



Midpeninsula Regional  
Open Space District

R-23-142  
Meeting 23-35  
December 13, 2023

## SPECIAL MEETING AGENDA ITEM 1

### AGENDA ITEM

Selection of a Multi-use Through Trail Alignment at Bear Creek Redwoods Open Space Preserve

### GENERAL MANAGER'S RECOMMENDATIONS *den*

Review the key considerations of various feasible trail alignments and select one Multi-Use Through Trail alignment for implementation at Bear Creek Redwoods Open Space Preserve based on the Board's highest priority goals for the trail alignment as follows:

1. If the goal is to reduce natural resource impacts and control construction costs, select Alignment 1. Consider including the optional Equestrian Bypass Trail to further separate user groups under this option.
2. If the goal is to separate bicyclists and equestrians to the maximum extent practicable, select Alignment 2.
3. If the goal is to reduce the overlap with bicyclists and equestrians in a key location identified by the public, select Alignment 3. Consider including the optional Equestrian Bypass Trail to further separate user groups under this option.

### SUMMARY

On June 8, 2022, the Midpeninsula Regional Open Space District (District) Board of Directors (Board) reviewed the original General Manager's recommended Multi-use Trail Alignment at Bear Creek Redwoods Open Space Preserve (Preserve). After receiving public comment and deliberating, the Board requested the study of additional options that better separate bicycle use from equestrian use and for the General Manager to return to the Board at a later date with the findings. The General Manager recommends selection of one of three feasible trail alignments based on the highest priority goals and considerations for the trail as listed above and further explained in this report.

### BACKGROUND

In January 2017, the District Board of Directors (Board) approved the Bear Creek Redwoods Preserve Plan (Preserve Plan) and certified the Environmental Impact Report (R-17-15). The Preserve Plan includes a multi-use through trail alignment that would provide a connection from the Lexington Basin through the Preserve to the Skyline/Summit area. The conceptual multi-use trail alignment identified in Preserve Plan largely fronts the east side of Bear Creek Road, starting just west of Highway 17 and traveling to the former Alma College area where the alignment crosses Bear Creek Road to continue southerly through the western area of the Preserve to reach the Skyline/Summit area. Detailed field investigations conducted over the past several years discovered that the northeast segment of the conceptual multi-use alignment, as

shown in Figure 3-1 of the Preserve Plan (Attachment 1), is infeasible due to geological, topographic, and waterway issues, raising concerns regarding significant construction-related impacts to the environment and the need for extensive future maintenance.

At the regular public meeting on June 8, 2022, the Board considered the original General Manager's recommendation for the Multi-use Through Trail Alignment (R-22-69) that avoids the issues of the conceptual Preserve Plan alignment. The Board heard significant public comment in opposition to the proposed alignment from members of the equestrian community. Their primary concern was the safety of having horses sharing the trail with bicycles. The Board then directed staff to study additional options to better separate the two different user groups and to return to the Board with the findings at a later date. The discussion below summarizes the additional work undertaken by staff and the revised trail alignment options before the Board for consideration and selection.

## DISCUSSION

### Trail Scouting

Following the June 8, 2022 Board meeting, staff conducted additional field investigations of the northeastern area of the Preserve to identify trail alignment options that better separate the two user groups. This initial round of work was completed in summer 2022 and first focused on identifying potential feasible trail crossings of Briggs Creek and an associated tributary since suitable creek crossing locations are a major limiting factor given the underlying geologic conditions (as a reminder, the site is within immediate proximity to the main San Andreas Fault line and many multiple landslides exist in the area). Staff subsequently engaged a certified engineering geologist to evaluate and confirm the feasibility of four different creek crossings based on geology, slope stability, soil type, and other key factors. With these findings in hand, staff identified two trail alignments that incorporate the feasible creek crossing locations (see Attachment 4).

### Public Engagement

After identifying two feasible trail alternatives and the related creek crossings, the District engaged with stakeholder groups as part of three focused workshops on the Multi-use Trail Alignment Alternatives to gather feedback.

### *Meeting Dates and Format*

- Virtual via Zoom – March 21, 2023 – Focused on the mountain biking community.
- Virtual via Zoom – March 23, 2023 – Focused on equestrians and Bear Creek Stables (BCS) boarding community.
- In-person at the Los Gatos Community Center – April 6, 2023 – 31 attendees (primarily BCS Boarders/Friends of BCS)

The input received was primarily from the mountain biking and equestrian communities and is summarized in the table below:

User Group	General Feedback/Comments
Mountain bicyclists	<ul style="list-style-type: none"> <li>• Preference for opening bicycle access as soon as possible.</li> <li>• Generally, minimal need to connect the multi-use trail to the planned new North Parking Area – most cyclists will use the multi-use trail as a through-connection.</li> </ul>

User Group	General Feedback/Comments
	<ul style="list-style-type: none"> <li>• Consider trail signage and other strategies to minimize conflicts between user groups.</li> <li>• Preference for more cost-effective Alignment 1.</li> </ul>
Equestrians	<ul style="list-style-type: none"> <li>• Preference for Alignment 2 that routes trail north of BCS.</li> <li>• Concern about bicycle compliance and deviating from the multi-use trail.</li> <li>• Desire to separate bikes and equestrians as much as possible.</li> <li>• Key area of overlap of bikes and equestrians on Alignment 1 where the trail transitions at a steep grade from bright sun into darker shade.</li> <li>• Construct separate bridge crossing on Briggs Creek below confluence to avoid key area of user group overlap.</li> <li>• Lack of connection to the planned North Parking Area for Alignment 1.</li> <li>• Potential safety issues with novice riders and bikes on shared segments.</li> <li>• Desire for equestrian loop with no bike access.</li> <li>• Strong desire for additional alignment alternatives.</li> <li>• Incorporate signage for trail etiquette and consider mitigation strategy to minimize user conflicts.</li> </ul>

### Engineering Geology and Geotechnical Feasibility Assessment

After receiving feedback from the public during the workshops, staff determined that it would be necessary to conduct a qualitative evaluation of geologic hazards, geotechnical constraints, and overall feasibility to develop new trail bridges across Briggs Creek and the unnamed tributary. Briggs Creek runs just south of the Stables, and the unnamed tributary runs along the north side of the Stables until their confluence southeast of the Stables. Staff worked with the consultant to ***ensure all alternatives proposed by the attendees at the public workshops were evaluated***. The scope of work performed included review of geologic literature, maps and historical aerial photographs, review and analysis of LiDAR bare earth imagery, and mapping of geologic and landslide conditions along the two watercourses from field and LiDAR observations. In addition, field work was completed over four days to identify and characterize potential bridge crossing sites and evaluate the associated geologic hazards.

### Alternative Trail Alignments

Through the supplemental trail scouting and technical feasibility assessment, a total of three alignments and associated trail crossings were identified (see Attachment 2). The geologic hazards, mainly the steep and unstable slopes along Briggs Creek, make it very challenging to develop a new sustainable trail across this creek. Note: additional investigations will be necessary if Alignments #2 or #3 are selected to pinpoint the bridge footing locations given the active geologic conditions at each creek crossing. A summary of all the alignments evaluated, whether deemed infeasible or feasible, during this process is provided below.

### **Summary of Alignments Deemed Infeasible/Not Recommended**

#### *Alignment A - Infeasible*

The bridge crossing for Alignment BC-1 is located approximately 175 feet downstream of Bear Creek Road on a straight reach of Briggs Creek. The site appears to be reasonably stable for a 50- to 60-foot-long bridge. However, the primary problem with this alignment is the trail approach to the bridge from the south side. Two trail approach alternatives were evaluated, and neither were deemed feasible. One alternative would require significant engineered retaining

walls with deep piers across very steep and actively unstable slopes. The second alternative would require reuse of the steep tractor road at 25 percent grade for about 100 feet. This alternative would then need to route along the outer shoulder of Bear Creek Road, where surface cracking was observed in the road fill. This portion of the alignment would also route in the right-of-way of Bear Creek Road. In summary, this site is poorly suited for a trail due to the significant constraints accessing the south side of the bridge.

#### *Alignment B – Infeasible*

At 650 feet downstream of Bear Creek Road, another potential bridge crossing over Briggs Creek was identified as part of Alignment BC-2. A 55 to 65-foot trail bridge could likely be sited at this location. However, the trail approach from the south side of the bridge is problematic, similar to the alternative previously described. The trail on the south side would need to switchback down a narrow spur-ridge at a sustained grade of 20 to 25 percent. This could be mitigated somewhat with the construction of engineered trail steps, but this would not provide a suitable trail for bicyclists. The excessively steep trail grade would be subject to erosion and degradation and is therefore not suitable as a sustainable trail without the incorporation of engineered trail steps.

#### *Alignment C – Not Recommended*

Located just downstream of the remnant and degraded 130-foot-long truss bridge that was built around 1910 is another potentially feasible crossing and is associated with Alignment BC-3. This alternative would require construction of a 120- to 170-foot-long bridge founded on deep piers. The bridge would need to span the steep inner gorge of Briggs Creek that would be logistically challenging to construct. It is apparent that building a long-span bridge in this location would be very expensive, with current estimates at greater than \$3 million. The site could still be subject to damage from land-sliding, ground cracking, and fault rupture. The trail approach from either side of the bridge would use a legacy road, which is aligned at a suitable grade. Given its proximity, the District would also need to either remove or stabilize the old truss bridge to prevent the old structure from collapsing onto the new trail bridge. Staff presented this alignment as an option during the Spring 2023 public workshops; however, after subsequent field investigations, this alignment presents too many constraints to be considered feasible. Supplemental environmental review and permitting would be necessary to remove the old truss bridge. Additionally, there would be significant impacts to the riparian canopy to construct the new bridge and stabilize or remove the old bridge. In summary, this option would be excessively expensive, difficult to implement, impactful to the environment, and is therefore considered a poor option.

### **Summary of Feasible Alignments**

#### *Alignment 1*

In line with the District's Resource Management Policies, staff laid out this alignment as an alternative to avoid the addition of new trail bridges, and thus minimize the impacts to environmentally sensitive areas – riparian zones and creeks are some of the most resource sensitive zones within the Preserve. Alignment 1 is the most cost-effective alternative but results in a key area of overlap for bicyclists and equestrians where the trail transitions at a steep grade from bright sun into darker shade to use existing bridge crossings. Staff shared this alignment alternative during the April 4, 2023 public workshop, and the equestrian community expressed significant safety concerns. However, members of the bicycling community generally favored this alignment, as it is the most expeditious and cost-effective route to allow bike access in the

Preserve. The conceptual level cost estimate is \$100,000. All remaining construction would be completed by District trail crews.

#### *Key Considerations for Alignment 1*

- Minimizes environmental impacts by only requiring 2,000 linear feet of new construction.
- Includes a key area of overlap at the existing bridge locations.
- No new bridges and/or regulatory permits are required and no new impacts to the riparian zone or to Briggs Creek.
- No additional engineering or technical studies are required.
- No connection to the planned North Parking area for bicyclists (most bicyclists noted that they would not utilize the parking area as they would cycle in and through the preserve instead).
- Able to open to the public as early as 2025 after new additional construction and seasonal settling of the work to make ready for public use.

#### *Alignment 2*

In an effort to maximize the separation of the bicyclist and equestrian user group to the extent practicable, Alignment 2 provides a separated trail for equestrians from the Stables area to the Alma Parking area. Routes from the North parking Area would be shared multiuse trails. Approximately one mile of new trail would need to be constructed/upgraded to complete this alternative. The majority of this trail would be constructed at a four-foot trail width.

A crossing of the Stables driveway is required, and the trail would run below existing paddocks on the western end of the Stables. The trail alignment would need to integrate with the Stables Repair Plan and may affect the design of the retaining wall that is required to widen the driveway to the Stables.

The trail will have an average grade of 11 percent with a maximum sustained grade of 15 percent due to steep slopes near the bridge approaches. Portions of the trail may require minor retainment due to steep cross-slopes. Two new bridges are required to complete this segment. A new bridge crossing would be necessary on a tributary (50- to 60-foot span) as well as a new bridge on Briggs Creek (80- to 90-foot span), approximately 150 feet upstream from the existing vehicle bridge, constructed as part of Phase II trail improvements. Design, engineering, and regulatory permitting will be necessary to construct the bridges. Although the bridge design will strive to reduce project impacts, mitigation will likely be required. Additional design, engineering and local/regulatory permitting will be required to prepare the project for construction. Opening the trail to the public would not be possible until at least 2027. The conceptual level cost estimate is \$1.4 million.

#### *Key Considerations for Alignment 2*

- Requires two new bridges
- Provides greatest on-trail separation of bicyclists from equestrians.
- Best approximates the alignment shown in the Preserve Plan
- Requires crossing the Stables driveway and integration with the Stables Repair Plan
- Portion of trail is in close proximity to western-most stables paddocks.
- The trail would pass between the Stables and the lower dressage area.

- Steep approach (15% sustained grade) to the Briggs Creek bridge due to topographic constraints.
- Requires additional design and engineering and local/regulatory permitting for the bridges.
- Connects to the planned North Parking area.
- Potential public opening – 2027.

### *Alignment 3*

During the public workshop on April 4, 2023, the public requested a further evaluation of Alignment 3. The public cited Alignment 3 (also known as BC-6) as a strategy to avoid the key area of overlap that exists in Alignment 1 where the trail transitions at a steep grade from bright sun into darker shade to connect with the existing bridge crossings. After examining the site conditions, this alternative will require an additional 2,200 linear feet of trail construction. The trail will have an average grade of 11 percent with a maximum sustained grade of 15 percent.

The trail would cross below the confluence of Briggs Creek and the unnamed tributary. There are two options for the bridge crossing. Option 1 is a 50-foot bridge with an additional 50 feet of trail built up on imported fill placed in the floodplain. Option 2 is a 100-foot bridge that would completely span the floodplain. Option 1 likely results in greater environmental impacts and result in a larger, more expensive mitigation requirements, but it would have a lower overall construction cost. The conceptual-level cost estimate to construct Alignment 3 is between \$500,000 (shorter bridge) and \$800,000 (longer bridge).

### *Key considerations for Alignment 3:*

- Could result in two additional trail junctions with equestrian/hiking trails.
- Only requires one new bridge, rather than two as compared with Alignment 2.
- Environmental impacts of the new bridge would need to be further evaluated based on the shorter versus longer span bridge.
- Overlap of equestrian trails still exists.
- Requires additional design and engineering and local/regulatory permitting for the bridge.
- No connection to the planned North Parking Area for bicyclists.
- Potential public opening – 2027.

In summary, the feasibility of developing a new trail across Briggs Creek and the unnamed tributary is significantly constrained by geological hazards, most notably by steep slopes and unstable ground. All three alternative alignments require integration of the “Briggs Creek Trail” into the Multi-use Trail alignment, which was not designated as multi-use in the Preserve Plan. Ultimately, the alternatives presented have trade-offs that need to be considered, such as cost, schedule, level of user-group separation, and alignment with resource management policies (Attachment 3).

### **Summary Table**

	<b>Alignment 1</b>	<b>Alignment 2</b>	<b>Alignment 3</b>
<b>Total Distance</b>	1.7 miles	2.2 miles	1.7 miles
<b>Distance – Trail Width less than 6 feet</b>	1.4 miles	1.8 miles	1.5 miles
<b>Distance – Road Width 10-12 feet</b>	0.3 mile	0.4 mile	0.2 mile
<b>Required New Trail Construction</b>	0.3 mile	1.2 miles	0.4 mile

	Alignment 1	Alignment 2	Alignment 3
<b>Equestrian Bypass Trail (additional 0.2 mile of trail construction)</b>	Optional	No	Optional
<b>New Structures</b>	None	Two Bridges	One Bridge
<b>Connection to North Parking Area</b>	No	Yes	No
<b>Public Opening Date</b>	2025	2027	2027
<b>Estimated Cost</b>	\$100,000	\$1.4 million	\$800,000

### *Equestrian Bypass*

To provide increased user group separation for Alignments 1 and 3, there is a feasible trail alignment (shown in Attachment 2) that would allow equestrians to bypass an area of overlap with bicyclists. In total, this equestrian bypass would result in approximately 0.2 mile of additional trail construction and allow equestrians to avoid a segment of trail close to Highway 17 and the current Alma Helitack Fire Station. During the spring 2023 public workshops, the equestrian community identified this area of potential user group overlap as problematic. District trail crews could construct this segment at a four-to six-foot wide trail standard. This alignment does not traverse any known environmentally sensitive areas but does result in additional disturbance and trail cut.

### **FISCAL IMPACT**

The conceptual cost estimates to design, permit and construct each of the trail alignment options are described in the table below.

Alignment Number	FY24 Estimated	FY25 Estimated	FY26 Estimated	Future FYs Estimated	Total Estimated Costs
1	\$0	\$100,000	\$0	\$0	\$100,000
2	\$0	\$400,000	\$1,000,000	\$0	\$1,400,000
3	\$0	\$200,000	\$600,000	\$0	\$800,000

There is currently \$0 allocated for this work in future fiscal years. Based on the alignment selected by the Board, future fiscal year budgets will be requested as part of the annual Budget and Action Plan process. Given that Measure AA Portfolio #21 – Bear Creek Redwoods are fully encumbered, future funds would need to come from the General Fund.

<b>Measure AA Portfolio #21 - Bear Creek Redwoods — Public Recreation and Interpretive Projects</b>	<b>\$17,478,000</b>
Grant Income (through FY27):	\$5,018,002
Interest Income Allocation:	\$2,709,530
<b>Total Portfolio Allocation:</b>	<b>\$25,205,532</b>
Spent-to-Date as of 11-13-2023:	(17,332,716)
Encumbrances:	(\$1,444,242)
Remaining FY24 Project Budgets:	(788,214)
Future Portfolio Costs:	\$(6,098,147)
<b>Total Portfolio Expenditures:</b>	<b>(25,663,319)</b>
<b>Portfolio Balance Remaining (proposed):</b>	<b>(\$457,788)</b>

<b>Measure AA Portfolio #21 - Bear Creek Redwoods — Public Recreation and Interpretive Projects</b>	<b>\$17,478,000</b>
Grant Income (through FY27):	\$5,018,002
Interest Income Allocation:	\$2,709,530
<b>Total Portfolio Allocation:</b>	<b>\$25,205,532</b>
21-001 Moody Gulch Fence & Gate Improvements	(\$847)
21-004 Bear Creek Stables Project	(\$5,580,273)
21-005 Bear Creek Redwoods Public Access	(\$5,548,003)
21-006 Bear Creek Redwoods - Alma College Cultural Landscape Rehabilitation	(\$5,594,212)
21-007 Bear Creek Redwoods Preserve Plan Invasive Weed Treatment	(\$2,087,541)
21-008 Bear Creek Redwoods Ponds Restoration and Water Rights	(\$681,517)
21-009 Bear Creek Redwoods Webb Creek Bridge	(\$487,492)
21-010 Bear Creek Redwoods Landfill Characterization and Remediation	(\$465,350)
21-011 Phase II Trail Improvements, Bear Creek Redwoods OSP	(\$5,127,169)
21-012 Bear Creek Redwood Tree Restoration	(\$90,915)
<b>Total Projected Expenditures (life of project):</b>	<b>(\$25,663,319)</b>
<b>Portfolio Balance Remaining (proposed):</b>	<b>(\$457,788)</b>

*A General Fund allocation of \$1,750,000 was included in the FY24 budget to balance the portfolio in anticipation of increased costs.*

#### **PRIOR BOARD AND COMMITTEE REVIEW**

- January 25, 2017: The Board approved and certified the Environmental Impact Report. ([R-17-15](#), [meeting minutes](#))
- April 6, 2020: The Board received an FYI memo regarding the Multi-use Trail Alignment at Bear Creek Redwoods. ([FYI](#))
- June 8, 2022: The Board reviewed the recommended Multi-use Trail Alignment and directed the study of additional trail alignment options that better separate user groups and to return to the Board at a later date with the findings. ([R-22-69](#), [meeting minutes](#))

#### **PUBLIC NOTICE**

Public notice was provided as required by the Brown Act. Additional notice was provided to Bear Creek Redwoods Preserve and Trail Interested Parties.

#### **CEQA COMPLIANCE**

Potential environmental impacts of the Bear Creek Redwoods Phase II Trails and associated improvements were analyzed in the Bear Creek Redwoods Preserve Plan and Environmental Impact Report, which was certified by the Board on January 25, 2017.

## NEXT STEPS

The General Manager will direct staff to implement the Board-approved multi-use trail alignment. Staff will also continue with improvements necessary to open the Phase II Trails network as scheduled in the Preserve Plan.

### Attachments

1. Public Access Plan from the Preserve Plan – Figure 3-1
2. Map - Trail Alignment Alternatives
3. Comparison Table - Trail Alignment Alternatives
4. Map of Trail Alignments Presented at Spring 2023 Public Workshops

Responsible Department Head:

Brandon Stewart, Land & Facilities Department Manager

Prepared by / Contact person:

Bryan Apple, Capital Projects Field Manager, Land & Facilities Department

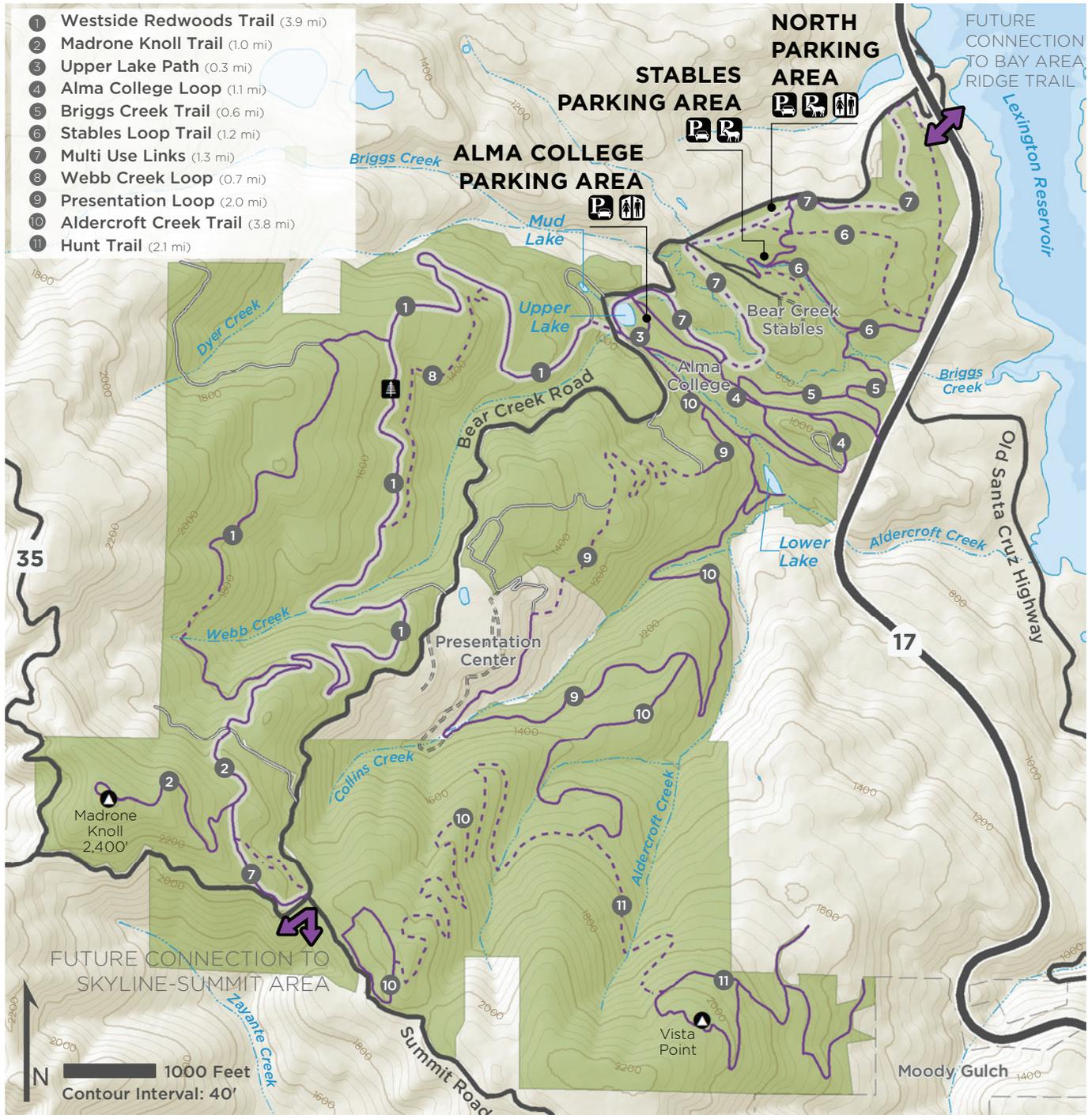


FIGURE 3-1 Public Access Plan

LEGEND

ROADS

- Highway
- Major
- Public
- Private
- Patrol Use Only

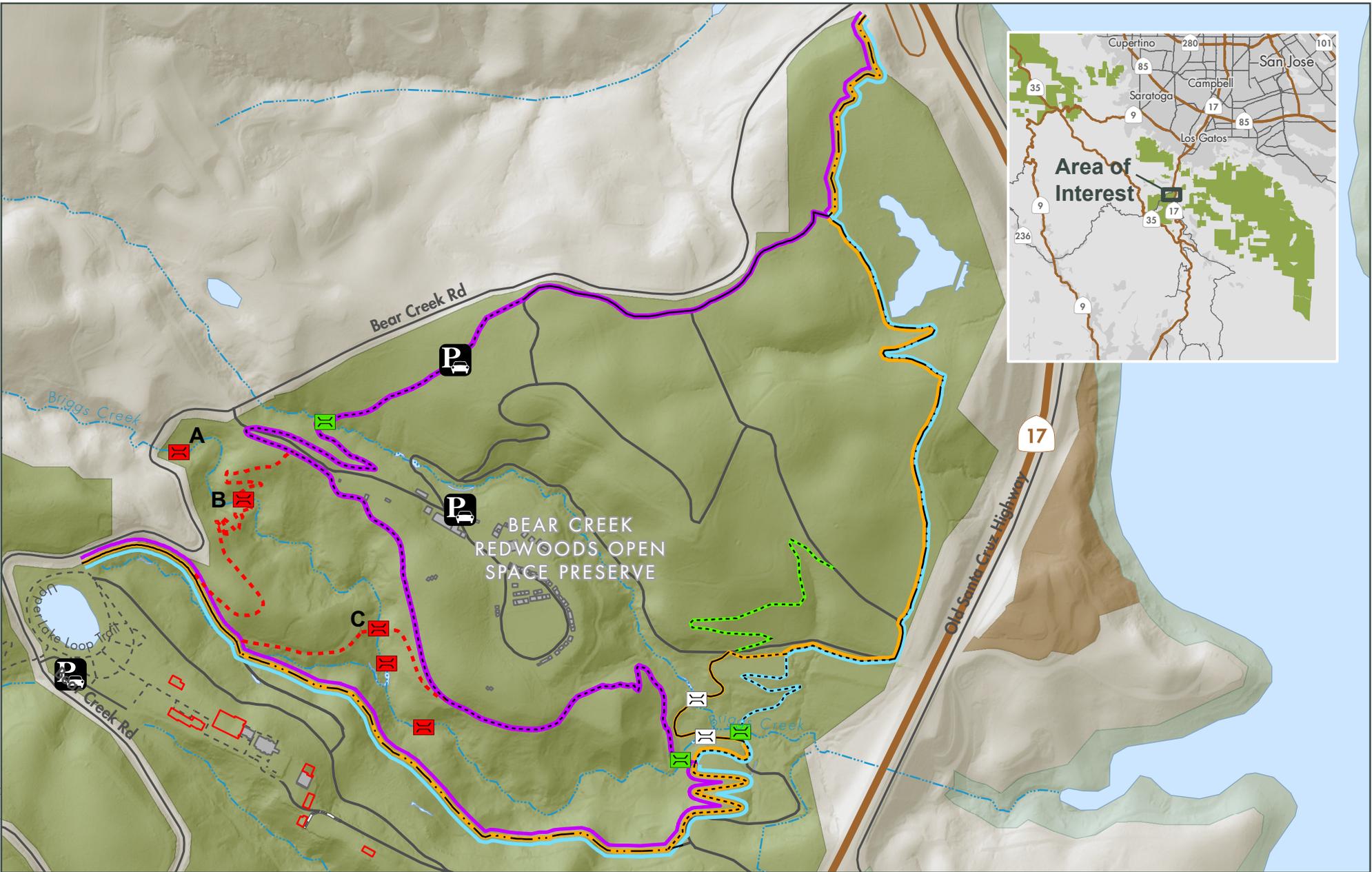
TRAILS

- Improve Existing Road/Trail for Increased Use
- Construct New Trail
- Multi-use

FEATURES

- Point of Interest
- Old Growth Redwoods
- Regional Connection

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## Attachment 2 - Bear Creek Redwoods Multi-use Trail Alignment Alternatives

### Bridges

- Existing
- Feasible
- Infeasible

- Trail - Proposed
- Trail - Complete
- Road
- Trail - Infeasible

### Multi-use Alternative Alignment

- Alternative 1
- Alternative 2
- Alternative 3
- Equestrian Bypass

Midpeninsula Regional  
 Open Space District  
 (Midpen)  
 11/29/2023



While the District strives to use the best available digital data, these data do not represent a legal survey and are merely a graphic illustration of geographic features.

**Attachment 3 - Comparison Table - Trail Alignment Alternatives**

	<b>Natural Resource Protection Policies</b>	<b>Public Input/User Experience</b>	<b>Connection to proposed North Parking Area</b>	<b>Schedule</b>	<b>Design, Permitting &amp; Construction Cost</b>	<b>Maintenance Requirements</b>
<b>Alignment One</b>	 <p>Minimizes impacts on environmentally sensitive areas. Minimal wetland or riparian impacts. Narrow disturbance footprint. No mitigation requirements.</p>	 <p>Does not fully separate user groups. Allows for opening to bikes earlier than other options. Equestrian Bypass option could provide additional separation.</p>	 <p>Does not provide direct connection to proposed North Parking Area.</p>	 <p>Earliest public-opening: 2025. Construction performed by District Crews</p>	 <p>Estimate: \$100,000 Primarily consists of existing alignments. Does not require new permits. Includes 0.3 mile of new trail construction.</p>	 <p>Uses primarily existing routes with no new structures. New segments of trail alignment aligned at sustainable grade.</p>
<b>Alignment Two</b>	 <p>Requires two new bridge crossings. However, does not exceed total bridge crossings as envisioned in Preserve Plan. Likely will result in minor to moderate mitigation requirements.</p>	 <p>Provides most significant separation of user-groups especially in areas of concern identified by public input. Constructs approximately one mile of new, narrow trail.</p>	 <p>Trail would directly link to proposed North Parking Area.</p>	 <p>Additional design and permitting scope would extend schedule. Construction would require involvement from District Crews (trail and tributary bridge) and Engineering &amp; Construction Department (Briggs Creek bridge). Likely public opening: 2027.</p>	 <p>Estimate: \$1,400,000 Requires design, permitting and construction for two new bridges and approximately one mile of new trail.</p>	 <p>Two new bridges will require ongoing maintenance. Steep (15%+ grade) segment of trail will require rock armoring and increased ongoing maintenance</p>
<b>Alignment Three</b>	 <p>Requires one new bridge crossing across floodplain close to newly constructed bridges. Minimal new trail construction. Likely will result in minor to moderate mitigation requirements.</p>	 <p>Separates user-groups in area of significant concern. This route was identified by the public at the April 4<sup>th</sup>, 2023 public workshop. Potential user-conflicts at multiple trail junctions with equestrian/hiking trails. Equestrian Bypass option could provide additional separation.</p>	 <p>Does not provide direct connection to proposed North Parking Area.</p>	 <p>Additional design and permitting scope would extend schedule. Construction would require involvement from District Crews (trail) and Engineering &amp; Construction Department (bridge). Likely public opening: 2027.</p>	 <p>Estimate: \$800,000 Requires design, permitting and construction of one new bridge and approximately 0.4 mile of new trail.</p>	 <p>One new bridge will require ongoing maintenance. New segments of trail aligned at sustainable grade.</p>

-  Strongest alignment with policy/goal
-  Stronger alignment with policy/goal
-  Medium alignment with policy/goal
-  Weaker alignment with policy/goal
-  Weakest alignment with policy/goal

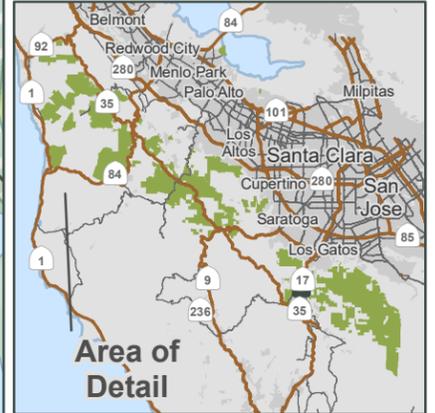
# ATTACHMENT 4 - ALIGNMENTS PRESENTED AT SPRING 2023 PUBLIC WORKSHOPS

## ALTERNATIVE ONE

Midpeninsula Regional  
Open Space District  
(Midpen)  
9/30/2022



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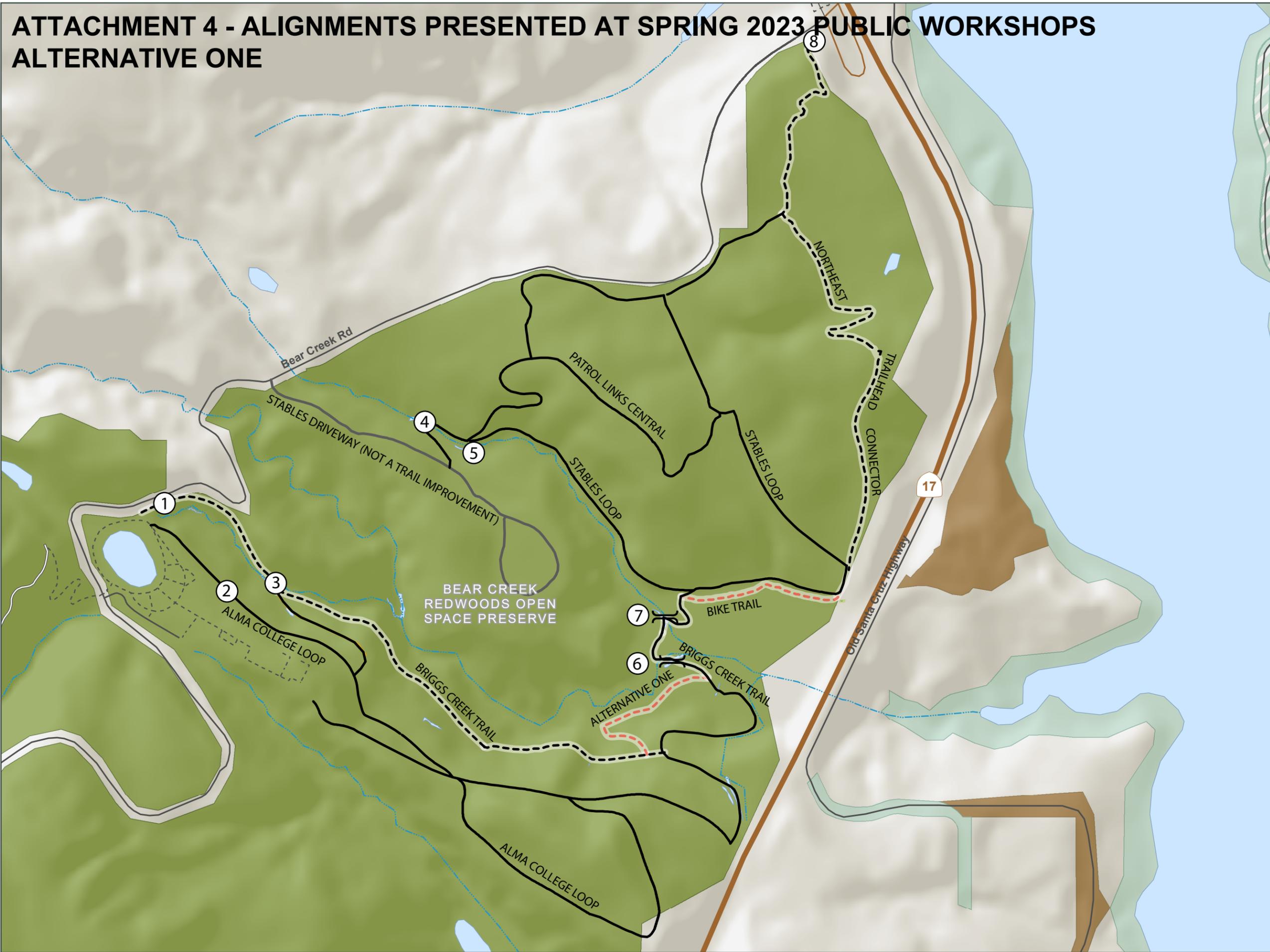
### Bear Creek Redwoods Phase II Trails

- Road Improvements
- New Trail Construction
- Potential Future Bike Access
- Potential Future Bike Access - Requires More Trail Construction

### IMPROVEMENTS FOR 2023

1. Slide Repair - Buttress
2. Slide Repair - Wall
3. Culvert Replacement
4. Culvert Replacement
5. Stream Channel Restoration
6. 65 Linear Foot Bridge
7. 55 Linear Foot Bridge
8. Northeast Trailhead Staircase

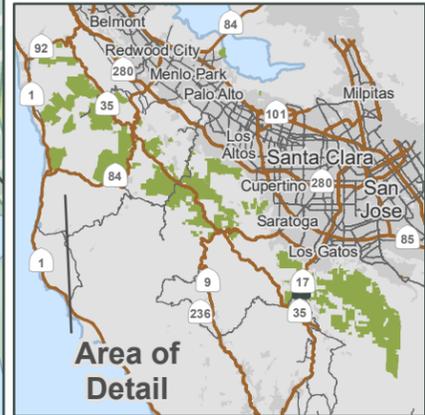
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While the District strives to use the best available digital data, these data do not represent a legal survey and are merely a graphic illustration of geographic features.

# ATTACHMENT 4 - PRESENTED AT SPRING 2023 PUBLIC WORKSHOPS

## ALTERNATIVE TWO



### Bear Creek Redwoods Phase II Trails

-  Completed Road Improvements
-  New Trail Construction
-  Potential Future Bike Access
-  Potential Future Bike Access - Requires More Trail Construction

### IMPROVEMENTS FOR 2023

1. Slide Repair - Buttress
2. Slide Repair - Wall
3. Culvert Replacement
4. Culvert Replacement
5. Stream Channel Restoration
6. 65 Linear Foot Bridge
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