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<td>20</td>
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Figure 1 – Sanborn Road Crossing, Trail Access and Staging Area Modifications in the Day Use Area
REGIONAL TRAILS AND THE CITY OF SARATOGA

The City of Saratoga is working on a regional trail plan to connect downtown Saratoga to the Santa Cruz Mountains. The Sanborn County Park Trails Master Plan accommodates the proposed regional Saratoga to Sanborn Trail through the development of trail access from Saratoga into the northeast corner of the park and provides connections through the County Park trail system to reach the ridgeline and trails in other jurisdictions that extend to the Pacific Ocean. This regional route is planned to serve hikers and equestrians. The Saratoga to Sanborn Trail is planned to enter the northeast corner of the park along the Stuart Ridge Trail and connect to the Peterson Trail (See Map 5 – Sanborn County Park Day Use Area Trails Map). The Saratoga to Sanborn Trail shares the alignment with Juan Bautista de Anza National Historic Trail through the Day Use Area. Past the Day Use Area the route uses the Sanborn Trail traveling above the walk-in campground and descending to cross Aubry Creek. Equestrians and hikers follow the Springboard Trail, which joins with the McElroy Ridge Trail. This trail climbs to the ridgeline where it meets the Skyline Trail. These trails offer Saratoga to Sanborn Trail users a different experience than that of the Skyline Trail, which parallels Highway 35. The Saratoga to Sanborn Trail would exit the park at the northern most boundary. This route is 9.1 miles.

TRAIL ACCESS FROM THE DAY USE AREA

The trails at Sanborn are currently accessed from the Day Use Area located off Sanborn Road and from small staging areas along Skyline Boulevard (Highway 35) and Black Road. The planned regional trails will provide multiple use access throughout much of the park. However, completion of these regional routes is dependent upon the conclusion of a long-term lease and some property acquisitions or easement dedications. As a result, this plan addresses immediate trail access needs from the Day Use Area into the trail system for all trail users (See Figure 1 – Sanborn Road Crossing, Trail Access and Staging Area Modifications in the Day Use Area). In the short term, all users will need to stage from these parking areas until regional routes cross Highway 9 and extend from Saratoga allowing users to hike, horseback ride and bicycle from the urban areas of the Santa Clara Valley.

The Trails Master Plan seeks to maintain the central core of the park for hiking only where environmental education is the focus of trail use. Walden West, the Youth Science Institute, the County Park and Recreation programs and special events held at the Youth Hostel rely upon the trails closest to these facilities for interpretation. As a result, the majority of these trails will be hiking only or hiking and equestrian use only to preserve the environmental education experience. However, mountain bikers must be able to pass through this area to access the trail system.

The Trails Master Plan provides for mountain bike access into the park through the reorganization of the existing trails that are located between the Youth Science Institute and Walden West. In this area mountain bikers are directed to the Vernon J. Pick Trail that crosses the bridge spanning Aubry Creek at the Amphitheater (See Figure 2 – Trailhead Access from the Day Use Area along the Vernon J. Pick Trail).

Mountain bikers diverge from this entry point to a low elevation trail that passes through the redwoods and exits the forest on Pick Road near the County Park
TRAIL ROUTES AND USES

Map 5 - Sanborn County Park Day Use Area Trail Map

Legend
- Existing Trail
- Planned Trail
- Planned Trail Use
  - Hiking
  - Biking
  - Hiking/Biking
  - Hiking/equitation
  - Multiple-use
- Driving
- Existing Staging Area
- Planned Staging Area
- Planned shelters
- Point of Interest
- Sanborn County Park Boundary
- 1995 Countywide Trails Master Plan
- Saratoga to Sanborn Trail
- Juan Bautista de Anza NHP
- Topographic Contour (200'-interval)
- Other Parks and Open Space
- Lands not open to Public

Sanborn County Park Trails Master Plan

Data Sources: 14-meter resolution imagery derived from USGS Digital Elevation Model (DEM) accessed from www.sanborn.ca.gov; Sanborn County Park data courtesy of Santa Clara County
maintenance office and Walden West entry drive. Currently, there are a number of small pathways that connect this lower trail to other higher elevation trails. These small pathways will be closed and revegetated to provide a defined mountain biking route into the park, to restore degraded redwood forest habitat and to improve circulation. Mountain bikers must travel on the asphalt paving of Pick Road past Walden West and the Youth Hostel to access the multiple use segment of the Vernon J. Pick Trail which provides access into the trail system (See Map 5 – Sanborn County Park Day Use Area Trails Map). Mountain bikers can return to the Day Use Area via the Lake Ranch Trail and, in the future, on the Valley View Trail. This provides mountain bikers with different routes that effectively create loops from the Day Use Area for this new user group.

The lower parking lot in the Day Use Area will be modified to accommodate horse trailers. This will allow equestrians to ride directly from the parking area in the Day Use Area to the multiple use Valley Vista Trail that provides access to the Sanborn Trail designated for hikers and equestrians only (See Figure 1 – Sanborn Road Crossing, Trail Access and Staging Area Modifications in the Day Use Area). Equestrians can proceed up the Sanborn Trail to either the Springboard Trail or the Vernon J. Pick Trail both connecting with the Skyline Trail. These two routes to the ridge allow trail loop possibilities for equestrians. The modified parking area will allow equestrians access into the entire trail system (See Roadway Crossings, Staging Areas and Trail Amenities).

*Aubry Creek as seen from the Aubry Cascade Trail in winter.*
Figure 2 – Trailhead Access from the Day Use Area along the Vernon J. Pick Trail
TRAIL ROUTES AND USES

TRAIL ACCESS TO THE AUBRY CREEK AND SANBORN CREEK CONFLUENCE

The trail plan will be implemented over time in phases. In order to reorganize the trail system and restore the habitat between the Youth Science Institute and Walden West the trails in this area may need to close on a rotating basis for work to proceed. In an effort to maintain a high quality environmental education experience and to reduce visitor impact on sensitive resources, it is recommended that the trails to the east of Sanborn Road be developed to provide an alternate location for educational activities. This is an area that is close to Walden West and could easily meet many of the program needs. This trails master plan calls for the closure of many small volunteer trails in the creek confluence area and a reorganization of the trail system to support both the long-distance regional trails, Juan Bautista de Anza Trail and the Saratoga to Sanborn Trail, and to improve the interpretive opportunities.

A new trail is proposed behind the Walden West campus to connect students to the trails located east of Sanborn Road. The Welch-Hurst Trail is proposed to switchback down the slope from the campus to a new crossing on Sanborn Road (See Roadway Crossings, Staging Areas and Trail Amenities). This new trail will replace an existing, abandoned logging road with a 35% grade that students currently use to reach the Ohlone bedrock mortar area. This old road dubbed “Heartbreak Hill” by the students will also be closed and revegetated.

TRAIL USER EXPERIENCE AND ACCESS

The improvements in the Day Use Area will connect this central visitor activity zone to the expanded trail system. When the trail plan is fully developed, visitors will be able to access 40 trails that offer a wide range of trail experiences. The plan includes relatively short trails with easy grades such as the San Andreas Fault Trail and portions of the Wood Rat Trail. It provides steep, challenging routes such as the McElroy Ridge Trail that climbs to Skyline Ridge providing a more northerly route through the park. It offers new areas for environmental education including improvements to the trails located east of Sanborn Road at the confluence of Aubry Creek and Sanborn Creek. This area will provide water access for aquatic study and opportunities to explore Ohlone bedrock mortars used for grinding acorns to make flour. The Native Garden Trail will offer a new, fully accessible interpretive route just a few hundred yards from the Youth Science Institute visitor center.

The trail system will open to new users groups. The plan addresses circulation for each of the groups while maintaining the trails in the core of the park for hiking only to support the strong environmental education focus of Sanborn County Park. The trail system will provide new connections from the Day Use Area to the ridgeline and create trail loop opportunities for all park users to vary the intensity of their trail experience. Most of these trails are new routes scouted as a part of this trail planning process. These routes also take advantage of some of the park areas that have been previously underutilized.
TRAIL ROUTES AND USES

Hiking Access

The existing trail system provides 19 miles of trails for hiking. The Trails Master Plan proposes doubling the mileage to 38 miles of trails accessible to hikers (Map 6 – Sanborn County Park Hiking Access Map). Of the 38 miles of trails, 10 miles will be open to hiking only and an additional 5 miles will be open to hiking and equestrian use only. The majority of the new hiking trails are 2 to 4 feet in width. A handful of the hiking trails also serve as patrol roads and are 8 to 10 feet wide. The plan proposes one half mile of fully accessible trails. The two fully accessible trails are the Native Garden Trail and a portion of the Indian Rock Trail.

Dog Walking Access

Currently, dogs are not allowed on trails in Sanborn County Park. This trails master plan proposes that all trails be open to dog owners with dogs on a 6-foot leash unless a sensitive resource requires additional protection measures. The County Park and Recreation Department is in the process of developing policies regarding dog access in County Parks. When approved, these policies will guide dog access and possible trail closures to dogs. It is anticipated that the majority of Sanborn County Park will allow dog access in the near future.

Equestrian Access

The existing trail system provides 15 miles of trails for hiking and horseback riding. This plan proposes increasing the mileage to 25 miles of trails accessible to equestrians (Map 7 – Sanborn County Park Equestrian Access Map). Of the 25 miles of trails, 5 miles will be open to equestrians and hikers only. The remaining mileage is on shared multiple use trails. These trails vary in width from 4 to 10 feet.

Mountain Biking Access

The existing trail system provides no mountain biking access. This plan proposes opening existing trails and developing new routes to provide 23 miles of trails for mountain biking (Map 8 – Sanborn County Park Mountain Biking Access Map). Of the 23 miles of trails, 3 miles will be open to mountain bikers and hikers only. The remaining mileage is on shared multiple use trails. These trails vary in width from 4 to 10 feet.

Trail Round Up and New Trail Names

The trails master plan reorganizes the existing trails system and creates many new trails. The new trail names incorporated into this plan were recommended by the Parks and Recreation Commission - Naming Committee. These trail names must also be approved by the Parks and Recreation Commission and the County Board of Supervisors. A significant amount of research was undertaken by staff to identify appropriate historic names in relation to proposed trail alignments. Staff examined current USGS quadrangle maps, as well as various historic documents. Other trails are named after geologic features and natural resources unique to Sanborn County Park. The background and reason for selection of each trail name is detailed in Appendix E – New Trail Names Report.
A short description of each trail and the reason for inclusion in this plan is provided for each of the thirty-nine routes. The trails are listed in chronological order by route number and placed under the appropriate trail use category: hiking trails, hiking/equestrian trails, hiking/mountain biking trails and multiple use trails. Additional details are provided on these routes in Appendix F – Trail Summaries.

**Hiking Trails**

Aubry Cascade Trail (#3) – provides new single-track hiking only route with a spectacular view of a cascading creek.

Walk-in Campground Road (#4) – provides access to walk-in campgrounds from upper parking lot.

San Andreas Fault Trail (#5) – used for interpretation and environmental education.

Wood Rat Trail (#7) – provides new interpretive opportunities and remote wilderness experience close to environmental education centers.

Wood Rat Connector (#8) – provides short cut between the Wood Rat Trail and the San Andreas Fault Trail to assist environmental education programs.

Lower Madrone Trail (#9) – provides remote, rugged trail experience. Route is proposed for closure in the future.

San Andreas Fault Connector (#11) – provides a short-cut and wooded trail experience between maintenance shop and the San Andreas Fault Trail. Serves power lines.

Pourroy Trail (#12) – provides connection to Pourroy residence and loop trail in northern area of the park. Completion is contingent upon future acquisitions or easements.

Partridge Farm Trail (#13) – provides a connection to a proposed trail staging area in Castle Rock State Park.

Walden Pond Loop (#14) – circumnavigates the pond and provides water access for environmental education programs.

Walden Pond Connector (#15) – provides short cut for Walden West students between Pick Road and the San Andreas Fault Trail.

Native Garden Trail (#16) – provides new interpretive trail close to the Youth Science Institute, especially design for very young children.

Welch-Hurst Trail (#17) – provides access from western parklands to eastern parklands across Sanborn Road.

Ohlone Trail (#20) – leads to bedrock mortars for interpretation.
TRAIL ROUTES AND USES

Sanborn Narrows Trail (#21) – provides scenic views and water access on Sanborn Creek. May be developed as fully accessible trail for all users.

Sunnyvale Mountain Loop (#31) – short loop immediately accessible from Skyline Boulevard.

Todd Creek Redwoods Trail (#32) – will be limited to foot traffic only to provide for restoration and interpretation.

Lumberjack Trail (#36) – provides opportunity to view historic logging area and second growth redwoods in the headwaters of McElroy Creek.

Indian Rock Trail (#37) – provides opportunity to view Tafoni formations. Intended to provide a fully accessible route to Indian Rock for all users to experience these geologic features.

HIKING/MOUNTAIN BIKING TRAILS

Vernon J. Pick Trail (#6) – provides access from the Day Use Area into the trail system. Leads to the historic Pick residence with views to Santa Clara Valley.

Lake Ranch Trail (#25) – provides short cut from Lake Ranch to Sanborn Road.

Historic plinthes mark the Vernon J. Pick Trail near Walden West.
Hiking/Equestrian Trails
Sanborn Trail (#2) – provides access at mid-elevation and connections to other trails.
Upper Madrone Trail (#10) – provides access to Skyline Ridge.
Stuart Ridge Trail (#23) – provides access to the Stuart Ridge property and implements Connector Trail Route 13 as identified in the 1995 Countywide Trails Master Plan.
Saratoga to Sanborn Trail (#24) – provides connection to downtown Saratoga.

Multiple Use Trails
Valley Vista Trail (#1) – provides highly desired connection between the Day Use Area and Lake Ranch. There are stunning views of the undeveloped Sanborn Park from the route. Completion is contingent upon a single acquisition or easement.
Vernon J. Pick Trail (#6) – final segment (Route 6F) provides access to the former Pick house site and the McElroy Ridge Trail.
Petersen Trail (#18) – provides important connection between Aubry Creek and Sanborn Creek confluence and the Day Use Area.
Sanborn Creek Loop (#19) – provides views into Sanborn Creek drainage and additional loop until long-term lease is concluded on adjacent parkland parcel.

Mt. Eden Trail (#22) – provides access across Highway 9 for the Juan Bautista de Anza National Historic Trail.

Faultline Connector (#26) – provides short cut from the John Nicholas Trail to the Faultline Trail extending to El Sereno Open Space Preserve.

Faultline Trail (#27) – serves as the Bay Area Ridge Trail and the Juan Bautista de Anza National Historic Trail connection to El Sereno Open Space Preserve.

Trout Creek Trail (#28) - serves as the Bay Area Ridge Trail and the Juan Bautista de Anza National Historic Trail alignment and connects to Lexington Reservoir.

John Nicholas Trail (#29) – provides highly desired connection between Skyline Trail and Lake Ranch. Serves as the Bay Area Ridge Trail and the Juan Bautista de Anza National Historic Trail alignment.

Skyline Trail (#30) – provides northeast to southwest route along the ridgeline. The route includes the highest point in the park offering views of Monterey Bay. Serves as Bay Area Ridge Trail and Saratoga to Sanborn Trail alignment. This was the first segment of Bay Area Ridge Trail dedicated in Santa Clara County. Two spur trails off the Skyline Trail are considered part of the Skyline Trail and planned for full multiple-use access. These trails will retain their current names: the Service Road Trail (south of the Summit Rock Parking Area) and the Connector Trail (north of the Indian Rock Parking Area). The public use of these trails will be designated to match the corresponding uses of the connecting trails in Castle Rock State Park. If Castle Rock State Park revises the public use of these trails on the segments in their jurisdiction, then the County will consider a change to the public use of Sanborn’s segments of these trails to be consistent with the adjacent jurisdiction. However, any future modifications would be limited only up to the planned maximum use of the trail as described in the Sanborn Trails Plan.

Springboard Trail (#33) – provides mid-elevation loop opportunity with the McElroy Ridge Trail.

Summit Rock Trail (#34) – provides access to Summit Rock, a Tafoni formation.

McElroy Ridge Trail (#35) – provides new northerly route to Skyline Ridge.

DiFiore Trail (#38) – provides loop between the Indian Rock Trail and the Summit Rock Loop.

Summit Rock Loop (#39) – provides loop from the Skyline Trail and access to Tafoni features found off the Summit Rock Trail.
### Trail Abandonment Summary

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*Table 3 – Trail Abandonment Summary*

### Trails Proposed for Abandonment and Trail Bed Restoration

The majority of trails proposed for closure or rerouting are within the two areas of the park planned for trail system reorganization (See Table 3 – Trail Abandonment Summary). These areas are located between the Youth Science Institute and Walden West and between Sanborn Road and Saratoga Creek. The Day Use Area trails include segments of the existing San Andreas Trail, Nature Trail, Peterson Trail, Sanborn Road Cut-off and old logging road dubbed “Heartbreak Hill.” There are many small segments of volunteer trails proposed for closure in the Aubry Creek and Sanborn Creek confluence.

Along Skyline Ridge portions of the Indian Rock Trail and Skyline Trail will be realigned and roads in the area of the former Biddles property will be closed. The old trail beds will be abandoned and revegetated. Throughout the park there are other old logging roads that could be contoured and revegetated as habitat improvements (See Map 9 – Trail Abandonment Map).
TRAIL ROUTES AND USES

PARK AREAS DEEMED UNSUITABLE FOR TRAIL DEVELOPMENT

A number of the trail corridors that were explored were deemed unsuitable for trail development. The entire Lyndon Canyon drainage was excluded from this plan due to seismic hazards, large active landslides and need for numerous creek and tributary stream crossings. The tributary drainages to the west of Lyndon Canyon were explored for possible mountain biking and hiking loops off of the John Nicholas Trail. This entire area was also deemed unsuitable even for narrow single-track trails due to steep slopes and seismic hazards.

The goal of developing a mid-elevation route running the length of the park was not achieved. In those areas of the park in which suitable routes were found (DiFiore Trail, McElroy Ridge Trail and Springboard Trail), the elevation was much higher than previously desired. The loops created by these mid-elevation trails are shorter from Skyline Ridge and longer from the Day Use Area. The steep canyon walls in the headwaters of Bonjetti Creek and McElroy Creek made these areas unsuitable for trail development.

The confluence of Todd Creek and Bonjetti Creek located to the north of Walden West was explored for a route to cross Sanborn Road and access the parklands to the east. This area was second only to Lyndon Canyon in the number of active landslides.

Skyline Ridge in the morning fog.
ROADWAY CROSSINGS, STAGING AREAS AND TRAIL AMENITIES

ROADWAY CROSSINGS

Two roadway crossings are proposed on Sanborn Road. A pedestrian crossing is proposed from the Welch-Hurst Trail to the new staging area on Sanborn Road. This crossing links the park acreage on either side of Sanborn Road. It will be an important crossing for Walden West students (See Figure 3 – Staging Area and Crossing at Sanborn Road Connecting western regions of the park to Sanborn Creek and Aubry Creek Confluence). A second crossing is proposed on Sanborn Road in the vicinity of the park entrance. In the future, this crossing will link parkland, currently closed to the public due to a long-term lease, to the Day Use Area. This crossing will serve the multiple use Peterson Trail (See Figure 3 – Staging Area Modifications and Sanborn Road Crossings). Santa Clara County Roads and Airports Department have reviewed these two crossings in concept (pers. comm. Peter Hu, PE, County Roads and Airports Department).

STAGING AREAS

There are eight staging areas included in the Trails Master Plan. Of the eight staging areas two are new, one is proposed for expansion to accommodate equestrians and two are proposed for reconfiguration for improved patrol and resource protection (See Map 4 – Sanborn County Park Trails Master Plan Map).

SANBORN ROAD AT HIGHWAY 9

Informal parking for 5 or 6 cars is available on pavement along Sanborn Road near the access to the Sanborn Narrows Trail. There are no plans to modify this parking.

SANBORN ROAD AT WELCH-HURST TRAIL CROSSING

A small staging area is proposed along Sanborn Road in the vicinity of a planned pedestrian crossing down the hill from Walden West. This pedestrian crossing will provide access between the majority of the park located to the west of Sanborn Road and the acreage located to the east of Sanborn Road (See Figure 3 – Staging Area and Crossing at Sanborn Road Connecting western regions of the park to Sanborn Creek and Aubry Creek Confluence). The Welch-Hurst Trail will bring hikers to Sanborn Road and the Sanborn Creek Loop, which connects to the Peterson Trail. A new pedestrian bridge is proposed at the historic rock bridge abutments located on Aubry Creek. The multiple use Peterson Trail will extend from the Mt. Eden Trail to the Day Use Area. A modest parking area accommodating five vehicles is proposed at this location. This parking area is located on Sanborn Road above Aubry Creek. This area must have a minimum of 22 to 24 feet width to accommodate the necessary backup space. It appears at this time there is sufficient room to meet this requirement. However, this should be re-evaluated should any additional erosion occur along Sanborn Road in this area. This pedestrian crossing is intended to improve upon the ad hoc crossing now used by students further down Sanborn Road where the unofficial “Heartbreak Hill Trail” terminates.

YOUTH HOSTEL

There is parking for 8 to 10 cars at the Youth Hostel. This parking area serves youth hostel visitors. There are no plans to modify this parking.
Figure 3 – Staging Area and Crossing at Sanborn Road Connecting western regions of the park to Sanborn Creek and Aubry Creek Confluence
DAY USE AREA LOWER PARKING LOT

Modifications to the lower parking lot located just uphill from the entry kiosk in the Day Use Area are proposed to accommodate horse trailers. At this time, there are no equestrian specific facilities within the Day Use Area. Removal of the asphalt and construction of a hitching area are proposed for equestrians. This staging area will directly connect to the Peterson Trail and will greatly improve equestrian access in the park (See Figure 1 – Sanborn Road Crossing, Trail Access and Staging Area Modifications in the Day Use Area).

INDIAN ROCK

The Indian Rock parking area should be reconfigured to reduce tree impacts and avoid drainage issues. The staging area extends approximately 250 feet along Highway 35. Approximately 95 feet of this area would be closed off to protect existing trees and move vehicles out of standing water caused by runoff from Highway 35 in the winter. The parking area would be shifted slightly south and is estimated to hold approximately 10 cars in this new configuration. The plan also provides a new connection to the Skyline Trail to avoid the drainage issues (See Figure 4 – Indian Rock Staging Area Reconfiguration). Improvements at the Indian Rock parking area will require review by Caltrans.

SUMMIT ROCK

Improvements to the Summit Rock parking area are proposed to facilitate patrol and to provide an alignment for the Skyline Trail adjacent to the parking area. These improvements formalize the parking area for best use of limited parking space. The parking area is estimated to hold approximately 20 cars (See Figure 5 – Summit Rock Staging Area Improvements). Improvements at Summit Rock parking area will require review by Caltrans.

SUNNYVALE MOUNTAIN

Modifications to the Sunnyvale Mountain parking area are proposed to accommodate additional vehicles. The expanded staging area is estimated to hold approximately 19 vehicles with minimal improvements (See Figure 6 – Sunnyvale Mountain Staging Area Development). Additional reconfiguration could potentially further expand this ridgeline parking area.

BLACK ROAD

Black Road provides parking for 3 or 4 cars in its current configuration. There may be a possibility to create a larger parking area off the John Nicholas Trail if needed in the future.
Figure 4 – Summit Rock Staging Area Reconfiguration
GATHERING PLACES AND SHELTERS

Three shelters are proposed along the trails to serve as gathering places and to provide relief from inclement weather for environmental educational activities. These shelters are intended to be simple pole barn structures made from local materials that blend with the rugged mountain landscape (See Map 4 – Sanborn County Park Trails Master Plan Map). The structures would have concrete post footings, but would not have concrete floors. The floors would be comprised of the native soil and duff. The shelters would be large enough for a group of twenty students to sit in a circle under the structure. Students could sit on the ground or on cut tree rounds.

WATER ACCESS FOR ENVIRONMENTAL EDUCATION ACTIVITIES

Water access to ponds and creeks is desired for the study of the natural world. Access to water must be situated to minimize impact on the surrounding wetland and riparian vegetation. Access may also be rotated between sites over a period of years to provide an opportunity for vegetation to regrow in heavily used sites. Water access along the trails should be evaluated with the construction of new trails in close proximity to the environmental education centers. All water access areas should adhered to the 1995 Santa Clara Countywide Trails Master Plan Design and Management Guidelines and the Santa Clara County Parks Trail Maintenance Manual procedures which implement these guidelines.

WATER TROUGHS FOR LIVESTOCK

Seeps and springs are prevalent throughout the park. Water troughs should be developed at a few locations along the trails for equestrians. The use of water troughs will minimize equestrian impact on the streams by providing areas to water livestock.

BACKCOUNTRY AND EQUESTRIAN CAMPING

A number of areas in Sanborn County Park were noted as excellent locations for backcountry campsites and equestrian camping facilities. The potential to provide trailside camping opportunities should be revisited as the trail plan is implemented.
Figure 5 – Indian Rock Staging Area Improvements
Figure 6 – Sunnyvale Mountain Staging Area Development