



Midpeninsula Regional  
Open Space District

R-20-123  
Meeting 20-25  
October 28, 2020

## AGENDA ITEM 10

### AGENDA ITEM

Grant Funding from the San Francisco Public Utilities Commission for the Highway 35 Multi-use Trail Crossing and Parking Study located at and near the North Ridge Parking Area of Purisima Creek Redwoods Open Space Preserve

### GENERAL MANAGER'S RECOMMENDATION

Adopt a resolution authorizing the General Manager to accept \$114,000 in grant funding from the San Francisco Public Utilities Commission for the Highway 35 Multi-use Trail Crossing and Parking Study.

### SUMMARY

Midpeninsula Regional Open Space District (District) has an opportunity to receive up to \$114,000 in funding from the San Francisco Public Utilities Commission (SFPUC) for the Highway 35 Multi-use Trail Crossing and Parking Study (Project). The Project is a partnership between the District, SFPUC, Bay Area Ridge Trail Council (Ridge Trail Council) and Peninsula Open Space Trust (POST). Ridge Trail Council and POST have also contributed partner funding to support this work. Separately yet related, the District will complete a Multimodal Access Study to the visitor access scope of work that will be funded solely by the District.

### BACKGROUND

SFPUC is proposing to build an approximately 6-mile segment of Bay Area Ridge Trail (Ridge Trail Extension) along the east side of Skyline Boulevard (Highway 35). The Ridge Trail Extension would run south from Highway 92 and terminate near the boundary of the Golden Gate National Recreation Area (GGNRA) Phleger Estate property, across from the Purisima Creek Redwoods Open Space Preserve (Purisima Creek Redwoods) North Ridge parking area.

Over the past several years, SFPUC has been working on the conceptual designs and environmental review for the Ridge Trail Extension on their watershed lands adjacent to Highway 35. In March 2017, the San Francisco City and County Planning Department, as the CEQA lead agency, issued a Notice of Preparation (NOP) to begin the environmental review of the Ridge Trail Extension. In April 2017, the District responded to the NOP requesting to meet with SFPUC and the City and County Planning staff to discuss potential use impacts of the Ridge Trail Extension on the Purisima Creek Redwoods North Ridge parking area. Potential impacts include safety concerns for trail users attempting to park at Purisima Creek Redwoods and cross Highway 35 to access the Ridge Trail Extension. Additionally, the North Ridge parking area is prone to exceeding capacity on weekends, raising concerns about a potential

increase in parking demand that may be generated by users of the Ridge Trail Extension. To improve regional trail connections and trail user safety, the District, Ridge Trail Council and SFPUC identified the need to study the crossing of Highway 35 between the Purisima Creek Redwoods North Ridge parking area and SFPUC's planned Ridge Trail Extension.

## DISCUSSION

Since 2017, the District, SFPUC and Ridge Trail Council have met numerous times to discuss parking and highway crossing concerns and identified the need to study a Highway 35 trail crossing between the Purisima Creek Redwoods North Ridge parking area and SFPUC's planned Ridge Trail Extension, as well as a potential expansion of the North Ridge parking area to accommodate an increased number of anticipated users. Following coordination with project partners, the District separately identified an additional need to study multimodal access opportunities to promote alternate modes of travel to the area and will complete this work as a separate project element. The District subsequently developed a project scope for feasibility and planning studies to evaluate a trail crossing, potential expansion of the North Ridge parking area, and multimodal access opportunities that accommodate visitors to the Ridge Trail and the future Purisima-to-the-Sea and Bay to Sea Trails. If implemented, a Highway 35 trail crossing would connect the planned Ridge Trail Extension to over seven miles of designated Ridge Trail in Purisima Creek Preserve via the Harkins Ridge Trail and Purisima Creek Trail.

While the District would lead the project and studies, SFPUC, POST and Ridge Trail Council will jointly fund this first phase of costs for the potential trail crossing and parking area expansion. The District has received a \$60,000 donation from POST and a \$15,000 donation from the Ridge Trail Council, and is poised to receive \$114,000 from SFPUC by entering into the recommended grant agreement. The District anticipates contributing \$35,468 in staff time to manage the consultants and conduct the preliminary design. The District will also pursue and fully fund a multimodal study to evaluate alternate modes of transportation to the preserve.

The scope of the studies funded under the proposed SFPUC grant agreement includes:

1. Traffic studies
2. Boundary/topographic surveys
3. Biological surveys
4. Cultural resource surveys
5. Geotechnical studies
6. Preliminary design of the Highway 35 trail crossing and parking area expansion

In order to receive grant funding, the District must adhere to the grant agreement, which requires the submittal of project documentation, quarterly reports during the grant period, and invoices totaling the amount of the grant award.

### *Multimodal Access Study*

As mentioned above, the District identified the need to conduct a multimodal access study to accompany the feasibility studies of the parking area expansion and trail crossing. The multimodal access study will be funded by the District and informed by the findings of the Rancho San Antonio Multimodal Access Study (R-20-102). The multimodal access study will include a visitor survey on visitor behaviors and preferences in accessing the preserve and consider transportation demand management strategies that are appropriate for both the upper

and lower parking areas of the preserve (North Ridge, Redwood, and Lower Purisima Creek parking areas). This multimodal study is expected to run concurrently with the trail crossing and parking area expansion feasibility studies.

### FISCAL IMPACT

This funding opportunity has a positive impact of \$114,000 toward funding the Highway 35 Multi-use Trail Crossing and Parking Study project. The combined funding from SFPUC, POST and Ridge Trail Council totals \$189,000, which covers the estimated project consultant costs for the trail crossing and parking lot studies, including traffic analysis, topographic analysis, biological surveys, cultural surveys, geotechnical analysis, and preliminary design work. The District and SFPUC estimate that the total project, including consultant costs and District staff time to manage the consultants, will cost approximately \$284,468. See breakdown of expenses and revenues below:

<b>Hwy 35 Multi-use Trail Crossing and Parking Study Project Expenses &amp; Revenues</b>	<b>Amount</b>
<b>Expenses</b>	
Consultant Costs	\$249,000
District In-Kind Match for Staff Time	35,468
<b>Total Expenses</b>	<b>\$284,468</b>
<b>Revenues</b>	
San Francisco Public Utilities Commission Grant	\$114,000
Bay Area Ridge Trail Council Donation	60,000
Peninsula Open Space Trust Donation	15,000
Fund 10 Operating Fund	95,468
<b>Total Revenues</b>	<b>\$284,468</b>

The multimodal study, anticipated to run concurrently with the trail crossing and parking area expansion feasibility studies and starting in Spring 2021, is estimated to cost approximately \$60,000 and be paid for through the Fund 10 operating fund. It is anticipated that approximately \$15,000 of this budget will be spent this fiscal year (FY 2020-2021) and the remaining \$40,000 will be spent next fiscal year (FY 2021-2022).

### BOARD COMMITTEE REVIEW

On September 29, 2020, the Legislative, Funding and Public Affairs Committee (LFPAC) reviewed the partnership agreement with SFPUC and provided the following comments.

<b>LFPAC Comments</b>	<b>Staff Response</b>
What is the outer parameter for the number of anticipated cars for the new parking lot size?	District staff will need to evaluate the site constraints to develop conceptual designs for additional parking that may be possible in the undeveloped grassy area adjacent to the existing lot. The existing North Ridge parking lot already reaches capacity during the weekends, such that the

	additional visitation with the new Ridge Trail extension will need to be considered.
Would this parking area be located on the eastside of Highway 35 on SFPUC lands?	No, the study would evaluate the potential expansion of the existing North Ridge parking lot located on the west side of Highway 35 in a grassy area used for overflow parking for events such as the Kings Mountain Fair.
Are there any public transportation possibilities that could be included in this study?	As part of the multimodal access component of this study, District staff will evaluate opportunities and constraints associated with public transit, shuttles and other transportation demand strategies for accessing this preserve.
Is the multimodal access study a subsequent study?	The multimodal access study will be a separate component that District staff will lead and the District will fund, outside of this partner-funded study.
How extensive is the multi-modal study? If we are discussing the expansion of the existing parking lot, we should look at options for getting people out of their vehicles.	District staff will be looking to the findings and recommendations from the Rancho San Antonio Multimodal Access Study to inform the potential options that may be applicable and feasible for Purisima Creek Redwoods. These strategies focus on alternatives for single-occupancy and private vehicle use.

LFPAC requested clarification for the full Board that the multimodal access study portion of the Project will be funded by the District and is outside of the partner-funded scope of work.

Three members of the public submitted written comments for LFPAC consideration. These comments included:

- Support for the project and future trail crossing implementation efforts to improve trail user safety in the Skyline area, including at Highway 92, as well as a desire to have the District and partners engage on this project;
- A general request for the District to allow e-bikes on all preserves to assist persons with mobility disabilities; and
- Support for the project from the Ridge Trail Council as a key link in closing an almost 100-mile continuous segment of Ridge Trail.

At the end of the public comment period, LFPAC voted unanimously to forward a recommendation to the full Board of Directors to adopt the attached resolution authorizing the General Manager to execute the grant agreement.

**PUBLIC NOTICE**

Public notice was provided as required by the Brown Act.

**CEQA COMPLIANCE**

This item is not a project subject to the California Environmental Quality Act. The proposed preparation of plans for the project is not subject to the CEQA pursuant to 14 California Code of

Regulations, section 15262, in that it would involve only planning studies and feasibility analyses for possible future actions that have not yet been approved, adopted or funded.

### NEXT STEPS

Following authorization of the agreement, District staff will initiate the trail crossing and parking lot expansion feasibility studies, as well as the multimodal access study.

Milestones	Tentative Timeline
Release Request for Qualifications and Proposals for feasibility and multimodal access studies	FY 2021, Quarter 3
Board award of contract(s)	FY 2021, Quarter 4
Initiate feasibility and multimodal studies	FY 2021, Quarter 4
Complete multimodal study	FY 2022, Quarter 4
Complete feasibility study of trail crossing and parking lot expansion	FY 2024, Quarter 2

#### Attachment(s):

1. Resolution authorizing the General Manager to accept grant funding from the San Francisco Public Utilities Commission for the Highway 35 Multi-use Trail Crossing and Parking/Multimodal Access Study.
2. Project Location Map
3. Project Location Map with Regional Trails

#### Responsible Department Head:

Stefan Jaskulak, CFO/Director of Administrative Services  
Jane Mark, AICP, Planning Manager

#### Prepared by:

Jordan McDaniel, Senior Grants & Procurement Technician, Administrative Services  
Aaron Peth, Planner III, Planning

#### Staff contact:

Deborah Hirst, Grants Program Manager, Administrative Services

RESOLUTION NO. \_\_\_\_

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE MIDPENINSULA REGIONAL OPEN SPACE DISTRICT APPROVING THE ACCEPTANCE OF GRANT FUNDS FROM THE SAN FRANCISCO PUBLIC UTILITIES COMMISSION FOR THE HIGHWAY 35 MULTI-USE TRAIL CROSSING AND PARKING/MULTIMODAL ACCESS STUDY**

---

**WHEREAS**, the San Francisco Public Utilities Commission (the “SFPUC”) is a public agency of the City and County of San Francisco that provides water, wastewater, and electric power services to the city and an additional 1.9 million customers within three San Francisco Bay Area counties; and

**WHEREAS**, SFPUC manages watershed lands on the San Francisco Peninsula which includes construction and maintenance of regional recreational trails including the Bay Area Ridge Trail and other trails that are adjacent to and intersect with Midpeninsula Regional Open Space District trails; and

**WHEREAS**, SFPUC and the Midpeninsula Regional Open Space District (the “District”) have agreed to jointly fund the Highway 35 Multi-use Trail Crossing and Parking/Multimodal Access Study (the “Project”); and

**WHEREAS**, the Project is a partnership among the District, SFPUC, Bay Area Ridge Trail Council (“Ridge Trail Council”) and Peninsula Open Space Trust (“POST”). Ridge Trail Council and POST have also contributed partner funding to support the Project.

**WHEREAS**, District will enter into an agreement with SFPUC for funding of the Project.

**NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Midpeninsula Regional Open Space District hereby:**

1. Accepts the funding from SFPUC for the Project.
2. Certifies the District has or will have sufficient funds to conduct the activities listed in the funding agreement.
3. Authorizes the General Manager or designee to execute the funding agreement and execute and submit all documents which may be necessary to comply with the District’s obligations set forth in the funding agreement.

\* \* \* \* \*

PASSED AND ADOPTED by the Board of Directors of the Midpeninsula Regional Open Space District on \_\_\_\_\_, 2020, at a regular meeting thereof, by the following roll call vote:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

**ATTEST:**

**APPROVED:**

---

Jed Cyr, Secretary  
Board of Directors

---

Karen Holman, President  
Board of Directors

**APPROVED AS TO FORM:**

---

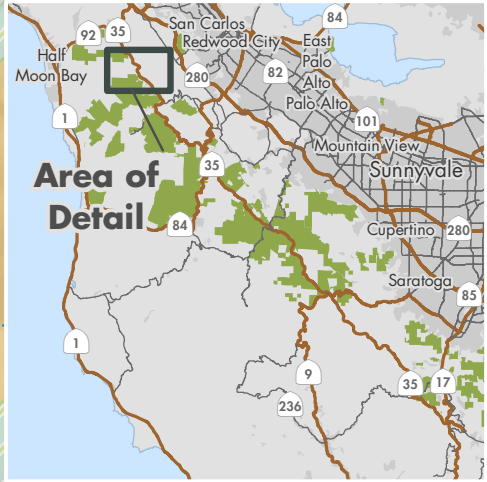
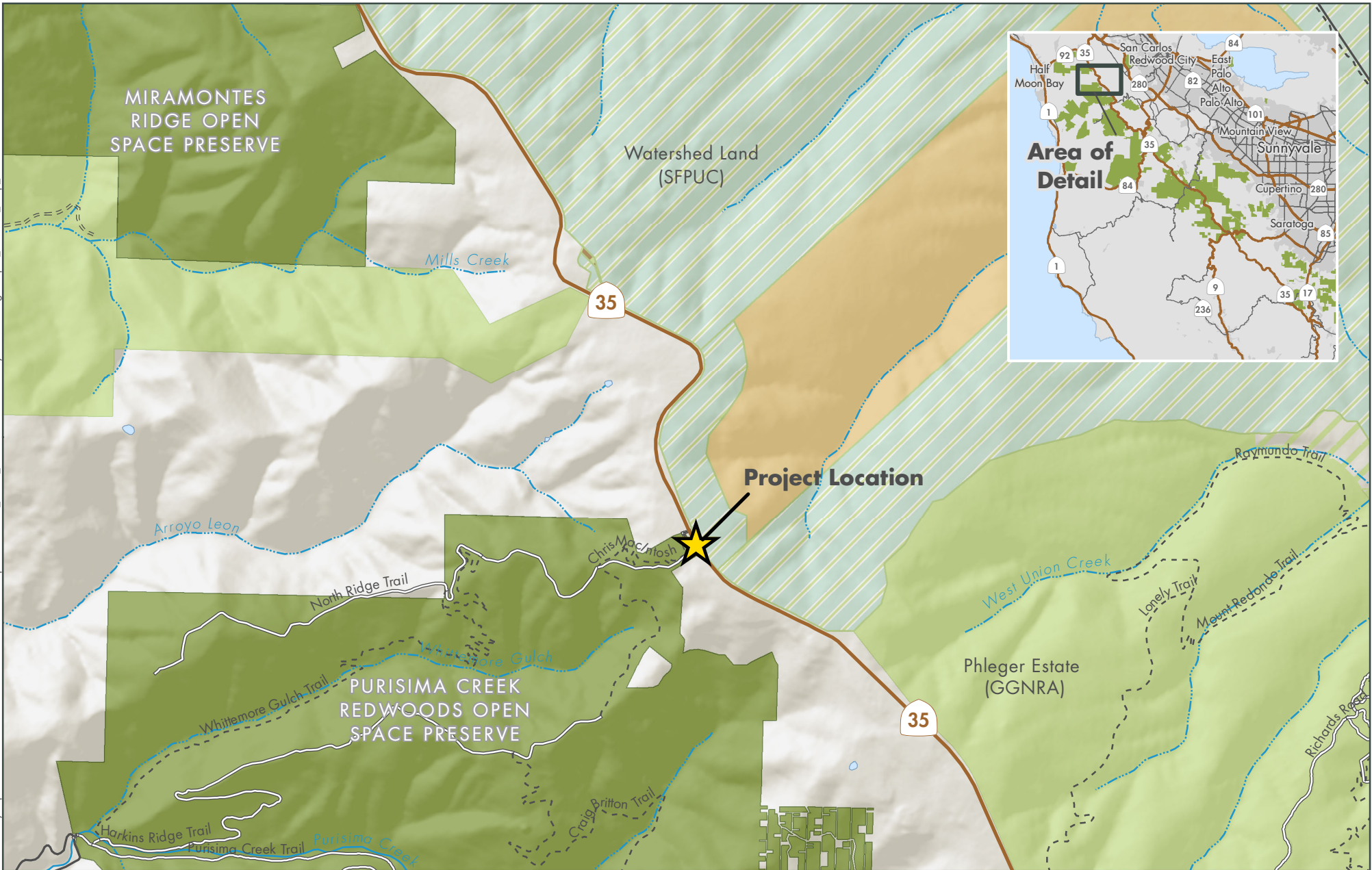
Hilary Stevenson, General Counsel

I, the District Clerk of the Midpeninsula Regional Open Space District, hereby certify that the above is a true and correct copy of a resolution duly adopted by the Board of Directors of the Midpeninsula Regional Open Space District by the above vote at a meeting thereof duly held and called on the above day.

---

Jennifer Woodworth, District Clerk

Path: G:\Projects\Purisima\_Creek\_Redwoods\SFPUC Hwy 35 Crossing\Project\_Location\_Map\_20200902.mxd  
Created By: apeth



### Highway 35 Crossing and Parking Lot/Multimodal Access Study Location

- MROSD Preserves
- Other Protected Lands
- Private Property
- Watershed Land
- Land Trust
- Other Public Agency
- Project Location

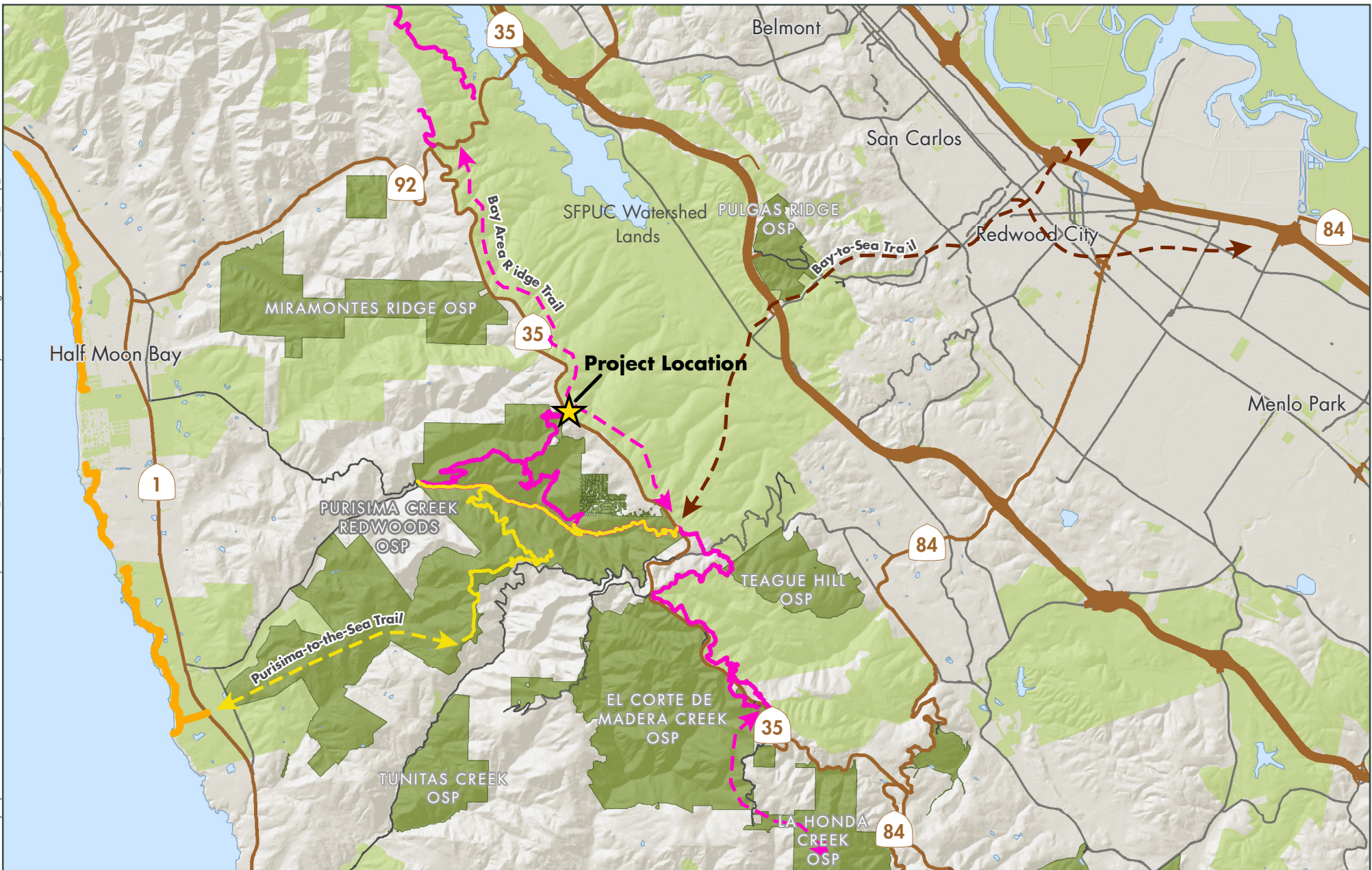
Midpeninsula Regional  
Open Space District  
(Midpen)  
9/2/2020



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.



Path: G:\Projects\Purissima\_Creek\_Redwoods\SFPUC Hwy 35 Crossing\Project\_Location\_Map\_20200909.mxd  
Created By: apeth



### Highway 35 Crossing and Parking Lot/Multimodal Access Study

- MROSD Preserves
- Other Protected Lands
- Private Property
- Bay-to-the-Sea Conceptual Trail
- Existing Purissima-to-the-Sea Trail
- Purissima-to-the-Sea Conceptual Trail
- Existing Bay Area Ridge Trail
- Proposed Bay Area Ridge Trail
- Cowell-Purissima Trail & Coastal Trail

Midpeninsula Regional  
Open Space District  
(Midpen)  
9/9/2020



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.