

Trail Connection I Assessment

Alma Bridge Road is a two-lane County-maintained road that winds along the north and east sides of the Lexington Reservoir, including on a bridge across the spillway of the Lenihan Dam. On the east side of Highway 17 there is a separate lane from the Bear Creek Road Overcrossing north to Alma Bridge Road that acts as an on-ramp to Highway 17 north and as an off-ramp from Highway 17 south to Alma Bridge Road.

This road is a challenging route for trail users or road bicyclists because it is narrow and winding, often with little or no shoulder, and with slopes dropping off steeply from the hills above and to the reservoir below. The challenge is compounded by heavy truck traffic generated by the Lexington Quarry to the northeast of the reservoir, local residential and recreational traffic, and periodically construction traffic for work related to the dam and water facilities. The road is a popular route to access parking areas for Lexington Reservoir County Park east of the dam, which also provides parking for access to the Los Gatos Creek Trail to the west, and Midpeninsula Regional Open Space District's (Midpen) St. Joseph's Hill Open Space Preserve (OSP) to the north and Sierra Azul OSP via Limekiln Trail to the east, and the continuation of the Ridge Trail to the east on the Priest Rock Trail.

A detailed assessment of potential Alma Bridge Road trail improvements was included in Appendix A of the 2016 Preliminary Alternatives Report for the wildlife and trail crossing study and has been included and updated for the current study. This includes a potential alternative eastside trail connection that could possibly reduce the length of Alma Bridge Road improvements needed to establish a Bay Area Ridge Trail (Ridge Trail) connection to the east. Reduction of trail improvements along Alma Bridge Road could reduce overall trail connection cost and increase separation of recreational uses from vehicular traffic.

Depending on which trail connection alternative may be feasible, and which highway trail crossing is used, different portions of Alma Bridge Road might need to be improved with a trail connection. The overall route of connection I is broken down into 5 sub-segments:

Connection I(1) from Highway 17 east to the potential connection to Southern Overcrossing (Alternative 3) to the construction yard entrance west of the dam

Connection I(2) from the construction yard entrance west of the dam to the County of Santa Clara Department of Parks and Recreation (Santa Clara County Parks) Parking Area and the start of the Jones Trail – also connects to the Los Gatos Creek Trail.

Connection I(3) from the Santa Clara County Parks parking and the start of the Jones Trail to the point where the eastern end of Trail Connection J would intersect

Connection I(4) from the point where the eastern end of Trail Connection J would intersect to the existing Limekiln Trail

Connection I(5) from the Limekiln Trail to the Priest Rock Trail.

Depending on the highway crossing utilized, eastern trail connections implemented, and implementation of north-south trail connections, all or portions of Connection I could be implemented.

To aid in conceptual cost estimation, Connection I has been further divided into five subsections I(1) – I(5), as shown in Figure 1.

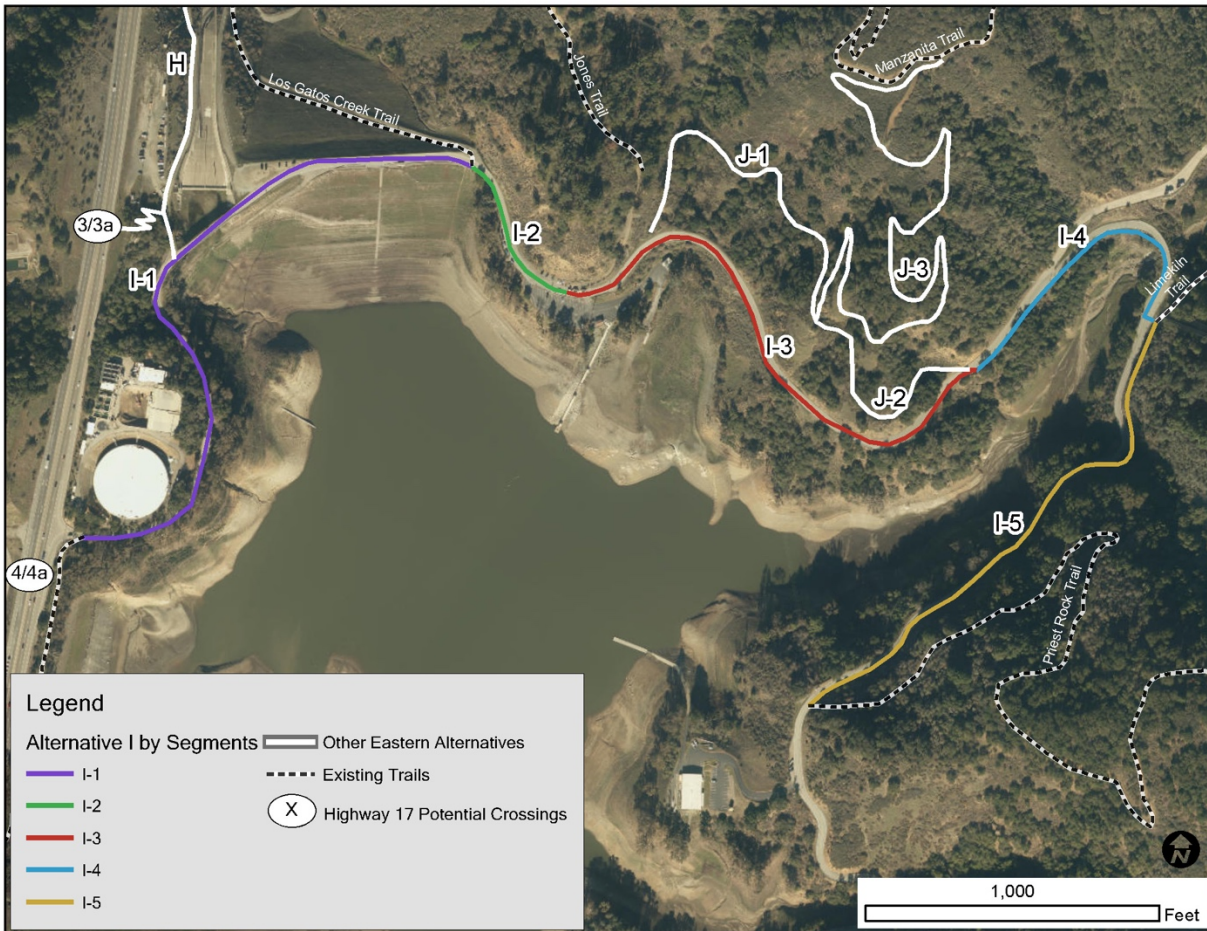


Figure 1. Alma Bridge Road Trail Improvements

Subsection I(1) has cost estimate of \$5.3 million and is particularly complicated because it includes a cantilevered trail section and a new trail bridge over the dam spillway. Construction of I(1) would need to be closely coordinated with Santa Clara Valley Water District (Valley Water, formerly SCVWD) and any future changes to the dam would impact the recreational trail improvements here. If either Montevina Undercrossing (Alternative 4) or Northern Overcrossing (Alternative 5) are implemented as the recreational trail crossing, I(1) would be required to achieve a north/south regional trail connection. However, I(1) could be avoided if the Southern Overcrossing (Alternative 3) and Connection M on Montevina Road are implemented. Subsection I(4) begins west of the Lexington Quarry driveway and ends at the Limekiln Trailhead. I(4) includes a large drainage crossing over Limekiln Creek. If the trail is implemented on the northeast/east side of the road in subsection I(4), a longer drainage crossing would be required but this alignment would eliminate the need for two crossings across Alma Bridge Road.

Assessment Objectives

Creation of a trail along Alma Bridge Road was discussed with County of Santa Clara Department of Roads and Airports (Santa Clara County Roads and Airports) staff and Valley Water staff. SCVWD is opposed to construction of a trail on the slopes between the road and the reservoir because of concerns about the impact on water quality. This implies that the trail would have to be constructed by utilizing the road shoulder, including widening it where necessary, in many segments requiring retaining walls to create the additional width. Valley Water is also opposed to construction of an additional bridge across the spillway due to potential impacts on spillway functions and dam stability and maintenance. A portion of Alma Bridge Road has a *de facto* trail – a maintenance road along the dam. Other portions have varying shoulder widths and challenges for widening as discussed below.

1.1. Assessment Methodology

The condition of the road shoulders and slopes within the Alma Bridge road right-of-way (ROW) was assessed from Highway 17 to Priest Rock Trail. The assessment focused on the reservoir side of the road, because this is where most of the opportunity space is, and because trail users are likely to prefer to be on the water side of the road. This area is owned by Valley Water and is further encumbered by easements and agreements held by Santa Clara County Parks and others. Access permissions and agreements would have to be obtained for this connection. The assessment looked at some options for bridges across the reservoir that would eliminate part of the improvements along the roadway, as explained below.

The objective would be to create a separate Class I paved trail at least 8 feet wide with grades that would be Americans with Disabilities Act (ADA) compliant. Ideally the trail would be separated from the roadway by a guardrail and/or be located down the slope with a vegetated buffer between the trail and the road. Improving trail access along Alma Bridge Road would be a significant connection in its own right, but it would be very beneficial in completing the regional trail connection and supporting the anticipated higher levels of recreational trail and non-motorized transportation use in the Lexington Basin.

Trail Improvement Condition Types

The shoulders or ROW adjacent to the road were classified into four categories based on the challenge of creating a trail parallel to the road in the road ROW or connecting to bridges across the reservoir, as described below, with colors corresponding to the segment lines on Figure 2.

Type 1 – Green: Has an existing service road/trail approximately 8' wide. This only occurs at the maintenance road along the dam that doubles as trail. There is a “pinch point” at the control structure shown in the photo. A retaining wall would be needed to create a full width bypass.



Type 2 – Yellow: Has space to construct a trail – relatively level wide turnouts, or areas where there is a berm adjacent to the road that could be graded down to create at least 5 feet of space for a trail. Some of these also function for maintenance access to water facilities, and this would have to take precedence over trail access. Some are pullouts or roadside parking. The trail would reduce the amount of available parking.

A trail could potentially be routed through the existing County parking lot if the parking was reorganized



Typical Type 2 segment: assumes the berm could be graded down to create more space

Type 2 segment where trail would displace roadside parking



Type 3 – Orange: Has narrow shoulder and steep slope (approx.2:1 to 1:1) beyond, often with guardrail. Creating a trail would require constructing a retaining wall or cantilevered surface. Many portions are heavily wooded. Between Highway 17 and the dam spillway, some eucalyptus trees may have to be removed to create space for the trail; in some other areas, native trees may need to be removed.



Typical Type 3 segment east of the dam

More challenging Type 3 segment east of the dam





Typical Type 3 segment west of the dam

Type 3: Above large culvert at Limekiln Creek



Type 4 – Red: A nearly vertical drop-off or washout that would have to be repaired, or a parallel trail bridge or sidehill viaduct would have to be constructed.

Type 4: Drop-off at culvert just east of where Alma Bridge Road connects to Highway 17



Type 4: Bridge over the spillway: a parallel bike/pedestrian bridge would be required – potentially attached to the existing bridge

1.2. Assessment Results

The assessment is conceptual, based on general information on site conditions. The cost and feasibility of the trail improvements would depend on the specific design objectives and standards, and on more specific evaluation of site conditions.

Figure 2 shows the assessment map summarizes the results of analysis of the alternatives, which include four basic options, with sub-options for an unpaved trail east of the Santa Clara County Parks parking area:

1. A route to create a trail the entire distance along Alma Bridge Road to the Priest Rock Trail;
2. A route to create a trail along Alma Bridge Road to the Priest Rock Trail, except that the old graded road in Lexington Reservoir County Park (Connection J described below) would be used as a bypass for some segments (see Figure 6).
3. Other option is only needing I2 (or I1 and I2 if Montevina Undercrossing is chosen) and then using J to get up to St. Joseph's Hill and K to get to Limekiln Trail.

An alternative with a greater extent in the higher constraint categories (Trail Condition Types 3 and 4), will be more constrained and thus expensive to construct. The unpaved trail categories 2 and 3 will be much less expensive to construct than their paved counterparts. Type 4 is assumed to require a similar bridge in either the unpaved or paved scenarios.

Alternative 1, trail improvement the entire way on Alma Bridge Road, Alternative 3, the 240' bridge alternative, eliminates 1607 feet (0.3 miles) of trail construction. The bridge would likely be significantly less expensive than that extent of paved trail, but more expensive than the equivalent unpaved trail, so it has more benefit if a Class I path the entire distance is desired.

Compared with Alternative 1b, Alternative 4, a bypass of part of Alma Bridge Road using the old graded road in St. Joseph's Hill OSP, is interesting, because it eliminates a significant amount of Type 3 heavy construction for presumed Type 2U light construction. Alternative 4 could potentially be combined with Alternative 3, featuring the 240' bridge.

These assessment results are not intended to result in a decision, but are provided to support further studies of the alternatives. The GIS maps and Excel spreadsheets created for the assessment should be useful tools for this purpose.



Figure 2. Alma Bridge Road Trail Improvement Assessment

Trail Assessment Tables

Table A - Length and Steepness

Western Connections		
Name	Total	
	Trail Length (ft)	Average Total Slope (%)
Alignment A	5710	16%
Alignment B	8851	12%
Alignment C	7595	12%
Alignment G	18307	8%
Alignment G Segment 1	9659	7%
Alignment G segment 2	1798	12%
Alignment G segment 3	6850	8%
Alignment M	2788	3%
Eastern Connections		
Alignment H	1339	12%
Alignment I	8179	2%
Alignment I Segment 1	2598	1%
Alignment I Segment 2	573	1%
Alignment I segment 3	1933	3%
Alignment I segment 4	1160	5%
Alignment I segment 5	1914	3%
Alignment J	5617	7%
Alignment J Segment 1	1362	8%
Alignment J Segment 2	841	9%
Alignment J Segment 3	3414	7%
Alignment K	4012	12%
Alignment L	10648	9%

Table B – Cross-Slope

Western Connections											
		0-20%	20% - 35%	35% - 50%	50% - 60%	60% - 70%	70% - 80%	80% - 92%	92% - 111%	111% and above	Total Length(ft)
Alignment A	Length (ft)	334	1901	1537	1086	528	195	130	-	-	5710
	Percentage(%)	6%	33%	27%	19%	9%	3%	2%	-	-	
Alignment B	Length (ft)	1238	2440	1471	1078	1178	619	747	81	-	8851
	Percentage(%)	14%	28%	17%	12%	13%	7%	8%	0	-	
Alignment C	Length (ft)	433	1495	718	713	933	956	1727	604	16	7595
	Percentage(%)	6%	20%	9%	9%	12%	13%	23%	0	0	
Alignment G	Length (ft)	2367	4648	3998	3565	2077	842	721	9	80	18307
	Percentage(%)	13%	25%	22%	19%	11%	5%	4%	0	0	
Alignment G Segment 1	Length (ft)	1593	1845	2028	2034	1068	386	617	9	80	9659
	Percentage(%)	16%	19%	21%	21%	11%	4%	6%	0%	1%	
Alignment G segment 2	Length (ft)	272	1008	275	132	44	66	-	-	-	1798
	Percentage(%)	15%	56%	15%	7%	2%	4%	-	-	-	
Alignment G segment 3	Length (ft)	502	1794	1695	1400	965	389	105	-	-	6850
	Percentage(%)	7%	26%	25%	20%	14%	6%	2%	-	-	
Alignment M	Length (ft)	2265	325	198	-	-	-	-	-	-	2788
	Percentage(%)	81%	12%	7%	-	-	-	-	-	-	
Eastern Connections											
		0-20%	20% - 35%	35% - 50%	50% - 60%	60% - 70%	70% - 80%	80% - 92%	92% - 111%	111% and above	Total Length(ft)
Alignment H	Length (ft)	122	125	418	331	185	126	33	-	-	1339
	Percentage(%)	9%	9%	31%	25%	14%	9%	2%	-	-	
Alignment I	Length (ft)	3274	2169	1395	691	348	212	90	-	-	8179
	Percentage(%)	40%	27%	17%	8%	4%	3%	1%	-	-	
Alignment I Segment 1	Length (ft)	1310	923	365	-	-	-	-	-	-	2598
	Percentage(%)	50%	36%	14%	-	-	-	-	-	-	
Alignment I Segment 2	Length (ft)	392	30	45	40	32	32	1	-	-	573
	Percentage(%)	68%	5%	8%	7%	6%	6%	0%	-	-	
Alignment I segment 3	Length (ft)	929	533	284	166	23	-	-	-	-	1933
	Percentage(%)	48%	28%	15%	9%	1%	-	-	-	-	
Alignment I segment 4	Length (ft)	417	249	288	158	49	-	-	-	-	1160
	Percentage(%)	36%	21%	25%	14%	4%	-	-	-	-	
Alignment I segment 5	Length (ft)	226	434	413	327	244	179	89	-	-	1914
	Percentage(%)	12%	23%	22%	17%	13%	9%	5%	-	-	
Alignment J	Length (ft)	517	2032	1506	869	419	218	56	-	-	5617
	Percentage(%)	9%	36%	27%	15%	7%	4%	1%	-	-	
Alignment J Segment 1	Length (ft)	179	700	369	114	-	-	-	-	-	1362
	Percentage(%)	13%	51%	27%	8%	-	-	-	-	-	
Alignment J Segment 2	Length (ft)	33	473	303	31	-	-	-	-	-	841
	Percentage(%)	4%	56%	36%	4%	-	-	-	-	-	
Alignment J Segment 3	Length (ft)	305	859	834	724	419	218	56	-	-	3414
	Percentage(%)	9%	25%	24%	21%	12%	6%	2%	-	-	
Alignment K	Length (ft)	524	801	1510	615	410	146	5	-	-	4012
	Percentage(%)	13%	20%	38%	15%	10%	4%	0%	-	-	
Alignment L	Length (ft)	191	1642	2021	1771	1826	2174	891	132	-	10648
	Percentage(%)	2%	15%	19%	17%	17%	20%	8%	1%	-	
* Crossing Slope is calculated by percentage rise											
** This is the summary of crossing slope for each trail alignment, including both the trails on existing road cut and the new trails alignment.											

Table C - Stream and Drainage Crossings

Western Connections											
Name	Number of Drainage Crossings By Type				Sub Total	Number of Drainage Crossings by Implied Improvements				Sub Total	
	Perennial Stream Crossing	Intermittent Stream Crossing	Upper end of Ravine	Low in a ravine	Total Number of Drainage Crossings	Major Improvements	Moderate Improvements	Minor Improvements	None	Total Number of Drainage Crossings	
Alignment A	-	-	3	3	6	-	3	3	-	6	
Alignment B	-	1	9	5	15	3	10	2	-	15	
Alignment C	-	1	7	14	22	2	6	14	-	22	
Alignment G	-	1	14	11	26	3	7	8	8	26	
Alignment G Segment 1	-	1	6	4	11	1	2	3	5	11	
Alignment G segment 2	-	-	3	-	3	-	-	-	3	3	
Alignment G segment 3	-	-	5	7	12	2	5	5	-	12	
Alignment M	-	-	1	-	1	-	-	1	-	1	
Eastern Connections											
Alignment H	-	-	-	1	-	-	-	-	1	-	
Alignment I	2	-	1	-	3	1	2	-	-	3	
Alignment I Segment 1	1	-	1	-	2	1	1	-	-	2	
Alignment I Segment 2	-	-	-	-	-	-	-	-	-	-	
Alignment I segment 3	-	-	-	-	-	-	-	-	-	-	
Alignment I segment 4	1	-	-	-	1	-	1	-	-	1	
Alignment I segment 5	-	-	-	-	-	-	-	-	-	-	
Alignment J	-	-	6	4	10	-	6	4	-	10	
Alignment J Segment 1	-	-	-	3	3	-	3	-	-	3	
Alignment J Segment 2	-	-	2	-	2	-	1	1	-	2	
Alignment J Segment 3	-	-	4	1	5	-	2	3	-	5	
Alignment K	-	1	3	6	10	1	3	6	-	10	
Alignment L	-	1	5	10	16	1	5	5	5	16	

Table D - Geological Conditions

Western Connections									
Name	Length of Trail on Landslide Hazard Areas(ft)	Percentage of Trails on Landslide Hazard Areas (%)	Length of Trail on State Seismic Hazard Zones(ft)	Percentage of Trails on Seismic Hazard Zones (%)	Length of Trail on Fault Rupture Hazard Zones(ft)	Percentage of Trails Fault Rupture Hazard Zones (%)	Length of Trail on Liquefaction Hazard Zones(ft)	Percentage of Trails Liquefaction Hazard Zones (%)	Length - Total (ft)
Alignment A	5710	100%	3994	70%	-	0%	-	0%	5710
Alignment B	7732	87%	4683	53%	-	0%	-	0%	8851
Alignment C	7111	94%	6023	79%	-	0%	-	0%	7595
Alignment D	12316	83%	8941	60%	-	0%	393	3%	14804
Alignment E	17882	91%	14525	74%	10795	55%	558	3%	19556
Alignment F	25421	95%	24613	92%	15846	59%	-	0%	26883
Alignment G	14190	78%	9870	54%	4156	23%	-	0%	18307
Alignment G Segment 1	5902	61%	6760	70%	4156	43%	-	0%	9659
Alignment G Segment 2	1438	80%	448	25%	-	0%	-	0%	1798
Alignment G segment 3	6850	100%	2662	39%	-	0%	-	0%	6850
Alignment M	2077	74%	1572	56%	-	0%	-	0%	2788
Eastern Connections									
Alignment H	1097	82%	416	31%	-	0%	-	0%	1339
Alignment I	5129	63%	2932	36%	-	0%	-	0%	8179
Alignment I Segment 1	1907	73%	-	0%	-	0%	-	0%	2598
Alignment I Segment 2	435	76%	-	0%	178	31%	-	0%	573
Alignment I segment 3	1494	77%	996	52%	1586	82%	-	0%	1933
Alignment I segment 4	785	68%	543	47%	-	0%	-	0%	1160
Alignment I segment 5	508	27%	1392	73%	579	30%	-	0%	1914
Alignment J	5563	99%	1891	34%	2727	49%	-	0%	5617
Alignment J Segment 1	1362	100%	415	31%	1362	100%	-	0%	1362
Alignment J Segment 2	787	94%	185	22%	518	62%	-	0%	841
Alignment J Segment 3	3414	100%	1290	38%	847	25%	-	0%	3414
Alignment K	4012	100%	3205	80%	-	0%	-	0%	4012
Alignment L	9249	87%	8741	82%	-	0%	-	0%	10648

Table E - Ownership Pattern

Western Connections													
	Public Park/O.S.		Private		Caltrans		SCVWD		San Jose Water Company		Santa Clara County		Total
	Length (ft)	%	Length (ft)	%	Length (ft)	%	Length (ft)	%	Length (ft)	%	Length (ft)	%	Length (ft)
Alignment A	1682	29%	2950	52%	1078	19%	-	-	-	-	-	-	5710
Alignment B	623	7%	-	-	1386	16%	-	-	6842	1	-	-	8851
Alignment C	1872	25%	-	-	179	2%	-	-	5544	1	-	-	7595
Alignment G	9229	50%	577	3%	-	-	-	-	1798	10%	6703	37%	18307
Alignment G Segment 1	2379	25%	577	6%	-	-	-	-	-	N/A	6703	69%	9659
Alignment G segment 2	-	-	-	-	-	-	-	-	1798	100%	-	-	1798
Alignment G segment 3	6850	100%	-	-	-	-	-	-	-	-	-	-	6850
Alignment M	-	-	-	-	2788	100%	-	-	-	-	-	-	2788
Eastern Connections													
	Public Park/O.S.		Private		Caltrans		SCVWD		San Jose Water Company		Santa Clara County		Total
	Length (ft)	%	Length (ft)	%	Length (ft)	%	Length (ft)	%	Length (ft)	%	Length (ft)	%	Length (ft)
Alignment H	-	-	-	-	484	36%	855	64%	-	-	-	-	1339
Alignment I	-	-	-	-	493	6%	7686	94%	-	-	-	-	8179
Alignment I Segment 1	-	-	-	-	493	19%	2106	81%	-	-	-	-	2598
Alignment I Segment 2	-	-	-	-	-	-	573	100%	-	-	-	-	573
Alignment I segment 3	-	-	-	-	-	-	1933	100%	-	-	-	-	1933
Alignment I segment 4	-	-	-	-	-	-	1160	100%	-	-	-	-	1160
Alignment I segment 5	-	-	-	-	-	-	1914	100%	-	-	-	-	1914
Alignment J	1819	32%	-	-	-	-	3798	68%	-	-	-	-	5617
Alignment J Segment 1	657	48%	-	-	-	-	705	52%	-	-	-	-	1362
Alignment J Segment 2	-	-	-	-	-	-	841	100%	-	-	-	-	841
Alignment J Segment 3	1161	34%	-	-	-	-	2253	66%	-	-	-	-	3414
Alignment K	3648	91%	100	2%	-	-	264	7%	-	-	-	-	4012
Alignment L	6299	59%	1493	14%	-	-	2856	27%	-	-	-	-	10648

Table F - New Trail Construction vs. Existing Roads

Western Connections				
Name	Length of Existing Road Cut or Shoulder (ft)	Length of New Trails (ft)	Length of Trail on Alma Bridge Road (ft)	Length - Total (ft)
Alignment A	2446	3264	-	5710
Alignment B	1596	7256	-	8851
Alignment C	-	7595	-	7595
Alignment D	1052	13751	-	14804
Alignment E	1527	18030	-	19556
Alignment F	26883	-	-	26883
Alignment G	13633	4674	-	18307
Alignment G Segment 1	4985	4674	-	9659
Alignment G Segment 2	1798	-	-	1798
Alignment G segment 3	6850	-	-	6850
Alignment M	2788	-	-	2788
Eastern Connections				
Alignment H	1040	299	-	1339
Alignment I	-	-	8179	8179
Alignment I Segment 1	-	-	2598	2598
Alignment I Segment 2	-	-	573	573
Alignment I segment 3	-	-	1933	1933
Alignment I segment 4	-	-	1160	1160
Alignment I segment 5	-	-	1914	1914
Alignment J	2101	3515	-	5617
Alignment J Segment 1	1362	-	-	1362
Alignment J Segment 2	740	101	-	841
Alignment J Segment 3	-	3414	-	3414
Alignment K	1963	2048	-	4012
Alignment L	10648	-	-	10648



El Sereno Open Space Preserve

For More Information
Visit www.openspace.org
or call (650) 691-1200

Map Legend

- Midpen Preserve
- Closed Area - No Public Access
- Other Public Land
- Private or Leased Land - No Public Access
- No Public Entry in Midpen Water Areas
- Highway or Major Road
- Important Road
- Hiking Only
- Hiking, Bicycling
- Hiking, Bicycling, Equestrian
- Trail Junction
- Gate (#)
- Parking Lot
- Roadside Parking
- Point of Interest
- Picnic Table
- Public Phone
- Restroom

Dogs on leash permitted on all El Sereno trails

**In case of emergency, call 911
or 24-hour Ranger Dispatch
at (650) 968-4411.**

For your safety,
and the protection of the preserves:
The preserve is open from dawn until one-half hour after sunset;
Please leave natural features, plants, and animals undisturbed;
Pack it in, pack it out- Please do not litter;
Auto burglaries are increasing;
take valuables with you and lock your vehicle.



To obtain a parking permit, visit
www.openspace.org/permits

Stay on designated trail
in this area.

9.5 miles
to Hwy 35/
Skyline Blvd.

© MROSD 2/23/2017



St. Joseph's Hill Open Space Preserve

For More Information
Visit www.openspace.org
or call (650) 691-1200

Map Legend

- Midpen Preserve
- Other Public Land
- Private or Leased Land - No Public Access
- No Public Entry in Midpen Water Areas
- Highway or Major Road
- Important Road
- Hiking Only
- Hiking, Bicycling
- Hiking, Bicycling, Equestrian
- Bay Area Ridge Trail
- Trail Junction
- Gate (#)
- Parking Lot
- Restroom
- Point of Interest
- Bench
- Picnic Table
- Public Phone

Dogs on Leash Permitted on Designated Trails

**In case of emergency, call 911
or 24-hour Ranger Dispatch
at (650) 968-4411.**

For your safety,
and the protection of the preserves:
The preserve is open from dawn until one-half hour after sunset;
Please leave natural features, plants, and animals undisturbed;
Pack it in, pack it out- please do not litter;
Auto burglaries are increasing;
Take valuables with you and lock your vehicle.



ST. JOSEPH'S HILL OPEN SPACE PRESERVE

No Public Access
Beyond This Gate

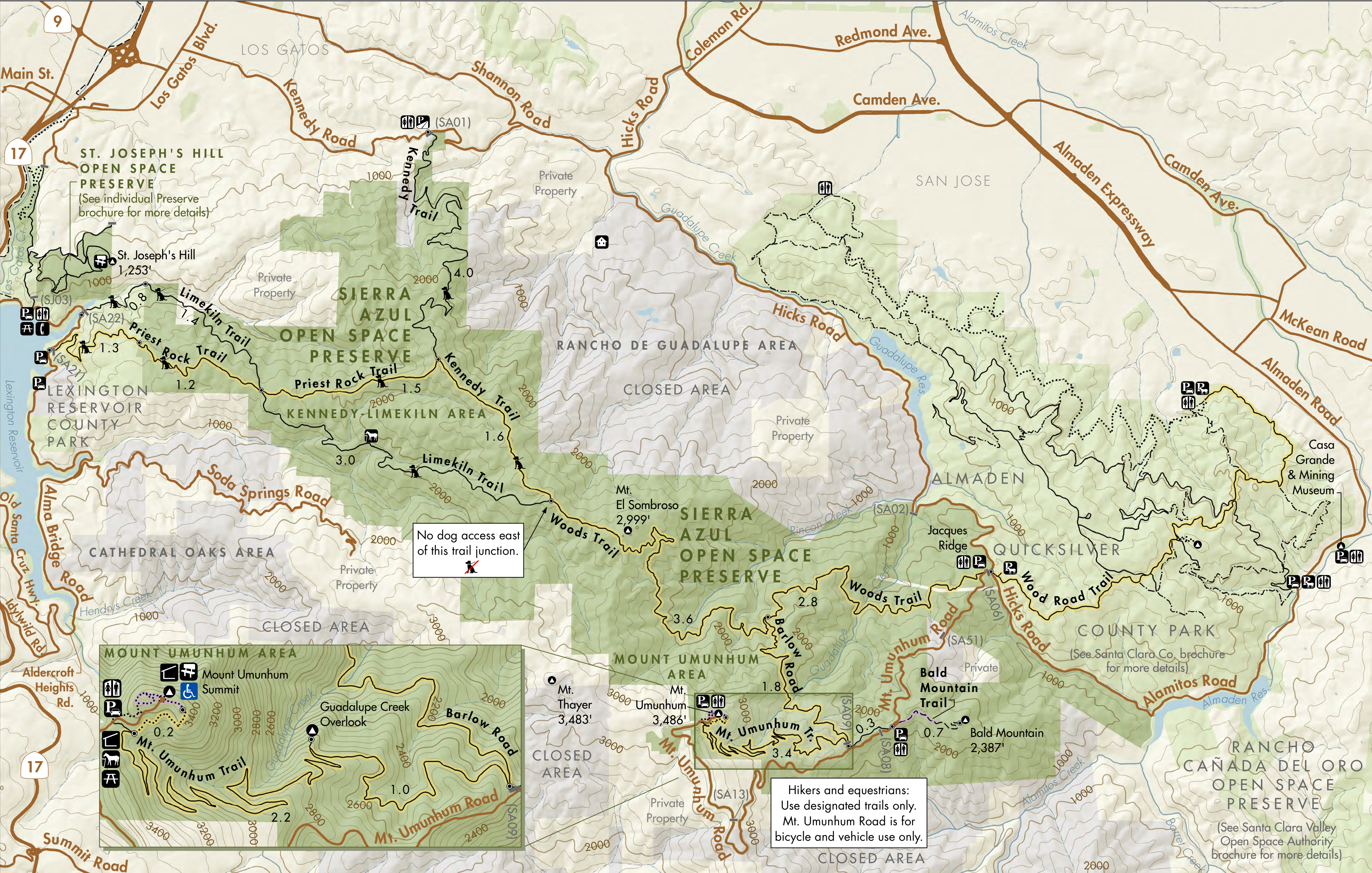
Dogs on leash
are permitted on
all St. Joseph's Hill
trails.

LEXINGTON
RESERVOIR
COUNTY
PARK

SIERRA AZUL
OPEN SPACE
PRESERVE



© MROSD 2/14/2018



No dog access east of this trail junction.

Hikers and equestrians: Use designated trails only. Mt. Umunhum Road is for bicycle and vehicle use only.



Sierra Azul Open Space Preserve

Map Legend

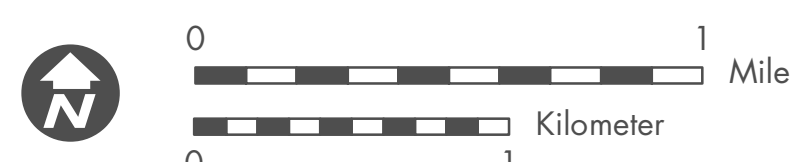
- | | | | |
|---|-------------------------------|--------------------|----------------------------|
| Midpen Preserve | Highway or Major Road | Trail Junction | Point of Interest |
| Closed Area - No Public Access | Important Road | Gate (#) | Picnic Table |
| Other Public Land | Hiking Only | Parking Lot | Bench |
| Private or Leased Land - No Public Access | Hiking, Bicycling | Roadside Parking | Water Trough (Not Potable) |
| No Public Entry in Midpen Water Areas | Hiking, Equestrian | Equestrian Parking | Shelter |
| | Hiking, Bicycling, Equestrian | Restroom | Accessible Features |
| | Easy Access Trail | Residence | |
| | Bay Area Ridge Trail | | |

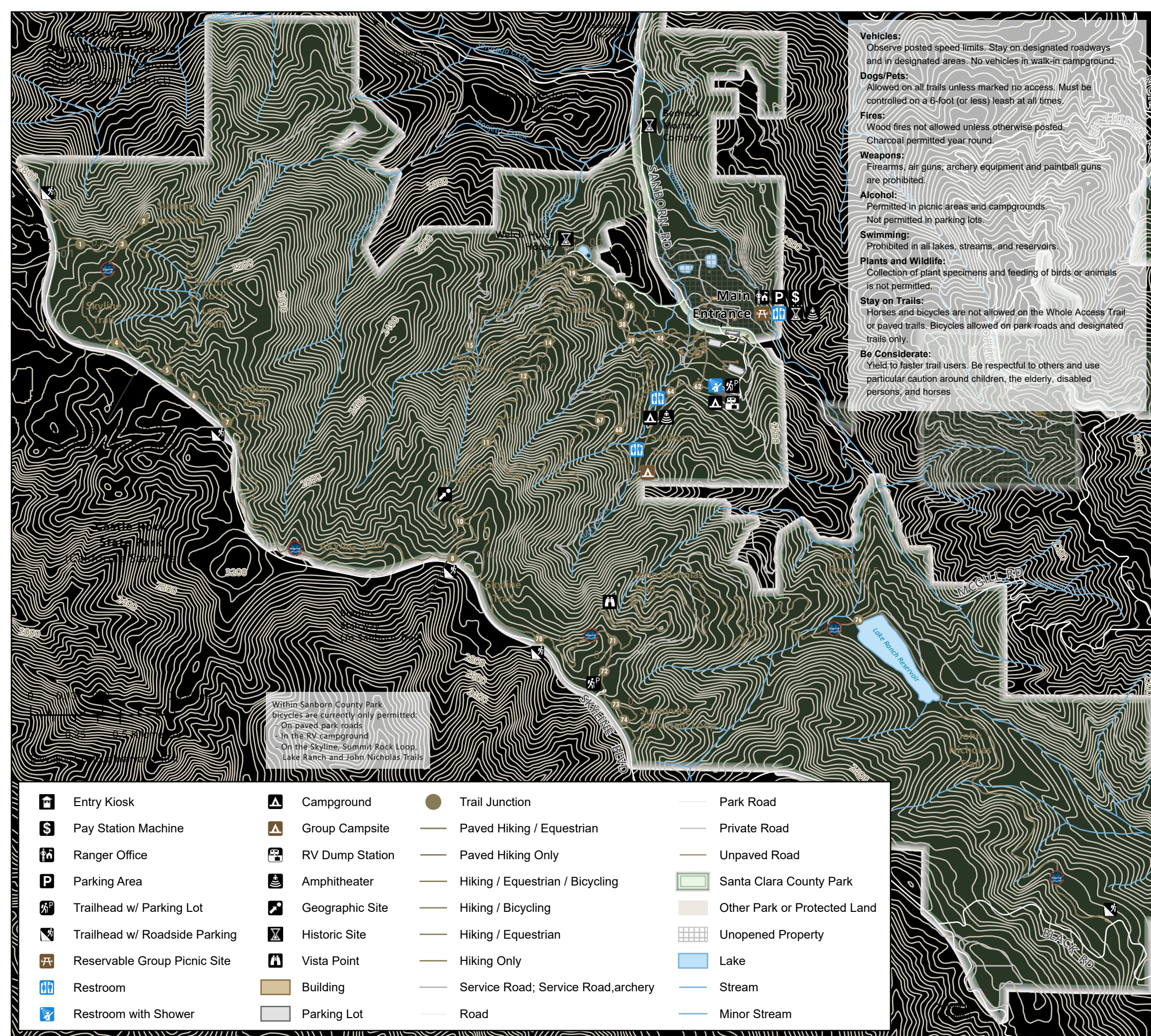
Dogs on Leash Permitted on Designated Trails

In case of emergency, call 911 or 24-hour Ranger Dispatch at (650) 968-4411.

For your safety, and the protection of the preserves:
 The preserve is open from dawn until one-half hour after sunset;
 Please leave natural features, plants, and animals undisturbed;
 Pack it in, pack it out- please do not litter;
 Auto burglaries are increasing;
 Take valuables with you and lock your vehicle.

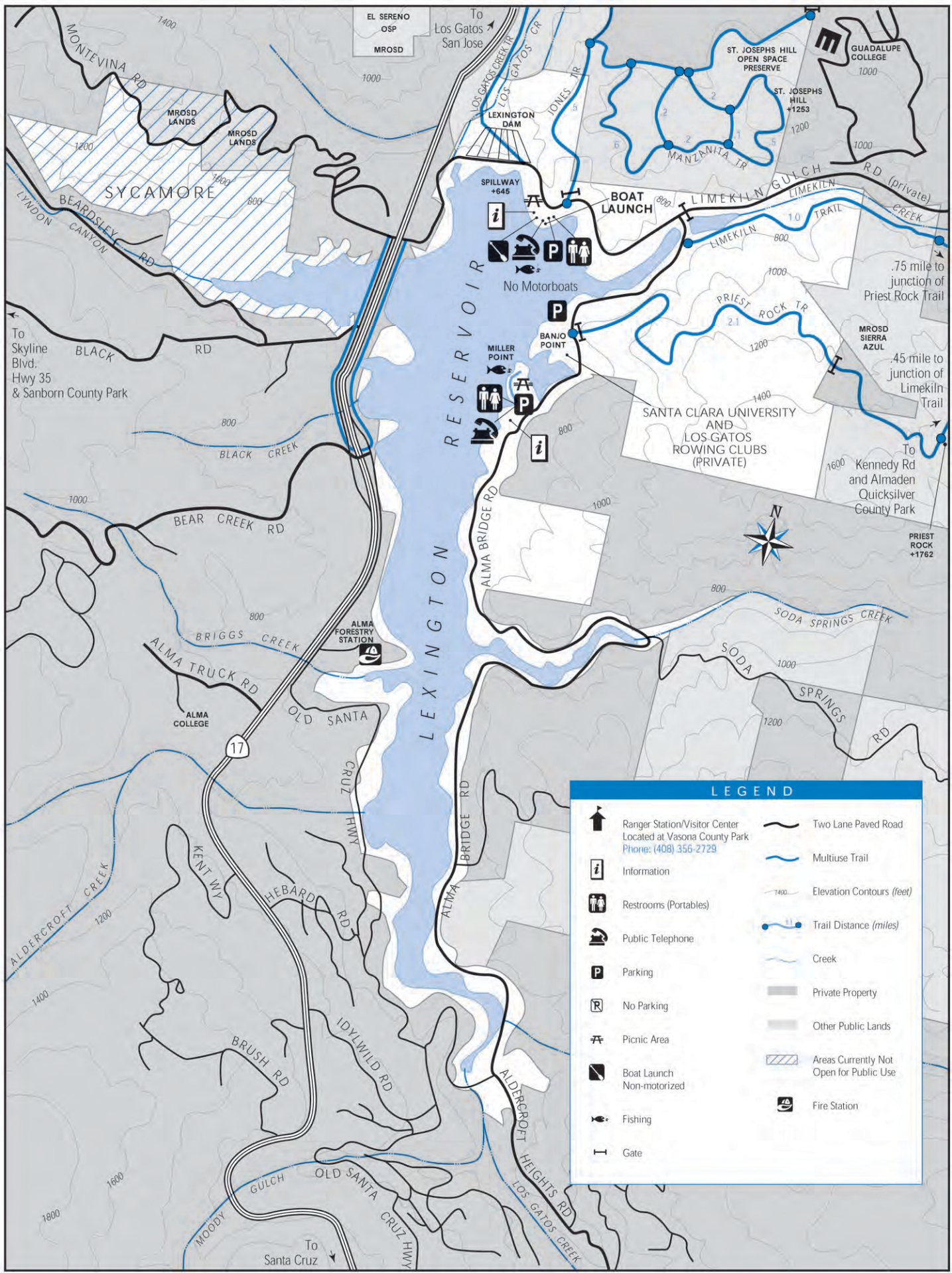
For More Information
 Visit www.openspace.org
 or call (650) 691-1200





Sanborn
County Park

Park Hours: 8 am until sunset
Trail Hours: Sunrise to sunset
Ranger Station: (408) 867-9959
 In an emergency, call 911



EL SERENO
OSP
MROSD

To Los Gatos
San Jose

ST. JOSEPHS HILL
OPEN SPACE
PRESERVE

GUADALUPE
COLLEGE

SYCAMORE

LEXINGTON DAM

BOAT LAUNCH

LIMEKILN GULCH

To Skyline Blvd.
Hwy 35
& Sanborn County Park

RESERVOIR
LEXINGTON

SANTA CLARA UNIVERSITY
AND
LOS GATOS
ROWING CLUBS
(PRIVATE)

.75 mile to
junction of
Priest Rock Trail

.45 mile to
junction of
Limekiln
Trail

To Kennedy Rd
and Almaden
Quicksilver
County Park



PRIEST
ROCK
+1762

LEGEND

- Ranger Station/Visitor Center
Located at Vasona County Park
Phone: (408) 356-2729
- Information
- Restrooms (Portables)
- Public Telephone
- Parking
- No Parking
- Picnic Area
- Boat Launch
Non-motorized
- Fishing
- Gate
- Two Lane Paved Road
- Multiuse Trail
- Elevation Contours (feet)
- Trail Distance (miles)
- Creek
- Private Property
- Other Public Lands
- Areas Currently Not
Open for Public Use
- Fire Station