

**From:** [Tina Hugg](#)  
**To:** [Melissa Borgesi](#); [Tina Hugg](#)  
**Subject:** PAWG - San Francisco Chronicle article  
**Date:** Wednesday, February 19, 2020 2:47:15 PM  
**Attachments:** [SFChronicle\\_StienstraFeb2020LHC.pdf](#)  
[A Reed SF Chronicle.pdf](#)  
[K Lusebrink SF Chronicle.pdf](#)

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Dear Working Group,

Attached for your information is Tom Stienstra's article on La Honda Creek Open Space Preserve from this past Sunday's San Francisco Chronicle. Thank you to Andie and Karl for sending us a PDF and link to it (their emails and questions to us are attached and below are our responses).

The article may generate interest and use in the Preserve for a short time, as we have observed similar results from other articles about the District's preserves. Interest then generally wanes and returns to baseline use. Providing diverse access points and expanding trail opportunities can increase interest and use at a preserve on a more permanent basis.

Mr. Stienstra did not contact anyone at the District for this article and we were unaware that it was being written. Had we been consulted, we would have suggested that he mention the Working Group and share what the group has been doing for the last seven months. He described the future phase as including access near the Red Barn somewhere on Highway 84 between Sky Londa and La Honda. Since his description was general and since this stretch of Highway 84 has largely been the focus of the Working Group's attention, our Public Affairs staff and we determined that we did not need to ask the Chronicle to make a correction to the article online.

Access at the Red Barn itself is not a foregone conclusion, as the Working Group still has to consider options and make recommendations, as does the PNR, and the Board needs to approve options to move into the feasibility study phase. As the group has discussed, access may take different forms, and even then, as part of the feasibility study phase, options need to be further evaluated by qualified civil and traffic engineers against engineering standards for safe access. Safety is the paramount consideration to providing access at any Preserve, and options not able to offer safe access would be deemed infeasible.

The El Corte de Madera Creek parking lot on Highway 35 north of Alice's Restaurant and south of Caltrans' Skeggs Vista Point is a nearby example of the District's safety considerations. The Board closed a Preserve gate to prevent informal crossings over Highway 35 from Wunderlich County Park to the Preserve when traffic studies conducted to find a driveway location for a future parking area concluded that this particular spot did not have adequate sight distances. The Board directed staff to find a pedestrian crossing and a driveway location that met sight distance requirements or the parking area project would stop. A new driveway location was found north of the closed gate, and a pedestrian crossing was found 1.4 miles further north. This crossing adds distance for hikers in Wunderlich to reach the Preserve, but ensures that people cross where sight distance requirements are met. The parking area project moved forward, and District staff have not received reports of issues with either the driveway or crossing.

The Working Group process has been a unique opportunity for District staff, members of the public, and the Board to experience together the challenges and opportunities to finding access to a Preserve. We hope that by participating in this effort, the group learns and shares their knowledge of what this work entails and the District's commitment to providing safe access and offering that access as broadly as possible.

Many thanks for the time you have all invested so far.

**Tina Hugg**, PLA, ASLA

Senior Planner

[thugg@openspace.org](mailto:thugg@openspace.org)

Midpeninsula Regional Open Space District

330 Distel Circle, Los Altos, CA 94022

P: (650) 691-1200 - F: (650) 691-0485

[www.openspace.org](http://www.openspace.org) | twitter: [@mrobsd](https://twitter.com/mrobsd)

**From:** [Andie Reed](#)  
**To:** [Tina Hugg](#); [Melissa Borgesi](#)  
**Subject:** Today's Chronicle  
**Date:** Sunday, February 16, 2020 8:26:32 AM  
**Attachments:** [StienstraFeb2020LHC.PDF](#)

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**EXTERNAL**

This was an interesting read in this morning's Sunday SF Chronicle.

Wonder if it will increase usage? Certainly will spike interest. He refers to future plans, but leaves it unspoken that all 6,100 aren't currently accessible.

You can send it around to PAWG if you think it's useful.

Thanks,  
Andie

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Andie Reed CPA





**From:** [Karl Lusebrink](#)  
**To:** [Tina Hugg](#); [Melissa Borgesi](#); [Barbara & Terry Hooper](#)  
**Subject:** Fwd: article in san francisco chronicle about la honda preserve  
**Date:** Monday, February 17, 2020 9:21:27 AM

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EXTERNAL

Hi Tina, Melissa, and Barb.

Last night I had an opportunity to talk with a few locals about LHCOSP, their impressions of the February 6 meeting, etc. As the forwarded message below shows, Eva is concerned that the decision making process might not be transparent. She cited the linked SF Chronicle article which states that the next phase “will include” access built at the Red Barn, as if it’s a foregone conclusion. I assume the author doesn’t know about the PAWG effort and pending feasibility studies of site options. But this little mistake can undermine Midpen’s credibility in the minds of those skeptical that governing agencies take their best interests into account. I’m sure you’ve heard similar opinions voiced in other preserve development scenarios. How do you reassure people that feasibility studies are scientifically valid and that safety and aesthetics influence planning as much if not more than a bias to build?

Thanks  
Karl

Begin forwarded message:

**From:** eva knodt  
**Date:** February 16, 2020 at 8:29:41 PM PST  
**To:**  
**Subject:** article in san francisco chronicle about la honda preserve

Hi Karl,

here is the article.

**Sunday getaway to La Honda Creek Open Space Preserve -**  
**[SFChronicle.com](#)**

If you scroll down to the section “the future” it appears to present the 84 access as a “fact”. They could have said “may” or indicated that the access is still under discussion. Let me know if my impression is correct and if so, please pass it by your working group and if it is indeed an overstatement send a letter to the editor. I think it is important for the morale of this working group and the La Hondans who show up at these meetings to know that it is not merely a rubber stamp of plans that will be implemented regardless. My impression is increasingly that they let the working group and the public express concerns and then write them down and file them away with no consideration.

*"The future: The next phase of opening the preserve will include access near the Red Barn along Highway 84 (between Sky Londa and La Honda) and access for*

*mountain bikes and horseback riding."*

Thank you for all you do there! I don't think i'd have the tooth for it. Please send this on to Barbara as well, i do not have her email. Send a brief conformation you got this email.

thanks,

eva

<https://www.sfchronicle.com/travel/article/Sunday-getaway-to-La-Honda-Creek-Open-Space-15058591.php>