

ALMADEN QUICKSILVER COUNTY PARK



FINAL TRAIL MASTER PLAN REPORT

**County of Santa Clara
Parks and Recreation Department
October 1998**

Almaden Quicksilver County Park Trails Master Plan TASK FORCE ROSTER

PARKS COMMISSION INTERESTS

Kitty Monahan - also active for historical, equestrian and New Almaden Community interests

Garnetta Annable - also active for biking, hiking, and environmental interests

EQUESTRIAN INTERESTS

Chere Barger - also active in County Park Trail Volunteers interests.

MOUNTAIN BIKING COMMUNITY INTERESTS

Bob Kain - active Responsible Organized Mountain Pedalers Romp and Stomp Events

HIKER, BART, ENVIRONMENTAL INTERESTS

Clark Smith - active in Ridge Trail, Sierra Club hiking

PET USERS INTERESTS

Bob Wallace - active in Peninsula Access for Dogs (PADS), pet user activist

RUNNERS INTERESTS

Eric Romsburg - active in Quicksilver Runners Club, Initial Task Force representative

Tom O'Connell - active in Quicksilver Runners Club, replacement representative

NEW ALMADEN COMMUNITY, NAQCPA, HISTORICAL INTERESTS

Mike Cox - active in above interests, Initial Task Force representative

Jo Young - active in above interests, replacement representative

COUNTRY CLUB COMMUNITY AREA INTERESTS

Bob Haggerty - resident of Country Club area

CALIFORNIA RIDGE COMMUNITY AREA INTERESTS

Alan Krause - resident of California ridge

MID-PENINSULA REGIONAL OPEN SPACE DISTRICT INTERESTS

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COUNTY PARKS DEPARTMENT STAFF

John Maciel - Regional Park Manager

Denis Besson - Senior Park Ranger

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The following were Task Force representatives, but not voting members of the Task Force:

Task Force Facilitators:

Lisa Killough, Planning & Development Mgr.

Dave Pierce, Senior Management Analyst

Task Force Trails Advisor:

Julie Bondurant, Park Planner (Trails)

Almaden Quicksilver Park Planner:

Mark Frederick, Park Planner

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EXECUTIVE SUMMARY

Almaden Quicksilver County Park, which is owned and managed by the Santa Clara County Parks and Recreation Department, was for many years a major mercury mining site. After an extensive study of the site conditions, the Department has begun toxic remediation on the former mercury mining areas in the park. These actions will remove use limitations so that the Department can open up parts of the park that have been closed to the public for a number of years. A first step to allow for increased public access is to develop a trail master plan for the park.

Early in the planning process, a Task Force was formed, representative of a broad spectrum of stakeholders interested in trail development at Almaden Quicksilver County Park. The Task Force met for over a year to develop a draft trail master plan. After touring the park and discussing many potential alternatives, the Task Force developed a majority consensus regarding new trail development, trail uses, staging areas and access points. One of the major topics discussed was the issue of allowing bicycle use on some trails within the park. The Task Force recommended that several trails within the park be open to bicyclists.

The final trail master plan is a refinement of the Task Force's draft plan, based on comments received on the draft plan and additional research by Department staff and an environmental consultant team. The plan primarily addresses existing mining roads and trails, most which are currently open to public use and some which could be opened upon completion of the toxic remediation. In some cases, the plan recommends realignment of a few of these existing trails to improve user safety and maintenance. In addition, two miles of new trail are proposed to be added to the park. These new trails would provide connectors between existing trails or connectors to natural or historical points of interest. The plan designates significant connections to other regional trail systems noted in the Santa Clara Countywide Trails Master Plan including the Bay Area Ridge Trail, the Juan Bautista de Anza National Historic Trail and the Guadalupe Reservoir/Calero Trail.

Although a major focus of the plan has been directed toward evaluating new uses such as bikes and horse carts, much time has also been spent evaluating how to improve existing trails or create new trails for existing users. The result is a plan that recommends guidelines and implementation priorities for the design, use and management of the Almaden Quicksilver County Park's trail system.

I. INTRODUCTION

PARK LOCATION

Almaden Quicksilver County Park is located in the foothills of the Santa Cruz mountains, south of San Jose (see Figure #1). The three main entrances to the park include: a) Hacienda entrance, located at the north end of the town of New Almaden; b) Mockingbird Hill Lane entrance, located near Almaden Expressway; and c) McAbee Road, located near Camden Avenue. In addition, there is a minor pedestrian access at Webb Canyon Road. The park entrances and existing trail system are shown in Figure #2.

PARK HISTORY

Almaden Quicksilver County Park once was one of the largest mercury mines in the United States with an on site population of nearly 4,000 residents. Mining operations ceased in 1976. The remnant structures from the mining towns and the mining operations are designated in the New Almaden National Historic Landmark District. The District was listed in the national register in 1963 and subsequently designated as the first Historic District in Santa Clara County in 1977. The Santa Clara County Parks and Recreation Department purchased most of the former mines in two separate purchases, in 1973 and 1975. In 1993, the Department acquired the Jacques Ridge property, adding another 372 acres to the park for a total of 3,984 acres.

The Almaden Quicksilver area has a rich history of "trail" use as evidenced by endurance rider and equestrian activity as early as 1962. Since County purchase, the park has been a popular destination for equestrians and hikers. In addition, guided tours of the park and trail system have been provided to the public by park staff and volunteer groups over a number of years.

Shortly after the County purchase, the park was declared a toxic "superfund" site due to mercury mining contamination. Park use and development were limited until the toxic problem could be studied and addressed. In the 1980's, the Department received a remedial action order from the State Department of Toxic Substance Control (DTSC) that recommended closure of areas assumed to be highly toxic. This order also restricted use for the entire park by setting a moratorium on new park development and increased park use. After a lengthy study, potential toxic areas were identified and remediations to safeguard public health were developed to "reclaim" use of the park.

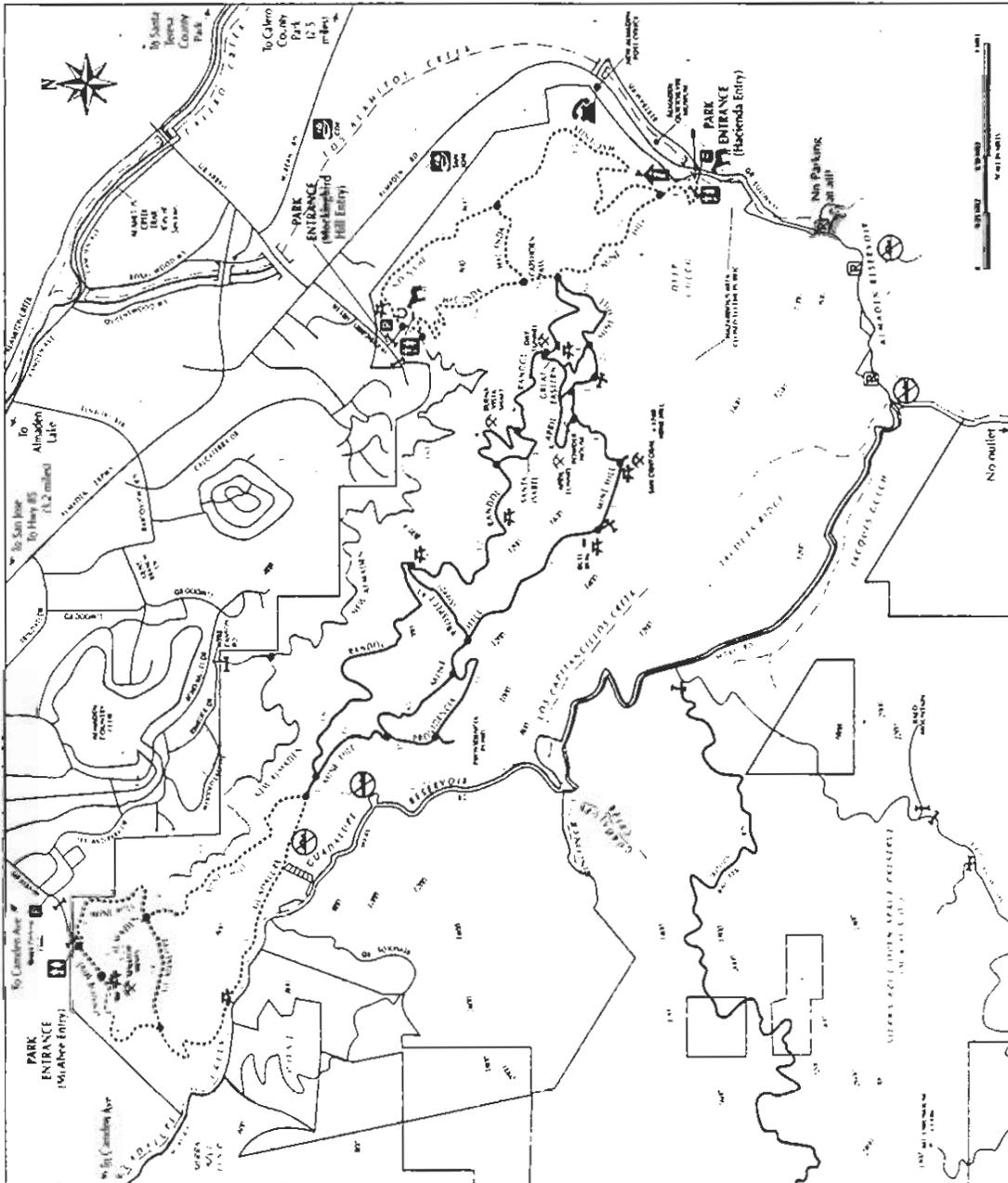
CURRENT USE RESTRICTIONS

After many years of researching the toxic problem, in conjunction with the County Parks Department, DTSC agreed on an action plan for cleaning up the contaminated areas. They determined that five "hot spots" needed to be remediated including: the Hacienda Furnace Yard, Mine Hill area, Enriquita Mine Retort, San Mateo Mine Retort, and the Senador Mine Retort. DTSC also determined that the Hacienda Furnace Yard, Mine Hill area, and the Enriquita Mine Retort should remain closed to the public until the remediation is complete. A map of the remediation areas is shown on Figure #3. Once the remediation is complete, many historic features of the park, such as English Camp, Spanish Camp, the Rotary Furnace, and the Enriquita Mine Retort, will be open to the public after proper precautions are taken to protect these important resources.

The remediation work has been organized into two phases. Phase I work on remediating the Hacienda area was successfully completed in 1997. Phase II work, which includes the remediation of the Mine Hill area, Enriquita Mine Retort, San Mateo Mine Retort, and the Senador Mine Retort will begin in the summer of 1998 and is expected to be completed by 1999. The remediation of the Mine Hill area will include fencing of the rotary furnace site. The furnace structures will not be removed due to their historical significance and because the structures are highly toxic, safety fencing must be installed to restrict public access around the complex. This restriction should not affect future trail use in the area. It is also important to note that some trails might have to be temporarily closed during the remediation process to allow for heavy equipment to access the site during the grading work. Any new trails that are recommended in these areas would not be built until the remediation work is complete.

TRAIL PLAN FRAMEWORK

With the removal of the public use restrictions, the Department will be able to open the park to more users. It is for this reason that the Department has embarked on the process of developing a comprehensive trail plan for the entire park. The overall framework of the plan is to be consistent with the Department's mission "to provide, preserve and protect regional parklands for the enjoyment, education and inspiration of this and future generations". The intent of the plan is to determine: which new and existing trails could be opened to the public, what uses should be allowed on the trails, what staging areas could be developed, and what management and development guidelines could be instituted. This trail master plan is envisioned to be a blueprint for trail development in Almaden Quicksilver County Park over the next 15 to 20 years. While the trail master plan is a beginning point for park improvements, additional planning studies will be needed to explore opportunities for developing the other potential use areas in the park.



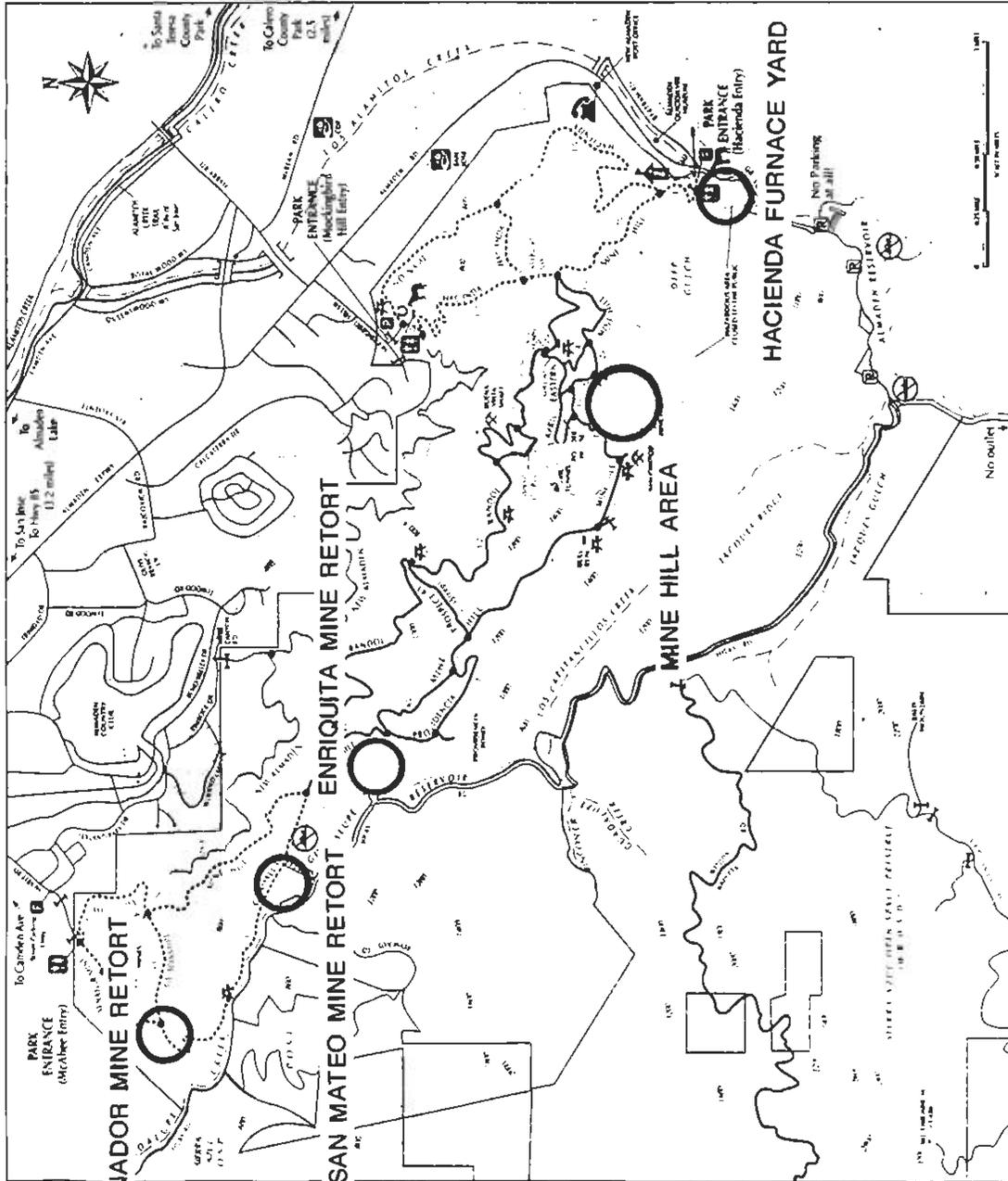
LEGEND

	Ranger Station/Venue Center Phone: 1-800-201-2011		Two Lane Paved Road
	Restrooms		Two Lane Park Road
	Public Telephone		Footpath (dashed line)
	Parking		Dogs on Leash Permitted
	No Parking		Horseback Riding
	Picnic Area		Creek
	Horseback Riding		Private Property
	Water Trough		Gate
	Fire Station		Mile/Point of Interest
	No Swimming		POST
	No Boating		Multipenninsula Regional Open Space District
	Horse-shoes		

EXISTING PARK TRAIL MAP & VISITOR GUIDE

FIGURE #2

PARK REMEDIATION MAP



LEGEND	
	Ranger Station/Visitor Center Phonix (1981), (661, 1001)
	Restrooms
	Public Telephone
	Parking
	No Parking
	Picnic Area
	Equestrian Staging
	Water Trough
	Fire Station
	No Swimming
	No Boating
	Horseback
	MARIPOSA Regional Open Space District
	Two Lane Paved Road
	Two Lane Park Road
	Equestrian Riding
	Dogs on Leash Permitted
	Footpath (Hiking only)
	Elevation Contours (feet)
	Trail Distance (miles)
	Creek
	Private Property
	Other Public Lands
	Gate
	Minimum of Distance of Interest
	POST

FIGURE #3

II. PLANNING PROCESS

PUBLIC SCOPING MEETING

The first step in the trail master plan process was to hold a public scoping meeting. The purpose of this meeting was to solicit comments from the public about the project. Specific trails, alignments or uses were not deliberated or debated. Approximately 110 persons attended and about 25 persons spoke regarding their interest in the park's trail system. From this meeting, there was a good exchange of information regarding potential goals and objectives for the plan.

TASK FORCE FORMATION

As a result of the public scoping meeting, the Department defined a list of stakeholders interested in the trail master plan. From this list, a Task Force was formed representing a variety of interests (see inside cover for Task Force roster). At their initial meetings, the Task Force discussed their specific stakeholder interests and then accepted a series of ground rules for interaction (see Appendix A). They also developed and adopted a planning process outline and project goals (see Figures #4 and #5).

TRAIL PLANNING CRITERIA

The Task Force was assigned the task of formulating criteria for the trail planning process. They generally agreed that the criteria used in the Countywide Trails Master Plan could be used as a starting point for this process, but also agreed that some modifications would be needed to adapt this criteria to the specific needs of the park. See Appendix B for the list of initial criteria.

While the Task Force did not formally adopt specific criteria for the trail planning process, they generally discussed various criteria to keep in mind when evaluating which trails should be included and what uses should be permitted. The discussion on criteria conformed to the adopted goals noted in Figure #5. Following is a list of those criteria:

- ❖ Use existing trails as much as possible.
- ❖ For new trails, prioritize short connector trails which provide loop opportunities between existing trails or linkage to historical/natural points of interest in the park.
- ❖ Evaluate the potential for multi-use trails where appropriate while also providing for separate trail experiences for existing trail users such as pedestrians and equestrians.
- ❖ Designate the alignment of the regional trails, shown in the Santa Clara Countywide Trails Master Plan, that cross through the park, namely the Bay Area Ridge Trail, the Juan Bautista de Anza National Historic Trail and the Guadalupe Reservoir/Calero Trail.

NEEDS ANALYSIS

The next step in the Task Force's planning process was to develop a needs analysis for existing and potential new trail users. A list of user requirements was formulated to determine which of the existing or proposed new trails would be appropriate for various user groups. In developing this user analysis, the Task Force recognized that there is a variety of expertise inherent in each user group, thus the concept of evaluating skill level for each user group was included in this analysis.

Figure #6 summarizes the needs analysis.

TRAIL RESEARCH

The Task Force spent a substantial amount of time in the park researching the existing trail system. The Task Force organized three group trips to tour the park's trail system. These tours took place under various weather conditions. In addition, Task Force members made several individual trips to familiarize themselves with the park's trail system. On these trips, Task Force members looked at the physical characteristics of existing trails and catalogued baseline information regarding grades, sight distances, etc. This information was also evaluated by park staff. In addition, the Task Force evaluated existing and potential trails in relation to the planning criteria and needs analysis in order to determine use recommendations.

TRAIL USE RECOMMENDATIONS

As part of the trail use recommendation process, the Task Force received some background information on the types of trail uses currently available in other County parks (see Figure #7). The Task Force wanted to find out how many trails within the total park system were available for the various user groups to obtain a broader perspective about how these uses are being accommodated. They also analyzed what was a typical density for trails within other parks. Figure #7 shows the total miles of trail uses within each park, the grand total for each trail use with the park system, and the trail density (expressed in number of trail miles per acre of park). The Task Force used this information to see how Almaden Quicksilver County Park compares with other County parks for the various trail uses provided. They also wanted to get a sense of how many total trail miles might be appropriate for the park.

The worksheets that Task Force members filled out during the research phase were used as the basis to open up discussions regarding trail use recommendations. The results of each Task Force member's worksheet were tallied and presented to the group. Each trail segment was discussed and a majority consensus was reached regarding trail use recommendations. The results of this discussion are depicted in table format in Appendix C.

DRAFT TRAIL MASTER PLAN REVIEW

From these trail use recommendations, a draft trail plan was prepared and presented to the Santa Clara County Parks and Recreation Commission at its December 1997 meeting. Several interested citizens, Task Force members and Parks and Recreation Commissioners expressed concerns about some of the recommendations, especially those relating to bike usage. No decision was rendered at this meeting and staff was asked to do further study to address these concerns.

Since that time, Department staff has conducted in-depth field research on all controversial sections of the draft trail master plan. In addition, a Mitigated Negative Declaration has been prepared to assess the environmental impacts of the draft trail master plan. As a result of this additional study, the plan has been modified and is described in the following chapter.

Almaden Quicksilver County Park Trail Master Plan
ADOPTED TRAIL PLANNING PROCESS

1. Develop goals and trail planning criteria
2. Discuss user needs, hear from resource persons on specialized needs
3. List possible trail sites and staging areas
4. Tour the park and trails.
 - ❖ look at new and old trails keeping in mind goals and criteria
 - ❖ consider operational/management/environmental matters
 - ❖ be cognizant of adjacent open space trail uses allowed
 - ❖ fill out worksheet evaluations for individual uses (potential and existing) and add to comment spaces
5. Reach a consensus on trail uses/staging areas by using goals and criteria, and worksheets.
 - ❖ some segments of trails may vary in uses
6. Prepare recommendations and Draft Park Trail Master Plan
7. Commission and Public Review
8. Environmental Documentation (CEQA)
9. Prepare Final Park Trail Master Plan
10. Parks and Recreation Commission Acceptance
11. County Board of Supervisor's Approval of Plan and CEQA.

Figure #4

Almaden Quicksilver County Park Trail Master Plan
ADOPTED GOALS FOR SELECTING TRAILS AND USES

The goals of the Trail Master Plan for Almaden Quicksilver County Park are to:

- ❖ evaluate the need for new trails, connectors, access points, and staging areas. Locations for these facilities and trail names will be recommended.

- ❖ provide for retention of existing trails shown on the current park brochure. Some realignments may be needed in certain areas to provide for enhanced user safety and resource management.

- ❖ provide opportunities to view natural diversity and historic resources/structures in the park, while conserving those resources.

- ❖ provide connectors to adjacent parklands/open space and limited centralized staging areas, and access points for the general public.

- ❖ provide multi-use trail capabilities within the park. Both the Bay Area Ridge Trail (BART) and Anza Trail that will pass through the park, are categorized as multi-use trails.

- ❖ attempt, as much as practical, to have existing and new trails, access points and staging areas meet the design and management guidelines set forth in the Countywide Trails Master Plan Update.

Figure #5

**TABLE OF TRAIL DESIGN CHARACTERISTICS
FOR VARIOUS SKILL LEVELS**

USE	SKILL LEVEL	TRAIL DESIGN CHARACTERISTICS
Hiking ❖ casual, leisure ❖ day hiker ❖ serious, group	❖ novice/mixed ❖ skilled ❖ expert	❖ 1-3 miles loop/away from city noise and traffic and safe/good sight lines/smooth surface/gradual elevation gain of no more than 800 feet ❖ 4-10 mile loop, to a summit or overlook or geographic feature for lunch or rest/elevations gains of up to 1,500 ft/single track more interesting ❖ 8-15 miles/challenging loop trails/elevation gains above 1,500 feet
Running ❖ leisure and basic fitness walkers ❖ serious runners ❖ ultra distance ❖ events	❖ novice/mixed ❖ skilled ❖ expert ❖ skilled/expert	❖ 2 to 5 miles long/peaceful/away from traffic/scenic ❖ 10 to 12 miles/hill challenges ❖ 50-100 miles (30 or longer)/full day races lack of small loops/peaceful/scenic ❖ 10 + miles/varied terrain when the park is closed for special events, sight distance not as critical since other trail uses are curtailed.
Equestrian ❖ general riding ❖ groups ❖ events	❖ novice ❖ mixed ❖ skilled	❖ fairly level/good sight distances ❖ varied terrain/good sight distances/wide dirt roads or single track where single use or one way ❖ single track to wider/varied terrain/when the park is closed for special events, sight distance not as critical since other trail uses are curtailed.
Biking ❖ leisure, recreationalist ❖ day biker ❖ serious ❖ events	❖ novice/mixed ❖ skilled ❖ expert ❖ skilled/expert	❖ 2-10 miles long/short loops/good sight distances/moderate terrain/6-8' wide/good signage ❖ 10-20 miles/loops/moderate to hilly terrain / good signage ❖ narrow, twisty, bumpy, single track/some steep grades/regional trail connections/good signage ❖ all above/when the park is closed for special events, sight distance not as critical since other trail uses are curtailed.
Dog Exercise ❖ on leash trails	❖ novice to expert	❖ meets Countywide Trails plan min. width on single use trails/good sight distance on shared use trails.
Carts ❖ individual/group ❖ events	❖ mixed/skilled ❖ skilled	❖ 8' wide/2-10 miles length with loops/5% grade overall, short distances @ 15%/ good sight distances/access to trail important/good signage ❖ 8' wide/when the park is closed for special events, sight distance not as critical since other trail uses are curtailed.

Figure #6

Trail Density at Various Santa Clara County Parks

	MULTI-USE EQ/HIKE/BIKE	EQUESTRIAN ONLY	HIKE ONLY	EQUEST/HIKE	BIKE / HIKE	MULTI - PAVED	MOTORCYCLE	DOGS ON LEASH	TOTAL MILES TRAIL / PARK	ACRES IN PARK	TRAIL DENSITY (MILES/ACRE PARK)
Almaden Quicksilver	0	0	6.32	22.65	0	10.94	30.07	3977	.0076
Anderson		.7	1.6			.7		.7	2	2108	.0009
Calero			.5	11.6					12.10	2421	.0050
Chesbro											.0000
Coyote Creek		6				11.4		11.4	17.4	1424	.0122
Coyote Lake			3.5	1.0					4.5	1591	.0028
Grant	27.8		.6	12.9				3.0	41.3	9522	.0043
Hellyer			5			1.0		1.0	7	229	.0306
Levin	2.35			15.51					17.86	1544	.0116
Lexington	3.0								3.00	960	.0031
Motorcycle							15.0		15.00	400	.0375
Mt. Madonna			6.97	11.89					18.86	3334	.0056
Los Gatos Creek						1.9			1.9	80	.0238
Penitencie			3.6			1.4		1.4	4	71	.0563
Rancho San Antonio			1.39			1.07			2.46	185	.0149
Sanborn			2.0	12.9					14.9	3642	.0041
Santa Teresa	6.81		2.8	6.2					15.81	1680	.0094
Stevens Creek			3.4	2.3					5.7	1095	.0052
Upper Stevens Creek	8.3		2.7						11.0	1205	.0091
Uvas Canyon			6.9						6.9	1220	.0056
Uvas Reservoir			1.9						1.9	430	.0044
Vasona						4.0			4.0	151	.0264
Villa Montalvo			3.5						3.5	178	.0197
TOTALS	48.26	6.7	49.18	96.95	0	21.47	15.0	28.4			
241 miles of trail total ±50											
151 miles of trail available to equestrians or 63% of trails											
69 miles of trail available to bikes (includes paved) or 29% of trails											
49 miles of unpaved available to bikes or 20%											
49 miles of trails available to hikers only or 20%											

III. TRAIL MASTER PLAN

INTRODUCTION

Presently, the trail system at Almaden Quicksilver County Park is extensively used by pedestrians, equestrians and pet owners. Bicyclists are not allowed on trails and carts have been permitted via an informal notification to park staff. The Trail Master Plan includes recommendations for all user groups including pedestrians, equestrians, pet owners, bicyclists and cart owners. The Trail Master Plan also addresses design, use and management guidelines for each of the following:

- ❖ official existing trails shown on the park Visitor Guide (Figure #2);
- ❖ unofficial existing trails which will be opened to the public upon completion of the toxic remediation;
- ❖ new trails recommended by the Task Force and park staff.

The Trail Master Plan is organized into three sections. The first section describes the plan in general terms. The second section provides an implementation plan in which each existing and new trail is described in terms of allowed uses and the actions that may be required to open a trail to new uses. And the third section provides design and management guidelines.

TRAIL MASTER PLAN DESCRIPTION

Trails and Staging Areas Included

All of the trails that the Task Force recommended for use (see Appendix C) are included in the Trail Master Plan. Figure #8 graphically shows the locations of all trails and staging areas to be included in the Trail Master Plan.

Trail Considered But Not Included

Some proposed trails were considered by the Task Force but were not included in their recommendations. In general, the Task Force felt that unless a new trail was a realignment of an existing trail or a small connector trail, that no additional new trails should be built in the park. Their reasoning was that the park trail density was already high in comparison to other County parks and that it was important to leave some undisturbed wilderness area in the park (see Figure #7). However, there was a minority opinion voiced by some of the Task Force members that a new multi-use trail should be built connecting the Hacienda entrance to the Hicks Road entrance in the Jaques Ridge area. This viewpoint was shared by some Parks and Recreation Commissioners and members of the public, and park staff was asked to evaluate the viability of this trail connection.

The research findings are that the Jacques Ridge connection is not recommended to be included in the Trail Master Plan for the following reasons:

- ❖ The slopes on the east and west ridges are too steep (in excess of 30% in some areas) to provide for a multi-use trail without creating an unsightly cut on the hillside. Even a single track trail would scar the hillside in these steeper areas.
- ❖ The west ridge has very rocky soils, making it very difficult to construct a trail in this area.

- ❖ The east ridge has soils with slide and erosion problems, making trail construction and maintenance problematic.
- ❖ The trail would have to cross several drainages and would impact a number of biologically sensitive waterways.
- ❖ The only logical route where the trail could be placed would require a steep descent from the Hidalgo cemetery area to the Hacienda entrance. Because of the steep topography, a multi-use trail could not be built in this area.

Other items that were considered in the recommended action include:

- ❖ The Santa Clara Countywide Trails Master Plan, which is part of the County's General Plan, shows the Ridge Trail and Anza Trail going through Almaden Quicksilver County Park as per the alignment shown in Figure #10 (see following discussion). If the objective is to have a multi-use trail in the Jacques Ridge area (or a bike route along Hicks, Alamos and Almaden roads) that would also serve as the part of the Ridge Trail corridor, such an alignment would be inconsistent with the General Plan.
- ❖ A goal of this plan is to provide user access to the historical points of interest in the park. To separate bicycle users to a lower route in southern part of the park, as has been suggested by a few, would exclude them from the Rotary Furnace site, English Town and other historical features.

Potential Access Point

The Task Force recommended that the Department explore options for creating an access point to connect the area below Guadalupe Reservoir dam to the park. Future access in this area would depend on mutual agreement between the adjacent landowners and the County. If an access point can be established, this area should be evaluated for future trail connections and appropriate trail uses.

Trail Use Description

The Task Force's recommendations for trail use (see Appendix C) have been modified in the Trail Master Plan. Figure #9 identifies uses recommended for each trail segment. Additional maps are provided in the implementation plan section to depict the location for all recommended trail uses.

It is anticipated that the Trail Master Plan will be implemented in three phases. Phase 1 includes most of the actions noted in the plan - these actions can be implemented in the next 1 to 3 years. Phase 2 includes some actions which will require 3 to 5 years to implement. Phase 3 includes one action which may require up to 20 years to implement. Figure #9 identifies phasing for all trail uses according to the various trail segments. Uses indicated with a check mark on this figure can be implemented in the Phase 1; uses which are marked with an asterisk can be implemented in Phase 2; and, use which is marked with a double asterisk can implemented in Phase 3. The implementation plan section details specific actions required for all phases.

In general, existing trails will continue to be open to all existing uses except when inclement weather causes trail conditions to become unsafe. In particular, the Prospect #3 Trail (7A) should be temporarily closed during inclement weather until the trail can be rerouted and during trail reconstruction. The existing trail is very steep (over 30% in some sections), slippery and

hazardous, especially in dusty or muddy conditions, due to the narrow, rocky and rutted trail tread. In addition, because the trail has some serious gullying, it is causing environmental degradation to the adjacent soils, vegetation and run-off. Therefore, it is recommended that the upper section of the trail, where these conditions exist, be rebuilt to a more gradual alignment that will minimize environmental impacts. Since this trail is an important loop connection, efforts should be made to rebuild this trail within a 1 to 3 year period.

Following is a summary description of specific uses allowed on existing or new trails. It is important to note that some of these trail uses will be phased as described in the implementation plan section.

Pedestrians: Allowed on all existing and new trails.

Pets on Leash: Allowed on all existing and new trails.

Equestrians: Allowed on all existing equestrian trails shown in the Visitor Guide (Figure #2), all existing trails to be opened upon completion of the toxic remediation, and the new Enriquita Trail.

Carts: Allowed via registration with the Parks Department or through a future concessionaire on Mine Hill Trail, Randol Trail (4A, B, D&E), Santa Isabel Trail, Castillero Trail, and Wood Road Trail. Individual cart users will be required to register with the Parks Department to obtain instructions on gate access and to coordinate with park staff on trail conditions and use guidelines. No fees will be associated with the registration.

Bicyclists: Allowed on Mine Hill Trail, Randol Trail (4A, B, D&E), Providencia Trail (6A only), Enriquita Trail, Castillero Trail, Wood Road Trail, Hacienda Trail (11C only), Viril Norton Trail, Cape Horn Trail, Hidalgo Cemetery Trail, April Trail and Catherine Tunnel Trail.

Staging Area Use Description

The following is a description of uses allowed at the park entrances noted in Figure #9.

The ***Hacienda*** staging area is appropriate for all user groups. When future improvements are made at the Hacienda entrance, the staging area should be designed so that equestrians can continue to safely unload their horses on an unpaved surface.

The ***Webb Canyon*** access point should remain a pedestrian only entrance because it connects into a hiking only trail. A sign should be posted at this entrance to advise non-pedestrians to stage at the Hacienda entrance.

In the short term, the ***Mockingbird Hill*** entrance is recommended for existing users only (i.e., pedestrians and equestrians). After the multi-use trail improvements are made to the Viril Norton Trail (12A) and Hacienda Trail (11C), as described in the implementation plan, this staging area can be opened to bicyclists.

Currently, the ***McAbee*** entrance has no formal staging area and the surrounding neighborhood is highly impacted by existing use. From a traffic and circulation standpoint, major new user groups like bicyclists should not be allowed until a parking solution can be implemented. For this reason, only pedestrians, equestrians and registered cart owners will be allowed at this entrance as long as no acceptable parking solution exists. Cart owners will only be allowed to stage inside the park

by prior arrangement with park staff. In the interim, the Department will actively pursue alternatives to solve the parking problem at McAbee by one of the following: 1) building a parking lot in the Senador Mine area, 2) acquiring lands in the vicinity for parking, 3) working with the City of San Jose to establish a permit parking system, or 4) providing a satisfactory parking solution in this neighborhood. Upon implementation of the parking solution, bicyclists will be allowed to use this entrance. It is anticipated that it could take several years to provide a parking solution at the McAbee entrance. However, given the importance of this access point to all user groups and the current impacts to the neighbors, every effort should be made to solve the parking problem in this neighborhood in a timely manner.

Currently, the *Hicks/Wood Road* entrance also has no formal staging area. Since this entrance connects to a portion of the park that has been closed due to toxic contamination, the lack of parking has not been considered a problem. However, once the toxic remediation is complete, the trails in this area can be opened to the public. Because of the high speed of traffic and obscured sight lines along Wood Road, it is not desirable to encourage trail users to park along the roadside as some do now. There is a small staging area next to the MROSD trail head which can be used, but it is not big enough to handle the usage that is anticipated at the Hicks/Wood Road entrance. Therefore, the need to build a staging area at this entrance is critical. Once built, this staging area should be appropriate for all user groups. Because existing parking at the Hicks/Wood Road entrance is poor and safety is a concern, the staging area should be built prior to allowing any usage at this entrance. It is anticipated that the parking lot may be built in the next 1 to 3 years. The parking lot should be unpaved so as to provide a safe surface for horse unloading.

Two staging area alternatives were considered for the proposed Hicks/Wood Road entrance: one on MROSD lands next to the Mt. Umunhum Road entrance to the Sierra Azul Open Space Preserve (MROSD site), and the other in Almaden Quicksilver County Park adjacent to the Wood Road trailhead (park site). The sites have been analyzed by a traffic consultant and both present a few opportunities and constraints. For example, the MROSD site provides better sight lines for users to turn in and out of the parking lot area. The drawback is that this site is across the street from the park and has limited space. The park site does not meet safety standards for vehicular turns unless major grading and vegetative removal is implemented. In addition, any parking development on the park site should generally be set back from Hicks Road at least 100 feet to be in compliance with the County scenic road setback policies (Hicks Road is listed in the County General Plan as a scenic road). On the other hand, the park site has more room for parking than the MROSD site.

Considering the anticipated demand for parking at this entrance, it is recommended that both sites be developed if possible. Both sites have environmental constraints for development, particularly the MROSD site. Each staging area should be developed so that the amount of grading and vegetative removal is minimized and the improvements are in scale with the surrounding area. At a minimum, at least one of the sites should be developed for parking prior to allowing trail use at the Hicks/Wood Road entrance and it appears from the initial analysis that the MROSD site is the easier of the two sites to develop.

In addition, since there will be trail use between the park and preserve, it is important to slow down the traffic on Hicks Road to accommodate both trail users and park/preserve vehicular users. Consequently, there is a need to provide a crosswalk at the intersection of Hicks and Mt Umunhum Roads (on the north side of Hicks Road). There is also a need to create a controlled stop in all directions at this intersection in order to create a safer crossing for trail users and vehicles

(currently, only Mt. Umunhum Road traffic is required to stop). For these reasons development of the staging areas will require coordination and approval from MROSD and the County Roads Department, which maintains Hicks Road.

Countywide Trail Connections

The Santa Clara Countywide Trails Master Plan, which identifies all of the major trails in the County, includes three trails through Almaden Quicksilver County Park:

1. Bay Area Ridge Trail (BART)
2. Juan Bautista de Anza National Trail Route
3. Guadalupe Reservoir/Calero Trail

These trails are shown on Figure #10. Both the Ridge Trail and Anza Trail are shown in the same alignment and generally run in an east-west direction. The Guadalupe Reservoir/Calero Trail follows a north-south alignment and the objective of this trail is to provide a connector between Calero County Park and the upper portion of the Guadalupe Trail.

The BART alignment in Almaden Quicksilver County Park is recommended to be a multi-use trail in keeping with the Bay Area Ridge Trail Council guidelines for the regional trail. However, some improvements are necessary to make this alignment a multi-use trail. Therefore, the BART alignment should not be officially dedicated or signed until all improvements are complete to make this a multi-use trail. These improvements are described in the implementation plan. The Anza Trail can be dedicated and signed in the near future as there is no mandate for multi-use on this national trail.

New Trail Names

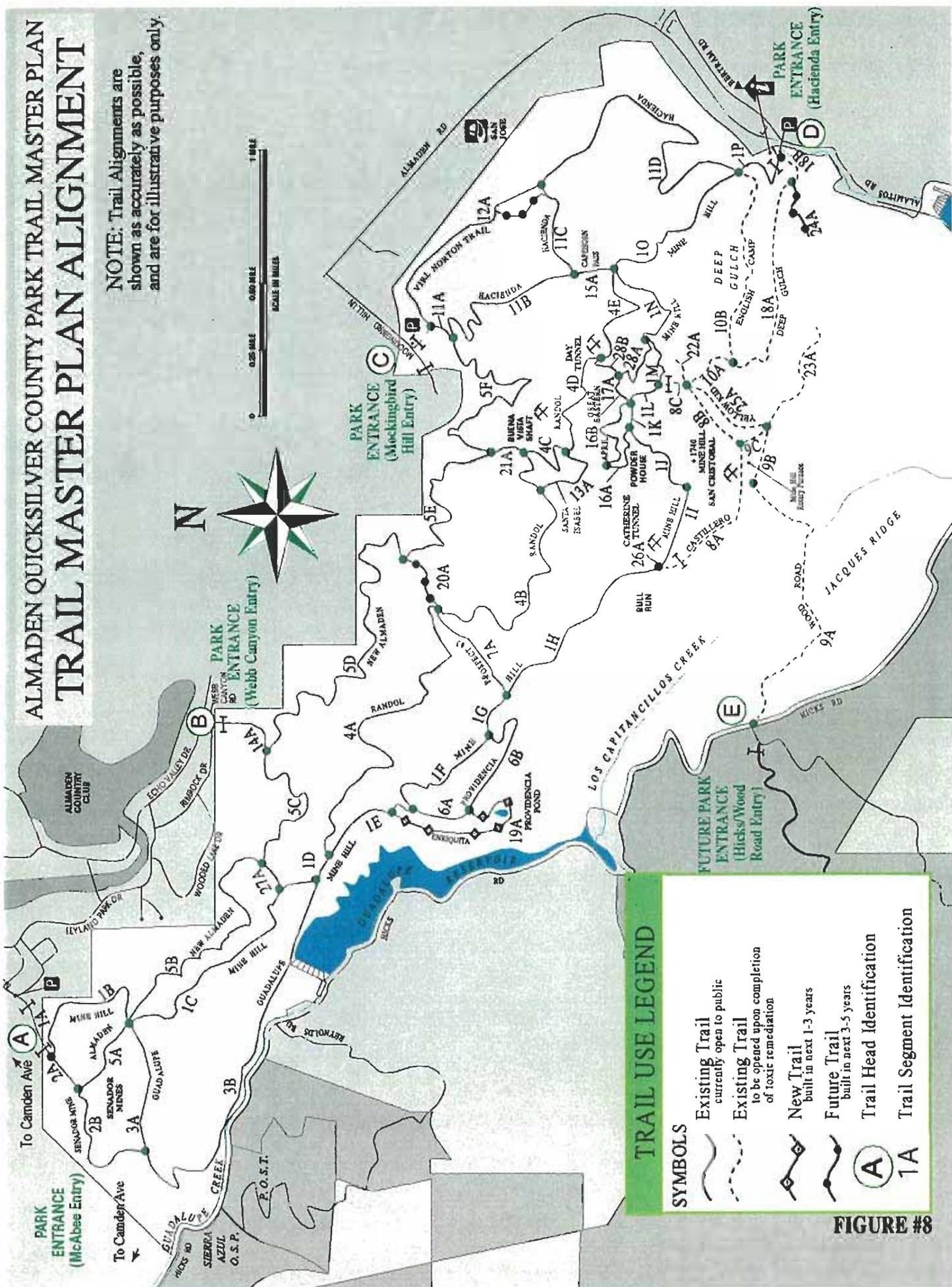
The Task Force recommended new names for trails that are currently not open to the public and for new trails. These names are noted in quotation marks on Figure #9. Formal adoption of these names will require approval by the Parks and Recreation Commission.

ADA Compliance

In general, most of the existing and proposed trails in Almaden Quicksilver County Park will not be accessible as per the guidelines of the Americans with Disabilities Act (ADA). These trails do not meet the guidelines because most trails have segments which exceed ADA's recommended 8.33% slope limit. However, all staging areas will have accessible facilities, where facilities are provided. Currently, the restrooms at the Mockingbird Hill entrance are accessible. Drinking fountains and portable toilets will be made accessible, where provided. In addition, signage regarding the trail conditions (i.e., elevational change, surface conditions) will be provided at all staging area trailheads so that users can make an informed decision about the level of use difficulty.

ALMADEN QUICKSILVER COUNTY PARK TRAIL MASTER PLAN TRAIL MASTER PLAN ALIGNMENT

NOTE: Trail Alignments are shown as accurately as possible, and are for illustrative purposes only.



TRAIL USE LEGEND

SYMBOLS	Description
	Existing Trail currently open to public
	Existing Trail to be opened upon completion of toxic remediation
	New Trail built in next 1-3 years
	Future Trail built in next 3-5 years
	Trail Head Identification
	Trail Segment Identification

FIGURE #8

ALMADEN QUICKSILVER TRAIL MASTER PLAN
TRAIL SEGMENT USES TABLE

FIGURE 9

TRAIL	SEGMENT		EXISTING PHYSICAL ASPECTS OF TRAIL						RECOMMENDED USES						
	DESCRIPTION	#	Mileage	SLOPE		SIGHT LINE		TYPE		Hiking/ Jog/Run	Equest	Bike	Pets	Vehicle Access	Carts
				>15%	>30%	Good	Poor	Foot	Fire						
MINE HILL	McAbee to Senador	IA	.30			✓				✓			✓	Y	✓
	Senador to New Almaden	IB	.60	✓		✓				✓	**		✓	Y	✓
	New Almaden to Guadalupe	IC	1.30	✓			✓			✓	**		✓	Y	✓
	Guadalupe to Randol	ID	.15							✓			✓	Y	✓
	Randol to Providencia	IE	.45							✓			✓	Y	✓
	Providencia to Providencia	IF	.65	✓						✓			✓	Y	✓
	Providencia to Prospect #3	IG	.25			✓				✓			✓	Y	✓
	Prospect #3 to Bull Run	IH	.80							✓			✓	Y	✓
	Bull Run to San Cristobal	II	.30							✓			✓	Y	✓
	San Cristobal to April	IJ	.40							✓			✓	Y	✓
SENADOR	April to April	IK	.15							✓			✓	Y	✓
	April to Castillero	IL	.15							✓			✓	Y	✓
	Castillero to Day Tunnel	IM	.25							✓			✓	Y	✓
	Day Tunnel to Cape Horn	IN	.65							✓			✓	Y	✓
	Cape Horn to English Camp/Hacienda	IO	.75							✓			✓	Y	✓
	English Camp/Hacienda to Hac. Ert.	IP	.40	✓						✓			✓	Y	✓
	Mine Hill to New Almaden	2A	.20							✓			✓	Y	
	New Almaden to Guadalupe	2B	.60	✓						✓			✓	Y	
	Mine Hill to Senador	3A	.61							✓			✓	Y	
	Senador to Mine Hill	3B	1.70	✓						✓			✓	Y	
GUADALUPE	Mine Hill to Prospect #3	4A	1.60			✓							✓	Y	✓
	Prospect #3 to Santa Isabel	4B	1.20							✓			✓	Y	✓
	Santa Isabel to Santa Isabel	4C	.80	✓						✓			✓	Y	✓
	Santa Isabel to Day Tunnel	4D	.60							✓			✓	Y	✓
	Day Tunnel to Cape Horn	4E	.50							✓			✓	Y	✓
RANDOL	Senador to Mine Hill	5A	.33	✓						✓			✓	N	
	Mine Hill to "(see note)"	5B	1.75	✓						✓			✓	N	
	"(see note)" to Webb Canyon	5C	.90	✓						✓			✓	N	
	Webb Canyon to Prospect #3 Ex	5D	2.25	✓						✓			✓	N	
	Prospect #3 Ex. to Buena Vista	5E	1.10	✓						✓			✓	N	
	Buena Vista to Hacienda	5F	1.33	✓						✓			✓	N	

FIGURE #9

TRAIL	SEGMENT		EXISTING PHYSICAL ASPECTS OF TRAIL							RECOMMENDED USES							
			DESCRIPTION	#	Mileage	SLOPE		SIGHT LINE		TYPE		Hiking/ Jog/Run	Equest	Bike	Pets	Vehicle Access	Carts
						>15%	>30%	Good	Poor	Foot	Fire						
DEEP GULCH	English Camp to Hacienda Chimney	18A	.90	✓		✓		✓			✓			✓	N		
	Hac. Chimney to Hac. Entrance	18B	.10	✓		✓		✓			✓			✓	N		
"ENRIQUITA"	Mine Hill to Providencia	19A	.50								✓		✓		Y		
PROSPECT #3 (Extension)	Randol to New Almaden	20A	.50	✓		✓		✓						*	N		
"BUENA VISTA"	Randol to New Almaden	21A	.18	✓		✓		✓			✓			✓	N		
"CHURCH HILL"	Castillero to church site	22A	.10	✓		✓		✓			✓			✓	N		
"HIDALGO CM."	Castillero to Hidalgo Cemetery	23A	.30	✓		✓		✓			✓		✓	✓	Y		
"HACIENDA CH."	Deep Gulch to chimney	24A	.25	✓		✓		✓			✓			*	N		
"YELLOW KID"	Castillero to Woods Road	25A	.70	✓		✓		✓			✓			✓	N		
"CATHERINE T."	Bull Run to Catherine Tunnel	26A	.10	✓		✓		✓			✓		✓	✓	N		
"(see note)"	New Almaden to Mine Hill	27A	.20	✓		✓		✓			✓			✓	N		
"DAY TUNNEL"	Mine Hill to Great Eastern	28A	.20	✓			✓		✓				✓	✓	N		
	Great Eastern to Randol	28B	.20	✓		✓		✓			✓		✓	✓	N		



Check mark indicates recommended trail use in Phase 1. Colors denote trail use type.



Asterisk indicates future trail use when Phase 2 medium range improvements are complete.

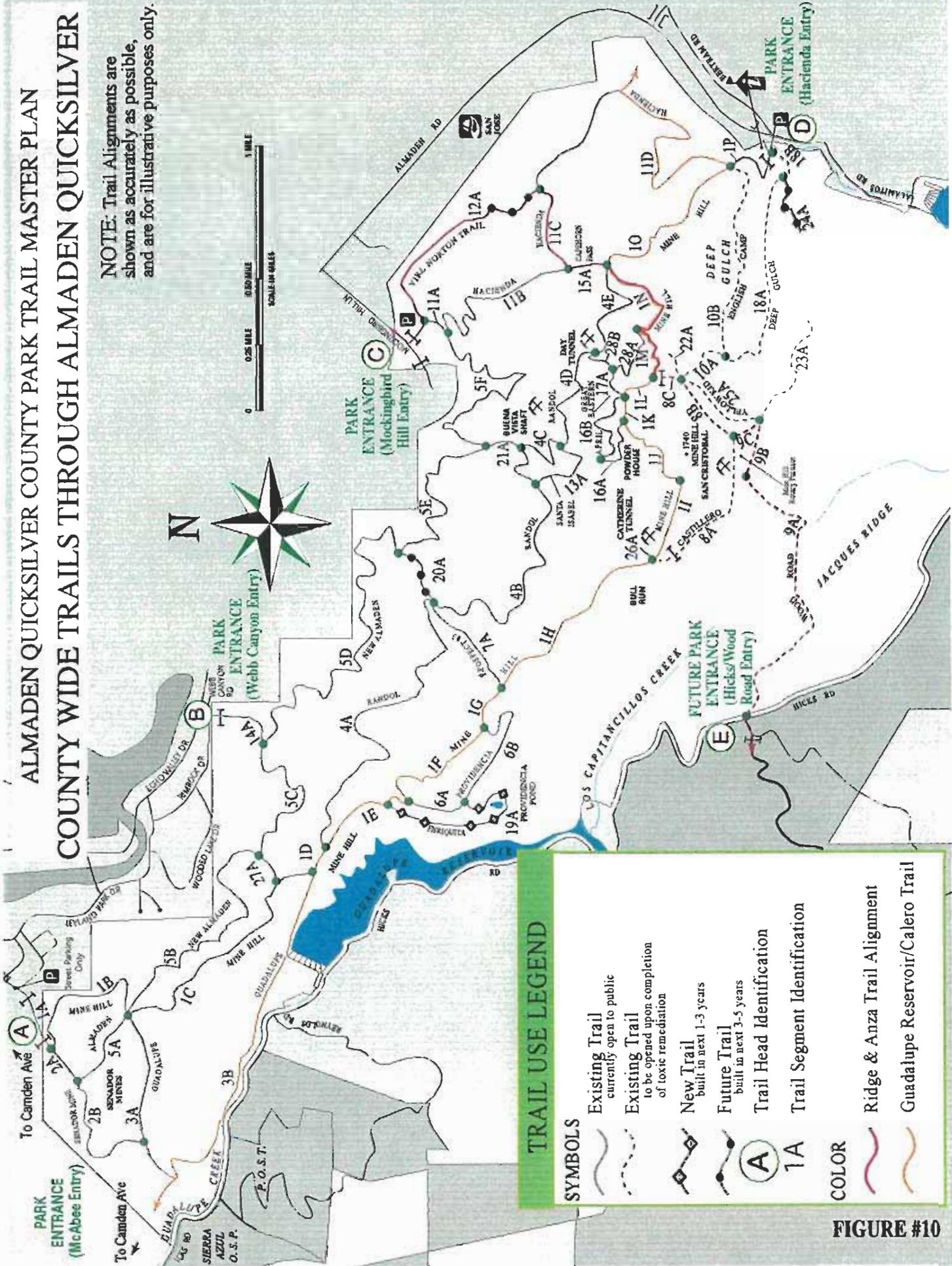


Double asterisk indicates future trail use when Phase 3 long range improvements are complete.

NOTE: Three names have been recommended for consideration for trail segment 27A - "Cinnabar"; "San Antonio" or "A. Foote".

ALMADEN QUICKSILVER COUNTY PARK TRAIL MASTER PLAN COUNTY WIDE TRAILS THROUGH ALMADEN QUICKSILVER

NOTE: Trail Alignments are shown as accurately as possible, and are for illustrative purposes only.



TRAIL USE LEGEND

SYMBOLS	DESCRIPTION
	Existing Trail currently open to public
	Existing Trail to be opened upon completion of toxic remediation
	New Trail built in next 1-3 years
	Future Trail built in next 3-5 years
	Trail Head Identification
	Trail Segment Identification
COLOR	DESCRIPTION
	Ridge & Anza Trail Alignment
	Guadalupe Reservoir/Calero Trail

FIGURE #10

IMPLEMENTATION PLAN

PHASE 1 - SHORT RANGE PLAN

Following is a description of a short range management plan for every existing and proposed trail segment noted in Figure #9. Phase 1 trail uses are also identified in the maps shown on Figures #11-14. All existing trail uses will continue except for the Prospect #3 Trail (7A) which is proposed to be temporarily closed during inclement weather until the trail can be rerouted and during trail reconstruction. It is understood that all existing trails which are currently closed due to toxic contamination, will not be opened until the toxic remediation is complete. Each trail segment is described in terms of uses allowed and not allowed. In some cases, actions are required prior to allowing certain uses. These actions items are described below. It is anticipated that these actions can be completed within a 1 to 3 year time frame. Increased ranger patrol will be an essential component of Phase 1 in order to ensure the safety of all trail users and compliance with park rules and regulations.

Mine Hill

1A to 1D

- ❖ Pedestrians, equestrians, pets on leash, and registered carts allowed.
- ❖ No bicyclists (see Phase 3 - Long Range Plan for next steps).

1E to 1P

- ❖ Pedestrians, equestrians, and pets on leash allowed.
- ❖ Open to registered carts and bicyclists after the following improvements are made:
 - a) sign at intersection of 1F/1G warning trail users of steeper grades and curves going toward 1E - caution to reduce speed, watch curves;
 - b) sign at intersection of 1E/1D warning trail users of steeper grade and curves going toward 1F - caution to watch curves;
 - c) sign installed at Bull Run warning trail users about long descent to Hacienda entrance - caution to reduce speed, watch curves;
 - d) sign installed at intersection of 1O/1P warning trail users about steeper grades and curves going toward Hacienda entrance - caution to reduce speed, watch curves;
 - e) sign installed Hacienda entrance advising trail users about long climb to Bull Run - caution to watch curves; and,
 - f) repair slide on section between Cape Horn and Hacienda trails (1O) or install safety fencing adjacent to slide area.

Senador

2A to 2B

- ❖ Pedestrians, equestrians and pets on leash allowed.
- ❖ No bicyclists or carts.

Guadalupe

3A to 3B

- ❖ Pedestrians, equestrians, and pets on leash allowed.
- ❖ No bicyclists or carts.

Randol

4A to 4B

- ❖ Pedestrians, equestrians and pets on leash allowed.
- ❖ Open to registered carts and bicyclists after the short range Mine Hill Trail improvements are complete.

4C

- ❖ Pedestrians, equestrians and pets on leash allowed.
- ❖ Bicyclists allowed only by hiking in to the historic Buena Vista mine shaft - provide sign instructing bicyclists and cart users to walk in.
- ❖ No carts allowed.

4D to 4E

- ❖ Pedestrians, equestrians and pets on leash allowed.
- ❖ Open to bicyclists and carts by permit after the short range Mine Hill Trail improvements are complete.

New Almaden

5A to 5F

- ❖ Pedestrians and pets on leash allowed.
- ❖ No equestrians, bicyclists or carts.

Providencia

6A

- ❖ Pedestrians, equestrians and pets on leash allowed.
- ❖ Open to bicyclists after the following improvements are made:
 - a) build the Enriquita Trail (19A); and,
 - b) complete the short range Mine Hill Trail improvements.
- ❖ No carts.

6B

- ❖ Pedestrians, equestrians and pets on leash allowed.
- ❖ No bicyclists or carts.

Prospect #3

7A

- ❖ Pedestrians, equestrians and pet on leash allowed.
- ❖ Reroute steep, narrow section of trail to a grade less than 15% and a width of at least 5 feet.
- ❖ Until trail is rerouted, temporarily close trail to all users during inclement weather and during trail reconstruction. During closure, post temporary closure signage and barricade trail entrances. To prevent further degradation of existing steep trail, install water bars prior to the onset of winter rains.

"Castillero"

8A to 8C

- ❖ Pedestrians, equestrians and pets on leash allowed.
- ❖ Open to registered carts and bicyclists after the following improvements are made:
 - a) complete the short range Mine Hill Trail improvements; and,
 - b) install signage at the intersection of 8A/8B and the intersection of 8B/8C warning trail

users about curves between these two points - caution to reduce speed, watch curves.

"Wood Road"

9A

- ❖ Open to pedestrians, equestrians and pets on leash after the Wood Road staging area is graded.
- ❖ Open to registered carts and bicyclists after the following improvements are made:
 - a) grade the Wood Road staging area;
 - b) complete the short range Mine Hill Trail improvements;
 - c) complete the Castellero Trail improvements;
 - d) sign curve near old park boundary - caution to reduce speed, watch curve;
 - e) brush back on inside of curve approximately 1/4 mile west of Rotary Furnace;
 - f) remove exotic cane approximately 100 yards west of Rotary Furnace to improve sight lines and to control invasive vegetation;
 - g) raise grade of Mine Hill remediation area to reduce trail gradient and remove obstacles; and,
 - h) close trail between Rotary Furnace and Castellero Trail (8A). This trail should be scarified, and barricaded to allow for revegetation.

9B to 9C

- ❖ Pedestrians, equestrians and pets on leash allowed.
- ❖ Open to registered carts and bicyclists after the following improvements are made:
 - a) complete the same improvements as described for 9A;
 - b) remove the brush obscuring sight lines next to the old house (near intersection with 8B); and,
 - c) remove debris around old house which may pose safety problems.

"English Camp"

10A to 10B

- ❖ Pedestrians, equestrians and pets on leash allowed.
- ❖ No bicyclists or carts.

Hacienda

11A to 11B

- ❖ Pedestrians, equestrians and pets on leash allowed.
- ❖ Install signage at Mockingbird Hill entrance and 11B/11C intersection advising trail users about steep grades along this portion of the trail.
- ❖ No bicyclists or carts.
- ❖ To prevent further degradation of existing steep trail, install water bars prior to the onset of winter rains. Temporary trail closure may be warranted during the rainy season - during closure, post temporary closure signage and barricade trail entrances.

11C

- ❖ Pedestrians, equestrians and pets on leash allowed.
- ❖ No bicyclists or carts (see Phase 2 - Medium Range Plan for next steps).
- ❖ A portion of 11C is to be rerouted in Phase 2. As part of Phase 1, determine trail realignment and prepare construction documents for the realignment.
- ❖ Until trail is rerouted, install water bars prior to the onset of winter rains in order to minimize erosion. Temporary trail closures may be warranted during the rainy season - during closure, post temporary closure signage and barricade trail entrances.

11D

- ❖ Pedestrians, equestrians and pets on leash allowed.
- ❖ Install signage at Hacienda entrance and 11C/11D intersection advising trail users about steep grades along this trail section.
- ❖ No bicyclists or carts.
- ❖ To prevent further degradation of existing steep trail, install water bars prior to the onset of winter rains. Temporary trail closure may be warranted during the rainy season - during closure, post temporary closure signage and barricade trail entrances.

Viril Norton

12A

- ❖ Pedestrians, equestrians and pets on leash allowed.
- ❖ Install signage at Hacienda entrance and at 12A/11C intersection advising trail users about steep grades along this trail section.
- ❖ No bicyclists or carts (see Phase 2 - Medium Range Plan for next steps).
- ❖ A portion of 12A is to be rerouted in Phase 2. As part of Phase 1, determine trail realignment and prepare construction documents for the realignment.
- ❖ Until trail is rerouted, install water bars prior to the onset of winter rains in order to minimize erosion. Temporary trail closures may be warranted during the rainy season - during closure, post temporary closure signage and barricade trail entrances.

Santa Isabel

13A

- ❖ Pedestrians, equestrians and pets on leash allowed.
- ❖ Open to registered carts and bicyclists after the short range Mine Hill Trail improvements are complete.

Webb Canyon

14A

- ❖ Pedestrians and pets on leash allowed.
- ❖ No equestrians, bicyclists or carts.

Cape Horn

15A

- ❖ Pedestrians, equestrians and pets on leash allowed.
- ❖ No bicyclists or carts (see Phase 2 - Medium Range Plan for next steps).

April

16A

- ❖ Pedestrians, equestrians and pets on leash allowed.
- ❖ Open to registered carts and bicyclists after the following improvements are made:
 - a) complete the short range Mine Hill Trail improvements; and,
 - b) remove debris around trellis which may pose safety problems.

16B

- ❖ Pedestrians, equestrians and pets on leash allowed.
- ❖ Open to bicyclists after the following improvements are made:
 - a) complete the short range Mine Hill Trail improvements;
 - b) repair major slide near trail entrance adjacent to Great Eastern Trail; and
 - c) brush back and regrade as necessary to a minimum 10 foot width.
- ❖ No carts.

Great Eastern

17A

- ❖ Pedestrians, equestrians and pets on leash allowed.
- ❖ No bicyclists or carts.

Deep Gulch

18A

- ❖ Open to pedestrians, equestrians and pets on leash after the following improvements are made:
 - a) brush back, regrade and restore trail tread to a minimum width of 5 feet;
 - b) provide small bridges to cross the creek and drainage ditch next to the Hacienda day use area; and,
 - c) install drainage structures (culverts, drainage ditches, foot bridges) as appropriate to correct drainage problems.
- ❖ No bicyclists or carts.

"Enriquita"

19A

- ❖ Open to pedestrians, equestrians, and pets on leash after the trail is built.
- ❖ Open to bicyclists after the trail is built and the short range Mine Hill Trail improvements are complete.
- ❖ No carts.

Prospect #3 (extension)

20A

- ❖ No use authorized until trail is built (see Phase 2 - Medium Range Plan for next steps).

"Buena Vista"

21A

- ❖ Pedestrians and pets on leash allowed.
- ❖ No equestrians, bicyclists or carts.

"Church Hill"

22A

- ❖ Pedestrians and pets on leash allowed.
- ❖ Provide hitching post for equestrians and wood bike rack for bicyclists at base of trail to allow for hike in usage.
- ❖ No equestrians, bicyclists or carts.
- ❖ Do a complete assessment of the historic structures to determine what steps need to be taken to protect the structures and ensure the safety of park visitors. Implement actions noted in the assessment and noted as follows:
 - a) clean up debris around historic structures which may pose safety problems;
 - b) fence the School House area and provide an interpretive plaque or sign;

- c) bury the remnants of the Miner's cabin adjacent to the School House; and,
- d) assess the Map house, Mrs. Mitchell's house and Jimmy Schneider's house to determine if further protectionary measures are needed. Implement action items.

"Hidalgo Cemetery"

23A

- ❖ Pedestrians, equestrians and pets on leash allowed.
- ❖ Open to bicyclists after the following improvements are made:
 - a) complete the short range Mine Hill Trail improvements;
 - b) complete the Castillero Trail improvements;
 - c) complete the Wood Road Trail improvements; and,
 - d) install a sign at the top of the trail warning users about steep grades - caution to reduce speed.
- ❖ No carts.

"Hacienda Chimney"

24A

- ❖ No use authorized until the trail is built (see Phase 2 - Medium Range Plan for next steps).

"Yellow Kid"

25A

- ❖ Open to pedestrians, equestrians and pets on leash after the trail is brushed back, regraded and the trail tread is restored to a minimum width of 5 feet.
- ❖ No bicyclists or carts.

"Catherine Tunnel"

26A

- ❖ Pedestrians, equestrians and pets on leash allowed.
- ❖ Open to bicyclists after the short range Mine Hill Trail improvements are made.
- ❖ No carts.

"Cinnabar" or "San Antonio Mine" or "A. Foote"

27A

- ❖ Pedestrians and pets on leash allowed.
- ❖ No equestrians, bicyclists or carts.

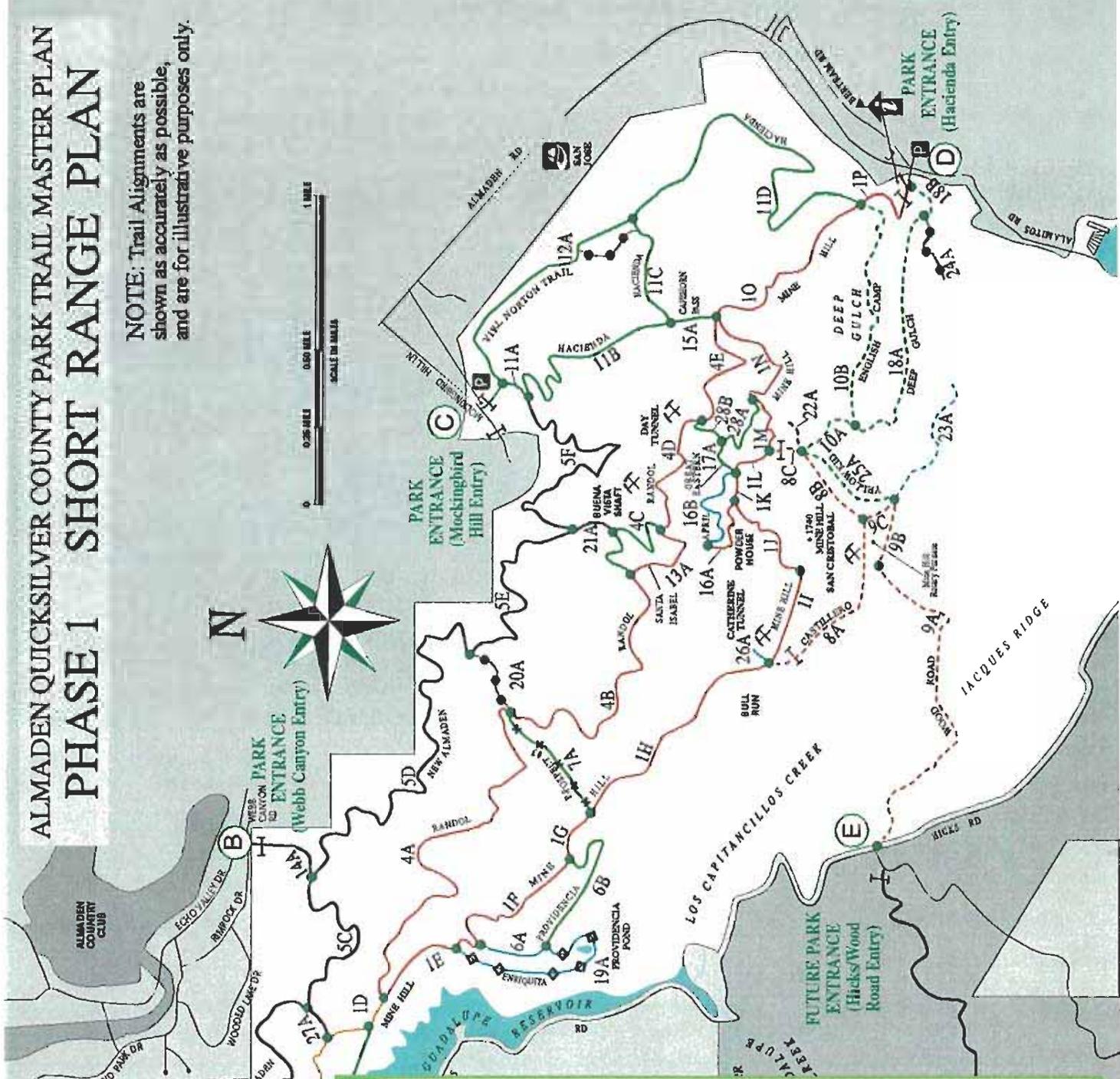
"Day Tunnel"

28A to 28B

- ❖ Pedestrian, equestrians and pets on leash allowed.
- ❖ No bicyclists or carts.

ALMADEN QUICKSILVER COUNTY PARK TRAIL MASTER PLAN PHASE I SHORT RANGE PLAN

NOTE: Trail Alignments are shown as accurately as possible, and are for illustrative purposes only.



TRAIL USE LEGEND

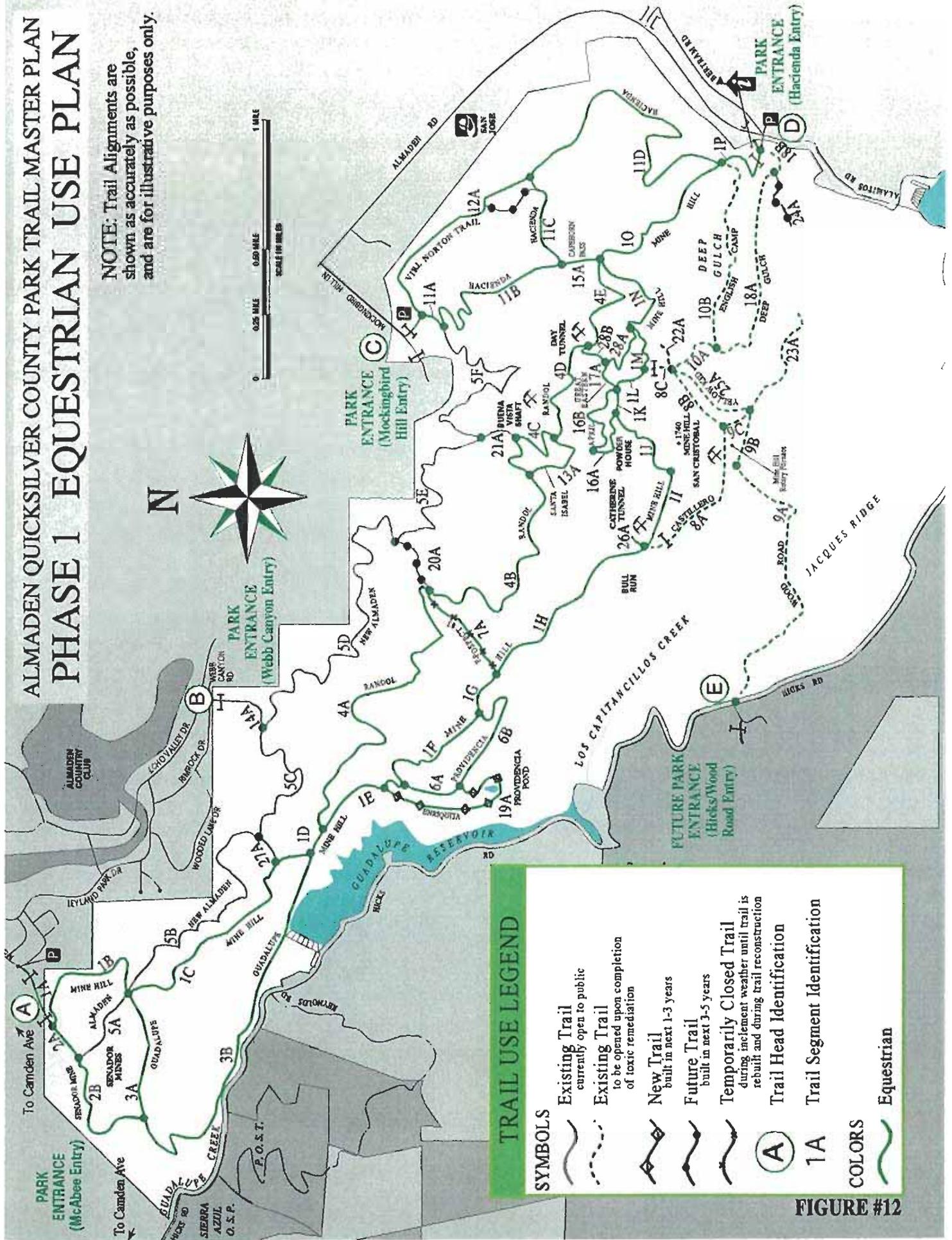
SYMBOLS	
	Existing Trail currently open to public
	Existing Trail to be opened upon completion of toxic remediation
	New Trail built in next 1-3 years
	Future Trail built in next 3-5 years
	Temporarily Closed Trail during inclement weather until trail is rebuilt and during trail reconstruction
	Trail Head Identification
1A	Trail Segment Identification
COLORS	
	Pedestrian
	Pedestrian & Equestrian
	Pedestrian, Equestrian, & Bike
	Pedestrian, Equestrian, & Horse Cart
	Pedestrian, Equestrian, Horse Cart, & Bike

ALL TRAILS ARE OPEN TO PETS ON LEASHES

FIGURE #11

ALMADEN QUICKSILVER COUNTY PARK TRAIL MASTER PLAN PHASE 1 EQUESTRIAN USE PLAN

NOTE: Trail Alignments are shown as accurately as possible, and are for illustrative purposes only.



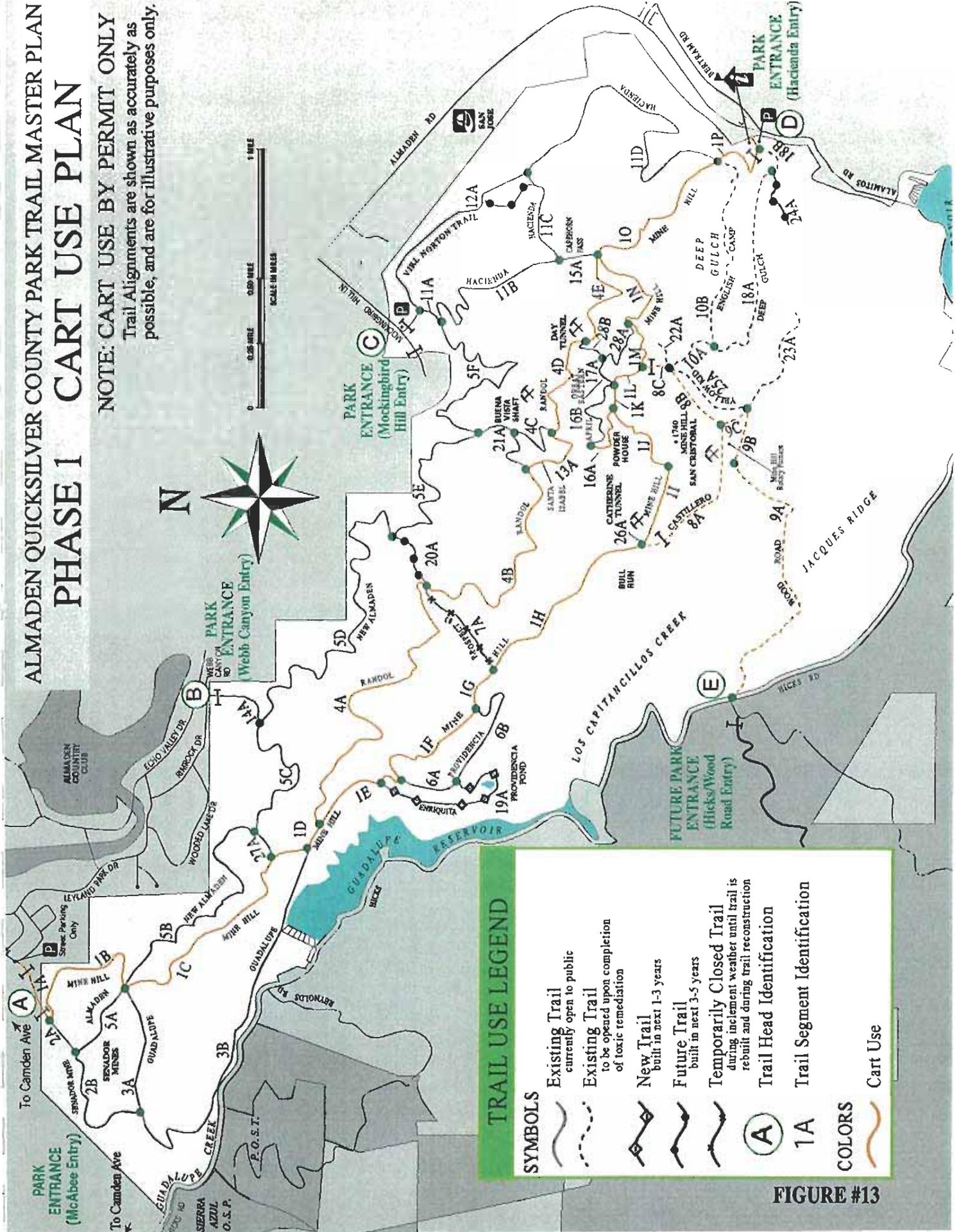
TRAIL USE LEGEND

SYMBOLS	DESCRIPTION
	Existing Trail currently open to public
	Existing Trail to be opened upon completion of toxic remediation
	New Trail built in next 1-3 years
	Future Trail built in next 3-5 years
	Temporarily Closed Trail during inclement weather until trail is rebuilt and during trail reconstruction
	Trail Head Identification
	Trail Segment Identification
COLORS	DESCRIPTION
	Equestrian

FIGURE #12

ALMADEN QUICKSILVER COUNTY PARK TRAIL MASTER PLAN PHASE 1 CART USE PLAN

NOTE: CART USE BY PERMIT ONLY
Trail Alignments are shown as accurately as possible, and are for illustrative purposes only.



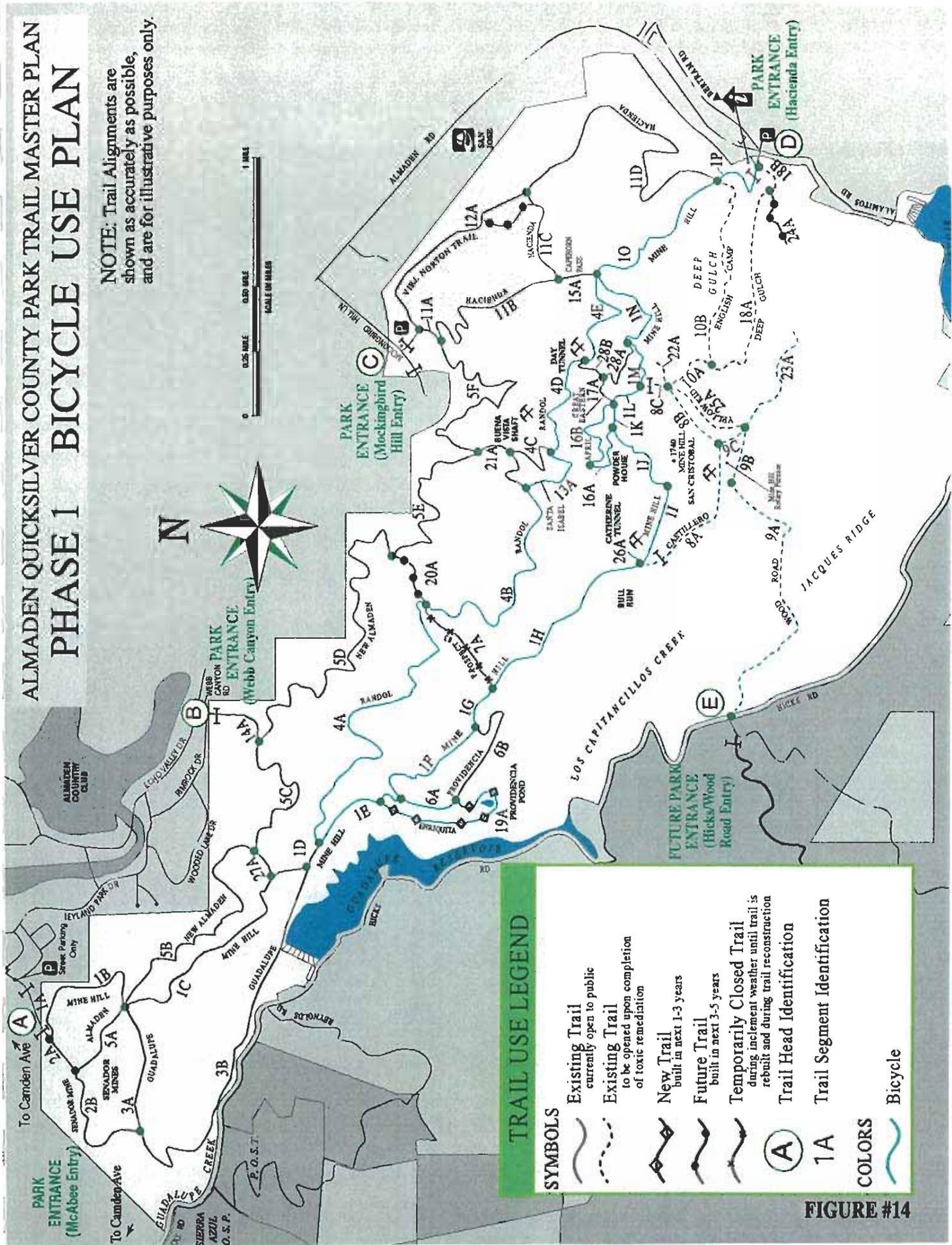
TRAIL USE LEGEND

	Existing Trail currently open to public
	Existing Trail to be opened upon completion of toxic remediation
	New Trail built in next 1-3 years
	Future Trail built in next 3-5 years
	Temporarily Closed Trail during inclement weather until trail is rebuilt and during trail reconstruction
	Trail Head Identification
	Trail Segment Identification
	Cart Use

FIGURE #13

ALMADEN QUICKSILVER COUNTY PARK TRAIL MASTER PLAN PHASE I BICYCLE USE PLAN

NOTE: Trail Alignments are shown as accurately as possible, and are for illustrative purposes only.



TRAIL USE LEGEND

SYMBOLS	Existing Trail currently open to public
	Existing Trail to be opened upon completion of toxic remediation
	New Trail built in next 1-3 years
	Future Trail built in next 3-5 years
	Temporarily Closed Trail during inclement weather until trail is rebuilt and during trail reconstruction
	Trail Head Identification
COLORS	Trail Segment Identification
	Bicycle

FIGURE #14

PHASE 2 - MEDIUM RANGE PLAN

Following is a description of a medium range management plan for some existing and proposed trail segments noted in Figure #9. Phase 2 trail uses are also identified in the map shown on Figure #15. This management plan supplements or supersedes actions noted in the Phase 1 plan. Actions noted are required prior to allowing certain uses and are described below. It is anticipated that these actions can be completed within a 3 to 5 year time frame. Increased ranger patrol will be an essential component of Phase 2 in order to ensure the safety of all trail users and compliance with park rules and regulations.

Hacienda

11C

- ❖ Open to bicyclists after the following improvements are made:
 - a) reroute the Viri Norton Trail to allow for bicycle use; and,
 - b) reroute a short portion of the trail that traverses a steep hill to an average grade of 12% or less and an optimum width of 10 feet. The actual grade and width may be modified dependent on environmental factors such as soils, hydrology and biology.

Viri Norton

12A

- ❖ Open to bicyclists after the following improvements are made:
 - a) reroute the steep section of trail (about half of the trail) to the west side of the bowl an average grade of 12% or less and a width of at least 10 feet - after the trail has been rerouted, the old section should be abandoned for trail use and returned to a natural state. The actual grade and width of the rerouted trail may be modified dependent on environmental factors such as soils, hydrology and biology; and,
 - b) complete the Hacienda Trail (11C) improvements.

Cape Horn

15A

- ❖ Open to bicyclists after the following improvements are made:
 - a) complete the Hacienda Trail (11C) improvements; and,
 - b) complete the Viri Norton Trail Improvements.

Prospect #3 (extension)

20A

- ❖ Open to pedestrians and pets on leash after the trail is built. Currently, there is a volunteer trail in place. However, the slope is too steep in some sections and needs to be rerouted to a grade of 15% or less prior to allowing pedestrian use.

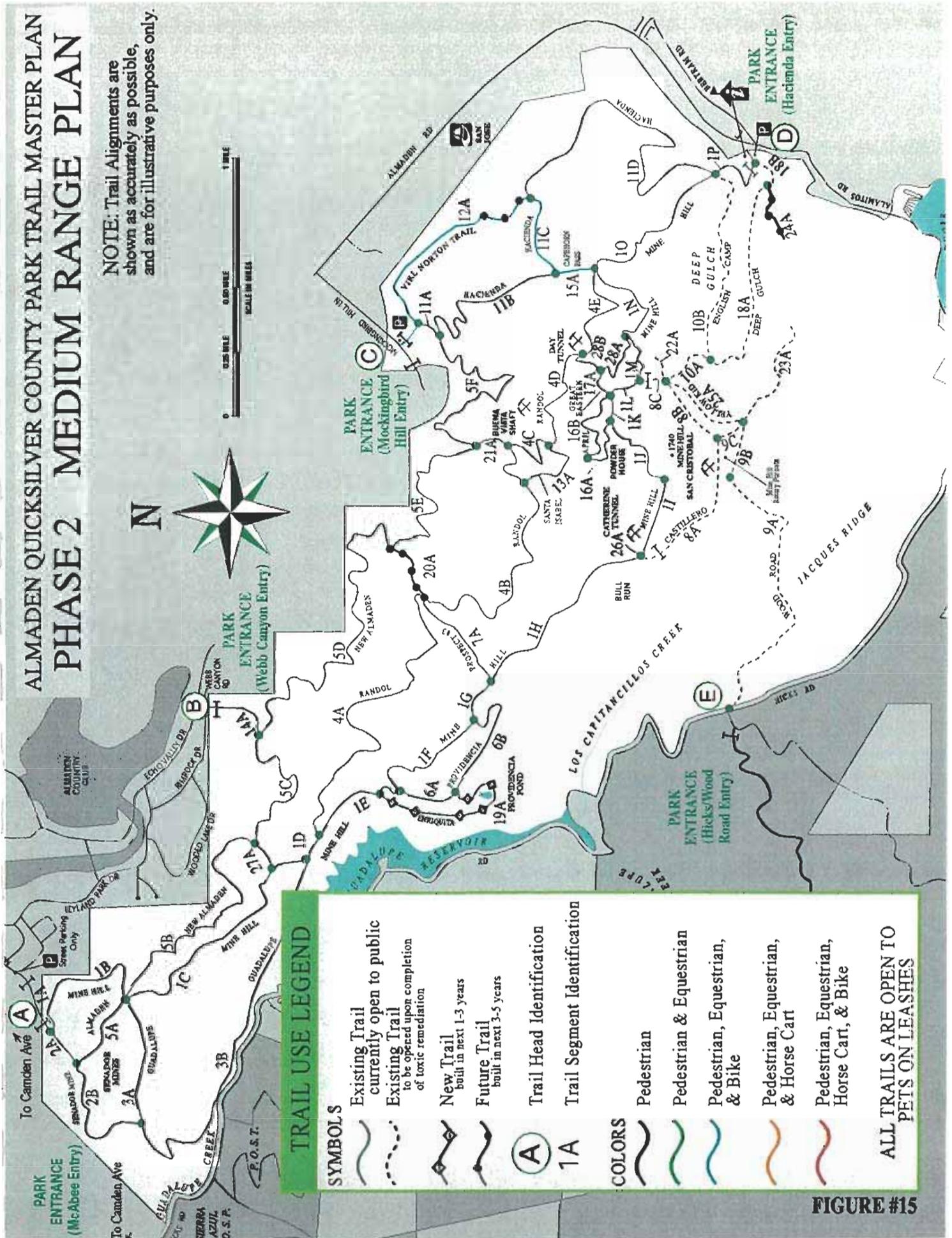
"Hacienda Chimney"

24A

- ❖ Open to pedestrians and pets on leash after the trail is built.

ALMADEN QUICKSILVER COUNTY PARK TRAIL MASTER PLAN PHASE 2 MEDIUM RANGE PLAN

NOTE: Trail Alignments are shown as accurately as possible, and are for illustrative purposes only.



TRAIL USE LEGEND

SYMBOLS

- Existing Trail currently open to public
- Existing Trail to be opened upon completion of toxic remediation
- New Trail built in next 1-3 years
- Future Trail built in next 3-5 years
- Trail Head Identification
- Trail Segment Identification

COLORS

- Pedestrian
- Pedestrian & Equestrian
- Pedestrian, Equestrian, & Bike
- Pedestrian, Equestrian, & Horse Cart
- Pedestrian, Equestrian, Horse Cart, & Bike

ALL TRAILS ARE OPEN TO PETS ON LEASHES

FIGURE #15

PHASE 3 - LONG RANGE PLAN

The following is a description of a long range management plan for an existing trail segment noted in Figure #9. Phase 3 trail uses are also identified in the map shown on Figure #16. This management plan should supplement actions noted in the Phase 1 and Phase 2 plans. It is anticipated that the following actions might be completed within a 5 to 20-year time frame. Increased ranger patrol will be an essential component of Phase 1 in order to ensure the safety of all trail users and compliance with park rules and regulations.

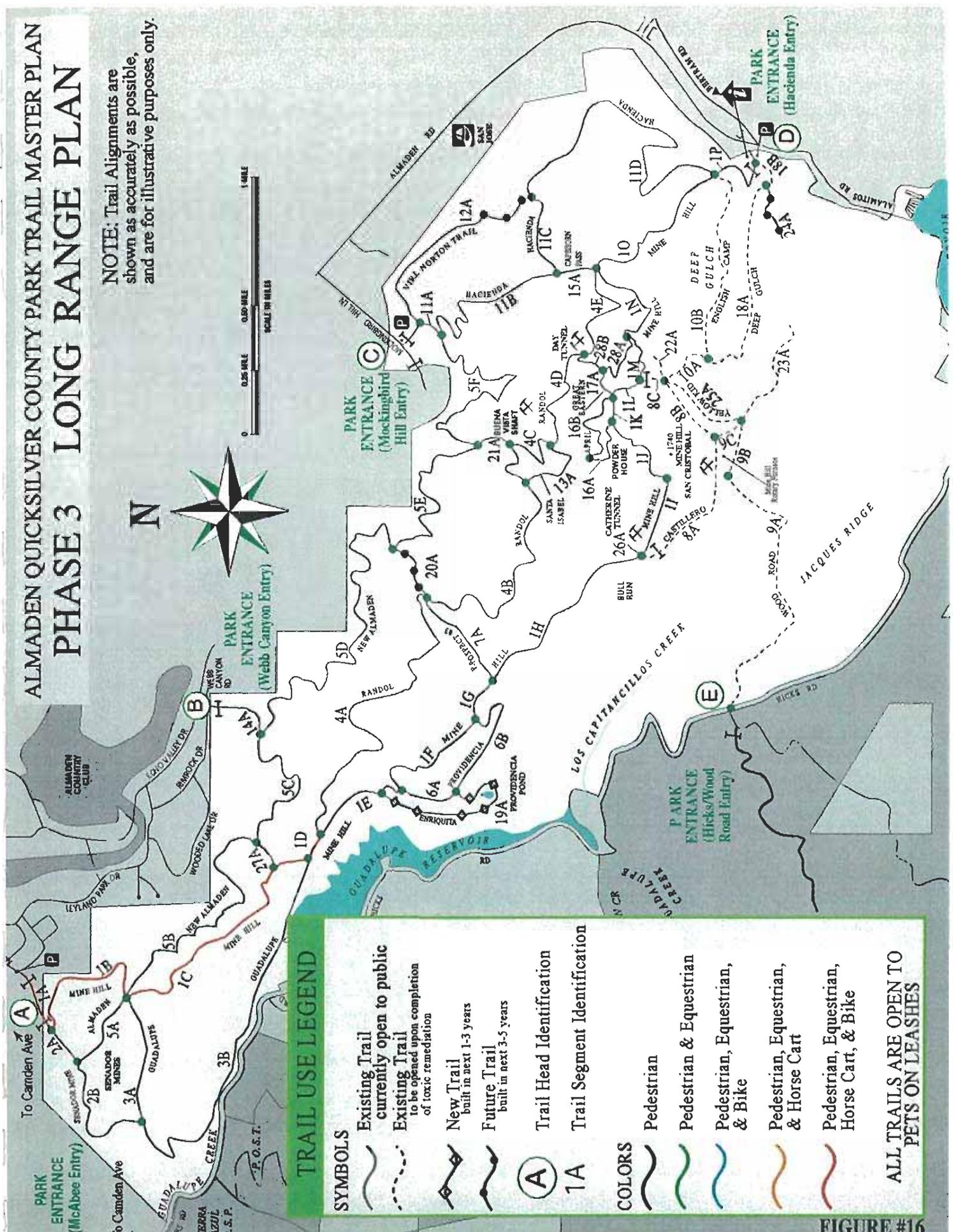
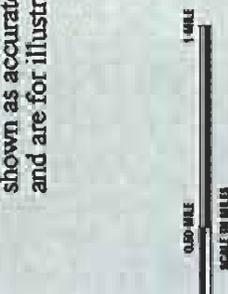
Mine Hill

1A to 1D

- ❖ Open to bicyclists after an acceptable parking solution at the McAbee entrance is implemented, as defined on page 8 of this report, and after the following improvements are made:
 - a) Do a complete assessment of this section of trail to determine if any curves need to be brushed back to improve sight lines. Brush back as required;
 - b) Install signs at intersection of 1B/1C advising trail users about steeper grades and curves going toward 1G - caution to watch curves.

ALMADEN QUICKSILVER COUNTY PARK TRAIL MASTER PLAN PHASE 3 LONG RANGE PLAN

NOTE: Trail Alignments are shown as accurately as possible, and are for illustrative purposes only.



TRAIL USE LEGEND

SYMBOLS

- Existing Trail currently open to public
- Existing Trail to be opened upon completion of toxic remediation
- New Trail built in next 1-3 years
- Future Trail built in next 3-5 years

Trail Head Identification

Trail Segment Identification

COLORS

- Pedestrian
- Pedestrian & Equestrian
- Pedestrian, Equestrian, & Bike
- Pedestrian, Equestrian, & Horse Cart
- Pedestrian, Equestrian, Horse Cart, & Bike

ALL TRAILS ARE OPEN TO PETS ON LEASHES

FIGURE #16

DESIGN AND MANAGEMENT GUIDELINES

It is recommended that the design and use management guidelines contained in the Santa Clara Countywide Trails Master Plan be used as the basis for the Almaden Quicksilver County Park Trail Master Plan. Chapter 5 of the Countywide Trails Master Plan provides design guidelines on trail location, trail design, trail construction techniques, bridges, signage, trail amenities and staging area design. It also provides use and management guidelines on general use conditions, private access to public trails, trail monitoring and maintenance, trail patrol, trail information, and staffing.

In addition, the following specific guidelines are recommended:

Trail Patrol

- ❖ The Parks Department shall increase patrol in the park as part of the implementation of all three phases of the Trail Master Plan. Increased patrol is critical, especially in the first year of each phase, to ensure safety of all trail users and compliance with the park rules and regulations.

Signage

- ❖ Prior to allowing any new trail uses in the park, a sign plan must be developed and implemented for the following actions:
 - a) Use signs portraying which types of new trail uses are allowed or not allowed shall be posted at appropriate intersections;
 - b) Safety signage, as described in the implementation plan, shall be installed;
 - c) Yield signage (triangle shape) indicating the rules of yield etiquette for pedestrians, equestrians and bicyclists shall be installed at appropriate intervals along the trail system;
 - d) Speed limit and trail regulation signage shall be provided at staging areas/major access points;
 - e) Trail condition signage (i.e., description of the range of conditions and gradients a trail user can expect to encounter, or seasonal trail closure information) shall be provided at staging areas/major access points;
 - f) Interpretive signage shall be provided at historic and natural points of interest; and,
 - g) Trail identification signage shall be posted at intersections of all new trails not currently shown in the park visitor guide.
- ❖ Signage should be compatible with the park setting and in compliance with the Parks Department sign manual and the Countywide Trails Master Plan.
- ❖ Signage should be consistent, where possible, with that provided in the adjacent MROSD Sierra Azul Open Space Preserve.
- ❖ To reduce visual impacts, the amount of signage (excepting most safety and directional signage) shall be kept to the minimum required to promote visitor safety, awareness and education. Where possible, signage should be placed at staging area entrances at major access points.

Trail Education

- ❖ The Department shall continue to sponsor a Trail Watch Volunteer program at the park. This program, which has been in existence for the past few years, should be a continuing support program for park operations. The intent is to use volunteers to reinforce trail rules and regulations and to report safety concerns to the ranger on patrol where needed.
- ❖ The Almaden Quicksilver County Park brochure (Visitor Guide) shall be revised to provide an explanation of the yield signage for trail users and general information on multi-use trail rules and regulations. This additional language should stress the importance of trail safety and courteous trail behavior.

Special Events

- ❖ As per County ordinance, any special event occurring in the park will require a permit from the Parks Department. All ordinances for special events shall be enforced.
- ❖ "Practice runs" in advance of a special event will not be allowed.
- ❖ Bicycle racing special events will not be encouraged for the first two years after bicycles are allowed in the park.
- ❖ Efforts shall be made by park staff to minimize park closure for special events. In the event public access is prohibited during special events, volunteers should be used to monitor the park trail entrances. Park closure information should be posted at all trail entrances well ahead of the event.
- ❖ Staff should coordinate, as appropriate, with MROSD during special events.

APPENDICES

APPENDIX A: Task Force's Ground Rules for Interaction

Almaden Quicksilver County Park Trail Master Plan

NORMS OF CONDUCT

- 1. Active Listening**
- 2. No Put-Downs**
- 3. The Right to Pass**
- 4. Confidentiality**

Appendix A

Almaden Quicksilver County Park Trail Master Plan
GROUND RULES FOR MEETINGS

1. Common consideration and courtesy, or agree to disagree, no personal attacks
2. Not interrupting, not shouting
3. Room for humor in discussion
4. No threats to comply with opinion
5. Arena for those inexperienced in the process (tolerant)
6. Consideration of interest and philosophy of the individual
7. Speak without being interrupted
8. Listen, argue with logic and not emotion
9. Think through ideas before presenting them
10. Read information provided and be prepared for the meeting
11. Don't pre-judge persons or positions
12. Be open minded
13. Members should be attentive while a committee member is talking
14. Speaker should be able to express total thought without interruption
15. Not being misquoted in months to come
16. Commit to time frame
17. Laugh with each other, not at each other
18. No hissing or boos during discussion
19. Everyone does homework
20. Discussions should include all committee members; no parking lot decision groups.

Appendix A

Almaden Quicksilver County Park Trail Master Plan
ROLES OF TASK FORCE MEMBERS

1. To be completely objective in their endeavors on the team while representing their stakeholders' interests.
2. To represent their own interests and also act as a liaison to the stakeholders at large whom they represent.
3. To keep stakeholders informed of our planning processes and bring those groups' concerns and reactions regarding draft materials to task force meetings.
4. To act as an information resource regarding their stakeholders concerns or work with staff to provide persons who can educate the Task Force in this capacity.
5. To develop a group consensus on issues that are part of the planning process.
6. To develop a plan that is long term in scope, realizing it needs to be flexible to adapt to changing conditions.
7. To develop a draft plan for public review, and final acceptance by the parks and Recreation Commission and adoption by the Board of Supervisors.
8. To be "champions" for the draft plan and publicly defend decisions once a consensus is reached.

Appendix A

**APPENDIX B: Santa Clara Countywide Trails Master Plan -
Planning Criteria**

TABLE C-3: TRAIL AND STAGING AREA LOCATION CRITERIA

CRITERIA		EVALUATION		
		Disadvantages LOW	MODERATE	Advantages HIGH
Land Ownership	Private (Yes/No)	<ul style="list-style-type: none"> privately owned, not currently accessible to the general public, and with no expressed owner interest in permitting public access 	<ul style="list-style-type: none"> privately owned, not currently accessible to the general public, but with owner interest in permitting public access 	<ul style="list-style-type: none"> privately owned and currently accessible to the general public No: not applicable as trail route is publicly owned
	Public (No / Yes)	<ul style="list-style-type: none"> none 	<ul style="list-style-type: none"> partially within highway ROW, water district property, wildlife reserve, other public utility lands 	<ul style="list-style-type: none"> public park, open space lands within highway ROW
	Easements (Presence and Type)	<ul style="list-style-type: none"> none: no trail or public utility easements 	<ul style="list-style-type: none"> existing trail easement for some (<25%) of trail segment existing flood control easement not specifically excluding public access for significant portions (>25%) of trail segment other public utility easements present for portions (<25%) of trail segment 	<ul style="list-style-type: none"> existing trail easement and/or recreation lease for significant portions (>25%) of trail segment
Land Use	Number of property owners	<ul style="list-style-type: none"> multiple ownership (number of owners to nearest 5) 	<ul style="list-style-type: none"> Relatively few owners (<5) 	<ul style="list-style-type: none"> Single ownership
	Existing land use	<ul style="list-style-type: none"> Rural Residential Other Land Uses Area w/ Special Use Policies Urban Service Area Limit of Future Urban Expansion Site Specific Amendment Areas Miscellaneous 	<ul style="list-style-type: none"> open - no visible active use highway / utility route flood control channel wildlife reserve 	<ul style="list-style-type: none"> public park or open space or reserve
	Planned Use / Area Designations	<ul style="list-style-type: none"> Resource Conservation Area Agriculture: Medium Scale Agriculture: Large Scale Ranchlands Rural Residential Areas Miscellaneous Solid Waste Disposal Sites (Active Sites) Quarries (Active Sites) 	<ul style="list-style-type: none"> Resource Conservation Area Hillside Other Land Uses Communication and Utilities Industrial Facilities Miscellaneous Solid Waste Disposal Sites (Past Sites) Quarries (Past Sites) Area w/ Special Use Policies Site Specific Amendment Areas 	<ul style="list-style-type: none"> Resource Conservation Area Baylands Open Space Reserve Regional Parks (Existing) Other Public Lands Other Land Uses Major Educational & Institutional Uses Major Public Facilities Roadside Services Transportation Urban Service Areas
Cultural/ Historical	Site-specific land use considerations	<ul style="list-style-type: none"> Minimum distance from large scale agriculture (Distance) Distance from all other active uses (Distance) Relationship to private property lines (Distance / Parallel / Bisects) 	<ul style="list-style-type: none"> distance from existing residences: appx. 300-500' scenic setbacks (adjacent to designated scenic highways) 	<ul style="list-style-type: none"> distance from large-scale agriculture: > 300' distance from existing residences: > 500' distance from active private uses: > 300' generality is adjacent or parallel to property lines
	Known archaeological site / Native American cultural resources (Yes / No)	<ul style="list-style-type: none"> known archaeological site 	<ul style="list-style-type: none"> archaeological resource area with high probability of site occurrence based known sites nearby or presence near springs or waterways 	<ul style="list-style-type: none"> no archaeological resources anticipated

TABLE C-3: TRAIL AND STAGING AREA LOCATION CRITERIA

CRITERIA		EVALUATION		
		Disadvantages LOW	MODERATE	Advantages HIGH
Hydrology	Known historical sites / historical routes (No / Yes)	<ul style="list-style-type: none"> no historical resources 		<ul style="list-style-type: none"> historical resource area / trail route
	Relationship to stream zone / floodplain	<ul style="list-style-type: none"> parallels stream zone for entire length 	<ul style="list-style-type: none"> parallels stream zone for some length of segment but not the entire length 	<ul style="list-style-type: none"> no or little relationship along a flood control project
Vegetation	Stream/drainage crossings	<ul style="list-style-type: none"> more than 3 crossings 	<ul style="list-style-type: none"> 1 to 3 crossings 	<ul style="list-style-type: none"> no crossings
	Sensitive associations	<ul style="list-style-type: none"> along high quality habitat including: <ul style="list-style-type: none"> salt/brackish marsh riparian wetlands serpentine oak woodland pristine or minimally disturbed vegetation serpentine soil associations 	<ul style="list-style-type: none"> moderately disturbed or sparse vegetation 	<ul style="list-style-type: none"> crosses low quality habitat concrete channels, culverted drainages, channelized creeks
Sensitive Species Habitat	Other vegetation characteristics	<ul style="list-style-type: none"> mixed oak woodland pine forest 	<ul style="list-style-type: none"> oak savannah chaparral 	<ul style="list-style-type: none"> exotic grassland
	Presence or likelihood of Special Status Species	<ul style="list-style-type: none"> known occurrence 	<ul style="list-style-type: none"> potential for occurrence 	<ul style="list-style-type: none"> little potential for occurrence
Resource Enhancement	Opportunity for enhancing habitat diversity	<ul style="list-style-type: none"> little potential for enhancement of existing habitat 		<ul style="list-style-type: none"> potential for enhancement of existing habitat
	Grade along trail bed	<ul style="list-style-type: none"> > 30% average slope 	<ul style="list-style-type: none"> 15% to 30% average slope 	<ul style="list-style-type: none"> < 15% average slope
Soils/Geology	Cross slope	<ul style="list-style-type: none"> > 30% average slope 	<ul style="list-style-type: none"> 15% to 30% average slope 	<ul style="list-style-type: none"> < 15% average slope
	Erosion or slide potential	<ul style="list-style-type: none"> least stability 	<ul style="list-style-type: none"> moderate stability 	<ul style="list-style-type: none"> most stability
Limiting Barriers	Visibility along trail	<ul style="list-style-type: none"> poor: sharp turns, hillsides, or dense vegetative cover could likely preclude reasonable sight distances along many portions of the segment and create a potential user conflict on a shared-use trail 	<ul style="list-style-type: none"> fair: sharp turns, hillsides, or dense vegetative cover could likely preclude reasonable sight distances along a few portions of the segment and create a potential user conflict on a shared-use trail 	<ul style="list-style-type: none"> good: few, if any sharp turns, hillsides, or dense vegetative cover that could preclude reasonable sight distances
	Physical access constraints (Yes / No)	<ul style="list-style-type: none"> major: vertical walls or cliffs; topographic conditions that prohibit meeting minimal ADA requirements, major highways, major stream crossings, low bridges/culverts, or other conditions that greatly restrict trail development or use 	<ul style="list-style-type: none"> moderate: slopes > 30%, topographic conditions that challenge meeting minimal ADA requirements, highway crossings that would require signalization, wet crossings, or other conditions that would inhibit trail development or use 	<ul style="list-style-type: none"> minor: there are no major physical obstructions that would limit trail development or use; topographic conditions generally permit meeting minimal ADA requirements
Aesthetics	Vista opportunities	<ul style="list-style-type: none"> minimal: trail has no long distance or panorama views to surrounding landscape 	<ul style="list-style-type: none"> fair: trail includes long distance or open views to surrounding landscape but some views are blocked by development or vegetation 	<ul style="list-style-type: none"> outstanding: trail includes open and panoramic views to surrounding landscape
	Potential for creating significant visual impact (More ↔ Less)	<ul style="list-style-type: none"> obvious change: potentially significant, long-term visual contrast created by changes in vegetation, soils, and topography would likely result and be readily evident 	<ul style="list-style-type: none"> noticeable change: potential short-term visual contrast created by changes in vegetation, soils, and topography would likely occur and/or be partially visible from the surrounding community over time 	<ul style="list-style-type: none"> little to no change: visual contrast created by changes in vegetation, soils, and topography would not likely occur or be highly noticeable from surrounding community
Community Impact	Visibility from nearby residences (More ↔ Less)	<ul style="list-style-type: none"> open, foreground views of less than 1/8 mile from existing residences are likely 		<ul style="list-style-type: none"> mid/foreground or background views > 1/4 mile

TABLE C-3: TRAIL AND STAGING AREA LOCATION CRITERIA

CRITERIA	EVALUATION		
	Disadvantages LOW	MODERATE	Advantages HIGH
Noise impacts (Proximity - miles)	<ul style="list-style-type: none"> • trail segment within 1/8 mile of sensitive noise receptors (residences, nesting areas, etc.) 	<ul style="list-style-type: none"> • trail segment between 1/8 and 1/2 mile of sensitive noise receptors (residences, nesting areas, etc.) 	<ul style="list-style-type: none"> • trail segment > 1/2 mile of sensitive noise receptors (residences, nesting areas, etc.)
Proximity Relationships	<ul style="list-style-type: none"> • no direct relationship: no facilities within a 1/8 mile radius • no direct relationship: no parks within a 1/4 mile radius • no direct relationship: > 1/2 mile from transit facilities • no direct relationship: > 1/2 mile from employment centers • no direct relationship: > 1/2 mile from commercial facilities 	<ul style="list-style-type: none"> • potential relationship: passes within 1/4 mile from park facilities • potential relationship: < 1/2 mile from transit facilities • potential relationship: within 1/2 mile of employment centers • potential relationship: within 1/2 mile of commercial facilities • fair: less than 5 minutes travel time from edge of Urban Service Area 	<ul style="list-style-type: none"> • direct relationship: existing facilities located within 1/8 mile of trail • strong relationship: links with park facilities • strong relationship: links with transit facilities • strong relationship: provides immediate access to employment centers • strong relationship: provides immediate access to commercial facilities • good: within or immediately adjacent to an Urban Service Area
Specific Benefits / Numbers of Users	<ul style="list-style-type: none"> • poor: greater than 5 minutes travel time from edge of Urban Service Area 	<ul style="list-style-type: none"> • fair: less than 5 minutes travel time from edge of Urban Service Area 	<ul style="list-style-type: none"> • good: within or immediately adjacent to an Urban Service Area
Use Benefits	<ul style="list-style-type: none"> • potentially accommodates only one type of trail use • no or few benefits: does not lead to schools, employment or commercial activity center, or community centers • few unique opportunities: either no significant educational program, potential exists or landscape through which trail segment passes is typical of landscapes found in nearby County Parks 	<ul style="list-style-type: none"> • potentially accommodates some but not all types of trail users 	<ul style="list-style-type: none"> • potentially accommodates all types of users on a minimum width shared-use trail (12') • some benefits: leads to schools, employment or commercial activity center, community centers, or recreation area • unique opportunities (see Outdoor Education Opportunity below)
Emergency services	<ul style="list-style-type: none"> • poor: outside of Urban Service Areas, within State Responsibility Areas for Fire Protection and more than 5 miles away from a fire station (ISO rating <6) • poor: trail does not provide access to any sensitive resources 	<ul style="list-style-type: none"> • fair: at edge of Urban Service Area but slightly more than miles of a fire station; along major paved road 	<ul style="list-style-type: none"> • good: within Urban Service Area or within 5 miles of a fire station (ISO rating =6) • good: trail provides access to sensitive resources
Resource management / monitoring	<ul style="list-style-type: none"> • along a road 	<ul style="list-style-type: none"> • near road or portion along road 	<ul style="list-style-type: none"> • away from road
Separation from motorized traffic	<ul style="list-style-type: none"> • poor: no significantly outstanding natural or cultural features along trail 		<ul style="list-style-type: none"> • yes: significantly outstanding natural or cultural features along trail and potential for interpretive opportunities
Presence of outstanding scientific / historic / natural features	<ul style="list-style-type: none"> • poor: does not directly connect with a regional or local trail route • poor: not directly related to an existing or potential staging area • poor: more than 5 miles away from an existing regional park operations / maintenance facility 	<ul style="list-style-type: none"> • fair: between 2 and 5 miles away from an existing regional park operations / maintenance facility 	<ul style="list-style-type: none"> • yes: directly connects with other regional trail or local route • located on an existing or potential staging area • good: within 2 miles of an existing regional park operations / maintenance facility
Tie-ins with other regional / local trails	<ul style="list-style-type: none"> • poor: trail can not be easily patrolled by vehicle or seen from a public road 	<ul style="list-style-type: none"> • fair: portions, but not all of trail can be patrolled by vehicle or seen from a public road 	<ul style="list-style-type: none"> • good: trail can be easily patrolled by vehicle or seen from a public road
Proximity to regional / local staging areas (Proximity - miles)	<ul style="list-style-type: none"> • poor: more than 5 miles away from an existing regional park operations / maintenance facility 	<ul style="list-style-type: none"> • fair: between 2 and 5 miles away from an existing regional park operations / maintenance facility 	<ul style="list-style-type: none"> • good: within 2 miles of an existing regional park operations / maintenance facility
Maintenance - Proximity to existing park staff / equipment	<ul style="list-style-type: none"> • poor: trail can not be easily patrolled by vehicle or seen from a public road 	<ul style="list-style-type: none"> • fair: portions, but not all of trail can be patrolled by vehicle or seen from a public road 	<ul style="list-style-type: none"> • good: trail can be easily patrolled by vehicle or seen from a public road
Management visibility	<ul style="list-style-type: none"> • poor: trail can not be easily patrolled by vehicle or seen from a public road 	<ul style="list-style-type: none"> • fair: portions, but not all of trail can be patrolled by vehicle or seen from a public road 	<ul style="list-style-type: none"> • good: trail can be easily patrolled by vehicle or seen from a public road

TABLE C-3: TRAIL AND STAGING AREA LOCATION CRITERIA

CRITERIA		EVALUATION		
		Disadvantages LOW	MODERATE	Advantages HIGH
Emergency service accessibility	<ul style="list-style-type: none"> • poor: trail can not be easily accessed by vehicle or helicopter; no emergency staging areas within 30 minutes response time • poor: no developed public water 	<ul style="list-style-type: none"> • fair: portions of trail parallels public road; trail can be accessed by vehicle/helicopter at selected points; emergency staging areas within 15-30 minutes response time • fair: no developed public water supply within 5 mile radius 	<ul style="list-style-type: none"> • good: trail parallels public road; trail can be easily accessed by vehicle or helicopter; emergency staging areas along trail within 15 minutes response time • good: developed public water supply along trail or within 3 mile radius 	
Costs	<ul style="list-style-type: none"> • expensive: potentially over than \$50,000/acre because of some combination of factors including: <ul style="list-style-type: none"> - within Urban Service Area - valley floor setting - small parcels of 0 to 10 acres - multiple property owners 	<ul style="list-style-type: none"> • moderate: likely between \$10,000 and \$75,000 acre because of some combination of factors including: <ul style="list-style-type: none"> - within, adjacent or near to Urban Service Area - valley or foothill floor setting - moderate to large sized parcels of 10 to 160 acres 	<ul style="list-style-type: none"> • reasonable: likely not over \$10,000 / acre because of some combination of factors including: <ul style="list-style-type: none"> - rural County - hillside or mountain setting - large parcels (greater than 80 acre parcels) - single or very few property owners - undeveloped agriculture ranchland 	
Design / engineering /development:	<ul style="list-style-type: none"> • expensive: trail type not very practical relative to landscape setting given: <ul style="list-style-type: none"> - erodable soils - overall steep grades - steep cross grade - water bars and drainage structures typical - multiple use bridges >50' in length needed - water bars and drainage structures typical - forest vegetation - need for water bars / drainage structures - street crossings requiring signalization - significant need (> 50%) for fencing and gates - other special circumstance present such as highway overcrossings or long bridge crossings for multiple use trails • hiking trail (<3' wide): \$60,000 / mile typical • equestrian and hiking trail (5-6' wide): \$90,000 / mile typical • shared trail (5-6' wide): \$ 120,000 / mile typical • multi-purpose trail (> 8' wide, paved): \$200,000 / mile typical 	<ul style="list-style-type: none"> • moderate: generally practical relative to landscape setting, however: <ul style="list-style-type: none"> - some erodable soils - overall moderate grades or some sections of steep grade - moderate cross grade - bridges >25' in length needed - some water bars and drainage structures needed - chaparral or savannah vegetation - street crossings requiring signage/stripping - some need (< 50%) for fencing and gates - no special circumstance present • hiking trail (<3' wide): \$50,000 / mile typical • equestrian and hiking trail (5-6' wide): \$70,000 / mile typical • shared trail (5-6' wide): \$90,000 / mile typical • multi-purpose trail (> 8' wide): \$162,500 / mile typical 	<ul style="list-style-type: none"> • modest: trail type practical relative to landscape setting: <ul style="list-style-type: none"> - stable soils - generally level with limited sections of moderate to steep grade - slight to moderate cross grade - grassland or exotic vegetation - only minor bridges / drainage structures needed - no street crossings - little need for fencing and gates - no special circumstance present • hiking trail (<3' wide): \$40,000 / mile typical • equestrian and hiking trail (5-6' wide): \$50,000 / mile typical • shared trail (5-6' wide): \$70,000 / mile typical • multi-purpose (> 8' wide, paved): \$ 125,000 / mile typical 	

TABLE C-3: TRAIL AND STAGING AREA LOCATION CRITERIA

CRITERIA		EVALUATION		
		Disadvantages LOW	MODERATE	Advantages HIGH
Mitigation / monitoring (\$ - thousands)	<ul style="list-style-type: none"> expensive: substantial acreage requiring habitat mitigation during project development (@ 30,000 / acre) hiking trail (<3' wide): \$10,000 / mile typical equestrian and hiking trail (5-6' wide): \$22,000 / mile typical shared trail (6'-8' wide): \$30,000 / mile typical multi-purpose trail (> 8' wide, paved): \$50,000 / mile typical 	<ul style="list-style-type: none"> moderate: - minor acreage requiring habitat mitigation during project development (@ 15,000 / acre) hiking trail (<3' wide): \$5,000 / mile typical equestrian and hiking trail (5-6' wide): \$11,000 / mile typical shared trail (6'-8' wide): \$15,000 / mile typical multi-purpose trail (> 8' wide, paved): \$25,000 / mile typical 	<ul style="list-style-type: none"> modest: little to no acreage requiring habitat mitigation during project development (@ 7,500 / acre) hiking trail (<3' wide): \$2,500 / mile typical equestrian and hiking trail (5-6' wide): \$6,000 / mile typical shared trail (6'-8' wide): \$7,500 / mile typical multi-purpose trail (> 8' wide, paved): \$12,500 / mile typical 	
Annual Management / Maintenance (\$ - rangers / mile)	<ul style="list-style-type: none"> expensive: trail characteristics will require substantial resources to manage because: <ul style="list-style-type: none"> > 15 vehicle miles to trail restricted ability to drive/ride on trail poor management visibility high erosion potential multiple-use anticipated high levels of use above normal need for clearing/brushing weekly need for sweeping hiking trail (<3' wide): \$4,000 / mile typical equestrian and hiking trail (5-6' wide): \$4,000 / mile typical shared trail (6'-8' wide): \$8,000 / mile typical multi-purpose trail (> 8' wide, paved): \$14,000 / mile typical 	<ul style="list-style-type: none"> moderate: trail characteristics will require above average resources to manage because: <ul style="list-style-type: none"> 5 to 15 vehicle miles to trail limited ability to drive/ride on trail management visibility fair moderate erosion potential shared-use anticipated moderate levels of use normal need for clearing/brushing hiking trail (<3' wide): \$2,000 / mile typical equestrian and hiking trail (5-6' wide): \$2,000 / mile typical shared trail (6'-8' wide): \$4,000 / mile typical multi-purpose trail (> 8' wide, unpaved paved): \$12,000 / mile typical 	<ul style="list-style-type: none"> modest: trail characteristics will require typical resources to manage because: <ul style="list-style-type: none"> < 5 vehicle miles to trail open to driving good management visibility low erosion potential equestrian and hiking use anticipated low levels of use little clearing/brushing needed hiking trail (<3' wide): \$1,000 / mile typical equestrian and hiking trail (5-6' wide): \$1,500 / mile typical shared trail (6'-8' wide): \$2,000 / mile typical multi-purpose trail (> 8' wide, paved): \$10,000 / mile typical 	

APPENDIX C: Task Force's Trail Use Recommendations

ALMADEN QUICKSILVER TRAILS MASTER PLAN
TRAIL SEGMENT USES TABLE

August 1997
APPENDIX C

TRAIL	SEGMENT		PHYSICAL ASPECTS OF TRAIL						RECOMMENDED USES						
	DESCRIPTION	#	Mileage	SLOPE		SITE LINE		TYPE		Hiking/ Jog/Run	Equest	Bike	Pets	Vehicle Access	Carts
				>15%	>30%	Good	Poor	Foot	Fire						
MINE HILL	McAbee to Senador	1A	.3			✓			✓	✓	✓	✓	Y	✓	
	Senador to New Almaden	1B	.6	✓		✓			✓	✓	✓	✓	Y	✓	
	New Almaden to Guadalupe	1C	1.3	✓		✓			✓	✓	✓	✓	Y	✓	
	Guadalupe to Randol	1D	.15			✓			✓	✓	✓	✓	Y	✓	
	Randol to Providencia	1E	.45						✓	✓	✓	✓	Y	✓	
	Providencia to Providencia	1F	.65	✓	✓	✓			✓	✓	✓	✓	Y	✓	
	Providencia to Prospect	1G	.25	✓					✓	✓	✓	✓	Y	✓	
	Prospect to Bull Run	1H	.80						✓	✓	✓	✓	Y	✓	
	Bull Run to San Cristobal	1I	.30			✓			✓	✓	✓	✓	Y	✓	
	San Cristobal to April	1J	.40			✓			✓	✓	✓	✓	Y	✓	
SENADOR	April to April	1K	.15			✓			✓	✓	✓	✓	Y	✓	
	April to Mine Hill Ext..	1L	.15			✓			✓	✓	✓	✓	Y	✓	
	Mine Hill Ext. to Great Eastern	1M	.25			✓			✓	✓	✓	✓	Y	✓	
	Great Eastern to Cape Horn	1N	.65			✓			✓	✓	✓	✓	Y	✓	
	Cape Horn to PG&E/Hacienda	1O	.75			✓			✓	✓	✓	✓	Y	✓	
	PG&E/Hacienda to Hac. Ent.	1P	.40	✓		✓			✓	✓	✓	✓	Y	✓	
	Mine Hill to New Almaden	2A	.20			✓			✓	✓	✓	✓	Y	✓	
	New Almaden to Guadalupe	2B	.60	✓			✓		✓	✓	✓	✓	Y	✓	
	Mine Hill to Senador	3A	.61						✓	✓	✓	✓	Y	✓	
	Senador to Mine Hill	3B	1.70	✓					✓	✓	✓	✓	Y	✓	
RANDOL	Mine Hill to Prospect	4A	1.60			✓			✓	✓	✓	✓	Y	✓	
	Prospect to Santa Isabel	4B	1.20			✓			✓	✓	✓	✓	Y	✓	
	Santa Isabel to Santa Isabel	4C	.80	✓	✓		✓		✓	✓	✓	✓	Y	✓	
	Santa Isabel to Great Eastern	4D	.60			✓			✓	✓	✓	✓	Y	✓	
	Great Eastern to Cape Horn	4E	.50			✓			✓	✓	✓	✓	Y	✓	
NEW ALMADEN	Senador to Mine Hill	5A	.33	✓		✓		✓					N		
	Mine Hill to Webb Canyon	5B	2.64	✓			✓	✓					N		
	Web Canyon to Hacienda	5C	3.68	✓			✓	✓					N		
PROVIDENCIA	Mine Hill to Mine Hill	6A	1.16	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y	✓	
	Mine Hill to Providencia	6B	.81	✓	✓	✓	✓	✓	✓	✓	✓	✓	Y	✓	

TRAIL	SEGMENT			PHYSICAL ASPECTS OF TRAIL							RECOMMENDED USES				
	DESCRIPTION	#	Mileage	SLOPE		SITE LINE		TYPE		Hiking/ Jog/Run	Equest	Bike	Pets	Vehicle Access	Carts
				>15%	>30%	Good	Poor	Foot	Fire						
PROSPECT #3	Randol to Mine Hill	7A	.50	✓	✓		✓		✓			✓	N		
"CASTILLERO"	Bull Run to Wood Road	8A	.60			✓			✓	✓	✓	✓	Y	✓	
	Wood Road to PG&E	8B	.38			✓			✓	✓	✓	✓	Y	✓	
	PG&E to Mine Hill	8C	.10			✓			✓	✓	✓	✓	Y	✓	
WOOD ROAD	Hicks Road to Mine Hill Ext.	9A	1.50	✓		✓			✓	✓	✓	✓	Y	✓	
"ENGLISH CAMP"	Mine Hill Ext. to Deep Gulch	10A	.37			✓			✓	✓	✓	✓	Y		
	Deep Gulch to Mine Hill	10B	.90	✓		✓			✓	✓	✓	✓	Y		
HACIENDA	Mockingbird to New Almaden	11A	.20			✓			✓	✓	✓	✓	Y		
	New Almaden to Cape Horn	11B	1.0	✓		✓			✓	✓	✓	✓	Y		
	Cape Horn to No Name	11C	.5	✓		✓			✓	✓	✓	✓	Y		
	No Name to Mine Hill	11D	1.5	✓		✓			✓	✓	✓	✓	Y		
NO NAME	Mockingbird to Hacienda	12A	1.2	✓		✓			✓	✓	✓	✓	Y		
SANTA ISABEL	Randol to Randol	13A	.40			✓			✓	✓	✓	✓	Y	✓	
WEB CANYON	Web Canyon to New Almaden	14A	.15			✓			✓	✓	✓	✓	Y		
CAPE HORN	Hacienda to Mine Hill	15A	.25	✓		✓			✓	✓	✓	✓	Y		
APRIL	Mine Hill to April Trellis	16A	.80						✓	✓	✓	✓	N/Y	✓	
	April Trellis to Mine Hill	16B							✓	✓	✓	✓			
GREAT EASTERN	Mine Hill to Randol	17A	.40	✓					✓	✓	✓	✓	N		
DEEP GULCH	Hacienda Entrance to PG&E	18A	1.0	✓					✓	✓	✓	✓	N		
"ENRIQUITA"	Providencia to Providencia	19A	.50	✓					✓	✓	✓	✓	Y	✓	
PROSPECT #3 EX	Randol to New Almaden	20A	.20	✓		✓			✓	✓	✓	✓	N		

TRAIL	SEGMENT		PHYSICAL ASPECTS OF TRAIL						RECOMMENDED USES						
	DESCRIPTION	#	Mileage	SLOPE		SITE LINE		TYPE		Hiking/ jog/run	Equest	Bike	Pets	Vehicle Access	Carts
				>15%	>30%	Good	Poor	Foot	Fire						
"BUENA VISTA"	Randol to New Almaden	21A	.18	✓		✓		✓					✓	N	
"CHURCH HILL	"Castillero" to church site	22A	.1	✓		✓		✓					✓		
"HIDALGO CM."	"Castillero" to cemetery	23A	.30	✓		✓			✓			✓	✓	Y	
"HACIENDA CH."	"Deep Gulch" to chimney	24A	.25	✓		✓							✓	N	
"YELLOW KID"	"Castillero" to "Wood Rd"	25A	.70	✓		✓							✓	N	
"CATHERINE T."	Bull Run to Catherine Tunnel	26A	.10	✓		✓							✓	N	
"DAY TUNNEL"	Randol to Day Tunnel	27A	.10	✓		✓							✓	N	

- ▶  Indicates opinion of task force member(s) differing from staff evaluation of "Physical Aspects of Trail".
- ▶  Shaded/colored box indicates corresponding trail use recommended
- ▶  Check mark inside the colored box indicates a recommendation for the specific trail use.
- ▶  Star mark inside the colored box indicates trail use in the future when trail realignment is compelled

MILES OF TRAIL	EXISTING TRAIL	PROPOSED TRAIL	NET
Hiking / Jogging	30.07	34.92	+4.85
Equestrian	23.42	27.62	+4.20
Bicycle	0	21.91	+21.91
Cart	0	11.63	+11.63
Vehicular Access	22.52	26.37	+3.85

30.07 - miles of existing trails open to the public
 34.92 - miles of trails proposed for public use

_____ +4.85 - net gain new trails open to public

CONNECTOR AND OTHER NEW TRAIL USES

- "Church Hill" - hiking, pets
- "Hidalgo Cemetery" - equestrian, biking, hiking, pets
- "Hacienda Chimney" - hiking, pets
- "Yellow Kid" - equestrian, hiking, pets
- "Bull Run to Catherine Tunnel" - hiking, equestrian, pets
- "Enriquita" - hiking, equestrian, carts, bicycle