

**COUNTY OF SAN MATEO
ENVIRONMENTAL SERVICES AGENCY
PARKS AND RECREATION DIVISION**

DATE: March 22, 2006

TO: Parks and Recreation Commission
FROM: Sam Herzberg, Senior Planner
SUBJECT: Draft Huddart/Wunderlich Master Plan

Recommendation

Recommend to the Board of Supervisors that they: 1) conceptually approve the Draft Huddart/Wunderlich Master Plan, and 2) direct staff to proceed with the environmental review process.

Background

Planning for the Huddart/Wunderlich Master Plan initiated in April 2004. To date numerous meetings with the public have occurred to address the various issues at these parks including: (1) a Focus Group with five equestrians organizations regarding equestrians issues, (2) the King Mountain Archers Association regarding their needs, (3) a meeting regarding fire hazard reduction opportunities with Woodside Fire and the California Department of Forestry and Fire Protection, (4) a meeting with the Woodside Bicycle Committee regarding bicycle issues, (5) a meeting with the San Francisquito Creek Watershed Council, (6) a meeting with representatives of the Girl Scouts regarding their needs, (7) a meeting regarding common issues as adjacent property owners the Mid-Peninsula Regional Open Space District and the Golden Gate National Recreation Area, and (8) a meeting of a Trails Stakeholders Focus Group. There have been three public workshops on the Draft Master Plan held so far on July 10 and November 18, 2004, and June 7, 2005 that were each well attended. The Park and Recreation Commission took a site visit of Huddart/Wunderlich to review the Draft Master Plan at their July 14, 2005 meeting, and considered the Draft Master Plan at their August 4, 2005 meeting.

The Commission at their August 4, 2005 meeting reviewed the proposed Draft Master Plan. Commissioners Smith and Biederman made a recommendation to the Board of Supervisors to conceptually approve the Draft Huddart/Wunderlich Master Plan, and to explore the creation of a bike trail for bicyclists from Highway 84 to Skyline Boulevard. The motion carried 2-1 with Commissioner Vanden Bosch opposed, Commissioner Pincus not in attendance, and a fifth seat vacant. Staff has evaluated bike access options, found a potential bike alignment from Highway 84 to Skyline Boulevard ("the Valley to Skyline Trail"), and has revised the Draft Master Plan to reflect those changes and other minor clarifications made as identified in Appendix H of the Draft Master Plan. Staff would like the Commission to review the

revised Draft Master Plan and recommend to the Board of Supervisors conceptual approval.

Discussion

1. Bike Trail Evaluation

There are two bicycle user groups to consider creating bike access from Highway 84 to Skyline Boulevard: 1) road bicyclists who prefer riding on established bike lanes on roads, and 2) mountain bicyclists who prefer unpaved trails.

a. Bike Lanes Along Roads

County Parks has evaluated, in consultation with the Department of Public Works, whether a variety of public roads that do not currently have separate bike lanes could potentially be improved to facilitate bike lanes (Highway 84, Kings Mountain Road, Old La Honda Road, and Alpine Road); however, all would be very difficult due to the terrain, costs, and County Parks would not be the lead agency. County Parks did evaluate Bear Gulch Road, a private road with a County bicycle easement, but improving it to today's standards would be equally as difficult as improving any of the public roads.

b. Bike Paths on Unpaved Trails

The Commission suggested we explore a potential bike trail along Squeeler Gulch, located on lands of Huddart Park south of Kings Mountain Road. Staff has since hiked and evaluated the proposed Squeeler Gulch bike alignment located south of Kings Mountain Road in Huddart Park, and met with representatives of the Bear Gulch Road Association, Responsible Organized Mountain Pedalers and Northern California Mountain Bike Association, Mid-Peninsula Regional Open Space District, Equestrian Trail Riders Action Committee, and Woodside Bike Committee. Staff has confirmed a potential mountain bike alignment located south of Kings Mountain Road in Huddart Park is possible, and has incorporated that recommendation into the Draft Master Plan. The Mid-Peninsula Regional Open Space District is interested in partnering with County Parks to identify funding opportunities, plan, design, and construct the potential bike trail and a parking lot south of Kings Mountain Road. Following construction of the bike trail and parking lot, Mid-Peninsula Regional Open Space District would be interested in incorporating those areas of Huddart County Park south of Kings Mountain Road into their Teague Hill Preserve, which the Draft Master Plan recommends.

The route of the trail would begin at Greer Road, located off of Kings Mountain Road, where the mountain bike trail would utilize an existing paved service road to the main entrance to Huddart. A crossing of Kings Mountain Road would be required. A new mountain bike trail would be constructed south of Kings Mountain Road to a flat spot where a parking lot would be constructed at which point the mountain bike trail would again cross Kings Mountain Road and utilize the existing unpaved Archery Fire Road to Skyline. The Master Plan has identified a potential alignment for the trail. However, the specifics of trail design will be subject to a separate process independent of this Master Plan once funding for the trail and

parking lot has been secured.

On January 31, 2006, County Parks held a public meeting to discuss the current proposed bike trail and solicit feedback. Over 200 individuals attended representing an assortment of trail user groups. There has been a great deal of opposition from equestrian groups in particular to the possible facilitation of bike access in a park dominated by equestrian use. A copy of the meeting notes has been included for your information. The notes have been divided into major subject area including: bicycle issues, access issues, and Town of Woodside concerns. County Parks has received a deluge of letters as well. Also attached are some example letters, which show the difficulty various user groups are having grappling with the issue of introducing mountain bicycle access. In addition, County Parks has met with the Woodside Town Manager to discuss solutions to some of the shared problems. The Woodside Town Council may take a position regarding the proposed trail during their March 14, 2006 meeting.

The proposed Valley to Skyline Trail would largely be located on either existing paved roads in Huddart Park or separated by Kings Mountain Road. The area of greatest potential conflict appears to be where the bicycles would transition onto the Bay Area Ridge Trail, which currently only facilitates equestrian and pedestrian access. The Master Plan recommends that the Ridge Trail be studied to determine the best way to facilitate bike access in the future. Throughout the County Bay Area, the Ridge Trail has been designed to facilitate multiple types of trail users. Equestrians are concerned that once on the Ridge Trail, mountain bicyclists will want to take other trails in Huddart and Wunderlich where they would not be allowed, which could cause conflicts with equestrians in particular. Many equestrians have expressed safety concerns because of steep slopes, narrow trails, and difficult sight distance. New signage is recommended in the Master Plan to better address trail use and etiquette. Mid-Peninsula Regional Open Space District lands where both mountain bike and equestrian uses are currently allowed, such as the adjacent Corte De Madera and Purisima Open Space Reserves, equestrian use has diminished, and they are concerned the same may be true if bike access is facilitated at Huddart/Wunderlich. Trail design and signage will mitigate these concerns. The more critical concerns will be where to put parking areas and comfort facilities for the Valley to Skyline Trail and Ridge Trail. Even if the trail access issues are approved in the Master Plan they will still be subject to additional study and CEQA review by the public prior to any improvements.

2. Other Changes to the Draft Master Plan

There have been a number of other minor clarifications to the Draft Master Plan since the Park and Recreation Commission last reviewed it at their August 2005 meeting. These changes have been detailed in Appendix H (page H-1 of the Draft Master Plan).

Visioning Alignment

Vision goal number 15 states: residents have nearby access to green space, such

as parks and recreational opportunities. Adoption of this Master Plan will allow the County Parks to broaden the opportunities for public use, understanding, and appreciation of the resources at these parks.

Fiscal Impact

The Parks Division is not requesting any new funding for implementation of this Master Plan at this time. This Master Plan, the next step in the environmental review process, and a portion of the initial phase of implementation is available from a specific account set up from the sale of a portion of Wunderlich Park, which had been encroached upon by an adjacent landowner. Cost estimates for all improvements have not been determined at this time and were not within the budget or scope of work for this Master Plan to be defined. The priority ranking of proposed improvements is intended as a guideline for Master Plan implementation.

All capital projects identified are being added to the County Parks Capital Improvement List. A variety of interest groups ranging from the Folger Stable Committee, Girl Scouts and Kings Mountain Archers have expressed an interest in assisting in raising funds through the Park Foundation to fund improvements that they have been identified in the Master Plan. It should be noted that implementation of these priorities will not necessarily follow this priority ranking in the exact order as outlined. Some Phase I projects may be deferred to later phase due to a lack of funding or other reasons. Conversely, some later phase projects may be moved to earlier phases due to availability of funding through grant sources or for other reasons.

Attachments

- | | |
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| Attachment A | Draft Huddart/Wunderlich Master Plan, dated December 2005 |
| Attachment B | Meeting notes from Trail User Focus Group Meeting #2, dated January 31, 2006 |
| Attachment C | Staff report to Park and Recreation Commission for August 4, 2005 meeting regarding Draft Huddart/Wunderlich Master Plan |
| Attachment D | Chronology of public feedback solicited to date |

Draft Huddart/Wunderlich Master Plan
Trail User Focus Group #2
January 31, 2006

Approximately 200 people attended the meeting at Independence Hall in Woodside. The following is a summary of feedback received on the proposal for a Valley to Skyline Trail at Huddart.

Bicycle Issues

- Need for improved signage in these parks, indicating rules, and trail user etiquette.
- Historically bicyclists had conflicts with pedestrians, which led to the current prohibitions by ordinance of bicycles in many County Parks.
- Introducing bicyclists will introduce new problems.
 - What are the environmental impacts of introducing bicycle access?
 - Facilitating bicycle access is irresponsible, and ruins the tranquility of the park.
 - Some portions of the proposed bike trail are very steep and will be difficult to construct. Options for trail construction are limited.
 - The valley to Skyline Blvd. trail could be made isolated to all but mountain bikers, but they will need to interact with equestrians and pedestrians at the Ridge Trail, where new trail use will be introduced.
 - What to do about sanitation along the bicycle trail, or at trail heads?
 - Horses do not have a high IQ and spook/shy away very easily, which is why safety concerns about raised about mixing bikes and equestrians.
 - A safe place to ride is needed by equestrians, and Huddart and Wunderlich parks are that destination.
 - The Phleger Estate does not allow bicyclists why allow them into Huddart, which is sacred for equestrians.
 - On MPROSD lands where there are bicycles there are not equestrians. Need to understand why that is.
 - There are not enough Rangers currently to enforce existing regulations.
 - The population of mountain bicyclists has become ruder. There have been problems with interactions of unauthorized trail use in Huddart Park and along Tripp Road where there is a Pony Club to teach young children equestrian skills.
 - Some of the younger bicyclists are “terrorists” on trails.
 - Bicycle community needs to police itself better, so that everyone understands where authorized trails are, and trail etiquette.
 - Mixing trail users is not viable from a safety standpoint.
 - Bicyclists are not liable if there are accidents; County is if it facilitates access.
 - Access introduces new activities and levels of difficulties.
 - There are some equestrian users who would like to be the first to sue the County if an accident between an equestrian and bicyclist occurs.

- Penalties should include higher fines and confiscation of bicycles that would help solve enforcement problems.
- How does the Parks Division intend to stop illegal trail development?
- Prohibiting bicycle access protects the park.
- Park staff does not need to recommend a bike trail if it does not make sense.
- There will be resistance to a bicycle proposal at the Park and Recreation Commission and Board of Supervisors.
- Proposed mountain bike trail is a good solution for some bike users.
- Formalizing an approved bike route will prevent unauthorized trail use from occurring due to pent up frustration and improve current situation.
- Mountain bicyclists can use Alpine Road.
- It's easier to travel by car with a bicycle than with a horse.
- Equestrian and bicycle communities have tried to hold "Romp and Stomp" events to get to better know each other and understand each other's issues. We need to learn how to share trails.
- Martin Luther King described a world where all different types of people learn to get along, why can't equestrians and bicyclists?
- Proposed trail is a good compromise for mountain bikers.
- Cars and bikes, and bikes and equestrians don't mix well.
- The Mounted Patrol supports the Town of Woodside's position that no bikes should be introduced into either Huddart or Wunderlich Parks.

Access Issues

- Grant Ranch in Santa Clara County Parks facilitates bikes only up and not down. Should consider the potential hazards of a trail with people going up and coming down and high speed.
- According to staff of MPROSD enforcement of bicyclists violating their rules at Windy Hill requires a large effort. MPROSD is not successful at policing bicyclists. Bicyclists go off of designated trails onto unauthorized trails.
- Mountain bikers can ride on paved roads, and have more access opportunities than equestrians who can't, and have less trail opportunities.
- Prefer the Master Plan without introducing bicycle access.
- All trail users in all parks may not work.
- There is a firebreak at the end of Edgewood Road that could be used as a mountain bike trail that provides access to the San Francisco Watershed property on the border of the Phleger Estate. This used to be an existing trail.
- If Windy Hill and Alpine Road provide opportunities for bikes to get from the valley to Skyline Road why is the proposed trail necessary?

Woodside Issues

- Woodside has become a bicycle destination.
- Bicycle infrastructure is a deficit in the Woodside area.

- Residents of Woodside have a fear of becoming a destination for mountain bicyclists. Inviting trouble.
- Road bicyclists use front yards as a restroom. Woodside doesn't have public restrooms to support so much bicycle traffic as a destination place for bikes.
- There are too many road bicyclists on existing roads in the Woodside area, and safety hazards exist.
- Bikes in the Woodside area are a community issue. There has been a steady increase in road and mountain bike use over the years.
- Bicyclists do not stop at stop signs.
- Road bike capability from the valley to Skyline Blvd. has been reduced or eliminated over time including on public roads in this area due to congestion and safety problems (i.e. 84, 92, Old La Honda, Alpine).
- The increase in bicyclists in the Woodside area has significantly increased the impacts of Woodside police services regarding enforcement.
- There is not enough patrolling of Kings Mountain Road.
- Where will bicyclists park along Greer Road? Although a public road it is very narrow without proper shoulders.
- Tripp and Greer Roads are currently traffic nightmares.
- Road bicyclists currently park at Woodside Elementary School. New mountain bikers are going to be parking along Greer Road.
- In the Town of Woodside equestrians pay fees for trails in Woodside bicyclists don't.
- Closing Flood Crossing at West Union Creek creates a safety problem at Kings Mountain Road for equestrians.
- Why was Raymundo Trail recently closed?
- Will the bridge at West Union Creek be replaced to accommodate pedestrians and equestrians at a slightly different location than it currently is?
- Is the County willing to work with the Town of Woodside to create a pedestrian/equestrian bridge over West Union Creek for a private trail?
- Will the bridge at the Keech property entering Wunderlich be replaced?

**COUNTY OF SAN MATEO
ENVIRONMENTAL SERVICES AGENCY
PARKS AND RECREATION DIVISION**

DATE: August 4, 2005

TO: Parks and Recreation Commission
FROM: Sam Herzberg, Senior Planner
SUBJECT: Draft Huddart/Wunderlich Master Plan

Recommendation

- A. ***Draft Huddart/Wunderlich Master Plan presentation***
1. Open Public Hearing
 2. Receive Public Comment
 3. Close Public Hearing
 4. Make a Recommendation to the Board of Supervisors to Conceptually Approve the Draft Huddart/Wunderlich Master Plan and Direct Staff to begin the Environmental Review for the Final Huddart/Wunderlich Master Plan

Background

Huddart and Wunderlich Parks are large, rural, rustic areas set within a regional greenbelt of open space lands in the Santa Cruz Mountains of central San Mateo County, west of the towns of Woodside and Portola Valley. Park elevations range from 500 to 2,000 feet above sea level. Separated from the built-out urban area of the San Francisco Peninsula by a mere 20-minute drive, these parks provide a spectacular semi-wilderness environment, situated surprisingly close to a major urban population.

History of Huddart Park

In 1944 San Mateo County accepted the property as a public park from James Huddart. There was little recreational use made of the park over the next decade. It was toward the last half of the 1950's and early 1960's that most park improvements were constructed. Park attendance soon became quite heavy creating a number of management and environmental problems. By the last half of the 1970's, park managers were forced to restrict attendance as a means of controlling problems of park use. As a result in 1982, the County adopted the first Master Plan for Huddart Park. The three primary goals of the 1982 Master Plan were:

- 1) To improve the layout and facilities of the park so that park management and the recreational service provided could be more effective and less costly;
- 2) To improve and foster recreational experiences and opportunities offered by the diverse park land; and
- 3) To improve and enhance the natural resource base by rehabilitating environmentally damaged areas, developing recreational facilities in environmentally suitable sites, and promoting proper management of the woodland resources of the park.

Approximately 50 percent of the 1982 Master Plan has been completed. The Master Plan

originally anticipated that a number of group and family picnic sites would be developed along Kings Mountain Road with an expectation that Kings Mountain Road would be a toll road, which did not occur. These picnic area improvements were never made due to unanticipated problems with Parks' ability to manage facilities dispersed over a large area, and these facilities are not expected to be improved in the future. Approximately 60 acres of the 976-acre park have been improved at this point. In general, County Parks would like to see improvements to existing areas as part of the new Master Plan.

History of Wunderlich Park

In 1974 Martin Wunderlich deeded the present 942 acres of land to the County of San Mateo as open space parkland. A Concept Plan, consisting of a site inventory, analysis and evaluation setting forth recommendations for the direction of improvements was developed in 1975. The Concept Plan was not developed to be a Master Plan, nor was it intended to depict the detailed interrelationships of uses and development. None of the recommendations of the Concept Plan have ever been implemented. Proposed uses in the Concept Plan were re-evaluated to determine whether those proposed uses should now occur. Wunderlich was not developed to facilitate picnicking in the park, but instead to facilitate equestrian use and pedestrian and equestrian trail use.

Discussion

1. Goals and Objectives of the Master Plan

Harris Design was selected to oversee preparation of this Master Plan. A team of sub-consultants also assisted in making recommendations on issues regarding erosion, water quality, and drainage, utilities, fisheries, fire hazard reduction, and equestrian improvements at the Folger Stable in Wunderlich Park. The process benefited greatly through the active participation of the stakeholder groups and other interested individuals. Several workshops and meetings were held at key points in the process. These sessions informed and guided the planning effort, and included:

- Public Workshop #1 – July 2004
- Equestrian Focus Group – July 2004
- Public Workshop #2 – November 2004
- Woodside Bicycle Committee Focus Group – December 2004
- Neighboring Agencies Focus Group – February 2005
- Girl Scouts Focus Group – February 2005
- Trails Stakeholders Focus Group – March 2005
- Public Workshop #3 – June 7, 2005

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

The following broad goals have emerged from the planning process:

- Continue to provide multiple recreational opportunities that are consistent with the

regional nature of the parks and with protection of the environmental, cultural, and historical resources of the land.

- Concentrate development of new facilities in the already developed portions of the parks.
- Protect the wild character of the undeveloped portions of the parks.
- Increase the revenue generation capability of each park.
- Identify physical improvements that will decrease ongoing operation and maintenance costs.
- Make public safety a top priority in ongoing park operations and maintenance, and in new improvement projects.
- Ensure the continued equestrian use of the parks.
- Improve vehicular and pedestrian circulation within each park.

2. Recommendations and Priorities

The following is a summary and prioritization of the Master Plan recommendations in three phases:

- Phase I: Short-term (implementation completed within next 5 years)
- Phase II: Medium-term (implementation completed within next 10 years)
- Phase III: Long-term (implementation completed within next 20 years)

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

a. Phase I

Huddart Park

- Implement Phase I Archery Range improvements as prioritized and funded by Kings Mountain Archers (KMA)
- Provide directional signage to the AIDS Grove and add to park map
- Add horse trailer parking
- Explore possible transfer of park land located south of Kings Mountain Road in cooperation with Mid Peninsula Regional Open Space District (MROSD)
- Construct new connector trail and pedestrian crosswalks in lower picnic area
- Replace damaged trail bridges; evaluate all park bridges and develop a 20-year phased replacement program
- Install new crossing of McGarvey Gulch Creek at Richards Road to eliminate fish passage barrier
- Discontinue horse crossings of West Union Creek; retire the Crystal Springs Trail entrance ; create alternate park trail entrance from the east
- Prepare assessment of 2-inch water system and replace segments on an annual basis
- Increase water pressure and volume at the Park Maintenance Yard

- Install low-flow toilet fixtures at Sequoia, Redwood, and Oak restrooms
- Coordinate with SBC to protect communications facilities and repair any damage

Wunderlich Park

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

Both Parks

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

b. Phase II

Huddart Park

- Install vault toilet at Sequoia Day Camp
- Make Oak Area improvements, including restroom replacement, road realignment, and parking
- Construct new rental building at Zwierlein Area
- Improve parking at Miwok, replace picnic shelter, replace restroom
- Install flagpole and crafts sink at Sequoia Day Camp
- Implement phase II Archery Range improvements as prioritized and funded by KMA
- Construct all-weather single track trails

Wunderlich Park

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

Both Parks

- Install potable water source at upper end of each park

c. Phase III

Huddart Park

- Close Archery Fire Road and replace with new loop trail connection between Archery Range and Chinquapin Trail
- Make Redwood Area improvements, including restroom and shelter replacements, road realignment, and parking
- Make Meadow Area improvements, including restroom replacement
- Replace Werder picnic shelter
- Replace restrooms at Madrone, Werder, and Zwierlein
- Provide solar photo-voltaic electric power at new structures
- Expand Toyon Campground, replace restroom and shower buildings
- Replace shower building at Toyon Campground
- Relocate Ranger's residence and construct interpretive center
- Implement Phase III Archery Range improvements as prioritized and funded by KMA
- Replace overhead electric lines with underground facilities
- Construct new trail connections in locations shown

Wunderlich Park

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

3. Conflict Regarding Proposed Increase Bicycle Access in Huddart/Wunderlich Parks

Through this Master Planning process, a controversy has arisen regarding bicyclists' desire to have more access to trails at Huddart/Wunderlich Parks. Current ordinances limit bicycle use in County Parks. The only trails that currently allow for bike use are those designated by the Parks and Recreation Commission and Board of Supervisors. Bicycles are allowed on all paved portions of County Parks and Sawyer Camp and the San Andreas Trail are paved multi-use trails that bicycles can use. A paved section of Old San Pedro Road that County Parks maintains on the coast side south of McNee State Park is also a paved road, which allows bicycles. Every Sunday throughout the year, Canada Road is closed to vehicular traffic by County Parks for Bicycle Sundays. The only non-paved trails on which bicycles are allowed in County Parks are: 1) Towne Fire Road to Shaw Flat Trail Camp, Old Haul Road, Tarwater Trail Camp to Bridge Trail to Camp Pomponio Road in Pescadero Park, 2) Old Ranch Road on San Bruno Mountain, and 3) Weiler Ranch Road at San Pedro Valley Park.

There are two major issues the bicyclists have raised: 1) road cyclists would like to have a safe access from Woodside Road to Skyline Boulevard on or adjacent to a public road, and 2) mountain bikers would like to have access to unpaved trails in both Huddart and Wunderlich Parks. As this issue emerged, County Parks recommended to the Board of Supervisors that the contract with the consultant who is preparing the Huddart/Wunderlich Master Plan be amended to allow for an additional mediated Trail User Focus Group and a third public meeting be held. Following the Board's approval of that request, a Trail Users Focus Group meeting was held March 22, 2005 in Woodside involving 20 different trail interest groups in the region, including representatives of:

- Folger Stable Project
- San Mateo County Trails Advisory Committee

- Wunderlich Folger Stable
- Sierra Club Loma Prieta Chapter
- Woodside Trails Club
- Woodside Trails Committee
- Woodside Town Council
- Woodside Safe Skyline Access
- City/County Association of Governments of San Mateo County Bicycle and Pedestrian Committee
- Woodside Bicycle Bicycle and Pedestrian Committee
- Trail Center
- Equestrian Trail Rider's Action Committee
- San Mateo County Horseman's Association
- Portola Valley Trails Association
- Portola Valley Trails and Paths
- Volunteer Horse Patrol
- Responsible Organized Mountain Pedalers
- Bay Area Ridge Trail Council
- The Town of Woodside
- Mid-Peninsula Regional Open Space District
- Golden Gate National Recreation Area

Consensus was not reached at this meeting regarding any change in the current policy. All participants however did share a commitment to safe use of the trails and promised to work together to find solutions to the issues raised. Huddart and Wunderlich Parks serve a significant percentage of Peninsula park users including trail runners, hikers, equestrians, picnickers, archers, naturalists, school groups, and organized youth groups such as the Girl Scouts. Adding bicycles to the mix would effectively eliminate the viability of these parks for equestrian use due to safety concerns and would disturb the tranquil setting that many pedestrian park users highly value. Therefore, it would effectively replace one user group (equestrians) with another (mountain bicyclists). One park cannot be all things to all people. The current Draft Huddart/Wunderlich Master Plan recognizes bicyclists are allowed to use all paved portions of Huddart Park. It also recognizes that if bicycle paths were proposed along public roads, then a portion of Huddart/Wunderlich Parks might be needed to facilitate either an additional bicycle lane or a separate bicycle trail.

The issue of bicycle access in the two parks is more appropriately addressed as a regional issue and not simply within the context of these two particular parks. An assessment of regional demand and available supply would need to be conducted in order to legitimately determine that it is a priority to open up the two parks to bicycles. Such an assessment exceeds the scope of the current planning process. The larger regional area has numerous open space areas that allow bicycle use, such as the MROSD lands, including El Corte de Madera and Purisima Creek, which are located immediately adjacent to the two County parks, and nearby Windy Hill, which provides valley to Skyline bicycle access. Teague Hill is located to the south of Huddart Park and owned by MROSD. A Master Plan will be developed in the next few years by MROSD, which allows more bicycle trails on their lands than County Parks. Teague Hill in particular could facilitate bicycle access from Woodside Road to Skyline Boulevard and serve as a trail connection between Huddart and Wunderlich Parks.

Visioning Alignment

Vision goal number 15 states: residents have nearby access to green space, such as parks and recreational opportunities. Adoption of this Master Plan will allow the County Parks to broaden the opportunities for public use, understanding, and appreciation of the resources at these parks.

Fiscal Impact

The Parks Division is not requesting any new funding for implementation of this Master Plan at this time. Funding for this Master Plan, the next step in the environmental review process, and a portion of the initial phase of implementation was available from a specific account set up from the sale of a portion of Wunderlich Park, which had been encroached upon by an adjacent landowner. Cost estimates for all improvements have not been determined at this time and were not within the budget or scope of work for this Master Plan to be defined. The priority ranking of proposed improvements is intended as a guideline for Master Plan implementation.

All capital projects identified are being added to the County Parks Capital Improvement List. A variety of interest groups ranging from the Folger Stable Committee, Girl Scouts and Kings Mountain Archers have expressed an interest in assisting in raising funds through the Park Foundation to fund improvements that they have been identified in the Master Plan. It should be noted that implementation of these priorities will not necessarily follow this priority ranking in the exact order as outlined. Some Phase I projects may be deferred to later phase due to a lack of funding or other reasons. Conversely, some later phase projects may be moved to earlier phases due to availability of funding through grant sources or for other reasons.

Attachments: Meeting Minutes from Public Workshop #3
Letter dated June 20, 2005 from Midpeninsula Regional Open Space District
July 14, 2005 letter from Ms. Faye Brophy representing ETRAC
July 18, 2005 e-mail for George Haye regarding bike access

Chronology

Public Feedback Solicited re: Huddart/Wunderlich Draft Master Plan

- 7/6/04 - Focus Group With Five Equestrians Organizations re: equestrian Issues at Both Parks.
- 7/10/04 – Public Workshop #1.** Questionnaire Publicly Distributed.
- 8/15/04 - Meeting with Kings Mountain Archers re: Huddart Archery Range.
- 9/14/04 - Meeting with Woodside Fire and CDF re: Fire Hazard Concerns.
- 11/18/04 - Public Workshop #2**
- 12/8/04 - Meeting with San Francisquito Creek Watershed Council
- 12/9/04 - Meeting with Woodside Bicycle Committee
- 2/15/05 - Agency Focus Group with GGNRA and MPROSD
- 3/17/05 - Meeting with Girl Scout Representatives re: Huddart Improvements.
- 3/22/05 - Meeting with Trail Users Focus Group #1

- 6/7/05 - Public Workshop #3**
- 7/14/05 - Park and Recreation Commission site visit of Huddart/Wunderlich
- 8/4/05 - Park and Recreation Commission hearing re: Draft Master Plan
- 9/27/05 - Meeting with Representatives of ROMP and NORCAMBA.
- 10/11/05 - Meeting with MPROSD re: Proposed Valley to Skyline Trail and Teague Hill

- 1/31/06 - Meeting with Trail User Focus Group #2**
- 3/22/06 - Park and Recreation Commission Hearing re: Draft Huddart/Wunderlich Master Plan

- 4 or 5/06 Board of Supervisors Hearing re: Draft Huddart/Wunderlich Master Plan