

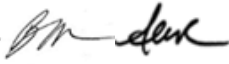


Midpeninsula Regional
Open Space District

Memorandum

DATE: October 28, 2026

MEMO TO: Board of Directors

THROUGH: Ana Ruiz, General Manager 

FROM: Bryan Apple, Capital Projects Field Manager

SUBJECT: Minor Revisions to the Bear Creek Redwoods Multi Use Trail Alignment

In January 2017, the Board of Directors (Board) approved the Bear Creek Redwoods Preserve Plan ([Preserve Plan](#)) and certified the Environmental Impact Report. The Preserve Plan identified a phased implementation of the trail network. Phase I was completed in 2019 with the opening of the Alma College parking lot and a new trail network in the west area of the preserve, as shown in Attachment 1.

Phase II projects focused efforts on opening the northeastern area of the preserve with the construction of new trails, improvements to legacy ranch roads, and new stream crossings. The North Parking area was originally planned for Phase III but was accelerated by the Board to Phase II to provide additional parking given the high visitation numbers, with parking routinely at overcapacity in the Alma College parking lot. The Phase II trail network includes the lower segment of the planned multi-use trail alignment (refer to Attachment 2). The intent of the multi-use trail is to provide a connection from the Lexington Basin, through Bear Creek Redwoods Open Space Preserve (Preserve), to the Skyline/Summit area.

The Preserve Plan had envisioned the multi-use trail as fronting the east side of Bear Creek Road, between Highway 17 and the Alma College area, to reduce user conflicts between bicyclists and equestrians; however, trail experts ultimately determined that it was infeasible to locate a sustainable alignment along the road frontage corridor after numerous, detailed scouting efforts due to unstable soils, topography with steep slopes, and multiple drainages. As a result, in December 2023, the Board considered other feasible alignment alternatives and selected Alignment 3 for the multi-use trail ([R-23-142](#)). The Board selected this alignment to minimize the potential for conflicts between bicyclists and equestrians and protect sensitive natural resources while controlling construction costs.

Minor Revision to the Selected Alignment

In summer 2026, staff began flagging the precise location of the trail alignment to prepare for construction. During the detailed trail alignment effort, staff identified a small but significant slide below the planned alignment near the junction of Middle Pete Siemens Trail and Salamander Springs Trail. Additionally, a necessary road drainage swale on the Salamander Springs Trail that was installed in 2024 as part of the Phase II Trails work was located and

discovered to be directing runoff onto a segment of the selected trail alignment. Due to these issues, staff is making a necessary minor revision to the selected alignment.

The trail alignment is being modified to cross the Salamander Springs Trail, an equestrian and hiking trail, at two locations before it proceeds along the original selected alignment (refer to Attachment 3). This revision affects a small segment of the planned trail that spans approximately 380 feet. The two trail intersections with Salamander Springs Trail are located where there is greater than a 100-foot line-of-sight distance for equestrians and bicyclists. While these two new intersections were not anticipated in the Board-approved multi-use trail alignment, the intersections will be designed to reduce bicycle speeds using natural features, with added signage to reduce potential conflicts with equestrians. The minor trail alignment revision will not result in any significant difference in construction costs and will provide a much more sustainable trail by avoiding areas that are unstable or prone to erosion.

The District trail crew is continuing with the construction of the multi-use trail through the remainder of the 2026 grading season. The opening of the multi-use trail to bicyclists will be dependent upon completion of a new trail bridge (anticipated in fall 2028), as well as implementation of the proposed trailhead entrance near the junction of Bear Creek Road and Highway 17 (timeline to be determined – requires a full redesign with multiple switchbacks to meet Caltrans ADA standards due to inability to obtain a Caltrans variance).

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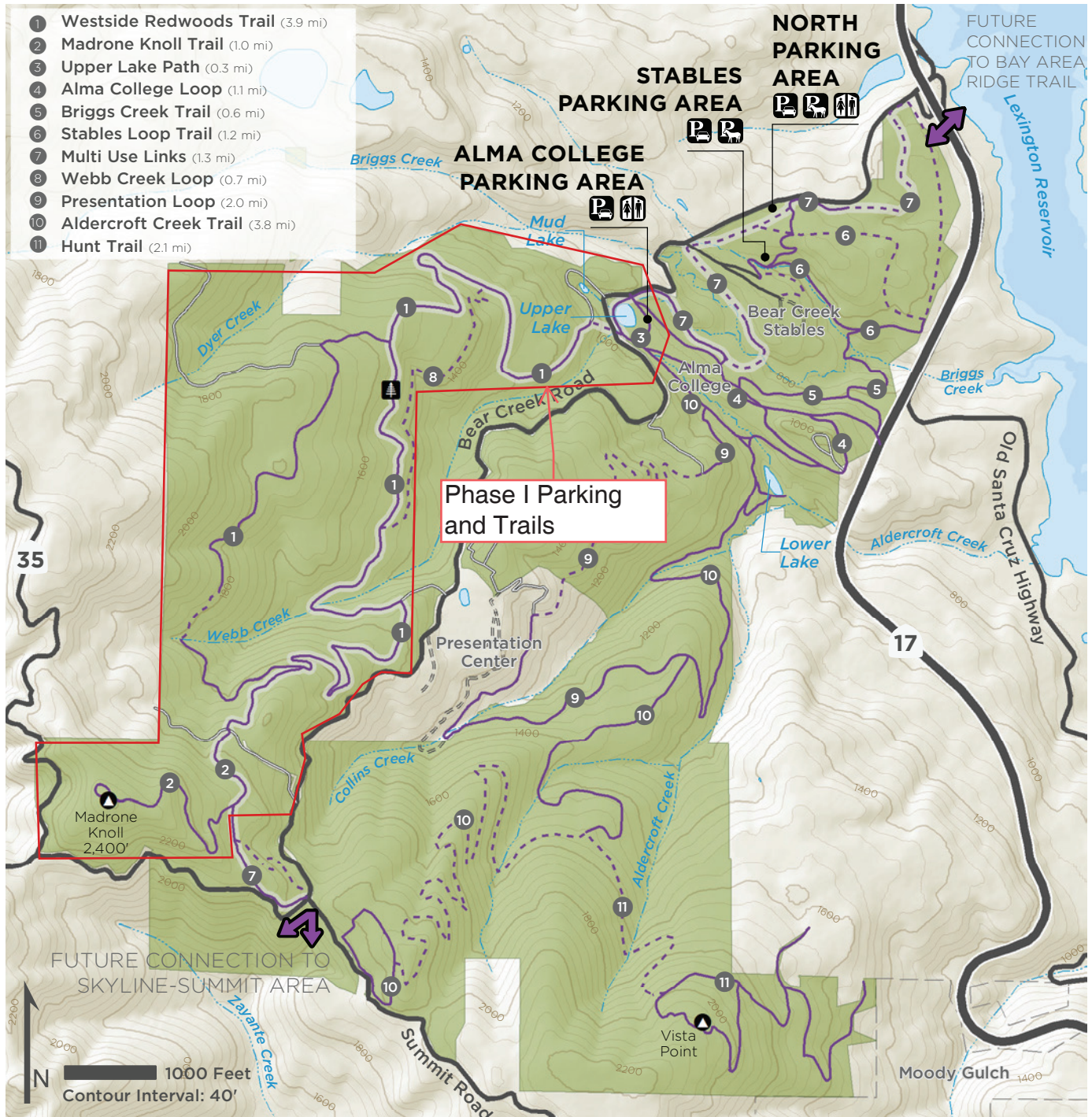


FIGURE 3-1 Public Access Plan

LEGEND

ROADS

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

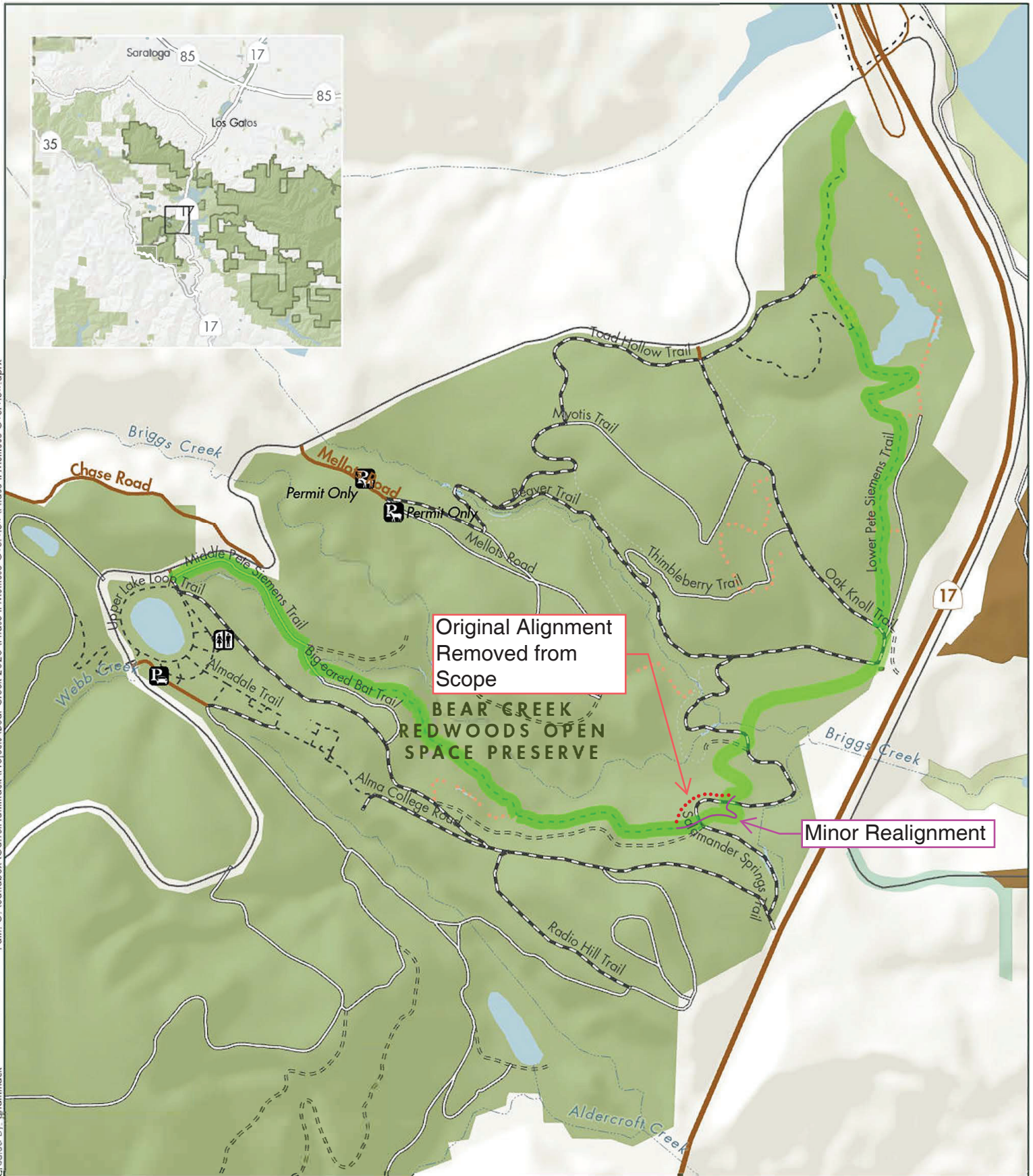
TRAILS

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

FEATURES

- Point of Interest
- Old Growth Redwoods
- Regional Connection

Path: G:\Sandbox\GarrettHammack\Projects\Bear Creek 2026\Phase II Multiuse Overview.aprx
Created By: ghammack



2026 Multi-use Trail Alignment

- | | | |
|-------------------------|--------------------------------|-----------------------------------|
| Paved Road | Trail | Restored |
| Unpaved All-Season Road | Abandoned / Unmaintained Road | Refined Multi-use Trail Alignment |
| Unpaved Seasonal Road | Abandoned / Unmaintained Trail | |

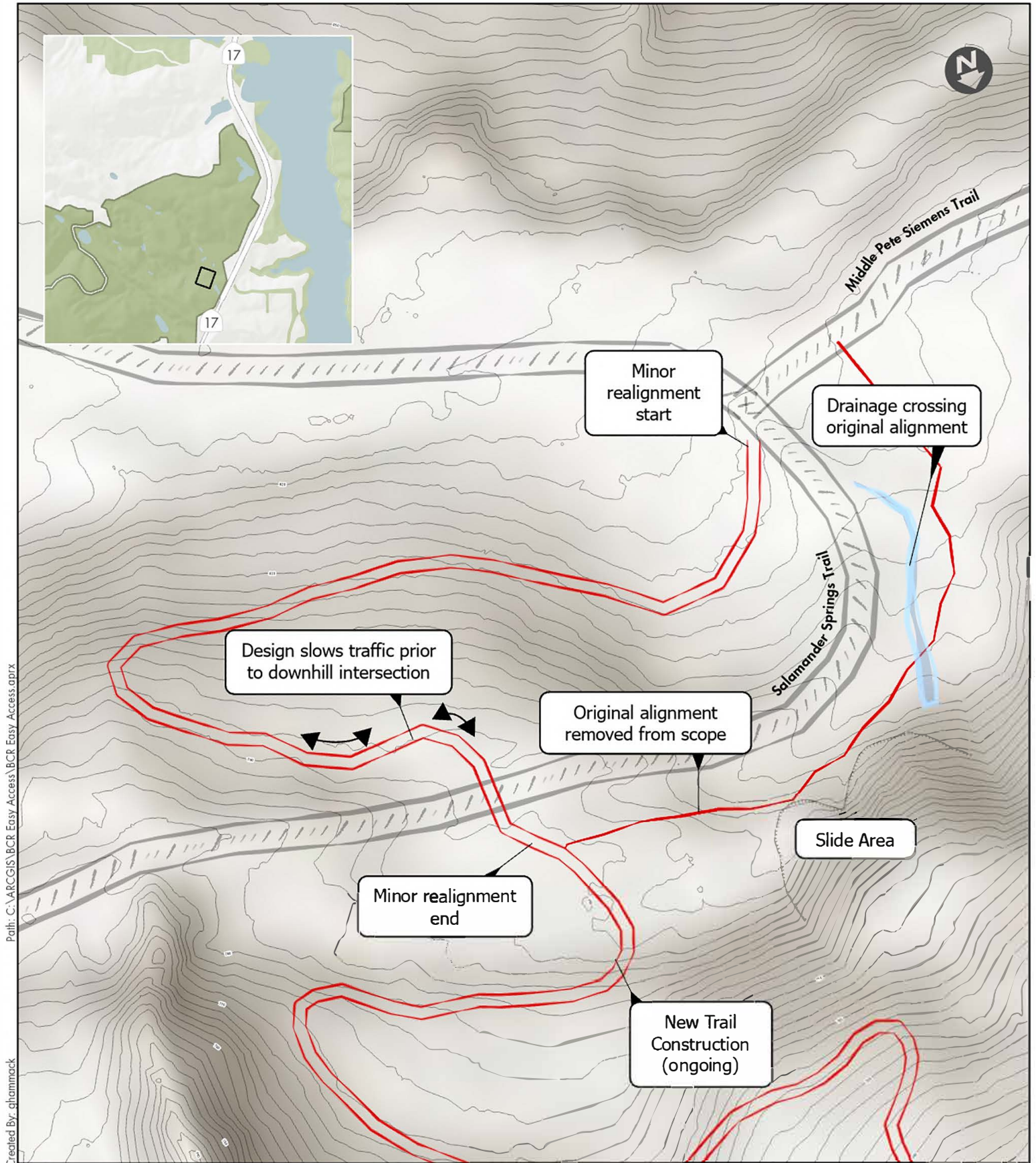
Midpeninsula Regional
Open Space District
(Midpen)
6/18/2026



0.25

Miles

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.



Trail Realignment

Minor realignment of proposed trail segment to avoid slide and drainage hazards. Realignment is approximately 380ft long with ~7% running grade connecting from the East end of Middle Pete Siemens prior to crossing Salamander Springs Trail towards Briggs Creek.

- 2ft Elevation Contour
- Trail Construction 4ft
- Crossing Channel
- Original Alignment
- Slide Escarpment

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50

Feet

