your request to unsubscribe for security reasons.
- >
- >List information:
- ><http://lists.svbc.dreamhost.com/listinfo.cgi/bikes-svbc.dreamhost.com>
- >
- >
- >
- >

CC: <wwbc@svbcbikes.org>, "svbc" <bikes@svbcbikes.org>, <dholland@co.sanmateo.ca.us>

From: <jkerouac@speakeasy.net>
To: "Joshua" <Joshua_@wp.pl>
Date: 2/2/2006 12:33:48 PM
Subject: Re: [SVBC] Huddart / Wunderlich Master Plan meeting report

There are many on this list who do mtb, and appreciate you keeping us posted on this.

Best approach to the Town of Woodside is that bicycling in their town will exist with or without lanes and trails. Its in the interest of safety for all to have safe accomodations. I'm sure the Woodside Bakery and Robert's Market, among others, would be in support of efforts to make their town more bicycle friendly.

Pls let us know where and when the March 2 meeting will be.

Barry

Joshua wrote:

>I was at the Huddart / Wunderlich Master Plan meeting on Tuesday night.
>I understand that most people on this list do not mountain bike, and may
>not be so interested in a dirt trail from Woodside to skyline. That is
>OK. I hope you are concerned about the reputation of cyclists and the
>sport of cycling.

>

>I would like to say that the town of Woodside has many residents that
>are anti-bike. The residents of woodside at the meeting complained of
>large group rides taking up the road interfering with vehicular traffic,
>not obeying the traffic laws, cyclists urinating in people's yards,
>being rude to townsfolk, scaring horses, and generally not being
>respectful. The way they delivered this message was ironically rude,
>insulting and disrespectful.

>

>While I feel that the Town of Woodside is blessed by beautiful roads
>with bucolic views and little traffic, and that they have brought much
>of the conflict upon themselves by not putting in bicycle lanes or
>public restrooms, I still would like to ask you all to be courteous to
>our neighbors in Woodside.

>

>I would also like to encourage you to come to the next public hearing on
>the Huddart / Wunderlich Master Plan. I believe the next meeting will be
>on March 2, 2006. If you cannot attend, and wish to comment on some of
>your experiences with the residents of Woodside, or your desire for a
>trail for bikes from Woodside to Skyline, now would be a good time to
>send them to Dave Holland, San mateo County Parks Director, at
>d holland@co.sanmateo.ca.us.

>

>If you know anyone or any club that has very large rides through
>Woodside, please forward my email to them, so that we can help mitigate
>these conflicts now.

>

>

>

>Warm Regards,

>

>

>

>Josh Moore

From: "Marc LeGette" <marcwelette@yahoo.com>
To: <d holland@co.sanmateo.ca.us>
Date: 2/2/2006 12:32:20 PM
Subject: Woodside to Skyline Access - off pavement

Mr. Holland,

I am writing in response to the trail access meeting held in Woodside this Tuesday, Jan 31st. The local equestrian community had a strong turnout, although most of their comments were aggressive and most had no interest in listening to valid points from other user groups. I also found most equestrians to be physically aggressive towards me when they discovered I was there to support mountain bike access. As a result, my voice was not heard.

My main points are these:

- I am a dual user, I am an equestrian with a horse boarded at Webb Ranch in Portola Valley. I am also a long time mountain bike rider. I have done extensive trail work with MROSD and ROMP. I also do quite a bit of trail riding (on horse) in Wunderlich
- Wunderlich should remain closed to bikes. This park is heavily used by hikers and equestrians. Horses do need a safe space to ride without bikes.
- Huddart should open, at a minimum, fireroad access to Skyline. Huddart is used much less by equestrians and there are fewer encounters possible, especially on fireroads
- Cyclists NEED a SAFE route to Skyline. Currently, the only access to Skyline is via Hwy 92, Kings Mtn Rd, Old La Honda or Hwy 84. These roads have no bike lanes and are dangerous. Mountain bikes have wider handlebars and are slower than road bikes, making it more dangerous with traffic
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Please consider my inputs to this situation. Offering safe access for bicycles encourages people to get off the couch and get some exercise without endangering their lives with near misses from speeding cars.

Sincerely,
Marc LeGette
Equestrian and Mountain Bike Rider

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From: "Tiffany Shockley" <tiffany_shockley@yahoo.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 10:53:15 AM
Subject: Trail Use

Dear Dave,

I am both an equestrian in Woodside and an avid mountain biker and I would like to share with you my view of this issue.

I ride my MTB on hundreds of trails up and down skyline blvd and feel we have a great variety of trails to choose from.

However as an equestrian, there are only a hand full of parks in the bay area that an equestrian can take a horse. Although, there are shared use trails many of them do not have parking for horse trailers therefore making it almost impossible to use them. Also, many do not realize how much work and expense goes into trailering a horse to a site. I have had a couple of times where I could not park and it was frustrating and stressful that I could not enjoy the parks. I am very concerned not only about safety issues but about the ability to even use the trails if the parks are open to MTB.

Woodside and Portola Valley are the only horse communities left in the bayarea and they need to be preserved.

The two parks in question have parking for horse trailers and are located near one of the largest population of horses left in the bayarea.

Mixing MTB and horses is difficult as MTB riders tend ride trails fast and can easily collide with a horse going up hill. These parks are dense with forrest and many trails are not very wide which making passing difficult.

I have shared trails in the south bay with MTBs and although I have fallen off my horse due to a speeding cyclist, I find that because the trails are wider and sparse, it easier to pass and see someone coming and I support shared use on these trails.

Best Regards,
Tiffany

From: "Charlene Kranz" <cjk@stanford.edu>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 10:31:55 AM
Subject: Biking in Woodside

Dear Mr. Holland,

I am writing in support of equal-opportunity use of county trails in San Mateo county, most notably Huddart and Wunderlich Parks in Woodside. I would like to see the county uphold a non-discriminatory position on trail use and remember that all user groups include those who support conservation as well as those who are only thinking about themselves. I have witnessed hikers removing entire plants, roots and all, from the parks; as well as struggled not to turn an ankle on the deeply rutted, dried tracks of horses that have been ridden on muddy trails. I am a hiker, equestrian, and cyclist (both road and mountain) and have lived in Menlo Park for more that 15 years. I look forward to a day when we can find a way to keep trails safe for all users and only penalize those individuals who can't get along with others.

I regret that I am unable to attend your meetings, but I hope my comments will be taken into consideration as your group develops a Master Plan for Wunderlich and Huddart Parks' trail systems.

Best regards,
Charlene Kranz

From: "Barott, Julie" <Julie.Barott@Bain.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/2/2006 10:22:07 AM
Subject: Public Meeting - Huddard & Wunderlich Park Master Plan, January 31, 2006

Dear Mr. Holland:

I wanted to thank you for your honest and brave attempt to have an open discussion with regard to trail access for bicycles in Huddard Park. I was in attendance at this meeting, and appreciated your trying to keep the discussion focused on the issue of trail access, despite the fear and hatred permeating the room from the equestrians. I had no idea that this kind of hatred still existed.

I am a cyclist and resident of San Mateo County. I have a vested interest in how the parks in my county are being managed, and was very startled and shocked at the possibility that one small, albeit loud, and organized user group may be allowed the power to restrict one of the largest user groups from sharing public land. Mountain biking is a large user group that has the capacity and ability to give back to the parks. If you were to review the records of other municipalities, you will see that the majority of volunteer trail workers are cyclists. The argument that cycling ruins the trails is very much overstated. Please visit Fremont Older Park in the winter time and compare the damage caused by equestrians versus that caused by bicycles. You will see the disparity immediately - horses are much more damaging. Fremont Older is a multiuse park, with many new riders - on horses as well as on bikes, runners, walkers, and people with dogs. I have been riding there for years and have NEVER had any negative experiences. Everyone has full awareness that these trails are shared and trail user behavior must be modified to accommodate all users. The horses are accustomed to bikes and I have never seen any nervous behavior. Talk to these park users and get their feedback.

The argument that cyclists will overrun the trails is also inaccurate. I attended the public hearings when San Francisco County allowed access into the Watershed at Crystal Springs Reservoir and heard the same arguments....the cyclists will overrun the trails and build new illegal trails. This has not happened, nor will it.

As a resident of San Mateo County, I strongly urge you to continue your research into allowing access for cyclists in Huddard Park. THE TIME HAS COME. The residents of Woodside should not be allowed to dictate how a county park is managed and exclude those who do not have the financial ability or desire to ride horses. Their lifestyle is not going to be affected, and allowing mountain bikes safe egress to El Corte de Madera from Huddard Park is the right thing to do for the residents of San Mateo County.

Thank you for your time.

Regards,

Julie Barott
1353 Wayne Way

San Mateo, CA 94403
(650) 578-9044 (home)
(650) 814-8271 (cell)

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From: ParksAndRecreation
To: Holland, David
Date: 2/2/2006 8:00:27 AM
Subject: Fwd: Mountain Cyclist

>>> "Dennis Lynch" <dkgiddyup@sbcglobal.net> 2/1/2006 7:42:55 PM >>>
To: Dave Holland

First of all let me say you did a great job at the meeting in Woodside last night. I know it is not easy to face all of us and keep your cool. Some people may have been a bit over the top but only because they care so much.

I did not get a chance to speak so I am dropping this quick email. I am a member of the Mounted Patrol of San Mateo County. I actually do have a mountain bike but am definitely a horse person.

I know that the new trail seems to make sense on the surface. If the bikers could magically appear there and stay on that trail, that would be great. You have to realize that a bunch of bikers going down Greer Road just will not work. In my opinion that is the real problem. The road is very narrow and could be real dangerous. There are trails to the right side on parts of the road but not the whole road. I am luck enough to have a horse that can handle almost any pressure but most are not that lucky. I am sure some accidents are going to occur on Greer if that new trail is put in.

The bikers say something is being taken away from them. What? They have never been in the park on trails. You cannot lose what you never had. Please explore the other options that were proposed last night - Edgewood or Windy Hill. They could be much better options.

Thanks for this consideration,

Dennis Lynch

From: "Henry Pastorelli" <Henry.Pastorelli@MolDev.com>
To: <dholland@co.sanmateo.ca.us>
Date: 2/1/2006 1:43:56 PM
Subject: Re: Last nights meeting

Greetings Mr.. Dave Holland,

I attended the meeting to discuss the Master Plan for Huddard Park and frankly was appalled at the behavior of many of the attendees. It was ugly and nasty.

I can't afford a house or horse in Woodside. I can afford a bike and it allows me some access to the beautiful public preserves and parks. I like to ride to trails to do long loops, often transitioning from one park to another. I also ride in the summer evenings w/a group of friends. We carpool to trail heads. It's the best. Having a trail up to skyline reduces this excessive driving and dangerous cycling exposure on Kings Mountain and highway 84. I also do a fair amount of trail work with ROMP for Midpen, SC County Parks and OSP to give something back.

Many of my cycling friends feel ignored by the San Mateo County Parks. They believe access is hopelessly restricted by well connected, rich local residents who believe certain Parks are exclusively theirs. Last night I came away with that same feeling. All "concerns" expressed last night can be addressed. Trail features can be created to slow riders. Patrol and enforcement can be used if necessary. There are many successful examples of parks and preserves where equestrians and cyclists coexist. Hopefully we can come to some logical thoughts regarding opening of this small trail segment.

thanks for listening.

Henry Pastorelli

From: Dave Moore
To: Herzberg, Samuel; Holland, David
Date: 1/31/2006 2:40:55 PM
Subject: Fwd: Huddart/Wunderlich Parks Master Plan meeting 1/31/06

FYI

Dave

>>> "Karen Rowley" <Karen.Rowley@morganplc.com> 1/31/2006 1:20:16 PM >>>

Dear Mr. Moore,

As a long time resident and horse owner in Woodside, I would like to formally support keeping the Crystal Springs Trail entrance at the end of Raymundo Road and the Flood Trail open for equestrian use. These are long established and vital trails which keep riders off dangerous streets. There is much more traffic to contend with these days and much of it is from nonresidents.

Thank you for your consideration in this matter.

Best Regards,
Karen Rowley-Shawback
125 Rocky Creek Road
Woodside

Received 1/31/06
CWS

January 31, 2006

Mr. Dave Holland
Director
Parks and Recreation Division
San Mateo County

Re: Huddart- Wunderlich Master Plan - Trail Use

The Woodside Horse Owners Association (WHOA!) is extremely interested in the development of the Master Plan for Huddart and Wunderlich Parks with respect to use of the Parks' trails by equestrians. We are aware that there is a strong appeal from the bicycling community to open the parks to bicycles, specifically to provide cyclists with a safe access route to Skyline. While we are sympathetic with their need for such a route, we must emphatically oppose opening any of the existing trails in the Parks now used by horsemen and pedestrians to bicycles.

The issue is safety -- bicycles and horses are totally incompatible. Whereas bikes are under the control of the rider, horses are unpredictable and often act or react independently of the rider. They are inherently skittish, and fast-moving cyclists approaching from the front or from behind can be cause for panic, endangering both horse and rider -- and bicyclist as well. Already, illegal use of the trails by cyclists has resulted in serious accidents to horsemen; liability for the Parks would skyrocket were any trail to be opened for multiple use. Given today's budget constraints, increasing the liability for the County would seem unwise.

The very cultures of horsemen and cyclists are diametrically opposed. Bicyclists seem to view their sport as an athletic challenge, often riding in large groups both fast and intensely focused. Horsemen, on the other hand, most often ride alone or in small groups for the purpose simply of enjoying the silence, serenity, and beauty of our natural world. Nothing could be less compatible with the purpose of our parks than hoards of bicyclists barreling down Richards Road -- or any other trail -- and "if you allow it, they will come."

Bicyclists have access not only to every paved local, county, and state road, including those that cross Skyline, but also to many parklands maintained by the Mid-Peninsula Regional Open Space District. The nearby Windy Hill Preserve in Portola Valley is open to cyclists and affords an excellent route to Skyline. Horsemen, however, have found that while MROSD trails may also be open to them, where cyclists are frequent users, as in the Corte de Madera Preserve, the conflict is intolerable, and horsemen can no longer safely use those trails. Huddart and Wunderlich have remained among the few sanctuaries left for pedestrians and horsemen, as well as school children enjoying educational activities, to escape the din in this congested Bay Area.

We agree that bicyclists need another off-road route to Skyline, and perhaps the first approach should be to petition Caltrans for a decent bike lane along Highways 84 or 92 and also 35, which are the logical roads for them to use. We are happy to work with the cycling community to help them obtain an appropriate route, so long as it is not through the Huddart or Wunderlich Parks.

Horsemen are active in maintaining trails in the parks, and the Volunteer Horse Patrol has been an invaluable asset in these times of dire budget cutbacks that leave the County parks staff with totally inadequate resources for both maintenance and surveillance.

In short, opening the trails, any trail, in these parks to bicyclists courts disaster, so long as pedestrians and equestrians continue to use them. Liability concerns for the County would surely escalate. These parks have long been reserved to provide a tranquil setting for the enjoyment of the natural world by those who seek a contemplative experience. We urge the County not to compromise the natural integrity of these lands and the purpose for which they were set aside many years ago.

Respectfully,

Donna Poy, Chairman
3985 Woodside Road
Woodside

Carroll Ann Hodges
1367 Canada Road
Woodside

Alexis Bartlo
638 Woodside Way
Woodside

Jo Egenes
164 Olive Hill Lane
Woodside

Mary Fentress Hall
675 Mountain Home Road
Woodside

Susan Kay Lang
250 Hardwick Road
Woodside

Rebekah Witter
1 Montelena Court
Woodside

From: Dave Moore
To: Herzberg, Samuel
Date: 1/30/2006 11:30:51 AM
Subject: Fwd: Save our trails

And this too.....
>>> ParksAndRecreation 1/30/2006 9:06:48 AM >>>

>>> <Dizzynizzy2@aol.com> 1/29/2006 8:39:41 PM >>>

To whom it may concern,
I Fred Lonngberg and my wife Stacy, live in San Mateo County. We own 2 horses and they are stabled in San Mateo County. We are very active with our horse activities and this includes frequent trips to the Woodside area to ride in beautiful Huddard Park (as well as Wunderlick Park). We have several points to make regarding the Parks commission recommendations concerning allowing cyclists riding in the park and the closure of access into Huddard Park from the Runnymede area.

1) Riding a horse on a mountain trail is a leisurely paced situation. Riding a mountain bike down a mountain trail is a speed event! What do you do when a bunch of cyclists come flying down the trail at you or from behind?

2) Who would police these cyclists to ensure proper trail etiquette and stay only on prescribed trails?

3) Regarding the closing of the Eastern access routes and forcing everyone to enter through Greer Rd... personally we usually park on Runnymede (no congestion there) and upon entering Huddard we are immediately on the trails. When using the Greer Rd. entrance, first you have to park far away, then ride along Kings Mountain Rd for some distance which is not only boring but you are dodging joggers and cyclists, and watching for cars and motorcycles all the while.

4) We have watched the steady growth of cyclists throughout the area. We have road bicycles ourselves. However, the typical cyclist has no understanding of a horses perception of a mountain biker or a group of them flying down a mountain trail. This is NOT a SAFE combination. Please leave bikes on the roadways and OFF the mountain trails. If you mix the two, without question there will be problems from day one and hopefully no one will be seriously hurt or worse yet,killed.

Thank

You,

Fred and Stacy

Lonngberg

March 20, 2006

San Mateo County Parks and Recreation Commission
455 County Center, 4th Floor
Redwood City, CA 94063-1646

Dear Commissioners:

On March 14, 2006, the Woodside Town Council adopted a formal position paper regarding the revised draft Master Plan for Huddart and Wunderlich Parks. I am transmitting that position paper to you on behalf of the Town Council.

The Town Council is adamantly opposed to the use of the lands of either Huddart or Wunderlich Park to support the addition of a trail or trails for a Regional Valley-to-Skyline Bicycle Access. The hiking and equestrian trails within these two parks have traditionally been off limits to road and mountain bicycles, pursuant to County Ordinance, and the Town Council feels strongly that any additional encroachment by bicycle users onto parks lands will seriously jeopardize the continued enjoyment and safety of the parks by hikers and equestrians. Furthermore, the Town Council is disappointed and astonished that the revised Master Plan identifies one preferred valley-to-Skyline bicycle access option, added to the Master Plan since the Commission's last public hearing in August of last year. This option would impose a serious burden on the Town of Woodside and was included in the Master Plan despite a complete lack of supporting infrastructure. The Town and its residents would be forced to deal with the results of additional traffic and parking demand, as well as the lack of necessary public sanitation facilities and the advent of increased litter along the rights-of-way.

I will be in attendance at the Commission's March 22nd meeting to represent the Town Council.

Sincerely,

Susan George
Town Manager

Attachment

cc: Board of Supervisors

Town Council
Dave Holland, Director, San Mateo County Parks and Recreation
Department

**TOWN OF WOODSIDE
POSITION PAPER**

HUDDART AND WUNDERLICH PARKS DRAFT MASTER PLAN

On March 14, 2006, the Town Council of the Town of Woodside considered the revised version of the draft Master Plan for Huddart and Wunderlich Parks and adopted a formal position on certain aspects of its contents. There are five primary components of the Town's position:

1. Regional Valley-to-Skyline Bicycle Connection (Chapter 4)

The Town Council is adamantly opposed to the use of Huddart Park for the construction of either road or mountain bicycle trails. The Town Council does not condone the Master Plan's recommended Greer Road-South of Kings Mountain Road-Skyline Trail regional bicycle access nor any other bicycle trail proposal that encroaches upon Huddart Park property. The Town strongly urges the continuation of the County's policy of prohibiting bicyclists from hiking/equestrian trails.

Comment: The draft Master Plan includes a discussion of the desire within the bicycling community for a safe valley-to-Skyline connection for road bikes and mountain bikes for those who wish to access the roads and mountain biking trails located west of Skyline. The revised plan includes nine options for accomplishing this, three of which involve the use of County park lands. The plan clearly notes that no analysis has been undertaken to determine the feasibility of any of these options (note that the eighth option, which appears to be Alpine Road, is mislabeled "Old La Honda Road"). It also notes that other options may exist. One of these nine options is recommended for approval (the Greer Road-South of Kings Mountain Road-Skyline Trail option). The specific recommendations in the prior version of the Master Plan have been eliminated. The Town Council continues to be supportive of these now discarded recommendations, specifically:

- "A separate planning effort should be undertaken by the Town of Woodside and the San Mateo County Department of Public Works to arrive at a viable solution to this regional issue."
- The County Department of Public Works, the Towns of Woodside and Portola Valley, MROSD, other agencies, bicycle organizations and committees, and other interested individuals should work together to arrive at a preferred solution."

The Town Council is supportive of a collaborative approach to identifying a viable valley-to-Skyline alternative that does not utilize the lands of either Huddart or Wunderlich Park. The traditional use of the parks by hikers and equestrians should be protected from the intrusion of new and incompatible uses, such as road and mountain biking.

2. Trail, Trail Entrance, and Creek Crossing Closures and Prohibitions (Chapters 4 and 8)

All existing trails and trail entrances in Huddart and Wunderlich Parks should be retained, including the creek entrances for the Crystal Springs Trail and the private Flood Property trail.

Comments: Chapters 4 and 8 of the Draft Master Plan include recommendations to take the existing Crystal Springs Trail entrance out of service and to prohibit instream crossings of West Union Creek from the private trail on the Flood Property and at other locations along the creek. The basis for these recommendations is twofold. First, the Draft Master Plan describes the Crystal Springs Trail easement that runs from Raymundo Drive to the

park as suffering from "severe drainage and erosion problems" that can not be solved within the confines of the twenty-foot easement. Subsequent to the publication of the revised draft Master Plan, the Town, the County, and the involved property owners have worked together to shift the trail easement(s) from the County to the Town. The Town is committed to correcting whatever drainage and erosion problems may exist in order to ensure the continued use of this valuable trail.

The second justification for these recommendations is that horse crossings of the creek are contributing to a sedimentation and erosion problem, which threatens the steelhead trout, although there is little evidence provided in the draft Master Plan to support the recommended "solution" of prohibiting instream horse crossings. Chapter 8 of the plan includes an observation that the "Crystal Springs Trail horse trail crossing and the nearby crossing to the Flood property appear to be significant sources of sediment input to West Union Creek." This is based upon a survey of the creek that revealed that the channel downstream of these trails contains substantially more sediment than upstream. However, the plan does indicate that "other possible sources of significant sediment input in this reach are two large partially stabilized slides, a raw slump and eroded streambank, and an ephemeral tributary that has headcut about 30 feet back from the creek channel." These other seemingly major sources of sedimentation are outside of the park's boundaries and no investigations have been made to determine the extent of their contribution to the problem. Additional analysis is warranted to identify whether instream horse crossings actually have any measurable impact on the creek's sedimentation and erosion problem before the draconian measure of prohibiting these crossings is implemented.

The Town has made note of the correlated recommendations that efforts be undertaken to identify new crossing locations and to build new trail bridges. The revised draft document also indicates that the Town supports the concepts of building bridges across West Union Creek at key points. The Town Council's position is that it is in full opposition to the prohibition of in-stream horse crossings and prefers that equestrians be allowed to continue to across the creek without the need for bridges. Any specific proposal to construct bridges across West Union Creek would only be considered by the Town if and when the option of in-stream crossings has been eliminated.

3. **Bay Area Ridge Trail (BART) Alignment on West Side of Skyline Boulevard (Chapter 4)**
Establish a Bay Area Ridge Trail alignment on the west side of Skyline Boulevard that would be open to bicyclists, linking the Corte Madera and Purisima trail systems, at a minimum.

Comments: Chapter 4 of the draft Master Plan includes a recommendation that the County work with the Bay Area Ridge Trail Council, the Midpeninsula Regional Open Space District (MROSD), and other interested bicycling organizations to investigate the establishment of a BART alignment on the west side of Skyline Boulevard that would be open to bicycles. The Town is fully supportive of this recommendation.

4. **Trail User Education**
The Town strongly believes that trail user education should be stressed to increase trail safety awareness and that all trail use rules, especially bicycle trail rules, should be vigorously enforced.
5. **Other Matters and Concerns**

The Town will continue to monitor the evolution of the draft Master Plan as it moves to the Board of Supervisors. Because the environmental review of the draft plan will follow the Board's public hearings, the Town may identify additional areas of concern at a later point. There are many recommended actions within the draft plan that may have negative impacts upon the Town and its residents. These issues may be the subject of future communications from the Town.