



La Honda Creek Preserve Parking and Trailhead Access Feasibility



**Public Access Working Group
Materials and Background
Information**



Midpeninsula Regional
Open Space District

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Working Group Materials



Midpeninsula Regional
Open Space District

**La Honda Creek Preserve Parking and Trailhead Access Feasibility Study
Public Access Working Group Meeting**

AGENDA

**August 22, 2019
6:30 PM – 9:30 PM**

The purpose and charge of La Honda Public Access Working Group is as follows:

1. Work directly with the District project team on the La Honda Creek Preserve Parking and Trailhead Access Feasibility Study to evaluate and submit feedback on viable parking and trailhead access options to expand accessibility to the central area of La Honda Creek Open Preserve, consistent with the April 9, 2019 Board-approved project goals and objectives.
2. Provide feedback and recommendations to the District’s Planning and Natural Resources Committee who will then forward its recommendations to the full Board who will make final policy decisions.

Attendees:

PAWG

Board Directors	<input type="checkbox"/> Larry Hassett, Ward 6 <input type="checkbox"/> Curt Riffle, Ward 4
La Honda area representatives	<input type="checkbox"/> Ari Delay <input type="checkbox"/> Karl Lusebrink <input type="checkbox"/> Kathleen Moazed
Ward stakeholders	<input type="checkbox"/> Ward 1: Melany Moore <input type="checkbox"/> Ward 2: Art Heinrich <input type="checkbox"/> Ward 3: Willie Wool <input type="checkbox"/> Ward 4: Sandy Sommer <input type="checkbox"/> Ward 5: Andie Reed <input type="checkbox"/> Ward 6: Lou Bordi <input type="checkbox"/> Ward 6: Barbara Hooper <input type="checkbox"/> Ward 7: Denise Phillips

District Staff

- | | |
|--|--|
| <input type="checkbox"/> Ana Ruiz, General Manager | <input type="checkbox"/> Korrine Spinner, Public Affairs Manager |
| <input type="checkbox"/> Susanna Chan, Assistant General Manager | <input type="checkbox"/> Melissa Borgesi, Planner I |
| <input type="checkbox"/> Jane Mark, Planning Manager | <input type="checkbox"/> Tina Hugg, Senior Planner |
| <input type="checkbox"/> _____ | <input type="checkbox"/> _____ |

AGENDA ITEMS

- 1. Working Group Business
 - a. Welcome
 - b. Introductions
 - c. Purpose and charge
 - d. Project goals and objectives
 - e. Workplan and schedule
 - i. Adopt
 - f. Ground rules and operating procedures
 - i. Adopt
 - g. Homework
- 2. Public Comment
- 3. Adjournment

NOTES



La Honda Creek Preserve Parking and Trailhead Access Feasibility Study Proposed Work Plan, Schedule, and Meeting Topics August 22, 2019

All Working Group (WG) meetings listed below are subject to the Brown Act. A separate working agenda will be developed for each WG meeting. Dates and locations are subject to facility availability, project team availability, standing external organization meetings (e.g. Cuesta La Honda or PMAC monthly meetings), and may also depend on the topic being discussed.

Meeting Details	Topic
<p>Date: August 22, 2019 (Thursday) Time: 6:30 – 9:30 pm Loc: Administrative Office, 330 Distel Cir, Los Altos</p>	<p>Meeting topics:</p> <ul style="list-style-type: none"> • Welcome • Introductions • Purpose and charge • Feasibility Study goals and objectives • Workplan and schedule • Ground rules and operating procedures • Public comment <p>Homework:</p> <ul style="list-style-type: none"> • Review binder orientation materials <p>Desired Outcome:</p> <ul style="list-style-type: none"> • Get to know each other • Confirm schedule/meeting locations • Confirm ground rules and operating procedures • Understand roles of WG, District staff and facilitator
<p>Date: Sept. 12, 2019 (Thursday) Time: 6:30 – 9:30 pm Loc: Administrative Office, 330 Distel Cir, Los Altos</p>	<p>Meeting topics:</p> <ul style="list-style-type: none"> • Recap WG purpose and charge / Feasibility Study goals and objectives • Review and approve summary for prior meeting • District mission, Strategic Plan, Vision Plan, Measure AA • Planning and environmental review process • La Honda Creek Master Plan overview • Site conditions overview • Selection of Chair and Vice-Chair • Public comment

	<p>Homework:</p> <ul style="list-style-type: none"> • Review binder orientation materials • Understand project goals and objectives • Review site constraints maps and factors to consider • Brainstorm potential sites and options to access central area <p>Desired Outcome:</p> <ul style="list-style-type: none"> • Establish common understanding of District mission, preserve, project • Submit requests for additional info or clarification • Submit suggestions for specific tour stops to include in October and November itineraries • Get prepared for site tours • Select Chair and Vice-Chair
<p>Date: Oct. 19, 2019 (Saturday) Time: 9 am – 1 pm (approx.) Loc: Start and end at La Honda Elementary School, 450 Sears Ranch Rd, La Honda</p>	<p>Meeting topics (site tour #1):</p> <ul style="list-style-type: none"> • Driving tour <ul style="list-style-type: none"> ○ Sears Ranch (stop #1) ○ Red Barn (stop #2) ○ Event Center (stop #3) • Public comment <p>Homework:</p> <ul style="list-style-type: none"> • Identify other sites for Nov site tour #2 and provide to District by Oct. 31 <p>Desired Outcome:</p> <ul style="list-style-type: none"> • Tour initial set of sites; conduct site reconnaissance • Submit input on other sites to include in November site tour • Submit requests for additional information or clarification
<p>Date: Nov. 16, 2019 (Saturday) Time: 9 am – 1 pm (approx.) Loc: Start and end at La Honda Elementary School, 450 Sears Ranch Rd, La Honda</p>	<p>Meeting topics (site tour #2):</p> <ul style="list-style-type: none"> • Hiking (if feasible) and/or driving tour from Sears Ranch towards Red Barn area (schedule dependent on weather) • Driving tour of additional WG requested sites • Public comment <p>Homework:</p> <ul style="list-style-type: none"> • Prepare to share observations, reflections from the site tours • Consider how sites/options meet goals and objectives • Consider other potential options to access central area <p>Desired Outcome:</p> <ul style="list-style-type: none"> • Tour second set of sites; conduct additional site reconnaissance • Submit requests for additional information or clarification

<p>Date: Dec. 12, 2019 (Thursday) Time: 6:30 – 9:30 pm Loc: Administrative Office, 330 Distel Cir, Los Altos</p>	<p>Meeting topics:</p> <ul style="list-style-type: none"> • Review and approve summaries for prior meetings • Recap sites and options from site tours #1 and #2 • Narrow and/or prioritize sites/options for discussion • Discuss additional technical information (biological, geotechnical, traffic, etc.) needed to analyze sites and options • Public comment <p>Desired Outcome:</p> <ul style="list-style-type: none"> • Identify pros and cons of sites/options related to Feasibility Study goals and objectives • Narrow and/or prioritize sites/options for further discussion • Confirm whether more technical information is needed
<p>Date: Feb. 6, 2020 (Thursday) Time: 6:30 – 9:30 pm Loc: Administrative Office, 330 Distel Cir, Los Altos</p>	<p>Meeting topics:</p> <ul style="list-style-type: none"> • Review and approve summary for prior meeting • Discuss remaining sites/options • Selection of site(s)/option(s) to present to PNR • Public comment <p>Desired Outcome:</p> <ul style="list-style-type: none"> • Vote on list of site(s)/option(s) to present to PNR
<p>Date: Feb. 27, 2020 or March 5, 2020 (Thursday) Time: 6:30 – 9:30 pm Loc: La Honda Elementary School, 450 Sears Ranch Rd, La Honda</p>	<p>Continuation of Feb 6 Working Group meeting (if needed)</p> <ul style="list-style-type: none"> • Discussion of remaining sites/options • Selection of site(s)/option(s) to present to PNR • Public comment <p>Desired Outcome:</p> <ul style="list-style-type: none"> • Vote on list of site(s)/option(s) to present to PNR
<p>Date: April 21, 2020 (Tuesday) Time: 2:00 – 4:00 pm Loc: La Honda Elementary School, 450 Sears Ranch Rd, La Honda</p>	<p>Planning and Natural Resource (PNR) Committee:</p> <ul style="list-style-type: none"> • Overview of work and sites/options considered by WG • Consideration of WG feedback and recommendations • Consideration of whether to forward a recommendation to the full Board or request additional input from the WG <p>Desired Outcome:</p> <ul style="list-style-type: none"> • Direct WG to conduct additional analysis or forward a PNR recommendation with WG input to the full Board
<p>Date: May 14, 2020 (Thursday) Time: 6:30 – 9:30 pm</p>	<p>Working Group follow-up (if needed, depending on PNR input):</p> <ul style="list-style-type: none"> • Address PNR input and direction <p>Desired Outcome:</p>

<p>Loc: La Honda Elementary School, 450 Sears Ranch Rd, La Honda</p>	<ul style="list-style-type: none"> • Respond to PNR and vote on the site(s)/option(s)
<p>Date: June 16, 2020 (Tuesday) Time: 2:00 – 4:00 pm Loc: La Honda Elementary School, 450 Sears Ranch Rd, La Honda</p>	<p>PNR Committee meeting #2 (if needed):</p> <ul style="list-style-type: none"> • Consideration of WG feedback and recommendations • Forward a recommendation to the full Board <p>Desired Outcome:</p> <ul style="list-style-type: none"> • Forward a PNR recommendation with WG input to the full Board
<p>Date: July 22, 2020 (Wednesday) (August 12, 2020 if May WG and June PNR meetings needed) Loc: La Honda Elementary School, 450 Sears Ranch Rd, La Honda Time: 7:00 pm (start time)</p>	<p>Regular Board meeting (following PNR direction):</p> <ul style="list-style-type: none"> • Consideration of PNR recommendations and WG input <p>Desired Outcome:</p> <ul style="list-style-type: none"> • Final decision on the access site(s)/option(s) to further evaluate through conceptual planning/design and environmental review (CEQA)

DRAFT



Midpeninsula Regional
Open Space District

La Honda Creek Preserve Parking and Trailhead Access Feasibility Study Project Goals and Objectives

At its April 9, 2019 meeting, the District Board of Directors approved the following goals and objectives for the La Honda Creek Preserve Parking and Trailhead Access Feasibility Study project.

- Establish new public access in the central portion of La Honda Creek Open Space Preserve
- Design elements to reflect the rural character of the site and the Red Barn
- Provide safe public access
- Balance public access with grazing activities
- Include amenities that facilitate environmental education
- Protect scenic views of and from the site

The La Honda Public Access Working Group will meet its Board-directed purpose and charge consistent with these Board-approved goals and objectives.



Midpeninsula Regional
Open Space District

La Honda Public Access Working Group Ground Rules, and Operating Procedures August 22, 2019

Introduction

The District Board of Directors (Board) established the La Honda Public Access Working Group (Working Group, WG) on June 26, 2019 to form an advisory body for the La Honda Creek Preserve Public and Trailhead Access Feasibility Study Project.

Purpose and Charge

The Working Group will work directly with the District project team on the La Honda Creek Preserve Parking and Trailhead Access Feasibility Study to evaluate and submit feedback on viable parking and trailhead access options to expand accessibility to the central area of La Honda Creek Open Preserve (Preserve), consistent with the April 9, 2019 Board-approved project goals and objectives. Feedback from the Working Group will inform the options to be reviewed by the Planning and Natural Resources (PNR) Committee, and the PNR Committee will forward their recommendation to the full Board for review and consideration. The Board will make final policy decisions informed by input from both the Working Group and PNR to determine which option(s) will move forward into the conceptual planning/design and environmental review (California Environmental Quality Act or CEQA) phase.

Membership

The Working Group is composed of thirteen members as described below.

Type	Representation and Appointment
Board Directors (2) <i>(non-voting liaisons)</i>	<ul style="list-style-type: none"> • Represent policy interests of the Board. • Appointed by the 2019 Board President. Excludes Directors currently serving on the 2019 PNR.
La Honda area community representatives (3)	<ul style="list-style-type: none"> • Represent local community interests and local perspectives. • Ideally reside in the Town of La Honda or in relative proximity to the Preserve or the Highway 84 corridor. • Recruited through an application process. Selected and appointed by the full Board.
Ward 6 stakeholders (2)	<ul style="list-style-type: none"> • Represent more localized Ward 6 interests and perspectives. • Appointed by the Director of Ward 6.
Wards 1, 2, 3, 4, 5, & 7 stakeholders (1 each for a total of 6)	<ul style="list-style-type: none"> • Represent the regional interests and perspectives of each Ward. • May be residents of the ward and/or represent regional stakeholder interests (e.g. hiking, bicycling, or equestrian uses, and/or education, conservation, recreation, agriculture, or multi-generational access. • One stakeholder appointed by each Director of Wards 1, 2, 3, 4, 5, and 7.

Member Vacancies

In the event of a WG vacancy, the Board will fill the vacancy using the following process:

1. If a vacancy is a La Honda area community representative, the Board will appoint a new member to the Working Group from the interviewee list established by the Board on June 19, 2019.
2. If a vacancy is a ward stakeholder, the Board Director for that ward would select a new representative to serve on the Working Group.

Ground Rules

The Working Group members shall strive for a collaborative, constructive process with active participation of all members in discussing issues and shall honor the following ground rules to ensure open and productive discussions:

1. **Attend scheduled meetings.** WG members shall strive to attend each scheduled meeting. WG members who cannot attend a meeting shall call or email the WG Chair and District staff liaison or District Clerk at least one week prior to the meeting. Two consecutive absences and up to three total indicate an inability to serve and may result in removal and/or replacement from the WG by the Board of Directors. WG members who are unable to attend a particular meeting but would like to share their views on agendized topics have two options:
 - a. They can submit written comments to District staff 24 to 48 hours before the meeting to be shared with WG members at the meeting, or
 - b. They can ask another WG member to make comments on their behalf.
2. **Attend scheduled site visits.** Site visits are key to understanding the Preserve's suite of opportunities and constraints with regard to providing parking and trailhead access. WG members shall strive to attend each site visit. No more than one site visit can be missed.
3. **Participate in meeting discussions.** WG members will read each packet of meeting documents before the scheduled meeting and come prepared to engage in discussions.
4. **Keep an open mind and be respectful.** WG members will keep an open mind and remain respectful of the opinions expressed by fellow WG members, the public, and information presented by the District project team.
5. **Represent stakeholder perspectives.** WG members represent and will actively and constructively voice the interests and concerns of their respective community and/or stakeholder groups.

6. **Work together towards solutions.** WG members will hold each other accountable to work together towards solutions for the project that meet the Board-approved project goals and objectives.
7. **Avoid sidebar conversations.** WG members will avoid side conversations, which may detract from the meeting.
8. **Avoid repetition.** WG members will express their points and avoid continuing to reiterate the same points. If WG members share viewpoints previously raised by another WG member, they shall note the shared opinion and avoid otherwise repeating the points to help move the process forward.
9. **Step up, step back.** WG members will speak up to make their points and avoid dominating the conversation.
10. **Be a liaison to the public.** WG members will be available to hear from and discuss interests and concerns about the project with members of the public. WG members will remain alert to issues, problems, and needs expressed by the public, neighbors, and special interest groups and will raise these to the WG. WG members will also strive to keep their communities informed of the work and progress of the WG.
11. **Provide feedback to the District's Planning and Natural Resources Committee through the WG Chair.** The Chair of the WG will present feedback from the WG to the PNR Committee. Although the WG will strive for consensus, if consensus is not reached, the Chair will present differing views, e.g. majority and minority views.
12. **Provide opportunities during meetings for members of the public in attendance to address the WG.** WG meetings and site tours will be open to the public. WG members will remain open to hear from the public about the project.
13. **Have fun.** Enjoy the process and learn from each other.

Meeting Operating Procedures

The WG shall conduct its meetings as described below.

1. **Adoption of Ground Rules and Operating Procedures.** At the first meeting, the WG shall review, modify as necessary, and adopt the Ground Rules and Operating Procedures.
2. **Chair and Vice-Chair.** The WG shall select a Chair and Vice-Chair at the second meeting who will be responsible for presenting feedback from the WG to the PNR about the project. Board members on the WG would not serve as Chair or Vice-Chair. See additional responsibilities under Decision Making Process below.

3. **Frequency.** The WG will meet approximately 6 to 8 times over the course of 12 to 18 months. Meeting dates and times may need to change or be added due to unforeseen situations such as inclement weather conditions.
4. **Quorum.** A quorum (6 members) of the voting members (11 total) of the WG must be present to transact business.
5. **Agendas and materials.** Agendas will be developed by District staff and reviewed by the WG Chair (or Vice-Chair if the Chair is unavailable) and the two Board liaisons. Agendas and materials will be posted on the District website at least 72 hours before each meeting. One notification of the meeting schedule will be distributed to interested parties and the La Honda area via mail and email. Thereafter, notifications will be sent only in the event of a schedule change.
6. **Public participation.** Members of the public may speak during the public comment period. A handout with rules for public participation will be available at all meetings.
7. **Motions for a vote.** If a vote is needed, motions for a vote may be made by any voting member of the WG. All motions must be seconded by a different member of the WG.
8. **Facilitation.** A facilitator and District staff will work together to facilitate the meetings. The Chair will assist with running the meeting and ensuring order, flow, and adherence to the WG Purpose and Charge as well as Ground Rules and Operating Procedures. Meetings will be run by the Chair, or in the absence of the Chair by the Vice-Chair, consistent with the Ground Rules and Operating Procedures and general rules of professional courtesy.
9. **Meeting summaries.** The facilitator and District staff will prepare meeting summaries, which will include recommendations made by the WG. Meeting summaries from WG meetings are approved at the following meeting of the WG, transmitted to the Board, and made available on the District website.

Decision Making Process

The WG shall strive for making decisions and recommendations through a consensus-based process, as described below. When the WG is ready to make a formal vote, the Chair (or Vice-Chair if the Chair unavailable) has the responsibility to ensure that the interaction remains orderly.

1. **Procedure for seeking consensus.** The WG shall strive for full member participation in discussing issues in order to make decisions through a consensus-based process. Consensus is defined as general agreement by all members of the WG present at the meeting when a decision item is on the meeting agenda.

Prior to voting on items, the WG will first test the level of a support for a proposal by employing a tool called the Gradients of Agreement. This tool is a mechanism for testing the level of agreement on a proposal that expands on the traditional “yes” or “no” voting.

The Gradients of Agreement are typically described as follows:

1	I can say an unqualified “yes” to the recommendation.
2	I find the proposal acceptable. It appears to be the best of the options available to us at this time.
3	I can live with the proposal, although I am not especially enthusiastic about it.
4	I do not fully agree with the proposal, but I am willing to stand aside, remain neutral, so the process can move forward.
5	I do not fully agree with the proposal. I have some suggestions and I would like the Working Group to do more work to see if we can reach a higher level of agreement.
6	I do not agree with the proposal and I will work actively to oppose it.

Consensus will be reached if all members are at 1 to 4 on the Gradients of Agreement, which are considered as supportive of the recommendation.

After the initial level of support for each proposal is determined, the WG members may discuss and deliberate on each proposal and offer potential modifications or alternatives.

Following deliberation, the WG may determine the level of consensus on a variety of alternatives and to determine which alternatives require additional study by staff. The alternatives receiving at least four votes, or 33% of the voting members present, shall be voted and the results forwarded to the PNR Committee.

- 2. Voting.** After determining the level of consensus for each alternative, a vote shall be taken, with a simple majority of the quorum present needed for a motion to pass.
- 3. Working Group Recommendations.** The WG will provide recommendations to the PNR Committee. The meeting summaries shall include the results of each of the proposals voted on by the WG. The total results for each of the proposals receiving votes from the members of the WG shall be presented to the PNR Committee. The PNR Committee will then make recommendations to the full Board, who will make final policy decisions.

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Midpeninsula Regional
Open Space District

La Honda Creek Preserve Parking and Trailhead Access Feasibility Study La Honda Public Access Working Group Members

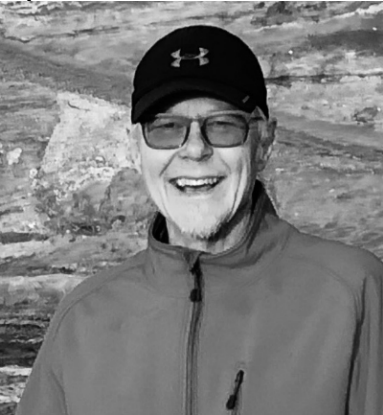
Ari Delay

La Honda area community
representative

- 45-year resident of La Honda
- Currently serves as Fire Chief of La Honda Fire Brigade and Battalion Chief, Coastside Fire Protection District/CAL FIRE
- Interested in bringing my history, community experience, and 28 years of public safety to this effort

Karl Lusebrink

La Honda area community
representative



I have emphasized helping people efficiently find and navigate to places in my career as a geographer, saving time, resources and stress through my work on Intelligent Transportation Systems. I grew up over the hill and moved to La Honda in 2003. The places of the Bay Area have seen phenomenal change since I was a child, but the hills near La Honda still can seem like a magical wilderness. Memorable encounters with wildlife, and just being in nature, inspire us to care deeply about and respect ecosystems and want to preserve them. That aligns with the vision of Open Space. Providing scientifically managed, appropriate access to natural areas encourages people to visit and learn to be responsible stewards of the environment for the long-term. Creating safe, sustainable access to La Honda Open Space is a challenge that would enable visitors to appreciate and care for the place and help protect its unique natural and cultural qualities.



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Kathleen Moazed

La Honda area community
representative

Kathleen grew up in La Honda and attended local public schools and Stanford University. She spent 18 years working for the U.S. Congress in Washington, DC, as Chief of Staff for the Committee on Foreign Affairs. Kathleen later worked at UC Berkeley as the Director of Government Relations and more recently served as a political and communications advisor for business leaders Steve Kirsch, Tom Steyer and Steve Westly. With two partners, Kathleen also founded WaterNow, a San Francisco based nonprofit dedicated to water conservation. She recently retired and several years ago moved back to La Honda with her husband, David, where they enjoy daily hikes along the local beaches and among the woods they grew up in.

Melany Moore

Ward 1 stakeholder



My training is in Agricultural Ecology & Sustainable Agriculture. I am self employed in a specialty floral business for 32 years, with a strong customer relations background. I consider myself an ecologist, an avid animal lover & outdoors woman who advocates for America's Wild horses, kids, horses and Bear Creek Stables. Hobbies include wild horse gentling, rain water harvesting, gardening, composting, family & community. I look forward to helping support Midpen in the La Honda Public Access group.



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Art Heinrich

Ward 2 stakeholder



I was a practicing architect for 25 years before changing focus to manage construction projects for higher education institutions in the bay area. As a dedicated cyclist and 30-year resident of Palo Alto I have long enjoyed the beauty of the peninsula hills and their natural open spaces. Now that I'm retired, I have more time to enjoy the outdoors and to support MROSD and its laudable activities.

Wilma (Willie) Wool

Ward 3 stakeholder



I have lived on the SF Peninsula for over 50 years. I went to college here, raised a family and taught high school. For the last 25 years I have hiked the over 100 parks that are within one hour from here once and often twice a week logging 5 to 15 miles per week first as a teacher for Santa Clara Unified Adult Education then for Fremont Union High Adult and Community Education. 40-50 students register for my Hike for Health class year round. I am also a docent for the Santa Clara Valley Open Space Authority.



Midpeninsula Regional
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Sandy Sommer

Ward 4 stakeholder



Sandy is a landscape planner with broad vision as well as an in-depth understanding of public access planning, stewardship, and conservation real estate in the public and private sectors. Between 1999 and 2014, Sandy worked at the Midpeninsula Regional Open Space District. She has served on the boards of directors of several non-profit organizations, as an appointed public official, and in community service groups, including the Bay Area Ridge Trail Council and Squaw Valley National Ski Patrol. Her interests include hiking, mountain biking, environmental protection, regional trails, as well as equitable access to the outdoors. She has visited almost all the preserves and has an affinity for Russian Ridge.

Andie Reed

Ward 5 stakeholder



The outdoors is my favorite place to be, and I hike the hills around the Peninsula as well as more ambitious adventures. I am a retired CPA, and when I'm not hiking, I'm involved in local civic issues in my neighborhood. I had a great day hiking at lower La Honda preserve in May; the skies cleared just long enough for incredible views from the top. Folger Loop was wild and muddy and lovely, and the cattle friendly! Looking forward to participating in preserving open space.



Midpeninsula Regional
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Lou Bordi

Ward 6 stakeholder



I have been a General Engineering Contractor for 46 years and involved in land management for most of my life (my grandfather taught me that we are stewards of the land, we don't truly own it). I have lived in the Skyline area my entire life and I view a majority of the La Honda Creek Preserve from my property. I have a passion for keeping the land as natural as possible.

I was contracted by Midpeninsula Regional Open Space (Midpen) starting in the late 1970's and worked with Midpen for over 20 years. As a General Engineering Contractor, I have extensive experience in all aspects of the trade, including: planning commission meetings, civil engineering, soil engineering, structural engineering, traffic study, design, drainage, large and small grading projects, paving, trail building, water systems, fire protection, structural steel and fabrication, etc. I have played a significant role in managing the Audubon Preserve and many other large acreages in the Skyline area. I am extremely detail oriented with a natural eye for design. I have used this expertise in hundreds of projects in the community, including many local wineries. I believe that the ultimate design is simple, functional and has cosmetic appeal. My trademark is to make things look as natural as possible. I have been a member of many design teams, several of which were quite challenging and thoroughly enjoyable. I look forward to this opportunity to be a member of the La Honda Public Access Working Group. I see fantastic potential in this project!



Midpeninsula Regional
Open Space District

Barbara Hooper

Ward 6 stakeholder



I have had careers in the data communications industry and in English as a Second Language adult education. I spend time outdoors hiking and biking every chance I get! I have lived in La Honda for the past 11 years and I am involved in the La Honda Elementary School garden program, Puente La Costa del Sur language exchange activities, and a Felidae Conservation Wildlife Study. I grew up in San Mateo County, have seen many changes in the region, and appreciate the efforts of citizens, local government entities, and non-profit organizations to preserve and protect our surroundings so future generations can enjoy and explore our precious environment.

Denise Phillips

Ward 7 stakeholder



I've lived in Moss Beach for 25+ years. My husband and I have raised our two kids here and are proud to call the beautiful San Mateo County Coastside home. I'm a dedicated and involved volunteer, having served as a Fitzgerald Marine Reserve Docent, President of SIPA (Spanish Immersion Parent Association) and a Devil's Slide Trail Ambassador. I've also served as a board member and President of The HEAL Project, a local nonprofit that gets kids outside with their hands in the dirt to teach them about where their food comes from and why it matters so they understand the connection between their food, their health and their environment. I am an avid hiker and dog walker, and I believe strongly in MROSD's preservation of open space around us for everyone to enjoy. I look forward to being part of the successful implementation of a plan to public access to the Red Barn Visitor area so more can visit this special site.



Midpeninsula Regional
Open Space District

Larry Hassett

Board Director, Ward 6



Born in Two Harbors, Minnesota, Larry Hassett moved to California in 1957. Larry grew up in San Carlos, and has lived in the South Skyline Area since 1977. Larry attended the College of San Mateo and San Jose State University, where he graduated in 1973 with a Bachelor of Arts degree in Environmental Studies.

In addition to his service as a District Board Director for Ward 6 since 2000, Larry has been involved with or served as a Director for several other community organizations, including Achieve, a school for autistic children, Palo Alto Recreation Foundation, Museum of American Heritage, Leadership Mid-Peninsula, Palo Alto Chamber of Commerce, South Skyline Association, South Skyline Volunteer Fire Department, Peninsula Conservation Center, and Rotary and Kiwanis clubs.

He continues to live on Skyline Boulevard adjacent to District lands with his wife Penelope, and has three grown children.

Curt Riffle

Board Director, Ward 4



In 2006, Curt Riffle was appointed to the Board of Directors and has served since then as the Ward 4 Director. He is Vice President of Land at Peninsula Open Space Trust. Curt is a conservation professional dedicated to public service, with over 25 years of successful experience serving on committees, commissions, and boards. He also donates his time to the District as a Volunteer Trail Patrol.

Curt and his wife have lived in the Los Altos/Mountain View area for more than 30 years. Having first experienced the District's preserves and the County's parks in the mid-70s, Curt has continued to visit them at least weekly. He's a hiker, trail runner, equestrian, dog hiker, and mountain biker. Curt earned a Bachelor of Science degree in mechanical engineering from the University of Cincinnati, and a master's degree in business administration from Harvard University.



Preserve and Project Background



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Open Space District

Preserve and Project Background Information Links

The below links may be useful to learn more about the Preserve and prior projects. Other links are available on the District's website www.openspace.org.

La Honda Creek Master Plan (adopted August 2012)

Establishes a long-term vision for the Preserve to guide future decisions affecting use and management of the land for the next 30 years. The Master Plan is scheduled to be implemented in four phases over the next 30 years.

- Creating over nine miles of new multi-use trails (including bicycles) and over 16 miles of new hiking and equestrian trails;
- Implementing extensive resource management projects to improve wildlife habitat, restore creeks, and reduce wildfire risk;
- Reintroducing cattle grazing to the northern portion of the Preserve, including the Red Barn area.

https://www.openspace.org/sites/default/files/2012.08.21.LHCMP_.pdf

La Honda Creek Master Plan – Initial Study/Mitigated Negative Declaration (adopted August 2012)

https://www.openspace.org/sites/default/files/20160629_LHC_IS_MND.pdf

Board Report related to Driscoll Ranch Property Purchase – January 12, 2006

https://www.openspace.org/sites/default/files/6.1_Driscoll%20Preliminary%20Use%20and%20Management%20Plan.pdf

Sears Ranch Road Geotechnical Investigation – April 22, 2016

https://www.openspace.org/sites/default/files/6.2_%20Sears%20Ranch%20Road_Geotechnical%20Report.pdf

II. PRESERVE GOALS AND OBJECTIVES

This chapter presents the Preserve Goals and Objectives organized by subject area. Goals describe an expected or desired outcome of the Master Plan that reflects the larger vision for La Honda Creek OSP. Objectives describe specific targets that are quantitatively or qualitatively measurable and necessary to accomplish in order to achieve the broader Goals.

Table 2: Master Plan Goals and Objectives

Natural Resource Management	
Goal NR-1:	Preserve surrounding open space lands
Obj NR-1.1:	Continue to purchase properties and conservation easements to expand and protect the Preserve’s natural resources, aesthetic values, and connectivity
Goal NR-2:	Expand the District’s natural resource information
Obj NR-2.1:	Organize and increase the District’s knowledge of the Preserve’s natural resources and populate GIS databases with new and up to date information
Goal NR-3:	Protect unique and sensitive resources
Obj NR-3.1:	Manage key areas that require special protection due to high quality habitat, presence of sensitive species, and/or susceptibility to negative resource impacts as conservation areas where use is limited
Goal NR-4:	Protect and enhance watershed resources and aquatic habitat
Obj NR-4.1:	Protect water quality and improve stream habitat
Obj NR-4.2:	Protect the quality of existing pond habitat
Obj NR-4.3:	Develop new and restore former stock ponds to increase available aquatic habitat
Obj NR-4.4:	Identify and maintain existing springs and water infrastructure
Goal NR-5:	Protect and enhance native grassland vegetation
Obj NR-5.1:	Continue and expand the grazing program as a conservation tool to help manage grasslands
Obj NR-5.2:	Utilize a variety of management techniques to prevent brush encroachment into grassland habitat
Obj NR-5.3:	Protect populations of rare plants
Obj NR-5.4:	Protect and, where appropriate, enhance forest habitat
Obj NR-5.5:	Eradicate or control key non-native, invasive species
Goal NR-6:	Protect native wildlife populations
Obj NR-6.1:	Protect and enhance populations of listed wildlife species
Obj NR-6.2:	Identify and protect key wildlife corridors

Cultural Resource Management	
Goal CR-1:	Protect significant cultural, historical, and archaeological resources
Obj CR-1.1:	Organize and increase the District’s knowledge of the Preserve’s cultural resources and populate GIS databases with new and up to date information
Obj CR-1.2:	Implement cultural resource protection measures
Obj CR-1.3:	Protect historically significant structures
Obj CR-1.4:	Protect key cultural landscape features

Public Access, Recreation, and Environmental Education	
Goal PA-1:	Enhance the recreational opportunities in the Preserve
Obj PA-1.1:	Open additional areas within the Preserve to the public for low intensity recreation and enjoyment
Obj PA-1.2:	Where appropriate, allow bicycle use
Obj PA-1.3:	Where appropriate, allow dogs on leash
Obj PA-1.4:	Follow appropriate steps to responsibly open new areas to public use
Goal PA-2:	Expand and improve the available parking
Obj PA-2.1:	Improve the Allen Road permit parking lot layout
Obj PA-2.2:	Provide additional parking elsewhere in the Preserve where feasible
Goal PA-3:	Enhance the Preserve trail system
Obj PA-3.1:	Provide loop trails and trail connections to parking areas, key destination sites, and newly opened areas of the Preserve
Goal PA-4:	Expand opportunities for people with diverse physical abilities to enjoy passive recreational and educational activities
Obj PA-4.1:	Provide trails with a wide variety of mileages, elevation changes, and levels of difficulty that reflect a diverse population
Goal PA-5:	Promote regional trail connections
Obj PA-5.1:	Provide connections to other public open space lands where feasible
Obj PA-5.2:	Designate a Bay Area Ridge Trail corridor through the Preserve
Goal PA-6:	Educate the public about Preserve resources
Obj PA-6.1:	Interpret the natural and cultural resources of La Honda Creek OSP to expand public understanding of the Preserve’s local and regional role and how past land uses have shaped the current condition of the landscape
Goal PA-7:	Enhance the trail experience
Obj PA-7.1:	Provide trail-related amenities
Obj PA-7.2:	Remove obstructions to important viewsheds

Maintenance and Operations

Goal MO-1: Reduce and control sources of erosion and sedimentation

- Obj MO-1.1: Follow Best Management Practices during road and trail maintenance and construction
- Obj MO-1.2: Maintain and manage roads and trails to address road-related erosion
- Obj MO-1.3: Evaluate and address erosion caused by cattle and the grazing operation

Goal MO-2: Reduce fire risk

- Obj MO-2.1: Implement practices to manage wildland fuels and reduce fire hazards
- Obj MO-2.2: Protect and manage natural resources by modifying vegetation/fuel
- Obj MO-2.3: Facilitate wildland fire response and suppression
- Obj MO-2.4: Prepare a Wildland Fire Response Plan

Goal MO-3: Address environmental hazards

- Obj MO-3.1: Implement regulatory agency requirements to address environmental hazards

Goal MO-4: Update the land classification for individual Preserve parcels

- Obj MO-4.1: Amend Williamson Act contracts to allow compatible uses
- Obj MO-4.2: File for non-renewal of Williamson Act contracts
- Obj MO-4.3: Assess parcels for Board dedication

Goal MO-5: Maintain District rental facilities in working and safe condition

- Obj MO-5.1: Make necessary structural and mechanical system upgrades to rental structures

5

La Honda Creek:

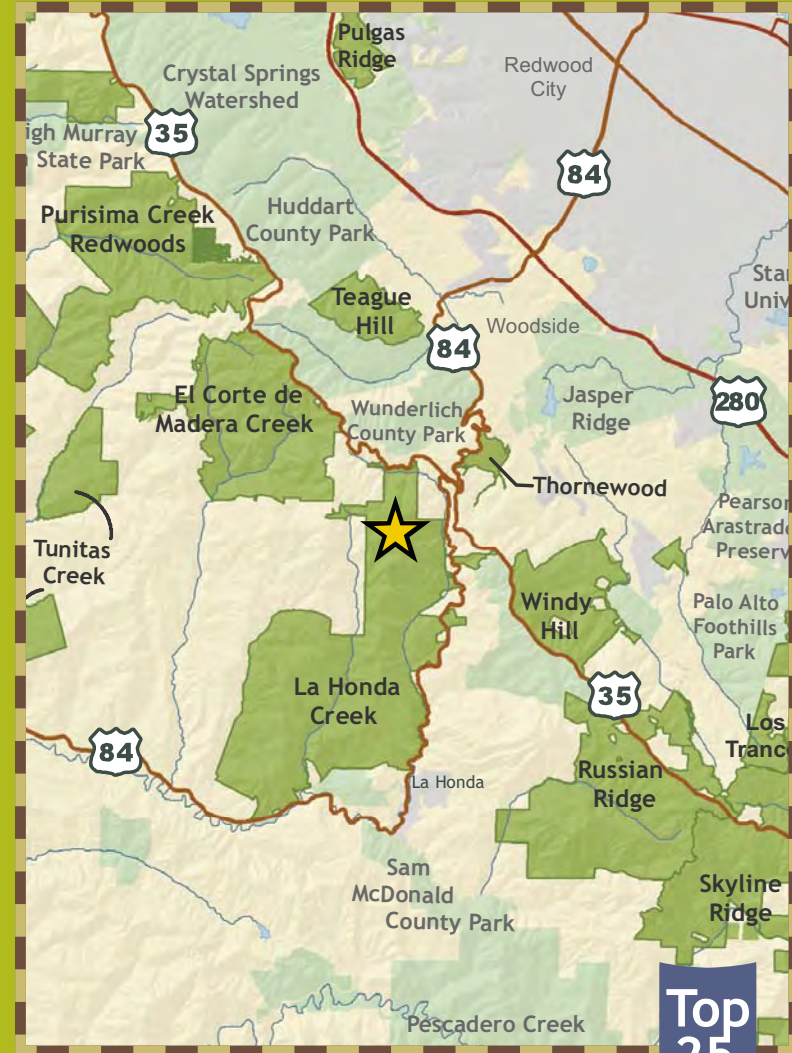
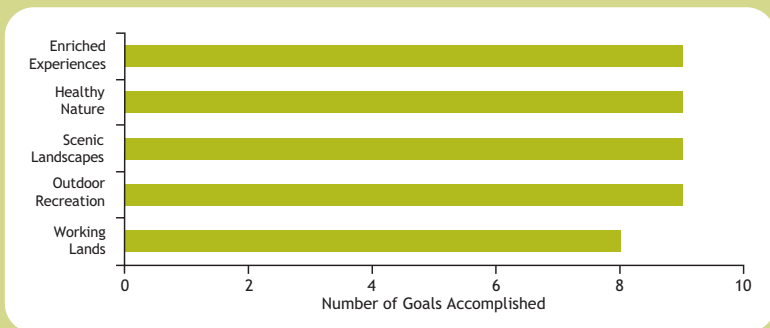
Upper Area Recreation, Habitat Restoration, and Conservation Grazing Projects



Open Upper Area; provide biking/hiking trails, dog access, staging areas. Develop Red Barn area as educational destination. Plan new activities such as night hikes, community events. Provide loop & connector trails. Improve habitat for rare species. Expand conservation grazing to manage grasslands; improve fencing, cattle watering methods to protect streams.



Goals Accomplished by This Action



Provide public access to the upper area
of La Honda Creek Open Space Preserve



Randy Weber

7

La Honda Creek:

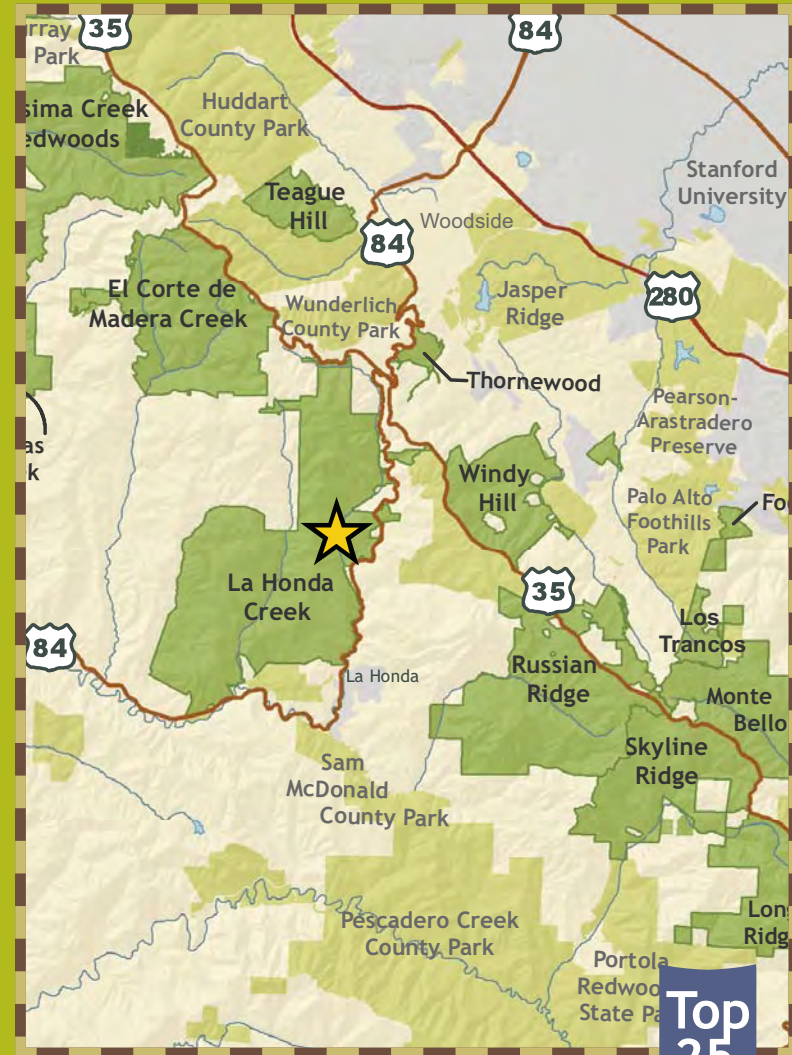
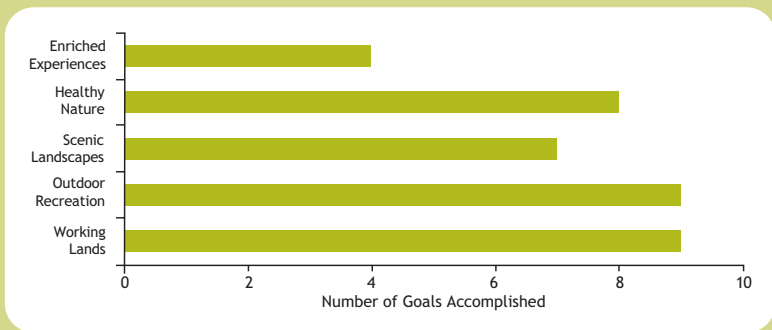
Driscoll Ranch Area Public Access, Endangered Wildlife Protection, and Conservation Grazing Projects



Open Driscoll Ranch Area, provide biking/hiking trails, limited dog access, parking areas, interpretive materials. Provide loop & connector trails. Improve habitat for red-legged frogs. Restore La Honda Creek; remove fish migration barriers. Develop volunteer restoration program. Continue conservation grazing to manage grasslands; improve fencing, corrals, cattle watering methods. Develop and introduce fire management strategies to reduce fuel & fire risk.



Goals Accomplished by This Action



Provide improved equestrian, biking, and hiking trails at Driscoll Ranch area of La Honda Creek Open Space Preserve

Diana Linde





Midpeninsula Regional
Open Space District

Preserve Traffic Studies

There have been a series of traffic studies conducted during the development of the La Honda Creek Master Plan and later during project planning.

- Interim Transportation Circulation Technical Memo for Red Barn – February 3, 2017
- Sears Ranch Road Traffic Study – August 22, 2016
- Red Barn Access Study – August 10, 2016
- Evaluation of Access Constraints and Opportunities Along Highway 84 – April 26, 2007



Memorandum

Date: February 3, 2017
Project: SMX011

To: Mr. John Baas
MIG
Principal and Environmental Practice Lead
800 Hearst Avenue
Berkeley, CA 94710

From: Mark Spencer
[mspencer@w-trans.com](mailto:m Spencer@w-trans.com)
Nick Bleich
nbleich@w-trans.com

Subject: Interim Transportation Circulation Technical Memorandum for the Red Barn Public Access Area in the La Honda Creek Open Space Preserve

As requested, W-Trans has prepared a transportation analysis relative to the proposed Red Barn Public Access Area in the La Honda Creek Open Space Preserve to be located near 12444 La Honda Road in the County of San Mateo. The purpose of this memo is to provide an update on the existing conditions, collisions history, and site access.

Existing Conditions

The Red Barn Public Access Area project site is located along California State Route (SR) 84, which is a two lane mountainous east-west connection in San Mateo County. SR 84 provides access to the Pacific Ocean through the northern Santa Cruz Mountains from US 101. The highway carries approximately 400 vehicles during the a.m. peak hour, 490 vehicles during the p.m. peak hour, and 610 vehicles during the Saturday midday peak hour. The La Honda Creek Open Space Preserve currently has 1,035 acres of land open to public use, but access is limited to permit-only parking and use.

Project Description

The Midpeninsula Regional Open Space District (Midpen) owns and manages approximately 62,000 acres of open space in 26 Preserves throughout the Santa Cruz Mountain Region in the San Francisco Bay Area. The La Honda Creek Open Space Master Plan will open up over 6,000 acres of rolling grassland and historic ranches. The Red Barn Public Access Area would serve as a gateway to the Preserve and establish connections to the trail network for hikers, bicyclists, and equestrians. The project is anticipated to include a new access driveway and parking lot with traffic calming measures, public restrooms, picnic areas, accessible pathways, and trail connections. The project would also relocate an existing informal emergency landing zone.

Collision History

The collision history for the study area was reviewed to determine any trends or patterns that may indicate a potential safety issue. Collision rates were calculated based on records available from the California Highway Patrol as published in their Statewide Integrated Traffic Records System (SWITRS) reports. The most current five-year period available is May 1, 2010 through April 30, 2015.

As presented in Table 1, the calculated collision rates for the study roadway were compared to average collision rates for similar facilities statewide, as indicated in *2012 Collision Data on California State Highways*, California Department of Transportation. The section of SR 84 studied was compared to the average collision rate for other rural two-lane highways in rolling terrain with speed limits lower than 55 miles per hour in California. The collision rate calculation is enclosed.

Table 1 – Collision Rates for the Study Segments

Study Roadway Segments	Number of Collisions (2010-2015)	Calculated Collision Rate (c/mvm)	Statewide Average Collision Rate (c/mvm)¹
1. SR 84: one mile in both directions from the Red Barn Access Area	24	1.34	1.21

Note: c/mvm = collisions per million vehicles miles; ¹ 2012 Collision Data on California State Highways, Caltrans.

The study segment exhibited a collision rate higher than the statewide average for similar facilities. The injury rate along this segment of SR 84 was also higher than the statewide average for similar facilities. There were no fatalities during the review period. Of the 24 collisions, the primary collision factor for a third of the collisions (8) was improper turning. Driving under the influence was attributed as the primary collision factor for six collisions. There were two collisions attributed unsafe speeds and two collisions attributed to improper passing, it should be noted that passing is prohibited on this section of SR 84. During the five-year review period there was one collision that involved a cyclist.

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, curb ramps, and streetscape amenities such as pedestrian scale lighting and benches. There are no sidewalks, crosswalks, or pedestrian amenities that provide access in the vicinity of the proposed project site. Narrow shoulders and obstacles along SR 84 impact convenient and continuous access for pedestrians and present safety concerns in those locations where appropriate pedestrian infrastructure could address potential conflict points. Along SR 84, along the project frontage, pedestrians either have to walk along narrow shoulders or in the drainage area.

Bicycle Facilities

The *Highway Design Manual*, California Department of Transportation (Caltrans), 2012, classifies bikeways into three categories:

- **Class I Multi-Use Path** – a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- **Class II Bike Lane** – a striped and signed lane for one-way bike travel on a street or highway.
- **Class III Bike Route** – signing only for shared use with motor vehicles within the same travel lane on a street or highway.

No bicycle facilities exist along or near the frontage of the project area. Bicyclists ride in and along the roadways within the project study area. Field observations revealed a large speed differential between cyclists and motorist along the project frontage, specifically in the westbound direction. Cyclists travel at approximately half the speed of motorists. Currently there are no proposed plans to upgrade the bicycle facilities along SR 84 at or near the project site, per the *San Mateo Comprehensive Bicycle and Pedestrian Master Plan, 2011*.

Table 2 summarizes the planned bicycle facilities within the Preserve near the Red Barn Access Area, as contained in the La Honda Creek Open Space Preserve Master Plan and Draft Initial Study/Mitigated Negative Declaration.

Table 2 – Bicycle Facility Summary

Status Facility	Class	Length (miles)	Begin Point	End Point
Planned				
Bay Area Ridge Trail	I	~4.5	Border of La Honda Creek Open Space	Red Barn Access Area
Trail Connection to Driscoll Ranch Access Road	I	1.5	Bay Area Ridge Trail	La Honda Creek Loop Trail
La Honda Creek Loop Trail	I	4.8	La Honda Elementary/Sears Ranch	La Honda Elementary/Sears Ranch

Source: *Midpeninsula Regional Open Space District La Honda Creek Open Space Preserve Master Plan, 2012*

Bicycle Storage

The La Honda Creek Open Space Preserve Master Plan does not identify the provision of bicycle parking or storage facilities. However, such facilities should be provided for cyclists who wish to travel to the project site and store their bicycles while accessing the Preserve. SR 84 is frequented by sport cyclists on road bikes that might not be suitable on the project site's unpaved trails and ranch roads.

Trail Network

Currently, there are 3.7 miles of existing hiking and equestrian trails in the Preserve that are accessed from a trailhead on Allen Road; however, recreational access is only allowed by permit.

The La Honda Creek Open Space Master Plan identified new public trails, for hiking and equestrian use, and multi-use public trails, which would also allow bicycles. There are a total of 13 trails planned, with a total length of 30.1 miles, to be implemented in phases over a 30-year period. The planned trails through the northern part of the project would be joined together to form an extension of the Bay Area Ridge Trail once a through connection is established. All of the trails would eventually be interconnected and accessible from any trailhead or Preserve access point. Table 3 summarizes the trails that are planned to begin at the Red Barn Access Area.

Table 3 –Possible Red Barn Access Area Trails

Status Facility	Users	Length (miles)	Begin Point	End Point
Planned				
Red Barn Loop Trail	Hiking, Equestrian	2.0	Red Barn Access Area	Red Barn Access Area
Trail Connection to Driscoll Ranch Access Road	Hiking, Equestrian, Bicycles	1.5	Red Barn Loop Trail	La Honda Creek Loop Trail
Interior Loop Trail	Hiking, Equestrian	2.4	Red Barn Loop Trail	Red Barn Loop Trail
Bay Area Ridge Trail	Hiking, Equestrian, Bicycles	~4.5	Border of La Honda Creek Open Space	Red Barn Access Area

Source: *Midpeninsula Regional Open Space District La Honda Creek Open Space Preserve Master Plan, 2012*

Transit Facilities

San Mateo Transit (SamTrans) provides regional bus service in greater San Mateo County; however, currently SamTrans does not have any routes that provide stops near the Red Barn Access Area. The nearest transit stop is at the intersection of SR 84 and SR 35, three miles to the west via SR 84.

Sight Distance

At unsignalized intersections a substantially clear line of sight should be maintained between the driver of a vehicle waiting at the crossroad and the driver of an approaching vehicle. Adequate time must be provided for the waiting vehicle to either cross, turn left, or turn right, without requiring the through traffic to radically alter their speed. Sight distance should be measured from a 3.5-foot height at the location of the driver on the minor road to a 4.25-foot object height in the center of the approaching lane of the major road. Setback for the driver on the crossroad shall be a minimum of 15 feet, measured from the edge of the traveled way.

Sight distance along SR 84 at the existing access point and proposed project driveway were evaluated based on sight distance criteria contained in the *Highway Design Manual (HDM)* published by Caltrans. The recommended sight distance at intersections of public streets is based on corner sight distance, while recommended sight distances for minor street approaches that are either a private road or a driveway are based on stopping sight distance. Both use the approach travel speeds as the basis for determining the recommended sight distance. Additionally, the stopping sight distance needed for a following driver to stop if there is a vehicle waiting to turn into a side street or driveway is evaluated based on stopping sight distance criteria and the approach speed on the major street. Table 4 summarizes the minimum sight distance requirements.

Table 4 – Intersection Sight Distance Criteria

Speed	Public Road Major Approach Stopping Sight Distance	Public Road Minor Approach Corner Sight Distance	Private Road and Rural Driveway Stopping Sight Distance
40 mph	300 feet	440 feet	300 feet
45 mph	360 feet	495 feet	360 feet
50 mph	430 feet	550 feet	430 feet
55 mph	500 feet	605 feet	500 feet
60 mph	580 feet	660 feet	580 feet

Source: *Highway Design Manual*, 6th Edition, California Department of Transportation, 2012

Sight distance at the existing access point and the proposed project driveway were field measured in November 2016. At private road intersections and rural driveways the HDM states that the minimum corner sight distance shall be equal to the given stopping sight distance. The design speed of SR 84 along the project frontage is 60 mph in the westbound direction and 45 mph in the eastbound direction. Based on a design speed of 60 mph, the minimum stopping sight distance needed is 580 feet, looking to the left out of the project driveway. Based on a design speed of 45 mph, the minimum stopping sight distance needed is 360 feet, looking to the right out of the driveway.



Figure 1 Visual obstructions at the proposed project driveway

The August 2016 *La Honda Creek Open Space Preserve – Red Barn Access Study*, by Hexagon Transportation Consultants, recommended that the project driveway location be moved 55 feet to the west to provide adequate sight distance in both directions. Based on the November 2016 field observations, it was confirmed that the proposed project driveway location should be moved to provide adequate sight distance in both directions. The proposed driveway can be moved up to 165 feet to the west, but must be moved at least 55 feet to the west to provide adequate sight distance looking to the left out of the driveway, as shown on the enclosed map. Additionally, future site plans should consider reducing the visual obstructions caused by existing ranch fence, roadway signs, and utility poles. At the proposed project driveway location, 55 feet west of the existing driveway, at the minimum setback distance of 15 feet from the edge of the traveled way, the sight distance is obstructed by the existing ranch fence and a roadway sign. Figure 1 shows the existing physical obstructions at the proposed project driveway.

At the minimum setback distance the sight distance at the proposed driveway is not adequate in either direction. The obstructed sight distance is less than 300 feet in both directions.

The sight distance was measured at the proposed project driveway location from a setback of approximately 10 feet from the edge of the travel way, in order to remain on the roadway side of the fence. At this location the measured sight distance, looking to the right towards oncoming eastbound traffic, was determined to be 475 feet. The stopping sight distance looking to the right is well in excess of the minimum 360 feet needed for a design speed of 45 mph and is acceptable by Caltrans standards. The measured sight distance looking to the left, towards oncoming westbound traffic, was determined to be approximately 585 feet. The stopping sight distance looking to left is acceptable by Caltrans standards for a design speed of 60 mph; therefore, the sight distance at the proposed project driveway is adequate.

Access Analysis

Left-Turn Lane Warrants

The need for left-turn lanes on SR 84 at the Red Barn Access Area was evaluated based on criteria contained in the *Intersection Channelization Design Guide*, National Cooperative Highway Research Program (NCHRP) Report No. 279, Transportation Research Board, 1985, as well as a more recent update of the methodology developed by the Washington State Department of Transportation. This criteria includes through traffic volume, turning traffic volume, the posted speed limit and the lane configuration. The NCHRP report references a methodology developed by M. D. Harmelink that includes equations that can be applied to expected or actual traffic volumes in order to determine the need for a left-turn pocket based on safety criteria. Based on our research and discussions with Caltrans staff, this methodology is consistent with the "Guidelines for Reconstruction of Intersections," August 1985, which was referenced in Section 405.2, Left-turn Channelization, of previous editions of the Caltrans *Highway Design Manual*.

A sensitivity analysis was conducted to determine the need for left-turn channelization (i.e., left-turn pocket) on SR 84 at the proposed project driveway based on weekend midday peak hour volumes as well as safety criteria. Based on peak hour traffic data collected by Hexagon Transportation Consultants in June 2016 for the *La Honda Creek Open Space Preserve – Red Barn Access Study*, a left-turn lane would not be warranted on SR 84 at the Red Barn Access Area unless the number of inbound vehicles from eastbound SR 84 exceeds 142 vehicles during the weekend midday peak hour. The *La Honda Creek Open Space Master Plan IS/MND* projected up to seven inbound vehicles on eastbound SR 84 during the weekend midday peak hour; therefore, a left-turn lane would not be warranted on SR 84 at the proposed project driveway.

Right-Turn Lane Warrants

The need for a right-turn lane or taper was evaluated based on criteria contained in the *Intersection Channelization Design Guide*, National Cooperative Highway Research Program (NCHRP) Report No. 279, Transportation Research Board, 1985. A right-turn lane would consist of an additional lane installed to the right of the existing travel lane, and would be a minimum of twelve feet wide plus a four foot shoulder where not adjacent to a curb. A right-turn taper differs from a right-turn lane in that a taper is a shoulder area that gets progressively wider as the motorist approaches an intersection. Both improvements are meant to provide an area for motorists turning right to move out of the traffic lane without impeding through traffic.

A sensitivity analysis was conducted to determine the need of a right-turn lane or taper at the intersection of SR 84 and the proposed project driveway. Using the same criteria contained in the *Intersection Channelization Design Guide*, the warrants were evaluated using the peak hour traffic data collected by Hexagon Transportation Consultants in June 2016 for the *La Honda Creek Open Space Preserve – Red Barn Access Study*. Based on these assumptions, a right-turn lane taper would be warranted on SR 84 if the number of inbound vehicles turning right from westbound SR 84 exceeds 35 vehicles during the weekend midday peak hour. Additionally, a right-turn lane would be warranted on SR 84 if the number of inbound vehicles turning right from westbound SR 84 exceeds 69 vehicles during the weekend midday peak hour. The *La Honda Creek Open Space Master Plan IS/MND* projected up to 58 inbound vehicles on westbound SR 84 during the weekend midday peak hour. Based on these assumptions, a right-turn taper would be warranted at the proposed project driveway. The right-turn taper would need to be at least an eight foot wide hard shoulder extending 375 feet east of the proposed project driveway in order to allow for the deceleration of vehicles. Additionally, a right-turn lane could be provided at the project driveway in lieu of a right-turn taper to adequately accommodate the low turning speed of vehicles towing trailers.

Conclusions and Recommendations

- The collision rate and injury rates on the SR 84 segment along the project frontage are higher than the statewide average for similar facilities.

- The August 2016 *La Honda Creek Open Space Preserve – Red Barn Access Study*, by Hexagon Transportation Consultants finding of inadequate site distance at the existing driveway was confirmed.
- The proposed project driveway, 55 feet west of the existing driveway, satisfies the minimum stopping sight distance required based on the design speed in both directions.
- Left-turn channelization would not be warranted since the number of projected inbound vehicles from eastbound SR 84 is less than 142 vehicles during the highest weekend peak hour. A right-turn lane would not be warranted since the number of projected inbound vehicles from westbound SR 84 does not exceeds 69 vehicles during the highest weekend peak hour; however, a right-turn taper would be warranted based on the *La Honda Creek Open Space Master Plan IS/MND* trip generation. The right-turn taper would need to be at least an eight foot wide hard shoulder extending 375 feet to the east.

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

MES/nfb/SMX011.M1

Enclosures:

Segment Collision Rate Calculations
Proposed Driveway Location Map

SEGMENT COLLISION RATE CALCULATIONS

Red Barn Public Access Area

Location: SR 84, one mile east/one mile west

Date of Count: Saturday, January 00, 1900

ADT: 4,900

Number of Collisions: 24

Number of Injuries: 12

Number of Fatalities: 0

Start Date: May 1, 2010

End Date: April 30, 2015

Number of Years: 5

Highway Type: Conventional 2 lanes or less

Area: Rural

Design Speed: ≤55

Terrain: Rolling/Mountain

Segment Length: 2.0 miles

Direction: East/West

$$\frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times 365 \text{ Days per Year} \times \text{Segment Length} \times \text{Number of Years}}$$

$$\frac{24 \times 1,000,000}{4,900 \times 365 \times 2 \times 5}$$

	<u>Collision Rate</u>	<u>Fatality Rate</u>	<u>Injury Rate</u>
Study Segment	1.34 c/mvm	0.0%	50.0%
Statewide Average*	1.21 c/mvm	2.2%	44.8%

ADT = average daily traffic volume

c/mvm = collisions per million vehicle miles

* 2012 Collision Data on California State Highways, Caltrans

Location:

Date of Count:

ADT:

Number of Collisions:

Number of Injuries:

Number of Fatalities:

Start Date:

End Date:

Number of Years:

Highway Type:

Area:

Design Speed:

Terrain:

Segment Length:

$$\frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times 365 \text{ Days per Year} \times \text{Segment Length} \times \text{Number of Years}}$$

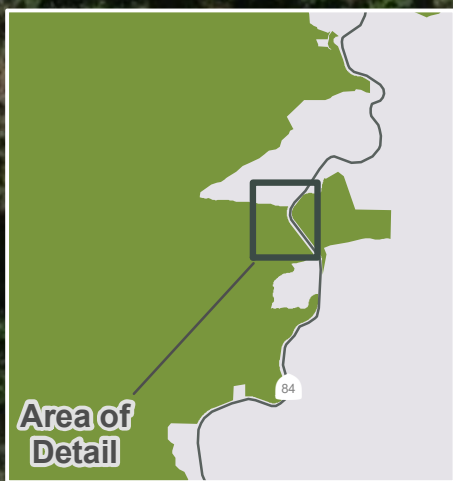
$$\frac{0 \times 1,000,000}{0 \times 365 \times 0 \times 0}$$

	<u>Collision Rate</u>	<u>Fatality Rate</u>	<u>Injury Rate</u>
Study Segment	0.00 c/mvm	0.0%	0.0%
Statewide Average*	0.00 c/mvm	0.0%	0.0%

ADT = average daily traffic volume








c/mvm = collisions per million vehicle miles

* 2012 Collision Data on California State Highways, Caltrans



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

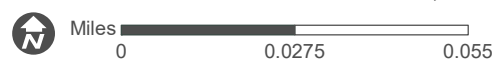
Attachment B: Red Barn Public Access Area Proposed Driveway Location Map

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

Midpeninsula Regional
Open Space District
(MROSD)



June, 2016



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.



August 22, 2016

Ms. Lisa Bankosh
Midpeninsula Regional Open Space District
330 Distel Circle
Los Altos, CA 94022

Subject: Traffic Study for the Proposed La Honda Creek Open Space Preserve Parking Lot at Sears Ranch Road

Dear Ms. Bankosh:

Hexagon Transportation Consultants, Inc. has completed this traffic study for the proposed parking lot on Sears Ranch Road to serve the La Honda Creek Open Space Preserve. The proposed parking lot would serve hikers to the proposed new La Honda Creek Open Space Preserve trails. The parking lot will be designed with 20 parking spaces and is expected mostly to serve nearby residents. Other parking lots elsewhere within the Preserve are being designed to serve the general public.

The purpose of this letter is to assess the traffic volume and pedestrian safety on Sears Ranch Road under existing conditions and with the Preserve parking lot. Of particular interest is the interface between the La Honda Elementary School and Preserve traffic. The school is located at the end of Sears Ranch Road and near the proposed parking lot (see the Figure 1). The school had an enrollment of 78 students for the academic year 2015-16.

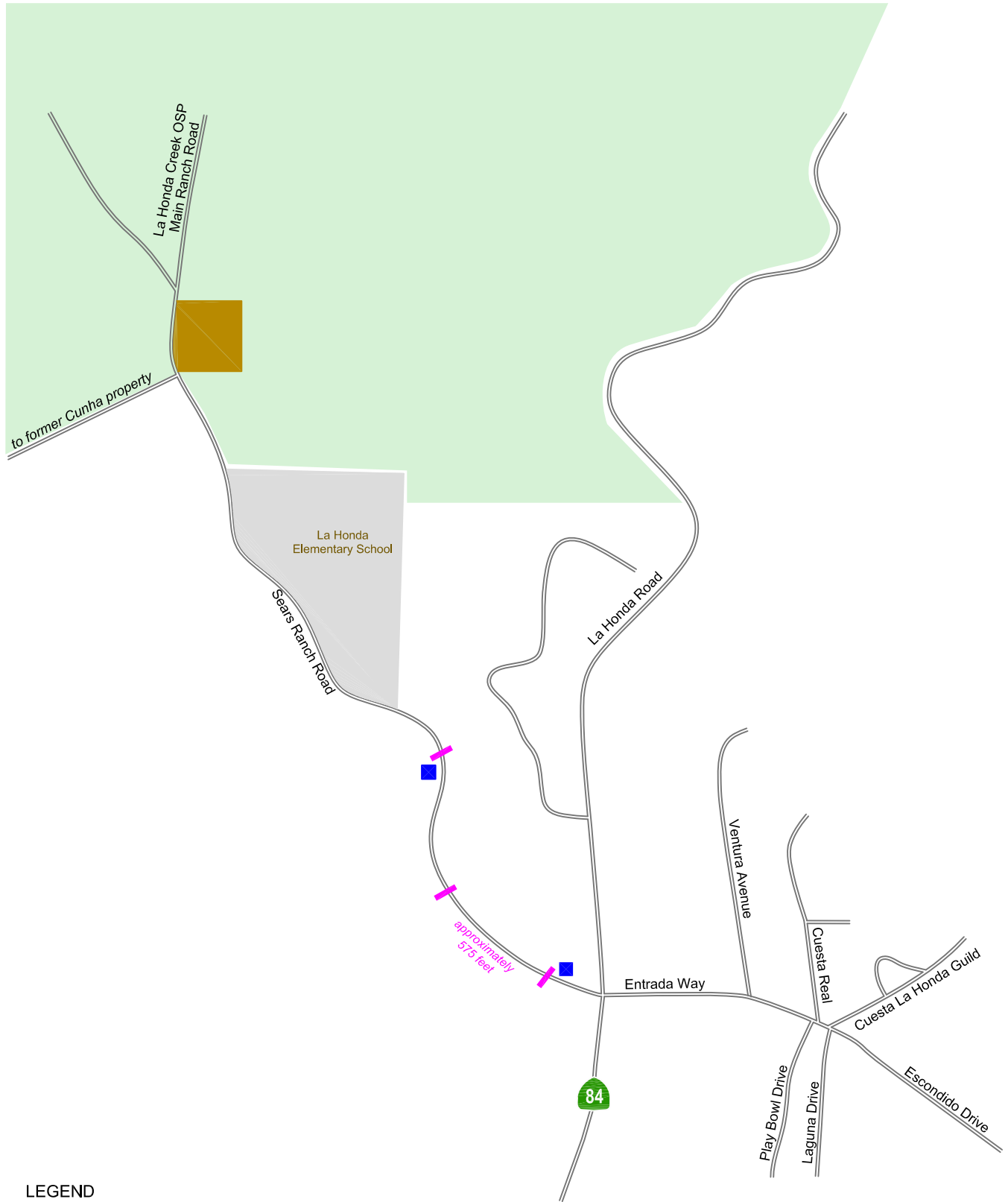
Traffic Counts

Hexagon conducted traffic volume and speed counts for one week on Sears Ranch Road while school was still in session, from June 7, 2016 to June 13, 2016 (see Appendix A). The last day of school was June 10. Sears Ranch Road serves mainly school traffic and a few homes and ranches. The traffic counts showed that traffic was busiest on Sears Ranch Road during the school drop off/pick up hours on weekdays. The daily traffic on school weekdays was approximately 350 vehicles per day (vpd). On Tuesday (June 07, 2016) the school held graduation ceremonies, and the count was approximately 900 vpd. On the weekend the traffic was very low at approximately 80-90 vpd. The capacity of a two-lane road like Sears Ranch Road is 12,000 vpd. With a typical volume of 350 vpd when school is in session and 90 vpd with no school, the road is operating substantially below capacity.

Hexagon also conducted intersection turning-movement counts at the La Honda Elementary School driveway on Tuesday, June 7, 2016 (see Appendix B). The counts were conducted during the peak times before and after school (see Table 1). As noted above, the school volume was high on that Tuesday due to graduation ceremonies. There were only a few vehicles during the peak time periods that passed by the school and didn't turn into or out of the school parking lot.

Sears Ranch Road Evaluation

Sears Ranch Road between La Honda Road and the elementary school is about 30 feet wide and is marked with two 12-foot travel lanes and a 6-foot paved shoulder. The paved shoulder provides an area for pedestrians because there are no sidewalks. During Hexagon's site visit, some parents and students were observed walking home from school along Sears Ranch Road.



LEGEND





-  = Proposed Parking Lot Location
-  = Recommended Speed Limit Sign Location
-  = Potential Speed Hump Location
-  = La Honda Creek Open Space Preserve

Figure 1
Site Location



Table 1
School and Through Traffic on Sears Ranch Road

	No. of vehicles on Sears Ranch Road	No. of vehicles turning in/out from school	No. of through vehicles
7:00 AM - 7:15 AM	10	10	0
7:15 AM - 7:30 AM	9	8	1
7:30 AM - 7:45 AM	7	7	0
7:45 AM - 8:00 AM	21	20	1
8:00 AM - 8:15 AM	31	31	0
8:15 AM - 8:30 AM	67	66	1
8:30 AM - 8:45 AM	34	34	0
8:45 AM - 9:00 AM	11	11	0
2:00 PM - 2:15 PM	14	12	2
2:15 PM - 2:30 PM	18	16	2
2:30 PM - 2:45 PM	22	22	0
2:45 PM - 3:00 PM	30	30	0
3:00 PM - 3:15 PM	34	33	1
3:15 PM - 3:30 PM	10	10	0
3:30 PM - 3:45 PM	14	13	1
3:45 PM - 4:00 PM	19	18	1

Beyond the school, Sears Ranch Road narrows significantly. The pavement is about 20 feet wide but appears narrower due to the overgrown vegetation on both sides of the roadway. Hexagon recommends that the vegetation be removed along the road and that a centerline be painted for a short stretch, as described in the school driveway section below.

The California Vehicle Code specifies that speed limits should be set at the 85th percentile speed of prevailing traffic. The 85th percentile speed means that 85% of vehicles are driving at that speed or lower and is considered the maximum prudent speed. The 85th percentile speeds on Sears Ranch Road were found to be 33 mph going uphill and 34 mph going downhill. There is no posted speed limit on Sears Ranch Road. However, the typical speed limit around schools is 25 mph.

Vehicle speeds are typically a function of roadway design and not volume. Therefore, the proposed Preserve parking lot would not affect vehicle speeds on Sears Ranch Road. Nevertheless, because of the presence of school children, it would be desirable to slow down traffic on Sears Ranch Road. This could be done with speed limit signs, speed feedback signs, or speed humps (see Figure 1). Any speed control measures would need to be implemented by San Mateo County because Sears Ranch Road is a County road. Speed limit signs and pavement markings would be appropriate at the beginning of Sears Ranch Road going uphill and just past the school driveway going downhill. Speed feedback signs would be more effective but would be



more expensive to install. Speed humps are the most effective measure for speed control, but they can slow down emergency vehicle response times.

Project Traffic

The proposed Preserve parking lot would be used by hikers using the Preserve's trails. Based on the past experience of the Open Space District (MPROSD), the trails would be busier on weekends than during the week. They also would be busier during the late morning and early afternoon, rather than during the early morning. Therefore, the busiest usage time for the trails would not coincide with the peak time for school traffic, which is on weekday mornings.

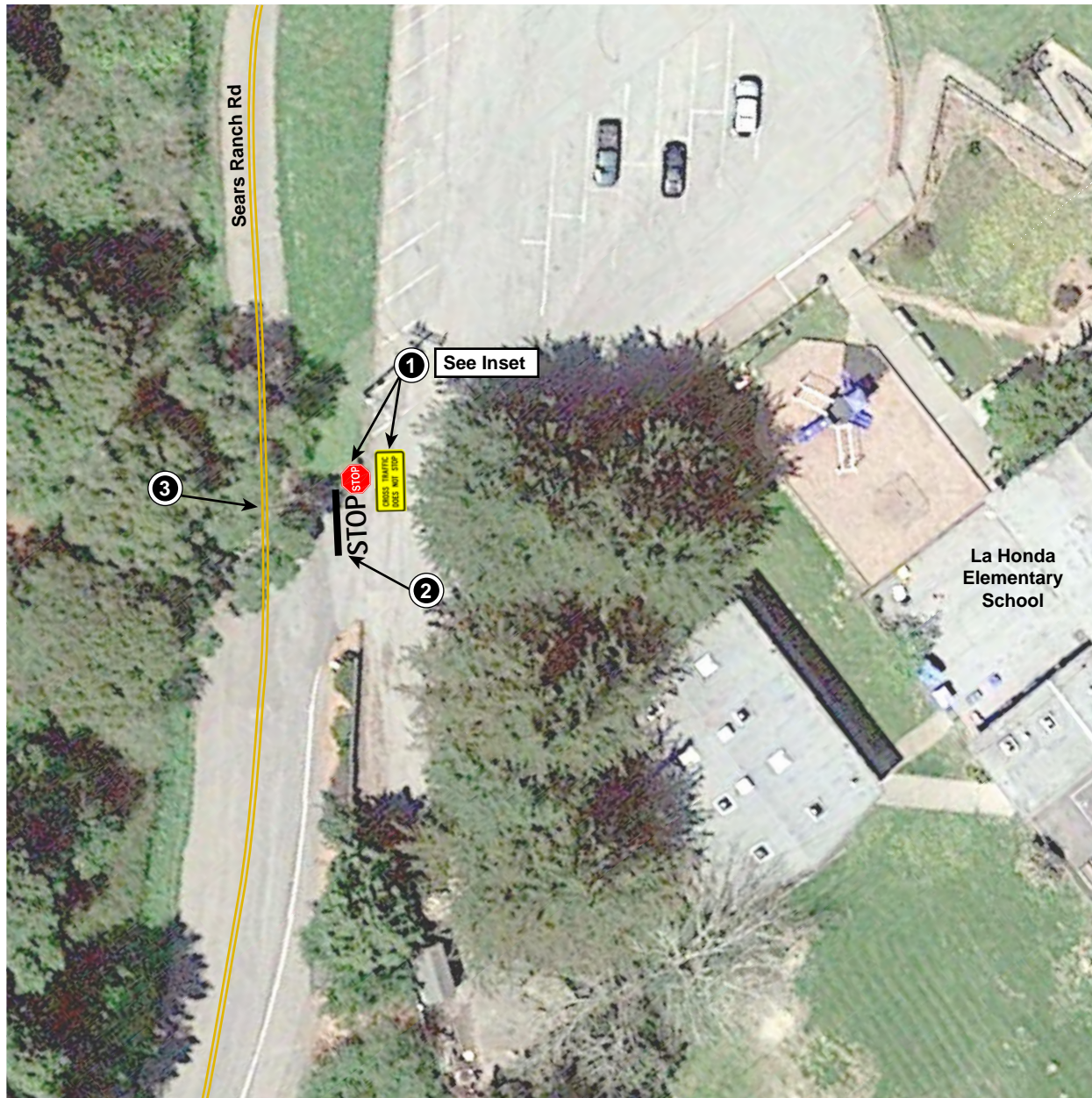
To provide an estimate of the number of vehicles that would use the proposed parking lot, Hexagon conducted driveway counts at an existing Preserve parking lot with 20 spaces located 1.3 miles west of Alpine Road and Skyline Boulevard intersection (see Appendix C). The counts were conducted for two weekends and 10 weekdays. The counts were used to develop trip generation rates based on the number of parking spaces. The trip generation rates were found to average 3.82 daily trips per parking space on weekdays, 8.55 daily trips per space on Saturdays, and 8.60 daily trips per space on Sundays.

The proposed parking lot on Sears Ranch Road would have 20 parking spaces. Using the rates derived from the Alpine Road parking lot counts, the new parking lot would generate 76 trips per day on weekdays, 171 trips per day on Saturdays, and 172 trips per day on Sundays. When added to the existing traffic volume on Sears Ranch Road, the total daily volume would be approximately 430 vehicles on weekdays (when school was in session) and 250-265 vehicles on weekends. These totals are substantially below the roadway capacity of 12,000 vehicles per day. Therefore, there would be no traffic impact on Sears Ranch Road due to the parking lot.

School Driveway

Hexagon consulted with school staff about safety and operations of the school driveway on Sears Ranch Road. Hexagon was told that some parents do not realize that Sears Ranch Road is a through street and do not look for on-coming traffic when exiting. During our site visit, we observed that some of the parents did not stop at the school driveway Stop sign when exiting. Also, we observed that the height of the Stop sign at the school driveway is too low.

The proposed MPROSD parking lot would add some through traffic on Sears Ranch Road at the school driveway. It is necessary for parents to stop and look when they exit the parking lot and to realize that there could be cross traffic. Hexagon recommends that the Stop sign be raised to the standard height of seven feet, and we recommend that a stop bar and STOP legend be painted on the pavement. The school should also consider adding a CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque under the stop sign. To reinforce the appearance of Sears Ranch Road as a through street, Hexagon recommends that the County paint a double yellow center line in the vicinity of the driveway for a distance of about 100 feet up the hill toward the Preserve parking lot (see the Figure 2).



RECOMMENDATIONS

1. The school should raise the height of the Stop sign to seven feet and should consider adding a CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque.
2. The school should paint a stop bar at the school driveway and add a STOP legend to the pavement.
3. A double-yellow center line should be painted on Sears Ranch Road near the school and continuing up the hill toward the Preserve parking lot for about 100 feet.

Inset

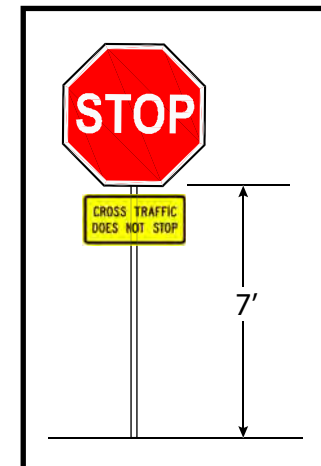


Figure 2
School Driveway Improvements



Conclusions and Recommendations

An additional parking lot serving the La Honda Creek Open Space Preserve was evaluated for potential transportation impacts to Sears Ranch Road. The proposed parking lot would not cause any significant impacts on Sears Ranch Road.

A review of the site location and surroundings for the proposed project resulted in the following recommendations:

- The speed of traffic on Sears Ranch Road should be reduced, if possible. The County should consider speed limit signs, speed feedback signs, or speed humps. Speed control could be requested either by MPROSD or La Honda Elementary School.
- The overgrown vegetation on Sears Ranch Road between La Honda Elementary school and the proposed parking lot should be removed.
- A double-yellow center line should be painted on Sears Ranch Road near the school and continuing up the hill toward the Preserve parking lot for about 100 feet.
- The school should raise the height of the Stop sign to seven feet and should consider adding a CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque.
- The school should paint a stop bar at the school driveway and add a STOP legend to the pavement.

If you have any questions, please do not hesitate to call.

Sincerely,

HEXAGON TRANSPORTATION CONSULTANTS, INC.

A handwritten signature in black ink, appearing to read "Gary K. Black", with a long horizontal flourish extending to the right.

Gary K. Black

President

Appendix A

Traffic Volume and Speed Counts on Sears Ranch Road

All Traffic Data Services

9660 W. 44th Ave
Wheat Ridge, CO 80033
www.AllTrafficData.net

Date Start: 07-Jun-16
Date End: 13-Jun-16
Site Code: 1

SEARS RANCH RD W/O LA HONDA RD

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
06/07/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
06:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	30-39	2
07:00	1	3	5	6	5	2	0	0	0	0	0	0	0	0	22	26-35	11
08:00	1	0	7	30	19	11	3	0	0	0	0	0	0	0	71	26-35	49
09:00	0	0	3	10	11	4	0	0	0	0	0	0	0	0	28	26-35	21
10:00	1	0	1	9	1	2	0	0	0	0	0	0	0	0	14	24-33	10
11:00	0	0	3	9	11	4	1	0	0	0	0	0	0	0	28	26-35	20
12 PM	2	2	8	6	3	1	1	0	0	0	0	0	0	0	23	21-30	14
13:00	0	1	2	0	12	2	0	1	0	0	0	0	0	0	18	30-39	14
14:00	2	0	4	6	7	10	1	0	0	0	0	0	0	0	30	31-40	17
15:00	5	3	3	17	18	1	0	0	0	0	0	0	0	0	47	26-35	35
16:00	1	1	3	8	19	2	1	0	0	0	0	0	0	0	35	26-35	27
17:00	1	2	9	24	19	10	1	0	0	0	0	0	0	0	66	26-35	43
18:00	1	2	3	17	14	6	0	0	0	0	0	0	0	0	43	26-35	31
19:00	0	1	3	9	10	3	0	0	0	0	0	0	0	0	26	26-35	19
20:00	0	1	1	2	1	0	0	0	0	0	0	0	0	0	5	26-35	3
21:00	0	0	1	4	2	0	0	0	0	0	0	0	0	0	7	24-33	6
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	15	16	56	158	152	61	8	1	0	0	0	0	0	0	467		
Percent	3.2%	3.4%	12.0%	33.8%	32.5%	13.1%	1.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	08:00	08:00	08:00	08:00	08:00								08:00		
Vol.	1	3	7	30	19	11	3								71		
PM Peak	15:00	15:00	17:00	17:00	16:00	14:00	12:00	13:00							17:00		
Vol.	5	3	9	24	19	10	1	1							66		

All Traffic Data Services

9660 W. 44th Ave
Wheat Ridge, CO 80033
www.AllTrafficData.net

Date Start: 07-Jun-16

Date End: 13-Jun-16

Site Code: 1

SEARS RANCH RD W/O LA HONDA RD

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
06/08/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
07:00	1	0	1	0	1	0	0	0	0	0	0	0	0	0	3	*	1
08:00	0	0	4	20	13	2	1	0	0	0	0	0	0	0	40	26-35	33
09:00	0	2	2	1	1	0	0	0	0	0	0	0	0	0	6	16-25	4
10:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	*	1
11:00	0	1	1	5	6	3	0	0	0	0	0	0	0	0	16	26-35	11
12 PM	4	0	3	8	8	5	0	0	0	0	0	0	0	0	28	26-35	16
13:00	0	1	1	5	5	2	0	0	0	0	0	0	0	0	14	26-35	10
14:00	1	1	0	9	9	1	0	0	0	0	0	0	0	0	21	26-35	18
15:00	2	0	1	2	3	5	0	0	0	0	0	0	0	0	13	31-40	8
16:00	1	1	2	6	4	0	1	0	0	0	0	0	0	0	15	26-35	10
17:00	2	1	0	7	3	2	0	0	0	0	0	0	0	0	15	26-35	10
18:00	0	2	3	2	1	0	0	0	0	0	0	0	0	0	8	21-30	5
19:00	0	0	1	5	3	1	1	0	0	0	0	0	0	0	11	25-34	8
20:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	12	9	20	71	57	23	3	0	0	0	0	0	0	0	195		
Percent	6.2%	4.6%	10.3%	36.4%	29.2%	11.8%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	09:00	08:00	08:00	08:00	11:00	08:00								08:00		
Vol.	1	2	4	20	13	3	1								40		
PM Peak	12:00	18:00	12:00	14:00	14:00	12:00	16:00								12:00		
Vol.	4	2	3	9	9	5	1								28		

All Traffic Data Services

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www.AllTrafficData.net

Date Start: 07-Jun-16
Date End: 13-Jun-16
Site Code: 1

SEARS RANCH RD W/O LA HONDA RD

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
06/09/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	19-28	1
06:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
07:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
08:00	2	0	3	17	19	2	1	0	0	0	0	0	0	0	44	26-35	36
09:00	1	1	3	2	3	0	0	0	0	0	0	0	0	0	10	19-28	5
10:00	1	0	4	1	2	0	0	0	0	0	0	0	0	0	8	19-28	5
11:00	2	0	0	1	1	0	0	0	0	0	0	0	0	0	4	24-33	2
12 PM	1	1	1	3	1	1	0	0	0	0	0	0	0	0	8	26-35	4
13:00	0	1	1	1	2	2	0	0	0	0	0	0	0	0	7	29-38	4
14:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	14-23	1
15:00	1	0	4	14	10	4	0	0	0	0	0	0	0	0	33	26-35	24
16:00	0	0	5	5	7	3	1	0	0	0	0	0	0	0	21	25-34	12
17:00	0	0	1	2	2	0	0	0	0	0	0	0	0	0	5	24-33	4
18:00	2	2	1	2	2	0	0	0	0	0	0	0	0	0	9	26-35	4
19:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
20:00	0	0	1	5	9	0	1	0	0	0	0	0	0	0	16	26-35	14
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	11	5	26	55	59	12	4	0	0	0	0	0	0	0	172		
Percent	6.4%	2.9%	15.1%	32.0%	34.3%	7.0%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	10:00	08:00	08:00	08:00	05:00								08:00		
Vol.	2	1	4	17	19	2	1								44		
PM Peak	18:00	18:00	16:00	15:00	15:00	15:00	16:00								15:00		
Vol.	2	2	5	14	10	4	1								33		

All Traffic Data Services

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Wheat Ridge, CO 80033
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Date Start: 07-Jun-16

Date End: 13-Jun-16

Site Code: 1

SEARS RANCH RD W/O LA HONDA RD

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
06/10/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
06:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
07:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3	15-24	1
08:00	1	0	1	16	16	2	1	0	0	0	0	0	0	0	37	26-35	32
09:00	0	0	1	4	6	3	0	0	0	0	0	0	0	0	14	26-35	10
10:00	0	1	1	0	0	1	1	0	0	0	0	0	0	0	4	14-23	2
11:00	0	2	1	9	9	6	0	0	0	0	0	0	0	0	27	26-35	18
12 PM	0	2	5	11	10	1	0	0	0	0	0	0	0	0	29	26-35	21
13:00	1	0	5	8	9	1	0	0	0	0	0	0	0	0	24	26-35	17
14:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	25-34	4
15:00	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4	24-33	3
16:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	24-33	3
17:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	25-34	2
18:00	0	0	1	2	2	0	0	0	0	0	0	0	0	0	5	24-33	4
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	3	6	17	56	59	14	3	0	0	0	0	0	0	0	158		
Percent	1.9%	3.8%	10.8%	35.4%	37.3%	8.9%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	11:00	05:00	08:00	08:00	11:00	06:00								08:00		
Vol.	1	2	1	16	16	6	1								37		
PM Peak	13:00	12:00	12:00	12:00	12:00	12:00									12:00		
Vol.	1	2	5	11	10	1									29		

All Traffic Data Services

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Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
06/11/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	2	1	1	1	2	1	0	0	0	0	0	0	0	0	8	31-40	3
09:00	2	0	0	1	1	0	0	0	0	0	0	0	0	0	4	24-33	2
10:00	1	0	1	0	0	0	1	0	0	0	0	0	0	0	3	*	1
11:00	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4	24-33	4
12 PM	1	0	0	4	0	0	0	0	0	0	0	0	0	0	5	21-30	4
13:00	0	1	0	0	1	1	0	0	0	0	0	0	0	0	3	29-38	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	1	0	1	2	1	0	0	0	0	0	0	0	0	0	5	26-35	3
17:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18	1
18:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
19:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
20:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3	19-28	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	9	4	5	14	6	3	1	0	0	0	0	0	0	0	42		
Percent	21.4%	9.5%	11.9%	33.3%	14.3%	7.1%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	11:00	08:00	05:00	10:00								08:00		
Vol.	2	1	1	3	2	1	1								8		
PM Peak	12:00	13:00	16:00	12:00	13:00	13:00									12:00		
Vol.	1	1	1	4	1	1									5		

All Traffic Data Services

9660 W. 44th Ave
Wheat Ridge, CO 80033
www.AllTrafficData.net

Date Start: 07-Jun-16
Date End: 13-Jun-16
Site Code: 1

SEARS RANCH RD W/O LA HONDA RD

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
06/12/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	1	2	2	0	0	0	0	0	0	0	0	0	5	24-33	4
10:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	19-28	3
11:00	0	1	3	4	1	1	0	0	0	0	0	0	0	0	10	21-30	7
12 PM	0	2	3	2	0	0	0	0	0	0	0	0	0	0	7	21-30	5
13:00	1	1	1	2	0	0	0	0	0	0	0	0	0	0	5	19-28	3
14:00	1	0	2	2	0	0	0	0	0	0	0	0	0	0	5	20-29	4
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	9-18	1
17:00	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	24-33	2
18:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
19:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
20:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	20-29	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	3	5	15	18	5	1	0	0	0	0	0	0	0	0	47		
Percent	6.4%	10.6%	31.9%	38.3%	10.6%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00	11:00	11:00	09:00	11:00									11:00		
Vol.		1	3	4	2	1									10		
PM Peak	13:00	12:00	12:00	12:00	16:00										12:00		
Vol.	1	2	3	2	1										7		

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SEARS RANCH RD W/O LA HONDA RD

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/13/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
07:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5	16-25	2
08:00	0	0	0	3	1	1	0	0	0	0	0	0	0	0	5	26-35	4
09:00	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3	20-29	2
10:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4	16-25	4
11:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3	24-33	2
12 PM	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3	15-24	1
13:00	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4	15-24	2
14:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
15:00	0	0	3	18	11	3	0	0	0	0	0	0	0	0	35	26-35	29
16:00	3	1	9	9	3	1	0	0	0	0	0	0	0	0	26	21-30	18
17:00	0	0	1	2	6	2	0	0	0	0	0	0	0	0	11	31-40	8
18:00	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4	15-24	2
19:00	0	1	2	1	2	1	0	0	0	0	0	0	0	0	7	31-40	3
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	*	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	8	5	24	36	32	9	0	0	0	0	0	0	0	0	114		
Percent	7.0%	4.4%	21.1%	31.6%	28.1%	7.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	10:00	08:00	11:00	08:00									07:00		
Vol.	3	1	3	3	2	1									5		
PM Peak	16:00	12:00	16:00	15:00	15:00	15:00									15:00		
Vol.	3	1	9	18	11	3									35		
Total	61	50	163	408	370	123	19	1	0	0	0	0	0	0	1195		
Percent	5.1%	4.2%	13.6%	34.1%	31.0%	10.3%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 22 MPH
50th Percentile : 28 MPH
85th Percentile : 34 MPH
95th Percentile : 38 MPH

Stats
10 MPH Pace Speed : 26-35 MPH
Number in Pace : 778
Percent in Pace : 65.1%
Number of Vehicles > 30 MPH : 513
Percent of Vehicles > 30 MPH : 42.9%
Mean Speed(Average) : 29 MPH

All Traffic Data Services

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Date Start: 07-Jun-16
Date End: 13-Jun-16
Site Code: 1

SEARS RANCH RD W/O LA HONDA RD

WB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
06/07/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	20-29	3
06:00	0	1	4	1	1	2	0	0	0	0	0	0	0	0	9	21-30	5
07:00	1	3	7	12	3	2	0	0	0	0	0	0	0	0	28	21-30	19
08:00	3	1	19	32	18	1	1	1	0	0	0	0	0	0	76	21-30	51
09:00	0	1	3	12	8	1	0	0	0	0	0	0	0	0	25	26-35	20
10:00	0	2	2	6	5	0	0	0	0	0	0	0	0	0	15	26-35	11
11:00	0	2	4	8	6	1	0	0	0	0	0	0	0	0	21	25-34	14
12 PM	1	2	4	6	5	2	1	0	0	0	0	0	0	0	21	24-33	11
13:00	0	2	1	7	11	0	0	0	0	0	0	0	0	0	21	26-35	18
14:00	2	0	9	20	16	1	0	0	0	0	0	0	0	0	48	26-35	36
15:00	1	2	5	13	13	5	0	0	0	0	0	0	0	0	39	26-35	26
16:00	4	2	5	17	11	7	1	0	0	0	0	0	0	0	47	26-35	28
17:00	1	2	9	17	14	2	1	0	0	0	0	0	0	0	46	26-35	31
18:00	2	4	5	14	13	2	1	0	0	0	0	0	0	0	41	26-35	27
19:00	0	1	6	3	8	0	1	0	0	0	0	0	0	0	19	25-34	11
20:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
21:00	0	0	2	1	0	1	0	0	0	0	0	0	0	0	4	19-28	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	16	26	86	171	132	27	6	1	0	0	0	0	0	0	465		
Percent	3.4%	5.6%	18.5%	36.8%	28.4%	5.8%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	08:00	08:00	08:00	06:00	08:00	08:00							08:00		
Vol.	3	3	19	32	18	2	1	1							76		
PM Peak	16:00	18:00	14:00	14:00	14:00	16:00	12:00								14:00		
Vol.	4	4	9	20	16	7	1								48		

All Traffic Data Services

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Date Start: 07-Jun-16

Date End: 13-Jun-16

Site Code: 1

SEARS RANCH RD W/O LA HONDA RD

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/08/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
07:00	1	2	2	9	1	0	0	0	0	0	0	0	0	0	15	21-30	11
08:00	0	1	7	24	12	5	0	0	0	0	0	0	0	0	49	26-35	36
09:00	0	2	1	10	0	0	0	0	0	0	0	0	0	0	13	21-30	11
10:00	1	0	1	4	3	1	1	0	0	0	0	0	0	0	11	25-34	7
11:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	4	13-22	2
12 PM	3	3	6	10	2	1	0	0	0	0	0	0	0	0	25	21-30	16
13:00	1	0	5	7	4	1	0	0	0	0	0	0	0	0	18	21-30	12
14:00	1	0	2	5	3	1	0	0	0	0	0	0	0	0	12	24-33	8
15:00	0	1	1	4	2	1	0	0	0	0	0	0	0	0	9	26-35	6
16:00	0	1	3	1	5	0	0	0	0	0	0	0	0	0	10	26-35	6
17:00	3	0	3	3	3	3	0	0	0	0	0	0	0	0	15	21-30	6
18:00	0	2	0	3	1	1	0	0	0	0	0	0	0	0	7	26-35	4
19:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	29-38	2
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	11	14	33	81	37	15	1	0	0	0	0	0	0	0	192		
Percent	5.7%	7.3%	17.2%	42.2%	19.3%	7.8%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	08:00	08:00	08:00	08:00	10:00								08:00		
Vol.	1	2	7	24	12	5	1								49		
PM Peak	12:00	12:00	12:00	12:00	16:00	17:00									12:00		
Vol.	3	3	6	10	5	3									25		

All Traffic Data Services

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Date Start: 07-Jun-16
Date End: 13-Jun-16
Site Code: 1

SEARS RANCH RD W/O LA HONDA RD

WB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
06/09/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
07:00	0	1	3	5	0	0	0	0	0	0	0	0	0	0	9	21-30	8
08:00	1	0	8	33	13	0	0	0	0	0	0	0	0	0	55	26-35	46
09:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4	19-28	4
10:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	14-23	1
11:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	13-22	2
12 PM	1	0	3	0	2	1	0	0	0	0	0	0	0	0	7	31-40	3
13:00	0	1	0	2	4	0	0	0	0	0	0	0	0	0	7	26-35	6
14:00	1	1	2	18	6	1	0	0	0	0	0	0	0	0	29	26-35	24
15:00	1	0	8	1	4	0	0	0	0	0	0	0	0	0	14	19-28	9
16:00	0	0	2	4	2	0	1	0	0	0	0	0	0	0	9	26-35	6
17:00	0	1	0	3	2	0	0	0	0	0	0	0	0	0	6	25-34	5
18:00	1	1	4	8	4	1	1	0	0	0	0	0	0	0	20	21-30	12
19:00	1	0	1	0	0	1	0	0	0	0	0	0	0	0	3	*	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	7	6	38	76	38	4	2	0	0	0	0	0	0	0	171		
Percent	4.1%	3.5%	22.2%	44.4%	22.2%	2.3%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	08:00	08:00	08:00										08:00		
Vol.	1	1	8	33	13										55		
PM Peak	12:00	13:00	15:00	14:00	14:00	12:00	16:00								14:00		
Vol.	1	1	8	18	6	1	1								29		

All Traffic Data Services

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Date Start: 07-Jun-16
Date End: 13-Jun-16
Site Code: 1

SEARS RANCH RD W/O LA HONDA RD

WB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
06/10/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	3	0	3	5	0	0	0	0	0	0	0	0	0	0	11	21-30	8
08:00	1	1	5	27	7	6	0	0	0	0	0	0	0	0	47	25-34	34
09:00	4	0	4	10	4	2	0	0	0	0	0	0	0	0	24	26-35	14
10:00	0	3	7	5	9	1	1	0	0	0	0	0	0	0	26	25-34	14
11:00	0	3	1	3	4	1	0	0	0	0	0	0	0	0	12	26-35	7
12 PM	0	2	3	9	4	0	0	0	0	0	0	0	0	0	18	26-35	13
13:00	1	1	1	3	2	0	0	0	0	0	0	0	0	0	8	26-35	5
14:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	15-24	3
15:00	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4	15-24	3
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	9-18	1
18:00	1	2	1	2	1	0	0	0	0	0	0	0	0	0	7	26-35	3
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	10	15	29	65	32	11	1	0	0	0	0	0	0	0	163		
Percent	6.1%	9.2%	17.8%	39.9%	19.6%	6.7%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	10:00	10:00	08:00	10:00	08:00	10:00								08:00		
Vol.	4	3	7	27	9	6	1								47		
PM Peak	13:00	12:00	12:00	12:00	12:00	17:00									12:00		
Vol.	1	2	3	9	4	1									18		

All Traffic Data Services

9660 W. 44th Ave
Wheat Ridge, CO 80033
www.AllTrafficData.net

Date Start: 07-Jun-16
Date End: 13-Jun-16
Site Code: 1

SEARS RANCH RD W/O LA HONDA RD

WB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
06/11/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
08:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	15-24	3
09:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3	19-28	2
10:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	*	1
11:00	0	2	3	2	1	0	0	0	0	0	0	0	0	0	8	21-30	5
12 PM	1	1	1	0	1	0	0	0	0	0	0	0	0	0	4	13-22	2
13:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
14:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
15:00	1	2	0	1	0	0	0	0	0	0	0	0	0	0	4	15-24	2
16:00	1	0	1	2	2	0	0	0	0	0	0	0	0	0	6	24-33	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
19:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	10-19	2
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	6	12	9	8	5	0	0	0	0	0	0	0	0	0	40		
Percent	15.0%	30.0%	22.5%	20.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	11:00	11:00	11:00	11:00										11:00		
Vol.	1	2	3	2	1										8		
PM Peak	12:00	15:00	12:00	16:00	16:00										16:00		
Vol.	1	2	1	2	2										6		

All Traffic Data Services

9660 W. 44th Ave
Wheat Ridge, CO 80033
www.AllTrafficData.net

Date Start: 07-Jun-16
Date End: 13-Jun-16
Site Code: 1

SEARS RANCH RD W/O LA HONDA RD

WB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
06/12/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5	16-25	4
10:00	0	2	3	3	3	0	0	0	0	0	0	0	0	0	11	19-28	6
11:00	1	0	2	2	0	0	0	0	0	0	0	0	0	0	5	20-29	4
12 PM	1	0	1	3	0	0	0	0	0	0	0	0	0	0	5	21-30	4
13:00	0	1	2	1	2	0	0	0	0	0	0	0	0	0	6	15-24	3
14:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	*
15:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	14-23	1
16:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	14-23	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	4	13-22	2
19:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	14-23	1
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
21:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	4	7	16	12	8	0	0	0	0	0	0	0	0	0	47		
Percent	8.5%	14.9%	34.0%	25.5%	17.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	10:00	10:00	10:00										10:00		
Vol.	1	2	3	3	3										11		
PM Peak	12:00	13:00	13:00	12:00	13:00										13:00		
Vol.	1	1	2	3	2										6		

All Traffic Data Services

9660 W. 44th Ave
Wheat Ridge, CO 80033
www.AllTrafficData.net

Date Start: 07-Jun-16
Date End: 13-Jun-16
Site Code: 1

SEARS RANCH RD W/O LA HONDA RD

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/13/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
07:00	0	1	1	3	1	0	0	0	0	0	0	0	0	0	6	26-35	4
08:00	0	2	1	3	2	1	0	0	0	0	0	0	0	0	9	26-35	5
09:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3	14-23	2
10:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	19-28	2
11:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	24-33	3
12 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
13:00	1	0	2	7	0	0	0	0	0	0	0	0	0	0	10	21-30	9
14:00	0	3	8	13	4	0	0	0	0	0	0	0	0	0	28	21-30	21
15:00	0	1	3	7	3	1	0	0	0	0	0	0	0	0	15	26-35	10
16:00	2	0	3	3	4	0	0	0	0	0	0	0	0	0	12	26-35	7
17:00	0	1	2	5	2	0	0	0	0	0	0	0	0	0	10	26-35	7
18:00	0	1	3	1	1	0	0	0	0	0	0	0	0	0	6	21-30	4
19:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
20:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	4	11	27	49	19	3	0	0	0	0	0	0	0	0	113		
Percent	3.5%	9.7%	23.9%	43.4%	16.8%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		08:00	06:00	07:00	08:00	08:00									08:00		
Vol.		2	1	3	2	1									9		
PM Peak	16:00	14:00	14:00	14:00	14:00	15:00									14:00		
Vol.	2	3	8	13	4	1									28		
Total	58	91	238	462	271	60	10	1	0	0	0	0	0	0	1191		
Percent	4.9%	7.6%	20.0%	38.8%	22.8%	5.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 20 MPH
50th Percentile : 27 MPH
85th Percentile : 33 MPH
95th Percentile : 35 MPH

Stats
10 MPH Pace Speed : 26-35 MPH
Number in Pace : 733
Percent in Pace : 61.5%
Number of Vehicles > 30 MPH : 342
Percent of Vehicles > 30 MPH : 28.7%
Mean Speed(Average) : 27 MPH

Appendix B

**Intersection Turning-movement counts at
the La Honda Elementary School driveway**



(303) 216-2439
www.alltrafficdata.net

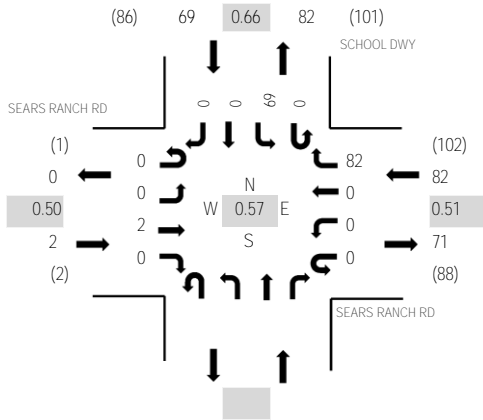
Location: 1 SCHOOL DWY & SEARS RANCH RD AM

Date and Start Time: Tuesday, June 07, 2016

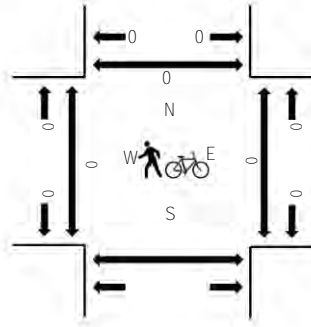
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SEARS RANCH RD Eastbound				SEARS RANCH RD Westbound				SCHOOL DWY Northbound				SCHOOL DWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	6	0	0	10	47	0	0	0	
7:15 AM	0	0	0	0	0	0	1	5	0	0	0	0	0	3	0	0	9	68	0	0	0	
7:30 AM	0	0	0	0	0	0	0	5	0	0	0	0	0	2	0	0	7	126	0	0	0	
7:45 AM	0	0	1	0	0	0	0	13	0	0	0	0	0	7	0	0	21	153	0	0	0	
8:00 AM	0	0	0	0	0	0	0	19	0	0	0	0	0	12	0	0	31	143	0	0	0	
8:15 AM	0	0	1	0	0	0	0	40	0	0	0	0	0	26	0	0	67		0	0	0	
8:30 AM	0	0	0	0	0	0	0	10	0	0	0	0	0	24	0	0	34		0	0	0	
8:45 AM	0	0	0	0	0	0	0	5	0	0	0	0	0	6	0	0	11		0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	2	0	0	0	0	81	0	0	0	0	0	69	0	0	152
Mediums	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	0	0	0	82	0	0	0	0	0	69	0	0	153



(303) 216-2439
www.alltrafficdata.net

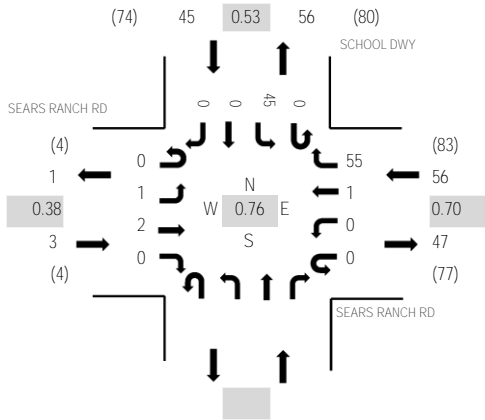
Location: 1 SCHOOL DWY & SEARS RANCH RD

Date and Start Time: Tuesday, June 07, 2016

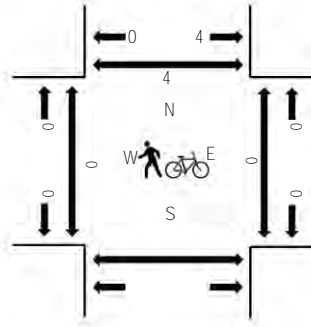
Peak Hour: 02:15 PM - 03:15 PM

Peak 15-Minutes: 03:00 PM - 03:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SEARS RANCH RD Eastbound				SEARS RANCH RD Westbound				Northbound				SCHOOL DWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	0	0	0	0	0	2	5					0	7	0	0	14	84	0	0	0	
2:15 PM	0	1	1	0	0	0	1	9					0	6	0	0	18	104	0	0	0	
2:30 PM	0	0	0	0	0	0	0	15					0	7	0	0	22	96	0	0	0	
2:45 PM	0	0	0	0	0	0	0	20					0	10	0	0	30	88	0	0	3	
3:00 PM	0	0	1	0	0	0	0	11					0	22	0	0	34	77	0	0	1	
3:15 PM	0	0	0	0	0	0	0	2					0	8	0	0	10		0	2	0	
3:30 PM	0	0	0	0	0	0	1	8					0	5	0	0	14		1	0	0	
3:45 PM	0	0	1	0	0	0	0	9					0	9	0	0	19		2	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0					0	0	0	0	0
Lights	0	1	2	0	0	0	1	54					0	44	0	0	102
Mediums	0	0	0	0	0	0	0	1					0	1	0	0	2
Total	0	1	2	0	0	0	1	55					0	45	0	0	104

Appendix C

Alpine Road Parking Lot Driveway Count

All Traffic Data Services

9660 W. 44th Ave
Wheat Ridge, CO 80033
www.AllTrafficData.net

Date Start: 05-Aug-16
Date End: 18-Aug-16
Site Code: 1
DRIVEWAY N/O ALPINE RD

Start Time	01-Aug-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT
12:00 AM	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
01:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
02:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
03:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
04:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
05:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
06:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
07:00	*	*	*	*	*	*	*	*	1	1	2	2	2	2	2	2
08:00	*	*	*	*	*	*	*	*	0	0	7	3	3	1	3	1
09:00	*	*	*	*	*	*	*	*	2	0	5	3	3	0	3	1
10:00	*	*	*	*	*	*	*	*	5	5	4	4	7	2	5	4
11:00	*	*	*	*	*	*	*	*	3	0	8	13	5	16	5	10
12:00 PM	*	*	*	*	*	*	*	*	1	6	8	11	8	5	6	7
01:00	*	*	*	*	*	*	*	*	3	2	10	8	5	12	6	7
02:00	*	*	*	*	*	*	*	*	1	6	4	9	3	3	3	6
03:00	*	*	*	*	*	*	*	*	3	4	3	3	10	14	5	7
04:00	*	*	*	*	*	*	*	*	13	10	6	5	16	16	12	10
05:00	*	*	*	*	*	*	*	*	0	0	6	6	7	13	4	6
06:00	*	*	*	*	*	*	*	*	10	11	6	5	5	6	7	7
07:00	*	*	*	*	*	*	*	*	2	4	6	7	4	1	4	4
08:00	*	*	*	*	*	*	*	*	5	2	4	9	2	4	4	5
09:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
10:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
11:00	*	*	*	*	*	*	*	*	0	0	0	0	0	0	0	0
Lane Day	0	0	0	0	0	0	0	0	49	51	79	88	80	95	69	77
AM Peak	-	-	-	-	-	-	-	-	10:00	10:00	11:00	11:00	10:00	11:00	10:00	11:00
Vol.	-	-	-	-	-	-	-	-	5	5	8	13	7	16	5	10
PM Peak	-	-	-	-	-	-	-	-	16:00	18:00	13:00	12:00	16:00	16:00	16:00	16:00
Vol.	-	-	-	-	-	-	-	-	13	11	10	11	16	16	12	10

All Traffic Data Services

9660 W. 44th Ave
Wheat Ridge, CO 80033
www.AllTrafficData.net

Date Start: 05-Aug-16
Date End: 18-Aug-16
Site Code: 1
DRIVEWAY N/O ALPINE RD

Start Time	08-Aug-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	2	2	3	4	2	1	4	1	3	4	2	2	3	2	3
08:00	1	5	0	1	3	3	3	2	0	0	5	4	4	5	2	3
09:00	0	0	1	0	0	0	3	1	2	0	3	0	9	6	3	1
10:00	3	0	3	2	5	7	2	2	5	5	12	10	11	5	6	4
11:00	2	1	3	1	1	5	1	4	2	4	8	9	8	19	4	6
12:00 PM	3	5	1	2	1	0	0	0	5	6	6	11	2	6	3	4
01:00	1	2	1	2	1	4	2	4	3	2	7	8	13	26	4	7
02:00	7	11	3	1	5	11	1	2	7	5	3	2	7	12	5	6
03:00	2	0	4	5	0	0	3	4	3	4	10	10	12	13	5	5
04:00	4	6	2	3	3	4	4	4	2	2	3	12	6	12	3	6
05:00	4	3	1	1	3	1	2	3	2	1	7	9	7	8	4	4
06:00	1	2	3	3	1	1	3	7	4	6	8	10	6	10	4	6
07:00	1	6	1	2	3	2	2	4	7	7	4	7	3	7	3	5
08:00	4	7	5	9	0	6	5	9	0	2	11	11	2	8	4	7
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lane	36	50	30	35	30	46	33	50	43	47	92	105	92	140	52	67
Day	86		65		76		83		90		197		232		119	
AM Peak	07:00	08:00	10:00	07:00	10:00	10:00	08:00	07:00	10:00	10:00	10:00	10:00	10:00	11:00	10:00	11:00
Vol.	3	5	3	3	5	7	3	4	5	5	12	10	11	19	6	6
PM Peak	14:00	14:00	20:00	20:00	14:00	14:00	20:00	20:00	14:00	19:00	20:00	16:00	13:00	13:00	14:00	13:00
Vol.	7	11	5	9	5	11	5	9	7	7	11	12	13	26	5	7

All Traffic Data Services

9660 W. 44th Ave
Wheat Ridge, CO 80033
www.AllTrafficData.net

Date Start: 05-Aug-16
Date End: 18-Aug-16
Site Code: 1
DRIVEWAY N/O ALPINE RD

Start Time	15-Aug-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT
12:00 AM	0	0	0	0	1	0	0	0	*	*	*	*	*	*	0	0
01:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
02:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
03:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
04:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
05:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
06:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
07:00	3	1	2	2	4	1	1	0	*	*	*	*	*	*	2	1
08:00	2	4	0	1	5	6	2	3	*	*	*	*	*	*	2	4
09:00	0	1	0	0	0	0	4	5	*	*	*	*	*	*	1	2
10:00	2	0	7	3	6	7	3	1	*	*	*	*	*	*	4	3
11:00	6	2	1	2	1	5	0	7	*	*	*	*	*	*	2	4
12:00 PM	4	6	3	2	1	0	0	0	*	*	*	*	*	*	2	2
01:00	0	3	1	1	2	3	4	3	*	*	*	*	*	*	2	2
02:00	8	13	3	6	6	9	2	1	*	*	*	*	*	*	5	7
03:00	1	1	3	6	1	1	4	5	*	*	*	*	*	*	2	3
04:00	6	7	3	2	5	3	5	4	*	*	*	*	*	*	5	4
05:00	3	2	1	1	3	1	4	3	*	*	*	*	*	*	3	2
06:00	5	2	3	3	1	2	6	2	*	*	*	*	*	*	4	2
07:00	2	4	1	2	4	4	0	3	*	*	*	*	*	*	2	3
08:00	4	9	5	8	0	7	7	7	*	*	*	*	*	*	4	8
09:00	0	2	0	0	0	0	0	0	*	*	*	*	*	*	0	0
10:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
11:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	0	0
Lane	46	57	33	39	40	49	42	44	0	0	0	0	0	0	40	47
Day	103		72		89		86		0		0		0		87	
AM Peak	11:00	08:00	10:00	10:00	10:00	10:00	09:00	11:00	-	-	-	-	-	-	10:00	08:00
Vol.	6	4	7	3	6	7	4	7	-	-	-	-	-	-	4	4
PM Peak	14:00	14:00	20:00	20:00	14:00	14:00	20:00	20:00	-	-	-	-	-	-	14:00	20:00
Vol.	8	13	5	8	6	9	7	7	-	-	-	-	-	-	5	8

Comb. Total	189	137	165	169	190	364	407	352
ADT	ADT 116	AADT 116						



Memorandum

Date: August 10, 2016
To: Ms. Leslie Chan, Midpeninsula Regional Open Space District
From: Gary Black
 Lance Knox
Subject: La Honda Creek Open Space Preserve – Red Barn Access Study

The Midpeninsula Regional Open Space District (MROSD) is proposing to develop a staging area serving the La Honda Creek Open Space Preserve at a location known as the Red Barn site (see Figure 1). Hexagon Transportation Consultants, Inc. has completed this access study for the proposed staging area. The site is located in the northern Santa Cruz Mountains on the west side of La Honda Road (Highway 84), just south of Old La Honda Road. The site is referred to as the “Red Barn” site because there is a red barn on the property. The project would involve developing a staging area for the La Honda Creek Open Space Preserve that will contain up to 50 visitor parking spaces including parking spaces for horse trailers, plus other amenities such as picnic tables, restrooms, and trailhead access. Hexagon evaluated the traffic that might be generated by the staging area and the potential driveway location for sight distance and design.

Existing Traffic and Speed

Hexagon conducted traffic volume and speed counts on La Honda Road for one week in June 2016 (see Table 1). The average weekday traffic was found to be approximately 1,300 vehicles per day northbound and 1,420 vehicles per day southbound, while the average weekend traffic was found to be approximately 2,200 vehicles per day northbound and 2,650 vehicles per day southbound. The total weekend average daily traffic (ADT) of 4,850 vehicles along La Honda Road can be compared to the typical capacity of a two-lane road of 12,000 ADT. Thus, the road is operating substantially below capacity.

Table 1
La Honda Road Average Speed and Volume

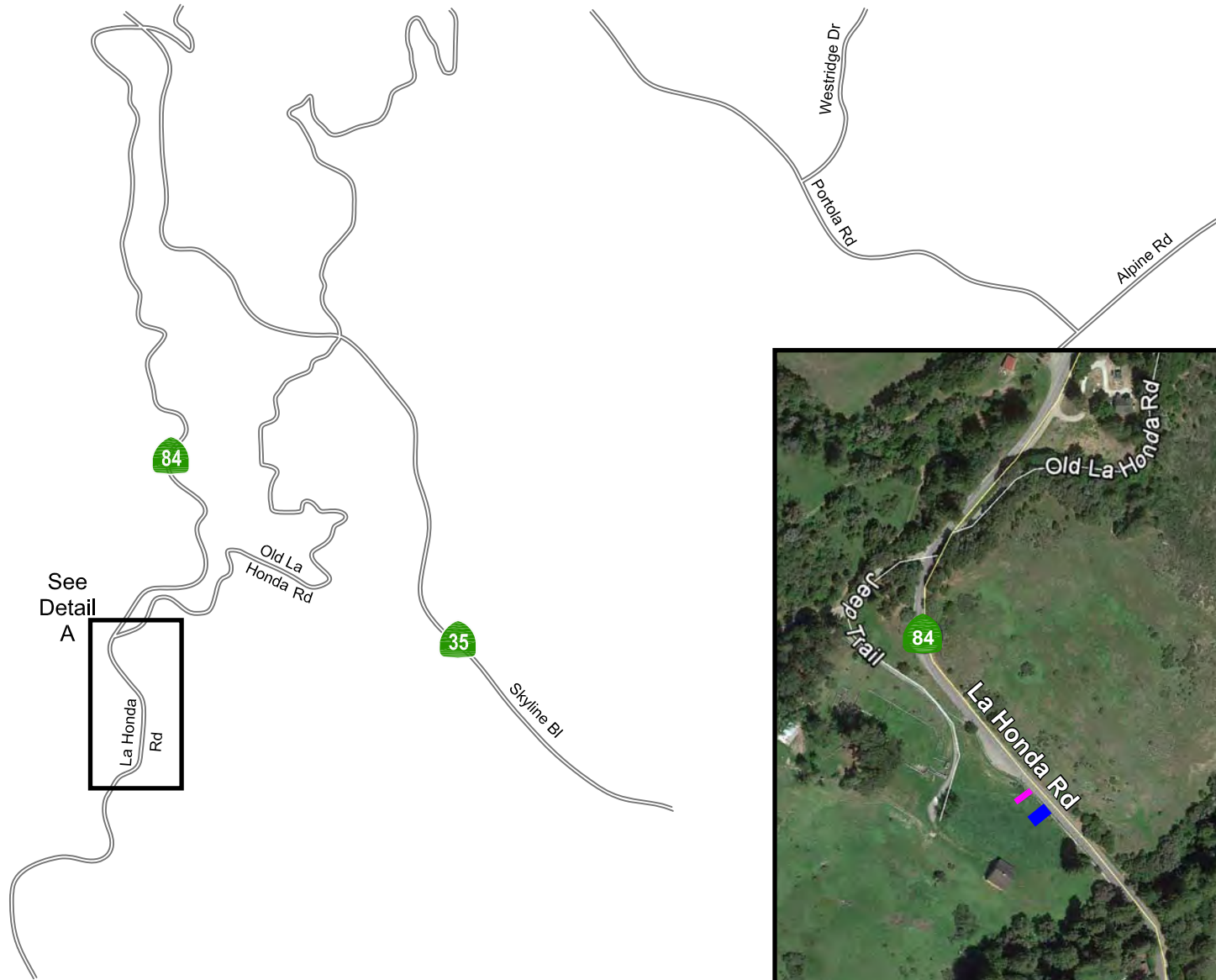
Direction	Hexagon Traffic Survey ¹	
	Speed	Volumes
Weekday Average		
Northbound	43.7 mph	1,300
Southbound	57.3 mph	1,420
Total	50.5 mph	2,720
Weekend Average		
Northbound	41.7 mph	2,200
Southbound	55.4 mph	2,650
Total	48.6 mph	4,850
Daily Average		
Northbound	43.3 mph	1,560
Southbound	56.7 mph	1,770
Total	49.9 mph	3,330

¹ Based on Hexagon traffic counts conducted in June 2016.



Speed data also were included in the traffic counts. Traffic engineers typically are concerned with the 85th percentile speed. Only 15% of vehicles are going faster than the 85th percentile speed, and 85% of vehicles are traveling at or below the 85th percentile speed. The 85th percentile speed is considered the maximum safe speed that a prudent driver will adhere. Northbound (uphill) traffic recorded an 85th percentile speed of 43 mph, while southbound (downhill) traffic recorded an 85th percentile speed of 57 mph. The posted speed limit in the area is 40 mph.

There are no speed limit signs near the project site. The closest speed limit signs to the north and south are beyond one mile away. Sometimes speed limits are marked on the pavement in addition to the signage. Neither nearby speed limit sign has pavement markings.



LEGEND

- = Existing Driveway Location
- = Recommended Driveway Location

Figure 1
Project Site Location

Sight Distance at the Driveway

Hexagon measured sight distance in both directions at the location of the existing driveway to the property (see Figure 2). The measured sight distance in both directions was found to be about 525 feet (see Table 2). The 85th percentile speed for northbound traffic was found to be 43 mph, which requires a minimum stopping sight distance of 360 feet according to the Caltrans' 2010 Highway Design Manual (HDM). The measured sight distance of 530 feet is in excess of the standard, confirming that the sight distance looking right from the driveway (northbound traffic) is acceptable by Caltrans standards.

The southbound traffic along La Honda Road recorded an 85th percentile speed of 57 mph. The Caltrans recommended minimum stopping sight distance for this speed is 580 feet. The measured sight distance is about 525 feet. Thus, the sight distance looking left from the existing driveway is not adequate.

Given the excess of sight distance looking right, Hexagon recommends that the proposed driveway be moved 55 feet to the south. This would provide adequate sight distance in both directions from the driveway (see Figure 1).

Table 2
Sight Distance at the Proposed Driveway

Direction	Posted Speed Limit	Hexagon Survey ¹		Caltrans Standards ²		Adequate Sight Distance
		Speed	Sight Distance	Design Speed	Sight Distance	
Existing Driveway Location						
Looking Right (Northbound Traffic)	40 mph	43 mph	530 feet	45 mph	360 feet	Yes
Looking Left (Southbound Traffic)	40 mph	57 mph	525 feet	60 mph	580 feet	No
Recommended Driveway Location						
Looking Right	40 mph	43 mph	475 feet	45 mph	360 feet	Yes
Looking Left	40 mph	57 mph	580 feet	60 mph	580 feet	Yes

¹ Based on Hexagon field observations conducted in June 2016.
² Source: Caltrans, 2014 Highway Design Manual (California, 2014) Table 201.1.

Figure 2
Looking Left From Existing Driveway



Figure 2 cont.
Looking Right From Existing Driveway



Driveway Design

The project area consists of a southbound slope along La Honda Road, and steep grading just west of the proposed project driveway. The southbound slope, combined with the steep grading, presents challenges for the driveway design. There should be at least 25 to 30 feet (one vehicle length) of flat paved area for vehicles turning in and out of the project driveway. The parking area is proposed to provide spaces for horse trailers. Hexagon researched the maximum driveway slope considering that the driveway would serve horse trailers. There are no guidelines specifically for horse trailers, but Caltrans publishes the guideline *Layout, Design and Construction Handbook for Small Craft Boat Launching Facilities*. Hexagon believes these guidelines also would be appropriate for horse trailers. The guidelines state that grades of 10 percent or less are preferable, with the maximum being 15 percent for vehicles with a trailer. Typically, the transition slope should be about half the ramp grade, with a minimum blending distance of 12 feet. Therefore, the driveway to the staging area should have a maximum grade of 15 percent with 7 percent grade transitions at either end. The throat of the driveway and the curb radii should conform to Caltrans' standards outlined in the Caltrans' *2010 Highway Design Manual (HDM)* (see Figure 3). Figure 3 shows that the recommended driveway design would accommodate horse trailers.

Figure 3
Driveway Access Turning Radii



Project Trip Generation

The proposed parking lot (staging area) would be used by hikers and equestrians using the trails. To determine an estimate of new trips generated by the parking lot, Hexagon conducted driveway counts at the Russian Ridge Preserve main parking lot located on Alpine Road, west of Skyline Boulevard. Counts were conducted for two weeks (2 weekends and 10 weekdays) to determine trip generation rates (see Appendix A). With a total of 41 spaces, the average trip generation rates were found to be 2.91 daily trips per parking space for weekdays, 7.95 trips per parking space for Saturdays, and 9.63 trips per parking space for Sundays.

The project proposes to provide up to 50 parking spaces including spaces for horse trailers. Therefore, based on a maximum of 50 spaces, the weekday trip generation could be assumed to be 146 trips per day (69 in and 77 out), and the weekend trip generation could be assumed to be 398 trips per Saturday (187 in and 211 out) and 482 trips per Sunday (227 in and 255 out). When added to the existing traffic on La Honda Road, the total daily volume would be about 2,866 vehicles on weekdays and 5,730 vehicles on weekends. These totals are substantially below the roadway capacity of 12,000 vehicles per day. Therefore, there would be no measurable traffic impact to La Honda Road due to the parking lot.

Driveway Operations

The driveway was analyzed for queuing issues and the potential need for a left turn pocket on La Honda Road. Vehicle queuing issues are not expected to occur at the project driveway based on the relatively low number of peak hour trips generated by the project, and the modest traffic volume on La Honda Road. The left turn lane warrant was checked based on the criteria in the publication NCHRP Report 457 – Evaluating Intersection Improvements: An Engineering Study Guide, 2001. Due to the higher trip generation occurring on the weekend, existing peak hour volumes from the weekend on La Honda Road were evaluated. Based on the traffic counts conducted at the Russian Ridge Preserve main parking lot, peak hour volumes as well as inbound and outbound traffic were estimated. Peak hour volumes represent approximately 11 percent of daily volumes. Therefore, based on previous counts, peak hour volumes are estimated to be 44 trips on Saturday and 53 trips on Sunday (11% of 398 equals 44 Saturday trips and 11% of 482 equals 53 Sunday trips). Of the peak hour trips, 47 percent were found to be inbound, of which 30 percent would be making a left-turn (44 x 0.47 x 0.3 equals 6 Saturday trips and 53 x 0.47 x 0.3 equals 7 Sunday trips). Hexagon assumed most visitors would be coming from the Bay regions and not the coast. Traffic travelling from the Bay regions would be making a right-turn into the project driveway. Thus, only 6 peak hour project trips on Saturday and only 7 peak hour project trips on Sunday were assumed to be travelling from the coast and making a left-turn into the site. The Russian Ridge Preserve traffic counts show the peak hour occurring at 1:00 PM. Table 3 shows that during the expected peak hour, a turn pocket would not be warranted based on the National Cooperative Highway Research Program’s (NCHRP) left-turn lane treatment thresholds. Figures 2-5 from NCHRP 457 can be found in Appendix B.

Table 3
Left-turn Lane Treatment Warrant

Time	Existing Volumes ¹			Project Traffic Left-turns ²	Treatment Warranted ³
	Advancing	Opposing	Total		
Saturday	140	275	415	6	No
Sunday	167	309	476	7	No

¹ Based on Hexagon traffic counts at 1:00 PM conducted in June 2016.
² Left-turn project trips assumes 30% of peak hour weekend inbound project traffic.
³ Source: NCHRP 457, 2001 Turn Lane Warrants (Transportation Research Board, 2014) Figure 2-5; Based on a left-turn threshold is 5% of advancing traffic and 60 mph.

Conclusions

The proposed driveway and parking lot (staging area), with up to 50 parking spaces including horse trailer spaces, would add up to 482 new daily trips to La Honda Road (Highway 84). The resulting traffic volume would continue to be well within the roadway capacity. A left-turn lane into the driveway would not be warranted. The existing driveway location does not have adequate sight distance given the speed of traffic on La Honda Road. Hexagon recommends that the driveway be moved approximately 55 feet down the hill. The driveway should be designed in accordance with Caltrans standards. If it were, it would be able to accommodate vehicles with horse trailers. Hexagon recommends at least 25 feet of flat paved area for vehicles turning in and out of the project driveway and a maximum 15 percent grade on the driveway with 7 percent grade transitions on either end.

Appendix A

Traffic Counts

Location: La Honda Rd S/O Old Honda Rd/Jeep Trail
 Date Range: 6/7/2016 - 6/13/2016
 Site Code: 01

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average				
	6/7/2016			6/8/2016			6/9/2016			6/10/2016			6/11/2016			6/12/2016			6/13/2016							
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB
12:00 AM	6	6	12	3	15	18	0	17	17	5	6	11	5	18	23	10	12	22	2	5	7	3	13	16		
1:00 AM	5	4	9	3	5	8	2	4	6	4	3	7	5	8	13	8	4	12	1	1	2	3	4	8		
2:00 AM	2	2	4	2	1	3	2	4	6	4	4	8	1	5	6	4	7	11	3	0	3	2	2	4		
3:00 AM	1	1	2	2	3	5	4	0	4	3	6	9	1	2	3	1	3	4	1	1	2	2	1	4		
4:00 AM	13	0	13	12	1	13	8	1	9	10	1	11	3	1	4	3	2	5	10	1	11	11	1	12		
5:00 AM	39	4	43	39	2	41	39	4	43	34	2	36	10	3	13	4	4	8	36	0	36	39	3	42		
6:00 AM	93	17	110	89	14	103	88	19	107	93	26	119	28	23	51	20	16	36	85	20	105	90	17	107		
7:00 AM	217	37	254	192	26	218	178	22	200	125	31	156	47	54	101	33	40	73	160	23	183	196	28	224		
8:00 AM	222	44	266	122	46	168	133	43	176	153	57	210	76	114	190	57	179	236	143	30	173	159	44	203		
9:00 AM	128	54	182	91	57	148	99	44	143	92	59	151	94	165	259	78	157	235	90	41	131	106	52	158		
10:00 AM	61	64	125	76	48	124	87	50	137	75	58	133	77	248	325	129	197	326	66	60	126	75	54	129		
11:00 AM	71	71	142	73	61	134	63	60	123	80	93	173	83	260	343	190	288	478	66	80	146	69	64	133		
12:00 PM	79	74	153	64	94	158	61	73	134	75	97	172	96	449	545	181	299	480	56	90	146	68	80	148		
1:00 PM	55	78	133	78	85	163	65	84	149	78	110	188	140	275	415	167	309	476	56	91	147	66	82	148		
2:00 PM	75	83	158	83	88	171	58	98	156	71	146	217	181	285	466	198	254	452	81	80	161	72	90	162		
3:00 PM	87	106	193	76	81	157	76	93	169	86	155	241	257	228	485	218	189	407	71	132	203	80	93	173		
4:00 PM	79	147	226	63	126	189	77	149	226	94	186	280	215	195	410	284	155	439	82	137	219	73	141	214		
5:00 PM	68	165	233	68	181	249	67	175	242	72	236	308	207	121	328	293	102	395	59	153	212	68	174	241		
6:00 PM	48	164	212	54	142	196	51	168	219	59	175	234	187	93	280	201	70	271	42	140	182	51	158	209		
7:00 PM	33	91	124	33	91	124	41	85	126	32	110	142	123	81	204	126	65	191	40	76	116	36	89	125		
8:00 PM	25	60	85	18	58	76	36	80	116	39	69	108	97	48	145	63	51	114	17	52	69	26	66	92		
9:00 PM	28	44	72	18	52	70	21	49	70	22	46	68	72	51	123	45	47	92	18	44	62	22	48	71		
10:00 PM	11	30	41	5	25	30	11	28	39	23	41	64	34	41	75	15	38	53	8	25	33	9	28	37		
11:00 PM	4	22	26	7	20	27	4	22	26	9	32	41	21	24	45	10	17	27	6	12	18	5	21	26		
Total	1,450	1,368	2,818	1,271	1,322	2,593	1,271	1,372	2,643	1,338	1,749	3,087	2,060	2,792	4,852	2,338	2,505	4,843	1,199	1,294	2,493	1,331	1,354	2,685		
Percent	51%	49%	-	49%	51%	-	48%	52%	-	43%	57%	-	42%	58%	-	48%	52%	-	48%	52%	-	50%	50%	-		

1. Mid-week average includes data between Tuesday and Thursday.

Vehicle Speed Report Summary

Location: La Honda Rd S/O Old Honda Rd/Jeep Trail
Count Direction: Northbound / Southbound
Date Range: 6/7/2016 to 6/13/2016
Site Code: 01

	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Study Total																		
Northbound	6	1	10	43	241	1,760	4,804	3,108	678	159	65	36	11	4	1	0	0	10,927
Percent	0.1%	0.0%	0.1%	0.4%	2.2%	16.1%	44.0%	28.4%	6.2%	1.5%	0.6%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	1	21	46	40	252	352	427	1,716	3,751	3,209	1,502	558	235	105	71	40	76	12,402
Percent	0.0%	0.2%	0.4%	0.3%	2.0%	2.8%	3.4%	13.8%	30.2%	25.9%	12.1%	4.5%	1.9%	0.8%	0.6%	0.3%	0.6%	100%
Total	7	22	56	83	493	2,112	5,231	4,824	4,429	3,368	1,567	594	246	109	72	40	76	23,329
Percent	0.0%	0.1%	0.2%	0.4%	2.1%	9.1%	22.4%	20.7%	19.0%	14.4%	6.7%	2.5%	1.1%	0.5%	0.3%	0.2%	0.3%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	38.5	mph	Mean (Average) Speed	38.9	mph
85th Percentile	43.3	mph	10 mph Pace	33.4 - 43.4	mph
95th Percentile	46.9	mph	Percent in Pace	74.8	%
Southbound			Southbound		
50th Percentile (Median)	49.4	mph	Mean (Average) Speed	49.7	mph
85th Percentile	56.7	mph	10 mph Pace	44.4 - 54.4	mph
95th Percentile	63.6	mph	Percent in Pace	56.5	%

All Traffic Data Services

9660 W. 44th Ave
Wheat Ridge, CO 80033
www.AllTrafficData.net

Date Start: 18-Jul-16
Date End: 31-Jul-16
Site Code: 1
DRIVEWAY N/O ALPINE RD

Start Time	18-Jul-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	3	1	3	0	0	2	2	3	2	8	9	4	1	3	3
08:00	3	3	1	2	5	2	3	2	2	2	6	3	9	3	4	2
09:00	3	2	1	3	4	1	15	3	11	3	4	2	21	14	8	4
10:00	4	2	1	1	10	9	2	5	5	6	21	17	36	22	11	9
11:00	8	10	0	0	5	6	4	6	0	5	21	19	19	21	8	10
12:00 PM	5	9	7	5	2	2	4	21	7	4	14	20	19	20	8	12
01:00	3	4	2	0	5	8	10	7	4	9	20	31	23	29	10	13
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04:00	2	4	3	3	9	10	4	8	5	4	7	7	10	11	6	7
05:00	1	1	6	6	4	5	10	5	4	1	8	10	6	13	6	6
06:00	2	5	3	3	20	11	7	5	4	5	7	4	12	12	8	6
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11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lane	45	61	45	51	78	90	79	92	60	66	143	167	200	212	93	106
Day	106		96		168		171		126		310		412		199	
AM Peak	11:00	11:00	07:00	07:00	10:00	10:00	09:00	11:00	09:00	10:00	10:00	11:00	10:00	10:00	10:00	11:00
Vol.	8	10	1	3	10	9	15	6	11	6	21	19	36	22	11	10
PM Peak	19:00	12:00	12:00	15:00	18:00	20:00	13:00	12:00	12:00	14:00	13:00	13:00	13:00	13:00	13:00	13:00
Vol.	6	9	7	7	20	16	10	21	7	12	20	31	23	29	10	13

All Traffic Data Services

9660 W. 44th Ave
Wheat Ridge, CO 80033
www.AllTrafficData.net

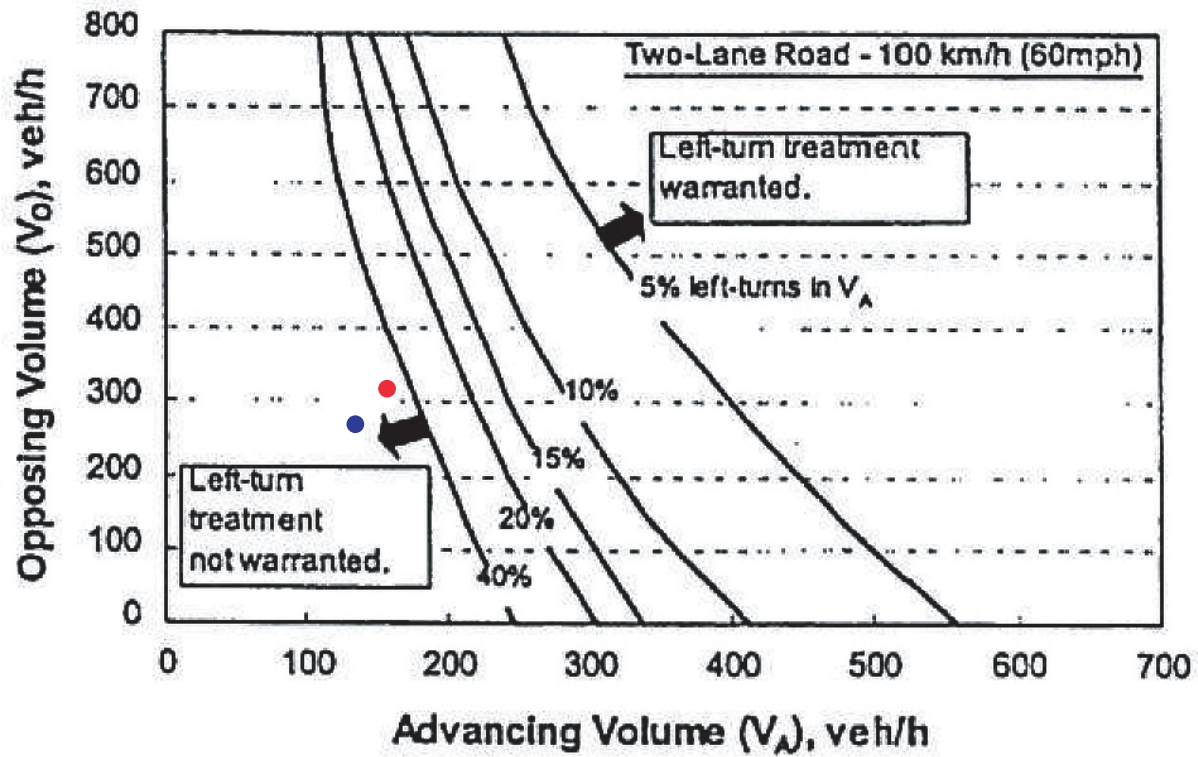
Date Start: 18-Jul-16
Date End: 31-Jul-16
Site Code: 1
DRIVEWAY N/O ALPINE RD

Start Time	25-Jul-16		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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12:00 PM	0	2	0	3	4	5	0	1	11	6	15	19	14	25	6	9
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03:00	3	5	3	7	3	2	5	5	7	10	18	24	18	31	8	12
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11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lane	41	47	52	71	61	69	29	40	59	59	160	182	187	191	83	94
Day	88		123		130		69		118		342		378		177	
AM Peak	07:00	07:00	08:00	09:00	10:00	11:00	08:00	08:00	08:00	09:00	11:00	11:00	10:00	09:00	11:00	11:00
Vol.	3	3	7	6	7	6	6	6	5	4	24	18	20	19	8	7
PM Peak	18:00	16:00	18:00	19:00	17:00	13:00	15:00	15:00	12:00	15:00	15:00	15:00	13:00	15:00	15:00	15:00
Vol.	9	8	10	11	9	9	5	5	11	10	18	24	18	31	8	12

Comb. Total	194	219	298	240	244	652	790	376
ADT	ADT 188	AADT 188						

Appendix B

Turn Lane Treatment Warrants



(c)

- = Saturday
- = Sunday



April 26, 2007

Ms. Sara Press
Design, Community & Environment
1625 Shattuck Avenue, Suite 300
Berkeley, California 94709

Subject: *Evaluation of Access Constraints and Opportunities Along Highway 84 for La Honda Open Space Preserve*

Dear Ms. Press:

This letter report presents the results of Hexagon's evaluation of constraints and opportunities with respect to providing vehicular access to the La Honda Open Space Preserve from Highway 84. These results are based on a field review of several potential access locations conducted on April 3, 2007 and on a review of aerial photographs and topographic maps of the study area. This evaluation is intended to provide the Midpeninsula Regional Open Space District with a preliminary assessment of potential access location so that the preferred access points can be selected for more detailed review and analysis.

STUDY LOCATIONS

This review is limited to general locations where access points to the Open Space Preserve currently exist along Highway 84. The following specific driveways/gates were evaluated:

- Folger Ranch West Gate (LH 13)
- Folger Ranch East Gate (LH 12)
- Sears Ranch Road Gate (LH 11)
- West Access Gate (LH 07)
- Red Barn Lower Gate
- Red Barn Upper Gate (LH 06)

EVALUATION OF OPPORTUNITIES AND CONSTRAINTS

Each location was reviewed in the field, paying particular attention to available sight distances and the feasibility of making improvements to the highway at each location. New or improved access points to the Preserve in this area would occur via State Route 84. As such, any proposed access point will be subject to Caltrans' design requirements.

Sight Distance Requirements

At a minimum, Caltrans will require that any access opening have sufficient sight distance for safe operation of the intersection. Sight distance requirements are contained in Caltrans' *Highway Design Manual*. There are two sight distance values that are considered when evaluating the design of an intersection or driveway: (1) minimum sight distance and (2) desired sight distance. Visibility at a driveway should be sufficient to provide at least the minimum sight distance along the highway to either side of the driveway. The minimum sight distance is the shortest sight distance that would be allowed at a driveway or intersection and is based on the *stopping sight distance* requirements contained in the *Highway Design Manual*. Providing the minimum sight distance at an intersection or driveway provides enough visibility so that collisions can be avoided in the event that a turning vehicle enters the highway from the driveway without seeing an oncoming vehicle on the highway. The desired sight distance at a driveway or intersection is based on the *corner sight distance* values contained in the *Highway Design Manual*. Providing the

desired sight distance at an intersection or driveway provides enough visibility to allow vehicles to enter the highway and accelerate to the prevailing speed without causing vehicles on the highway to reduce speed significantly below the design speed of the highway. Additionally, the sight distance for vehicles attempting a left turn from the highway into the driveway also should meet or exceed Caltrans' stopping sight distance requirement so that traffic can safely enter the driveway from the highway.

The available lines of sight and sight distances at each location were evaluated in the field and with aerial photographs to determine the potential for safely and efficiently accommodating turning maneuvers in and out of each driveway.

Turn Channelization Considerations

Caltrans may also recommend left- and right-turn channelization for access points on State highways for the purpose of expediting the movement of through traffic. Additionally, channelization provides a refuge area for turning traffic and allows for safer turning maneuvers from the State highway. For rural, high-speed highways, the provision of deceleration length in the turn lanes often is recommended by Caltrans. This can lead to turn pockets of significant length. Section 405.2 of the *Highway Design Manual* contains Caltrans' requirements for deceleration length in turn pockets. Caltrans may permit partial deceleration in the through lane (up to 20 MPH) for turning traffic when designing turn pockets. The need for turn channelization on a highway is based on the speed and volume of traffic on the highway, on the volume of traffic using the driveway, and on the accident history involving turning vehicles along the subject section of the highway. Caltrans will make the final determination as to whether or not turn channelization will be required at each location and the extent to which deceleration space in the turn pocket is provided.

Our evaluation of opportunities and constraints considers a worst-case scenario at each location, in which Caltrans requires right- and left-turn lanes on the State highway. As such, our evaluation at each location includes an assessment of the improvements that would be required to provide turn pockets on the highway. Our review of the turn pocket requirements at each driveway assumes that the maximum amount of deceleration in the through lane would be permitted.

Additionally, Caltrans recommends that acceleration lanes for left and right turns onto the highway should be considered when designing access points on State highways. Typically, acceleration lanes would be required where a high volume of traffic turning onto the State highway has the potential to significantly disrupt the flow of through traffic on the highway. It is not anticipated that acceleration lanes would be necessary for the access points to the Preserve. Therefore, our review does not include the provision of acceleration lanes.

RESULTS OF REVIEW

This section contains the results of our review of each potential access location.

Folger Ranch West Gate (LH 13)



This gate is located on an approximately 3,000-foot long straight section of Highway 84, situated between two gentle horizontal curves in the highway. This segment of the highway has a posted speed of 45 MPH in the eastbound direction and 55 MPH in the westbound direction.

Sight Distance Evaluation

For the purposes of evaluating sight distances on this segment, a design speed of 60 MPH was used. The sight distance to the right from this driveway is

approximately 610 feet and the sight distance to the left is approximately 1,405 feet. The available sight distance in both directions satisfies Caltrans' minimum sight distance requirements. The sight distance to the left is greater than the desired sight distance, however, the available sight distance to the right falls 50 feet short of the desired sight distance. The available sight distance for vehicles attempting a left-turn into this driveway from eastbound Highway 84 is about 1,400 feet, which is sufficient to safely and efficiently allow the maneuver.

Folger Ranch West Gate (LH 13) Sight Distance Analysis

Measured Sight Distance		Design Speed (mph)	Minimum Sight Distance (ft.)	Desired Sight Distance (ft.)
to Left (ft.)	to Right (ft.)			
1,405	610	60	580	660

Provision of Left-Turn Channelization

If required by Caltrans, providing an eastbound left-turn pocket on the highway at this driveway would require the highway to be widened. This potentially would require cutting the slope back on the north side of the highway, adding fill on the south side of the highway (which would impact what appear to be several private residences), or a combination of both. In addition to the deceleration length requirements, Caltrans requires a minimum storage length of 50 feet for queued vehicles in a left-turn lane. Eastbound Highway 84 has a posted speed limit of 45 MPH in this area, so a design speed of 50 MPH is used to determine the deceleration length requirement for a left-turn pocket at this driveway. Assuming 20 MPH of deceleration in the through lane, the deceleration length required for the left-turn pocket would be 235 feet, for a total pocket length of 285 feet. Additionally, a bay taper of 90 to 120 feet would be necessary and an approach taper of as much as 600 feet would be needed to shift through traffic laterally to the right to move around the new left-turn pocket. In all, a total length of up to 1,005 feet along the highway to the west of the driveway may be affected if Caltrans requires a left-turn pocket. It appears as though the Preserve fronts Highway 84 for roughly 765 feet to the west of this driveway, so it is likely that other private property would be impacted by the installation of a left-turn pocket at this driveway.

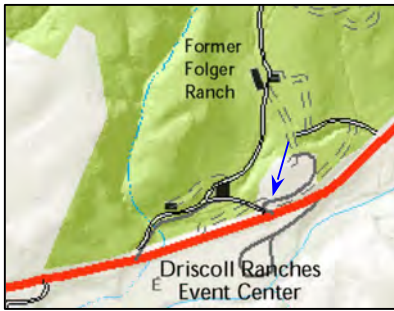
Provision of Right-Turn Channelization

If required by Caltrans, providing a westbound right-turn pocket on the highway at this driveway would require the highway to be widened. To the east of this driveway, Highway 84 has a steep down slope on either side of the highway. As such, accommodating a right-turn pocket would require adding fill on the north side of the highway. Caltrans requirements for storage and deceleration in right-turn lanes are the same as those for left-turn lanes. Westbound Highway 84 has a posted speed of 55 MPH in this area, so a design speed of 60 MPH is used to determine the deceleration length requirement for a right-turn pocket at this driveway. Assuming 20 MPH of deceleration in the through lane, the deceleration length required for the right-turn pocket would be 315 feet. Including 50 feet of storage space for stopped vehicles, the total pocket length would be 365 feet. Additionally, a bay taper of 90 to 120 feet would be necessary but no approach taper would be required if the highway were widened to the north only. In all, a total length of up to 485 feet along the highway to the east of the driveway may be affected if Caltrans requires a right-turn pocket. The Preserve fronts Highway 84 in this area, so the highway could be widened completely on Preserve property without affected adjacent private property.

Recommendations

If used as an access point to the preserve, to further improve the sight distance to the right, it is recommended that this driveway be moved as far to the east as is feasible without requiring a significant amount of new fill.

Folger Ranch East Gate (LH 12)



This gate is located approximately 1,080 feet to the east of Gate LH 13, on the same straight section of Highway 84. However, this gate is situated closer to the end of the straight section, so it has slightly reduced sight distance. This segment of the highway has a posted speed limit of 45 MPH in the eastbound direction and 55 MPH in the westbound direction.

Sight Distance Evaluation

For the purposes of evaluating sight distances on this segment, a design speed of 60 MPH was used. The sight distance to the right from this driveway is approximately 1,685 feet and the sight distance to the left is approximately 275 feet. The available sight distance to the right satisfies Caltrans' minimum sight distance requirements, however, the available sight distance to the left falls 305 feet short of Caltrans' minimum requirement. Similarly, the sight distance to the right is greater than the desired sight distance, however, the available sight distance to the left falls 385 feet short of the desired sight distance. Because of the curve in the highway to the east of the driveway, the available sight distance for vehicles attempting a left turn into this driveway from eastbound Highway 84 is about 485 feet, which would not satisfy Caltrans' minimum sight distance requirement.

Folger Ranch East Gate (LH 12) Sight Distance Analysis

Measured Sight Distance		Design Speed (mph)	Minimum Sight Distance (ft.)	Desired Sight Distance (ft.)
to Left (ft.)	to Right (ft.)			
275	1,685	60	580	660

Provision of Left-Turn Channelization

If required by Caltrans, providing an eastbound left-turn pocket on the highway at this driveway would require the highway to be widened. To the west of this driveway, Highway 84 has a steep down slope on either side of the highway. As such, accommodating an eastbound left-turn pocket would require adding fill on one or both sides of the highway. This potentially would impact the Driscoll Ranch Event Center property, which has an access road near the base of the hill below the highway. The design of a left-turn pocket at this location would be identical to the left-turn pocket described above for the driveway at Gate LH13. In all, a total length of up to 1,005 feet to the west of the driveway may be affected if Caltrans requires a left-turn pocket.

Provision of Right-Turn Channelization

If required by Caltrans, providing a westbound right-turn pocket on the highway at this driveway would require the highway to be widened. To the east of this driveway, Highway 84 has a hill on the north side and a moderate down slope on the south side. Accommodating a right-turn pocket likely would require cutting the slope back on the north side of the highway. The design of a right-turn pocket at this location would be identical to the right-turn pocket described above for the driveway at Gate LH13. In all, a total length of up to 485 feet to the east of the driveway may be affected if Caltrans requires a right-turn pocket. It appears as though the Preserve does not front Highway 84 in the area where improvements would be required to accommodate a right-turn pocket. Therefore, it is likely that accommodating a right-turn pocket would affect adjacent private property.

Recommendations

If used as an access point to the preserve, this driveway must be moved at least 305 feet to the west in order to provide the minimum sight distance required by Caltrans. This would put the driveway in the area where the terrain on the north side of the highway drops off steeply, which could require a significant amount of fill to build a driveway onto the site. A field review of this location indicates that the driveway could be moved approximately 150

feet to the west without requiring any fill since this area is relatively flat. However, this would still fall short of the sight distance requirement, which would necessitate further measures, such as cutting back the slope of the hill on the north side of the highway east of the driveway.

Sears Ranch Road Gate (LH 11)



This gate is located at the end of an existing public street, Sears Ranch Road. As such, it provides for safe and efficient access to the Preserve. Sight distance and turn channelization issues are not a concern for this access point since Sears Ranch Road has an existing intersection with Highway 84, which is controlled by the State.

Recommendations

There is an existing elementary school at the end of Sears Ranch Road, near the gate to the Preserve. Efforts should be made to coordinate the use of this access point with the school so that any potential safety concerns associated with school children in the area are addressed.

West Access Gate (LH 07)



This gate is located on the outside of a horizontal curve on Highway 84. This segment of the highway has no posted speed limit, so it is assumed that the speed limit is 45 MPH.

Sight Distance Evaluation

For the purposes of evaluating sight distances on this segment, a design speed of 50 MPH was used. The sight distances to both the left and right from this driveway are approximately 400 feet. The available sight distance in both directions falls 30 feet short of Caltrans' minimum requirement. Similarly, the available sight distance in both directions falls 150 feet short of the desired sight distance. Because the driveway is located on the middle of a curve, the available sight distance for vehicles attempting a left-turn into this driveway from eastbound Highway 84 is about 310 feet, which would not satisfy Caltrans' minimum sight distance requirement. Providing a separate turn pocket for inbound left turns would improve the sight distance for this movement, but not enough to satisfy Caltrans' minimum requirements if the driveway remained at its current location. Additionally, because the curve is relatively sharp, if left-turn traffic stopped in the existing travel lane to turn left, eastbound traffic approaching the left-turn car from behind would only have about 270 feet of sight distance in order to see the stopped car and begin braking. This does not satisfy Caltrans' minimum sight distance requirements and likely would not be enough to avoid an accident.

West Access Gate (LH 07) Sight Distance Analysis

Measured Sight Distance		Design Speed (mph)	Minimum Sight Distance (ft.)	Desired Sight Distance (ft.)
to Left (ft.)	to Right (ft.)			
400	400	50	430	550

Provision of Left-Turn Channelization

Providing a left-turn pocket on the highway at this driveway would require the highway to be widened. The terrain on either side of the highway in this area is relatively flat. Therefore, accommodating a left-turn pocket could be accomplished with relatively minimal effort. Based on an assumed design speed of 50 MPH and including 50 feet of

storage space for stopped vehicles, the total pocket length would be 285 feet. Including, a bay taper and an approach taper for the turn lane, a total length of up to 1,005 feet along the highway to the south of the driveway may be affected if a left-turn pocket is installed. The Preserve does not front either side of Highway 84 in the area where widening would occur. Therefore, it is likely that the highway widening would affect adjacent private property.

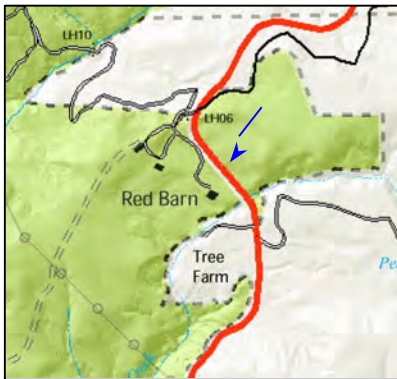
Provision of Right-Turn Channelization

If required by Caltrans, providing a right-turn pocket on the highway at this driveway would require the highway to be widened. The terrain on either side of the highway to the north of the driveway is relatively flat. Therefore, accommodating a right-turn pocket likely could be accomplished with relatively minimal effort. Based on an assumed design speed of 50 MPH and including 50 feet of storage space for stopped vehicles, the total pocket length would be 285 feet. Including a bay taper, a total length of up to 405 feet along the highway to the north of the driveway may be affected if Caltrans required a right-turn pocket. It appears as though the Preserve fronts Highway 84 for roughly 780 feet to the north of this driveway, so it is likely that the highway widening would not affect other private property.

Recommendations

Based on a review of aerial photographs of this location, moving this driveway approximately 150 feet to the north of its current location may improve the line of sight to the left and right enough to satisfy Caltrans' minimum sight distance requirements. Additionally, a left-turn pocket on the highway also will be required in order to provide the minimum sight distance for traffic turning left into the driveway and for traffic approaching left-turn cars from behind on the highway. From inspection of aerial photographs, it appears as though Caltrans' minimum sight distance could be provided for inbound left turns if the driveway were moved as indicated above and if a left-turn pocket were provided on the highway. Since the sight distance is somewhat constrained by the horizontal curve on the highway, if this site is chosen as a preferred access point then more detailed engineering analysis will be necessary in order to determine if relocating the driveway will, in fact, satisfy Caltrans' requirements.

Red Barn Lower Gate



This gate is located directly northwest of the Red Barn, at about the midpoint of an approximately 950-foot long straight section of Highway 84, situated between two horizontal curves in the highway. This segment of the highway has 35 MPH advisory speed signs due to the curves in the road. However, the driveway is located on a straight section of the highway so the analysis takes a conservative approach and assumes a speed limit of 45 MPH.

Sight Distance Evaluation

For the purposes of evaluating sight distances on this segment, a design speed of 50 MPH was used. The sight distance to the right from this driveway is approximately 515 feet and the sight distance to the left is approximately 520 feet.

The available sight distance to both directions satisfies Caltrans' minimum sight distance requirements. However, the available sight distance to both directions falls 30 to 35 feet short of the desired sight distance. The available sight distance for vehicles attempting a left-turn into this driveway from eastbound Highway 84 is about 525 feet, which would satisfy Caltrans' minimum sight distance requirement.

Red Barn Lower Gate Sight Distance Analysis

Measured Sight Distance		Design Speed (mph)	Minimum Sight Distance (ft.)	Desired Sight Distance (ft.)
to Left (ft.)	to Right (ft.)			
520	515	50	430	550

Provision of Left-Turn Channelization

If required by Caltrans, providing a left-turn pocket on the highway at this driveway would require the highway to be widened. There is a hill on the east side of the highway and a moderate downward slope on the west side of the highway in the area where the widening for the left-turn lane would occur. Depending on how the widening occurs it is likely that the slope of the hill on the east side of the highway would need to be cut back and some fill may be necessary on the west side of the highway. Based on an assumed design speed of 50 MPH, the total pocket length would be 285 feet for the left-turn pocket. Including a bay taper and an approach taper, a total length of up to 1,005 feet along the highway to the south of the driveway may be affected if Caltrans requires a left-turn pocket. The Preserve fronts both sides of the highway along most of the section where widening would occur. Therefore, it is likely that the highway widening would only affect adjacent private property minimally.

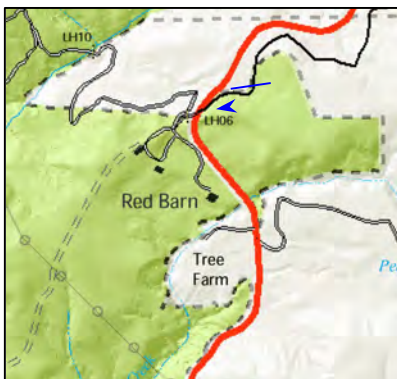
Provision of Right-Turn Channelization

If required by Caltrans, providing a right-turn pocket on the highway at this driveway would require the highway to be widened. There is a hill on the east side of the highway and a relatively steep downward slope on the west side of the highway in the area where the widening for the right-turn lane would occur. Depending on how the widening occurs, it is likely that some fill would be necessary on the west side of the highway and the slope of the hill on the east side of the highway potentially would need to be cut back. At an assumed design speed of 50 MPH, the total pocket length for the right-turn lane would be 285 feet. Including the length for a bay taper, a total length of up to 405 feet along the highway to the north of the driveway may be affected if Caltrans requires a right-turn pocket. It appears as though the Preserve fronts Highway 84 for roughly 760 feet to the north of this driveway, so it is likely that the highway widening would not affect other private property. However, some fill would be required on the west side of the highway and several utility poles may need to be relocated.

Recommendations

Currently, the slope of this driveway is relatively steep where the driveway intersects the shoulder of Highway 84. As such, vehicles would be positioned at an awkward angle, which would restrict the ability of drivers to clearly see oncoming vehicles and maneuver out of the driveway. If this driveway is to be used for primary access to the preserve, then the driveway approach should be raised so that the slope is less steep.

Red Barn Upper Gate (LH 06)



This existing gate has a paved access road, located about 700 feet north of the Red Barn on Highway 84. This driveway is located at the end of a horizontal curve on the highway, limiting the available sight distance. This segment of the highway has 35 MPH advisory speed signs due to the curves in the road.

Sight Distance Evaluation

For the purposes of evaluating sight distances on this segment, a design speed of 40 MPH was used. The available sight distance to the right from this driveway is approximately 245 feet and the sight distance to the left is approximately 620 feet. The available sight distance to the left satisfies Caltrans' minimum sight distance requirements, however, the available sight distance to the right falls 55 feet short of Caltrans' minimum requirement. Similarly, the sight distance to the left is greater than the desired sight distance, however, the available sight distance to the right falls 195 feet short of the desired sight distance. The available sight distance for vehicles attempting a left-turn into this driveway from eastbound (northbound) Highway 84 is about 630 feet, which would satisfy Caltrans' minimum sight distance requirement. However, because the curve is relatively sharp, if left-turn traffic stopped in the existing travel lane to turn left, eastbound traffic approaching the left-turn car

Ms. Sara Press

April 26, 2007

Page 8 of 8

from behind would only have about 150 feet of sight distance in order to see the stopped car and begin braking. This does not satisfy Caltrans' minimum sight distance requirements and likely would cause a safety problem.

The driveway would have to be moved to the south in order to improve sight distance to the right and to improve the sight distance for eastbound vehicles approached stopped traffic waiting to turn left into the driveway. However, there are steep hills on both sides of the highway immediately south of the driveway. Therefore, moving the driveway to the south and providing a left-turn pocket to improve the safety for left-turn vehicles potentially would require significantly cutting back and stabilizing the slopes on the east side of the highway and removing a portion of the hill on the west side of the driveway.

Red Barn Upper Driveway (LH 06) Sight Distance Analysis

Measured Sight Distance		Design Speed (mph)	Minimum Sight Distance (ft.)	Desired Sight Distance (ft.)
to Left (ft.)	to Right (ft.)			
620	245	40	300	440

Recommendations

Because of the compromised sight distance associated with this driveway and the steep terrain surrounding it, it is not recommended that this driveway be used for primary access to the Preserve.

CONCLUSIONS

The intent of this analysis was to conduct a preliminary assessment of potential access locations for the La Honda Creek Open Space Preserve to assist the Midpeninsula Regional Open Space District in identifying the most promising access points for the Preserve. We believe that some of the access points evaluated are good candidates for primary access to the Preserve. Once the preferred access points are selected, more detailed engineering analyses and concept designs can be conducted to identify the feasibility of converting them to primary access points. We believe that some of the issues identified in this preliminary review are significant enough that the District can expect Caltrans' involvement later in the process when the preferred access points are identified.

Please feel free to call if you have any questions or would like to discuss the results of the analysis.

Sincerely,

HEXAGON TRANSPORTATION CONSULTANTS, INC.



Jeffrey A. Elia, P.E.
Senior Associate



Mike Waller
Principal Associate



Midpeninsula Regional
Open Space District

Existing Parking Areas

The existing Allen Road and Sears Ranch Road parking areas offer access to the northern and southern areas of La Honda Creek Open Space Preserve. Background information on both parking areas is contained in the below Committee and Board reports.

- Allen Road Reports
 - March 3, 1988
 - February 5, 1988
- Sears Ranch Road Reports
 - May 25, 2016
 - April 20, 2016
 - January 25, 2016



MIDPENINSULA REGIONAL OPEN SPACE DISTRICT

REPORT

March 3, 1988

09 Mar 88

TO: Board of Directors

FROM: H. Grench, General Manager

RESPONSIBILITY AND PREPARATION: D. Hansen, Land Manager;
M. Gundert, Open Space Planner;
C. Bruins, Administrative
Assistant

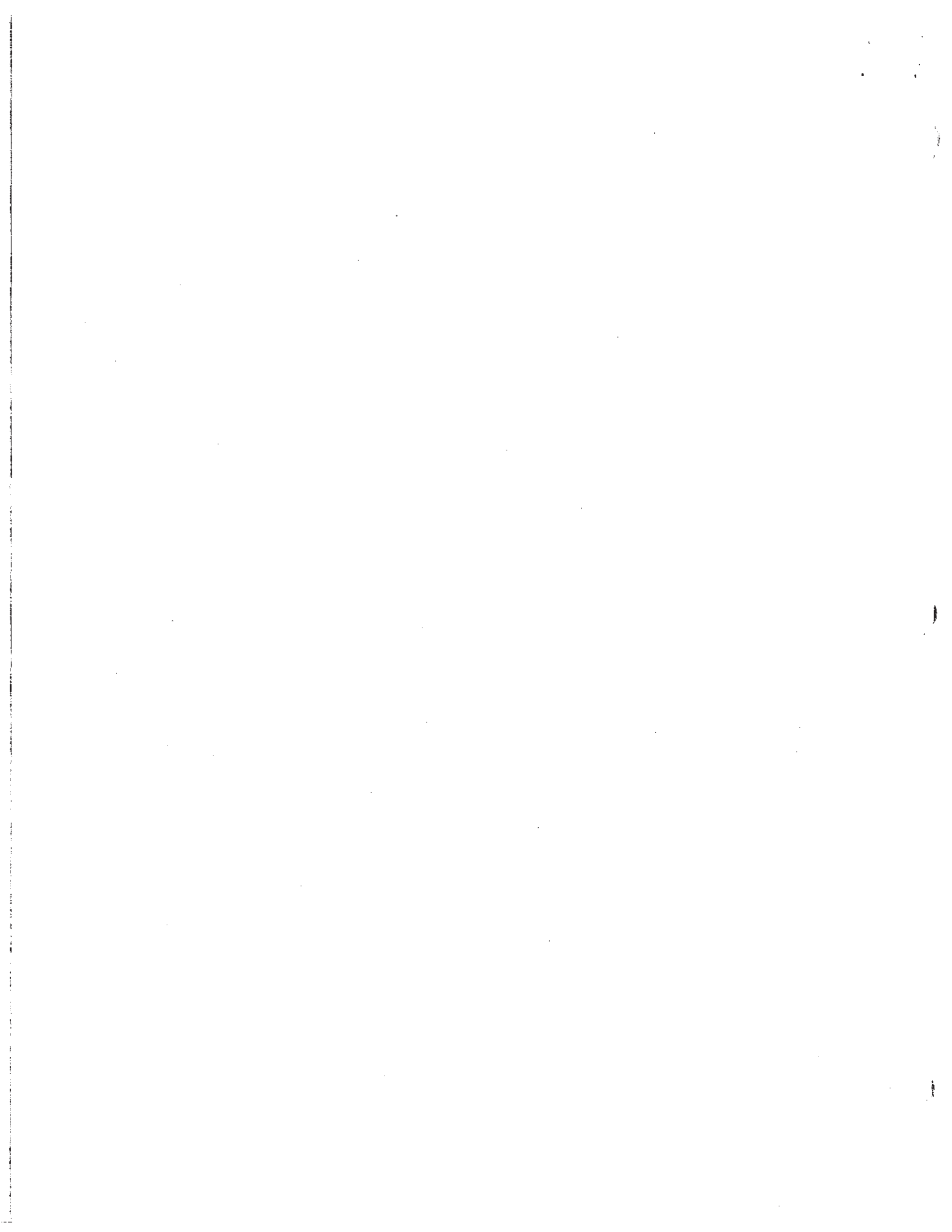
SUBJECT: Final Adoption of Interim Use and Management Plan for
La Honda Creek Open Space Preserve

Recommendation: I recommend that you adopt the Interim Use and Management Plan for La Honda Creek Open Space Preserve as contained in report R-88-21.

Discussion: The Interim Use and Management Plan for La Honda Creek Open Space Preserve was presented by staff at your February 10, 1988 meeting. The Plan included the Preliminary Use and Management Plan for the Sheffield property addition to the Preserve. No changes were made to the Plan at that meeting. However, Linda Fischman, a neighbor to La Honda Road portion of the Preserve, commented about the low attendance at the January 22 neighborhood workshop and offered her home for a second workshop to be held on a weekend afternoon. She wanted more La Honda Road neighbors to have the opportunity to participate in the planning process. A meeting was arranged by Mrs. Fischman and was held on February 28. It was attended by approximately 15 people, Director Henshaw, and the Land Manager.

One item discussed at the second workshop was the Highway 84 corridor, which is a primary route to the coast. Activities such as littering, dumping, and partying along the road have occurred. There were concerns expressed that these problems would be increased once a parking area is developed at the former Sheffield property. Staff felt that increased patrol of the area would alleviate any potential problems.

No changes to the Plan were recommended as a result of the meeting, and no additional public comment has been received.





R-88-21
(Meeting 88-04
February 10, 1988)

MIDPENINSULA REGIONAL OPEN SPACE DISTRICT

REPORT

February 5, 1988

To: Board of Directors

10 Feb 88

From: H. Grench, General Manager

Responsibility & Preparation: D. Hansen, Land Manager; D. Woods,
Principal Open Space Planner; M.
Gundert, Open Space Planner; C.
Bruins, Administrative Assistant

Subject: Interim Use and Management Plan for La Honda Creek Open
Space Preserve

Recommendation: I recommend that you tentatively adopt the
Interim Use and Management Plan for La Honda Creek Open Space
Preserve as contained in this report.

Introduction: This report constitutes an Interim Use and
Management Plan for La Honda Creek Open Space Preserve.
According to the Revised Open Space Use and Management Planning
Process, an Interim Use and Management Plan is called for when a
preserve has significant use limitations, or may be subject to
frequent changes in boundary alignments (see report R-87-38,
dated February 18, 1987). This Interim Use and Management Plan
emphasizes immediate planning needs, rather than the long-range
planning concerns of a Comprehensive Use and Management Plan.

La Honda Creek Open Space Preserve currently has public access
limitations. Because of steep terrain, access to the Preserve
from public roads and potential staging areas is difficult.
Therefore, a Comprehensive Use and Management Plan for this site
would be premature at this time. Staff is exploring expansion of
the Preserve to a point which, hopefully, will offer more ideal
public access. When this occurs, a comprehensive plan will be
prepared.

This report is a compilation of preliminary use and management
plans for eight land parcels. These parcels form the 699 acre La
Honda Creek Open Space Preserve. They are as follows:

- (1) The 255 acre Collett property, acquired April 30, 1984 (report R-84-22 of April 6, 1984), undedicated.
- (2) The 69 acre Darling property, acquired August 16, 1985 (report R-85-38 of July 11, 1985), undedicated.
- (3) The 5.1 acre POST (Weber) property, acquired September 13, 1985 (report R-85-47 of August 23, 1985), undedicated.
- (4) The 250 acre Dyer property, acquired October 17, 1986 (report R-86-46 of June 13, 1986), dedicated.
- (5) The 3.4 acre Winkle property, acquired December 30, 1986 (report R-86-130 of December 16, 1986), undedicated.
- (6) The 0.25 acre Blest property, acquired June 19, 1987 (report R-87-87 of June 2, 1987), undedicated.
- (7) The 112.57 acre POST (Dyer) property, acquired December 29, 1987 (report R-87-175 of November 19, 1987), dedicated.
- (8) The 3.4 acre Sheffield property, acquired February 3, 1988 (report R-87-138 of August 21, 1987), undedicated.

Site Description and Use

The Preserve is located one-half mile south of Skyline Boulevard and west of La Honda Road (see attached map). The Preserve touches La Honda Road along the northeastern and southeastern boundary. La Honda Creek forms the remainder of the eastern boundary. Many small developed and undeveloped parcels lie between La Honda Creek and La Honda Road in this area. Private property surrounds the remainder of the preserve, although the District's El Corte de Madera Creek Preserve is located just 0.6 miles to the northwest.

Visitor use is very low due to difficult access to this isolated site. There is limited vehicular access to the Preserve on Allen Road, a private road which intersects with Bear Gulch Road. Access via Allen Road is confined to patrol vehicles and public vehicles that are allowed under a District permit system. The permit system restricts access to twenty public vehicles per day. The system has been in operation for approximately one year; a total of 60 permits has been issued. This averages out to slightly more than one vehicle per week, well under the current limit. The permit system seems to be working well. Staff has received only one complaint about visitors parking along Allen Road outside the designated area.

Planning Considerations

The Preserve is located in unincorporated San Mateo County. Portions of the site located along La Honda Road at the southeastern boundary are zoned Residential or Resource Management. The bulk of the forested portion of the preserve is zoned Timber Preserve (TPZ), and the remainder of the site is zoned Resource Management.

Because of the site's isolated location, it is ranked low on the District's Relative Site Emphasis Plan. As a relatively unemphasized site, significant increases in use and development are not anticipated in the near future.

Four neighborhood meetings have been held over the past two years.

- 1) The District Land Manager and Land Acquisition Manager met with neighbors along Bear Gulch and Allen Roads in August, 1986 to discuss general District policies, including those concerning acquisition and road maintenance.
- 2) A second meeting occurred on February 18, 1987 with Allen Road and Bear Gulch Road neighbors. The meeting was attended by approximately 40 neighbors, staff and one Director. The focus of the meeting was to introduce the neighbors to the permit system for public access to the site. Concern was expressed over the narrowness of Bear Gulch Road, the potential for increased trash along the roads, and the potential for trespass along Allen Road. Public notification for the meeting included all neighbors along Allen Road and Bear Gulch Road between Allen Road and Skyline Boulevard.
- 3) A third meeting followed this and was attended by two Directors and a resident of Allen Road. Discussion at this meeting focused on the resolution of similar concerns mentioned in previous meetings.
- 4) On January 22, 1988 a neighborhood meeting was held with neighbors who live adjacent to the La Honda Road boundary of the Preserve. Public notification was limited to Preserve neighbors on either side of La Honda Road. The intent of the meeting was to explain to our new neighbors the site emphasis policy and planning process and our current approach to planning for this site, and to gain information from neighbors regarding their concerns for this area. The meeting was attended by approximately 15 people, about half of whom actually live adjacent to the Preserve in the La Honda Road area. The remaining attendees either owned

vacant land or were residents along Allen or Bear Gulch Road.

Concerns were expressed about the potential for an increase in existing problems. Trespass along the creek corridor has been a problem for many years, predating District acquisitions. Residents are worried that trespassers will use the excuse when trespassing that they felt they were on District land. Trash dumping was another problem which was pointed out as having increased over the past few years. The residents did point out that there are numerous paths leading to the Preserve across La Honda Creek, which also increases the potential for trespass. The general consensus was a desire to see the Creek corridor of the Preserve remain de-emphasized in future development plans.

The purchase agreement with Mr. Sheffield included a requirement that he demolish the buildings on the southernmost parcel. However, Mr. Sheffield's accidental death mid-way through escrow complicated matters. District staff has now obtained bids for demolition of the buildings, and \$20,000 has been retained to cover the cost of demolition. The actual contract and demolition responsibility remain with Mr. Sheffield's estate. A caretaker is living in the main house on the property until the demolition can occur.

Staff received a letter with recommendations for long-term site planning. The letter contained good ideas and will be retained until a Comprehensive Use and Management Plan is prepared for the site.

Access and Circulation

The District permit parking system for the Preserve began in February, 1987. Visitors must arrange ahead of their visit to obtain a permit. The permit allows them to park on the property and requires that they follow site regulations.

The map for the Preserve indicates the only access to the site is the Allen Road entrance. Both the Norgard easement off La Honda Road and the trail across the former Weber property (from La Honda Road) have been removed from the site map in accordance with Board requests. This was done because both trails become impassable below La Honda Road and would only serve to encourage trespass in the area.

Secondary parking for the site is proposed for future development on the former Sheffield property. This parking is intended for limited access and will not be installed until a connecting trail from the parking area to the main portion of the Preserve can be constructed. Elevation changes between this location and the upper meadows' focal point of the Preserve is so great that such

a trail will tend to limit the usage of this area as a primary entrance point to the Preserve.

The agreement for a patrol easement across the "back road" to the Dyer Ranch (via Skyline Boulevard) is still pending. The easement right for patrol and maintenance purposes only has been verbally agreed upon by all parties involved. No written agreement has been signed. However, the court still has jurisdiction in this matter, and completion of the agreement is expected this year. The agreement will be presented to you for your approval. The improvements associated with this agreement were budgeted in fiscal year 1987-1988 anticipating the Resolution of Litigation. At this time, it appears project implementation will not occur until fiscal year 1988-1989.

New or Revised Use and Management Recommendation

1. Staff will consider a road maintenance agreement with residents along Allen Road, if the residents decide such an agreement is necessary.
2. Plans for realignment of the north patrol easement will be implemented according to conditions set forth in the pending agreement. The project may include realignment of road, fencing, gating and landscaping of the easement. The project may be required to be constructed in fiscal year 1988-1989.

Signing

To discourage visitors from parking outside the main gate, the site has been clearly signed for permit parking only. On the property, regulatory signs have been installed, and private property boundaries have been marked to discourage trespass. Additional boundary signs are needed in the La Honda Creek corridor.

New or Revised Use and Management Recommendations

1. Install additional Preserve boundary signs as needed in the La Honda Creek corridor.
2. Signing is needed to clarify the trail connections on the property. The existing trail junctions will be signed.

Structures and Improvements

In August 1987 the California Conservation Corps (CCC) removed the cabin on the former Weber property and returned the area to a natural state. The project required 510 hours of CCC crew time, and 88 hours of Ranger supervision time. The CCC has been contacted regarding removal of the two cabins on the Sheffield property not included in the original contract with Mr.

Sheffield. The two cabins, one of which is collapsed, are located on the northern Sheffield parcel.

The main structures located on the Sheffield property will be removed by contract. Cost and contracting responsibility is the obligation of Mr. Sheffield's estate. District staff has obtained bids for the demolition project, which is scheduled to commence in the next few weeks.

Under the conditions of the contract with Mr. Sheffield for the acquisition of his land, he was required to complete a quiet title action to perfect title to a 0.1 acre area that was a portion of the old right-of-way for La Honda Road. This responsibility has been passed on to the attorney executing his estate. A sum of \$30,000 has been withheld from escrow to cover the costs. Clear title should to be obtained within one year, according to the terms of the purchase agreement.

District staff has investigated the requirements of improving the cabin located on the 3 acre former Winkle property. The cabin is currently improved to a "summer cabin" type of status, according to the San Mateo County Building Permit office. Staff is continuing to pursue the possibilities of bringing the building up to code for permanent residence status. The unit could then be rented out until final disposition of the structure or entire parcel was determined.

New or Revised Use and Management Recommendations

1. After the demolition of the buildings is complete, roadside fencing and a gate will be installed along the Sheffield property line bordering La Honda Road. We will confirm with CalTrans prior to installation that this project will not restrict the District's plans to develop future parking at this location. The fencing will be removed once a trailhead is developed and a connecting trail with the remainder of the Preserve is installed. According to the guideline for future trail construction, this may not occur until 1994.

New or Revised Use and Management Recommendations

1. Staff will finalize a caretaker agreement with the current caretaker on the former Dyer ranch. An agreement has been drafted but not yet finalized.

Compliance with CEQA

The projects contained herein are determined to be exempt under current California Environmental Quality Act (CEQA) guidelines.

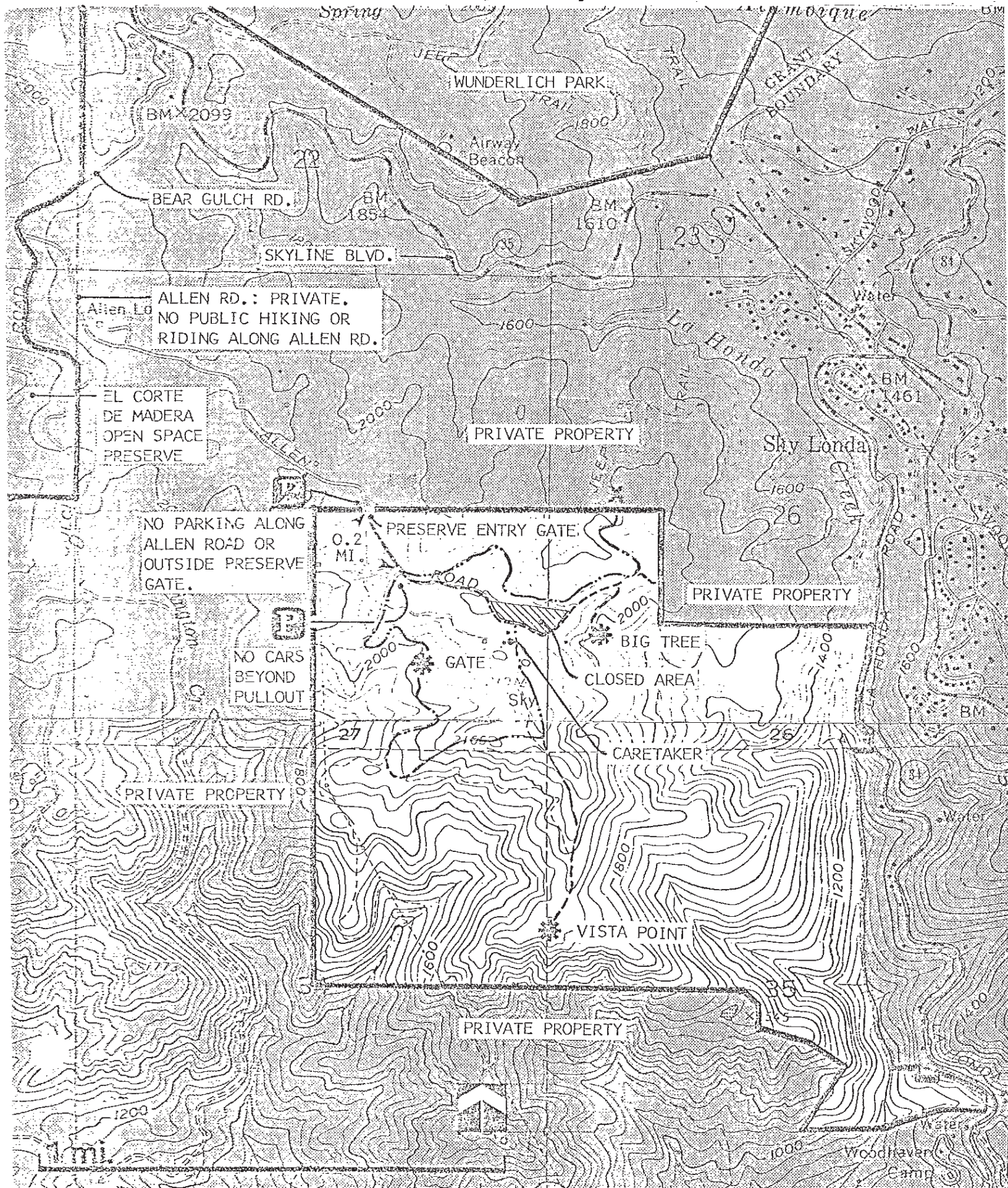
Dedication

Of the 699 acre Preserve, 363 acres have been dedicated as public open space. The remaining 336 acres have been withheld from dedication. No change in status is proposed at this time.



MIDPENINSULA REGIONAL OPEN SPACE DISTRICT

La Honda Creek Open Space Preserve



ALLEN RD.: PRIVATE.
NO PUBLIC HIKING OR
RIDING ALONG ALLEN RD.

EL CORTE
DE MADERA
OPEN SPACE
PRESERVE

NO PARKING ALONG
ALLEN ROAD OR
OUTSIDE PRESERVE
GATE.

NO CARS
BEYOND
PULLOUT

PRIVATE PROPERTY

PRIVATE PROPERTY

PRIVATE PROPERTY

PRIVATE PROPERTY

1mi



CHART A. LA HONDA CREEK OPEN SPACE PRESERVE - INTERIM USE AND MANAGEMENT PLAN SUMMARY

February 4, 1988

Project Description	Status of Plans or Projects	Budgeted FY 86-87	Budgeted FY 87-88	Projected FY 88-89	Proposed Completion
Planning Tasks					
1 Use & management review	Tentative adoption expected 02/10/88				02/88
2 Investigate potential access	Long term access study ongoing				Ongoing
3 Complete patrol/management agreement with POST	POST parcel acquired - agreement eliminated				Complete
4 Create vehicle permit system	In place & working well				Complete
5 Disposition of Winkle cabin	To be upgraded for rental unit				Complete
6 Investigate potential building encroachment (on Weber)	Pending Sheffield acquisition eliminates need, all buildings to be removed				Complete
7 Conduct neighborhood meeting - Bear Gulch / Allen Roads	Neighborhood meetings held 08/86 & 02/87				Complete
8 Conduct neighborhood meeting - La Honda Road	Neighborhood meeting held 01/88				Complete
9 Formulate caretaking agreement	Anticipated New or Revised Recommendations Agreement being drafted				04/88
10 Formulate Allen Road agreement	Potential interest by residents				
11 Plans - realign patrol easement	To be required by litigation		2000	2000	01/89
Subtotal			0	2000	2000
Capital Improvements					
1 Install signs-boundary, private property	Partially complete, additional signage needed in La Honda Creek corridor	150	200		04/88
2 Install permit use signs	Complete				Complete
3 Install lease area signs	Complete				Complete
4 Define permit parking area	Log barriers & mowing				Complete
5 Construct trail connections	Anticipated New or Revised Recommendations Budgeted but not recommended now per adoption of trail construction schedule.		1000		10/93
6 Construct patrol easement bypass	To be required by litigation		14000	14000	05/89
7 Construct patrol easement fence/gate	To be required by litigation		2000	2000	05/89
8 Landscape patrol easement	To be required by litigation		2000	2000	05/89
9 Roadside fencing - Sheffield	To secure area. To be installed on edge of right of way & removed when trailhead developed		[1000]		06/88
10 Trail signing	To clarify existing trail routes			100	07/88
Subtotal		150	19200	18100	

CHART A. LA HOWDA CREEK OPEN SPACE PRESERVE - INTERIM USE AND MANAGEMENT PLAN SUMMARY (continued)

February 4, 1988

Project Description	Status of Plans or Projects	Budgeted FY 86-87	Budgeted FY 87-88	Projected FY 88-89	Proposed Completion
Special Projects and Maintenance					
1 Demolition of Weber cabin	Completed 09/87 with CCC crew		3500		Complete
2 Secure Winkle cabin	Completed, cabin being broken into				Complete
3 Replace culvert	East edge of lease area; increase size		400		04/88
4 Remove remaining small cabins-Sheffield	Potential CCC crew project, pending close of escrow		[3500]		
5 Open road to southern knoll	May be graded for fire road				
Subtotal		0	400	0	
Annual Projects and Maintenance					
1 Road and trail maintenance	Ongoing grading, clearing, etc.	0	500	500	Ongoing
2 Sign maintenance	Ongoing replacement old & damaged signs	0	200	200	Ongoing
3 Fence and gate maintenance	Ongoing repairs and replacements	0	100	100	Ongoing
Subtotal		0	800	800	
TOTAL		150	22400	20900	

[] Funds not specifically provided for

> Project may move into a following year



Midpeninsula Regional
Open Space District

R-16-65
Meeting 16-11
May 25, 2016

AGENDA ITEM 3

AGENDA ITEM

Contract Amendment with PGA Design, Inc., for Additional Design, Engineering, Permitting, and Construction Administration Services for the Sears Ranch Parking Area at La Honda Creek Open Space Preserve

GENERAL MANAGER'S RECOMMENDATIONS

Authorize the General Manager to execute a contract amendment with PGA Design, Inc., for additional services related to the Sears Ranch Parking Area Project in the amount of \$31,315, for a total not-to-exceed contract amount of \$81,195

SUMMARY

The Sears Ranch Parking Area Project will create a new visitor entrance, trailhead, and parking area to facilitate opening the former Driscoll Ranch to the public, as part of Phase I Implementation of the La Honda Creek Open Space Preserve Master Plan. The current design, engineering, and construction administration contract with PGA Design, Inc., requires a scope and budget amendment to include additional plan revisions and driveway widening, to meet San Mateo County permitting requirements and to meet the targeted construction date of summer/fall of 2017. Sufficient funds are included in the Fiscal Year (FY) 2015-16 budget and proposed FY2016-17 budget to cover these costs.

MEASURE AA

This project is part of Measure AA Expenditure Plan (MAA) Portfolio #7, La Honda Creek: Driscoll Ranch Public Access Endangered Wildlife Protection, and Conservation Grazing, with a total funding allocation of \$14.825 Million to, in part, “provide biking/hiking/equestrian trails, limited dog access, parking areas, and interpretive displays.” In addition, this specific project is included in the Board-approved MAA 5-year Project List.

BACKGROUND

In March 2016, the General Manager executed a contract with PGA Design Inc., (PGA) in the amount of \$49,880 for design, engineering, and construction administration and oversight of a gravel parking area at the Sears Ranch Road entrance to La Honda Creek Open Space Preserve (please see Attachment 1, Project Location). This parking area is part of the Board-approved La Honda Creek Master Plan Phase I public access improvements. PGA was selected from a pool of four pre-qualified consultants in a standard evaluation process that considered each consultant's experience and qualifications as described in a project proposal. The pre-qualified

consultant pool was the result of a standard Request for Qualifications and Proposals process that included wide solicitation of proposals for a similar project in November 2015 (see Report 16-49).

DISCUSSION

Description of Additional Scope and Budget

County Permitting Assistance and Driveway Widening

The original PGA contract scope of work anticipated that given the relatively flat project site and small footprint, the related grading work for the parking area would be limited to no more than 150 cubic yards of soil and therefore would not require a grading permit from San Mateo County (County). In an effort to keep the grading work limited, PGA was asked to develop a conceptual design for a small, nine-stall parking area. However, final cut-and-fill calculations, which include small retention basins to capture surface runoff, have shown that even the very small parking area generates grading amounts that exceed 150 cubic yards of soil which triggers the requirement for a County grading permit. The County permitting process is typically labor-intensive and subject to multiple revisions to the engineered design drawings to adequately respond to County comments, which are often submitted in sequence rather than as one consolidated package. In addition, since the project will now require County review, we also anticipate that County Fire will require that the Sears Ranch Road driveway entrance be widened from the current 12-15 feet to 20 feet for emergency vehicle access.

Parking Area Capacity

Because a County grading permit would be required regardless of the size of the parking lot, the project scope has been modified to expand the parking capacity to accommodate up to 20 vehicles to adequately provide sufficient long-term parking for this new trailhead at Sears Ranch Road. The Master Plan calls for a parking area of up to 20 vehicle spaces (no horse trailers), therefore, this minor project scope change remains consistent with the Board-approved Master Plan. The Master Plan calls for larger parking areas with horse trailer parking at both the Red Barn area and southern corner of the Preserve (near the Event Center). In the interim, equestrian permit parking will continue to be provided at the Event Center.

Specifically, the PGA contract would be amended to include:

- Additional meetings, project coordination, site visits, and plan submittals anticipated to be required as part of the County grading permit process: \$16,095
- Engineering plans and specifications for driveway widening, including multiple revisions: \$10,635
- Stormwater management analysis (required due to the larger amount of impervious surface): \$3,685

PGA is the most qualified and best suited consultant firm for performing the additional scope of work since they have already developed the preliminary designs and initiated 50% design development for the new parking area. The Project is on an extremely tight timeline that requires the District to secure permits for construction by Spring 2017 (County permits are known to take as much as one year to secure), in order to solicit bids for construction in Summer 2017. The Board-approved Master Plan identified completion of the Sears Ranch parking area and trail connections within five years of Plan approval (2017).

FISCAL IMPACT

The District's FY2015-16 budget includes \$104,000 for the Project and is sufficient to bring the design and engineering plans to 95% complete and begin permitting process. The proposed FY2016-17 budget includes \$29,900 to secure permits and bid out the project. Funds for construction will be budgeted as part of a future FY2017-18 budget. These project costs are fully eligible for Measure AA reimbursement.

BOARD COMMITTEE REVIEW

The Planning and Natural Resources Committee reviewed the location and conceptual design for the Sears Ranch Parking Area at their April 20, 2016 meeting, which was held at the La Honda Elementary School (see Report R-16-48). Approximately 30 members of the public attended the meeting.

PUBLIC NOTICE

Public notice was provided as required by the Brown Act.

CEQA COMPLIANCE

Execution of a design contract does not constitute a project under CEQA. Construction of the Sears Ranch Parking Area was included in the La Honda Creek Master Plan Initial Study and Mitigated Negative Declaration, which the Board approved in August 2012. The proposed expansion of the parking area to no more than 20 spaces remains consistent with the Master Plan project description.

NEXT STEPS

Pending Board approval, the General Manager will direct staff to amend the contract with PGA Design to complete the engineered designs for the parking area and driveway widening, which will form the basis for permit submittals and a Request for Bids package. A construction contract is anticipated to be brought to the Board in Summer 2017.

Attachment

1. Project Location

Responsible Department Head:

Jane Mark, AICP, Planning Manager, Planning Department

Prepared by:





Lisa Bankosh, Planner III, Planning Department

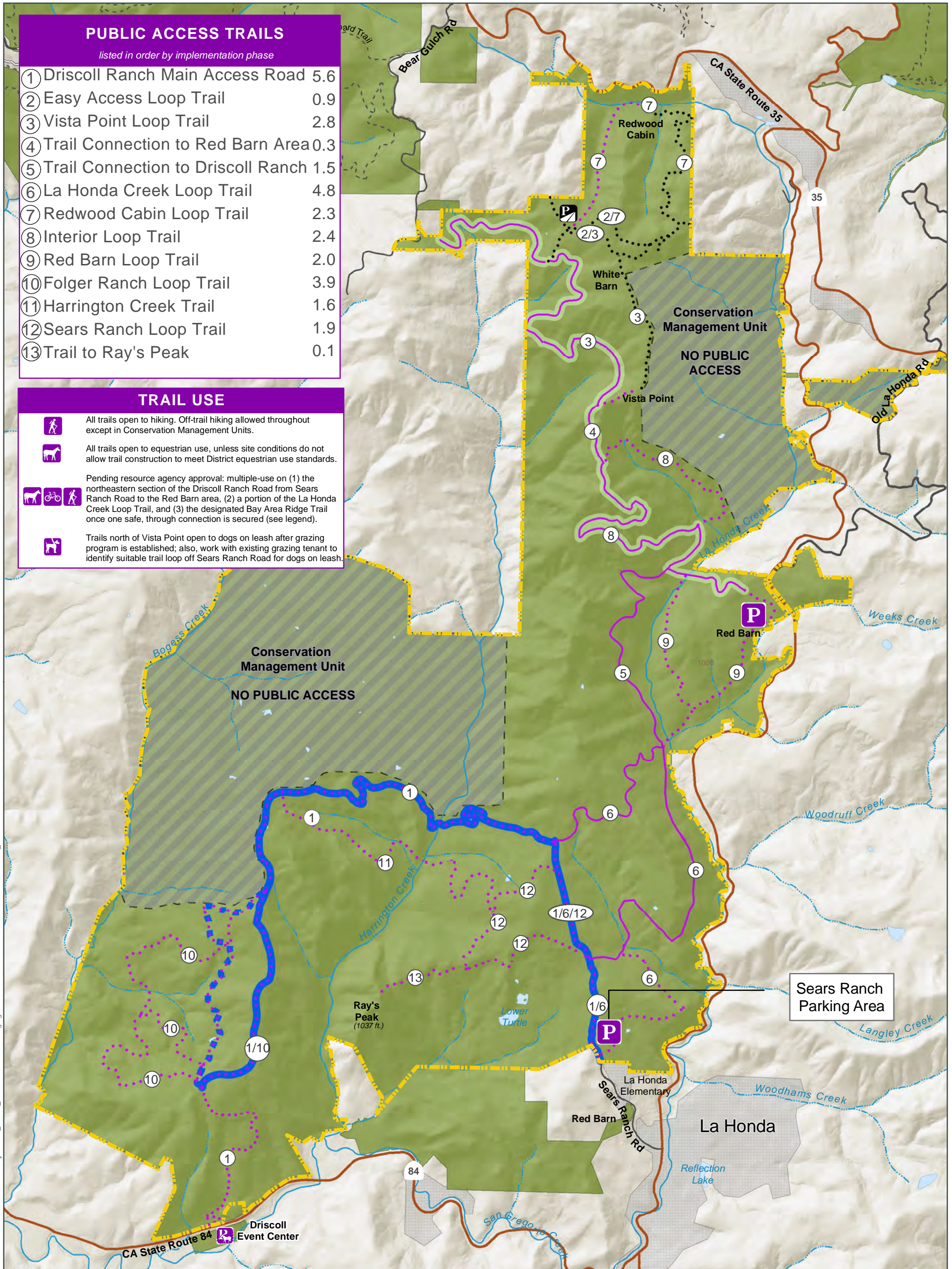
PUBLIC ACCESS TRAILS

listed in order by implementation phase

- | | | |
|---|------------------------------------|-----|
| ① | Driscoll Ranch Main Access Road | 5.6 |
| ② | Easy Access Loop Trail | 0.9 |
| ③ | Vista Point Loop Trail | 2.8 |
| ④ | Trail Connection to Red Barn Area | 0.3 |
| ⑤ | Trail Connection to Driscoll Ranch | 1.5 |
| ⑥ | La Honda Creek Loop Trail | 4.8 |
| ⑦ | Redwood Cabin Loop Trail | 2.3 |
| ⑧ | Interior Loop Trail | 2.4 |
| ⑨ | Red Barn Loop Trail | 2.0 |
| ⑩ | Folger Ranch Loop Trail | 3.9 |
| ⑪ | Harrington Creek Trail | 1.6 |
| ⑫ | Sears Ranch Loop Trail | 1.9 |
| ⑬ | Trail to Ray's Peak | 0.1 |

TRAIL USE

-  All trails open to hiking. Off-trail hiking allowed throughout except in Conservation Management Units.
-  All trails open to equestrian use, unless site conditions do not allow trail construction to meet District equestrian use standards.
-  Pending resource agency approval: multiple-use on (1) the northeastern section of the Driscoll Ranch Road from Sears Ranch Road to the Red Barn area, (2) a portion of the La Honda Creek Loop Trail, and (3) the designated Bay Area Ridge Trail once one safe, through connection is secured (see legend).
-  Trails north of Vista Point open to dogs on leash after grazing program is established; also, work with existing grazing tenant to identify suitable trail loop off Sears Ranch Road for dogs on leash.















La Honda Creek Open Space Preserve

Map Projection: UTM Zone 10N, NAD 1927
Data Sources: USGS, County of San Mateo, and MROSD

May, 2016
Feet
0 1,500 3,000

Attachment 1: Sears Ranch Parking Area Location

- | | | |
|--|---|---|
| Trails | Facilities | Land Use |
|  Existing Public Trails (Permit Only, Hiking, Equestrian) |  Existing Parking Area |  Conservation Management Unit (No Public Access) |
|  Proposed Public Trails (Hiking, Equestrian) |  New Parking Area |  La Honda Creek Master Plan Boundary |
|  Proposed Multiple-Use Public Trails (Hiking, Equestrian, Bicycling) |  Permit Only Equestrian Parking Area |  Preserve Boundary |
|  Phase I Trails: Main Ranch Road (Hiking, Equestrian) | | |
|  Phase I Trails: Folger Loop | | |
|  Proposed New Segment of the Bay Area Ridge Trail (Hiking, Equestrian, Bicycling) | | |



Midpeninsula Regional
Open Space District

PLANNING AND NATURAL RESOURCES COMMITTEE

R-16-48

April 20, 2016

AGENDA ITEM 3

AGENDA ITEM

La Honda Creek Open Space Preserve Master Plan Phase I Implementation – Trails and Interim Parking in the Lower La Honda Creek Area

GENERAL MANAGER'S RECOMMENDATION *SGM*

1. Provide input on proposed Phase I priority actions, including construction of a gravel parking area, and opening the main ranch access road to hiking and equestrian use.
2. Consider an amendment to the Board-approved Master Plan to open one new mile of an existing ranch road as a hiking and equestrian trail to provide an early loop opportunity in the former Folger Ranch area and recommend forwarding to the full Board for review and approval.

SUMMARY

The 2012 La Honda Creek Open Space Preserve Master Plan includes phased public access to the lower portion of the Preserve (the former Driscoll Ranch). Staff will provide an informational update on the implementation of planned staging areas and trails, which was approved as part of the 2012 Master Plan, including conceptual designs for the Sears Ranch Road Interim Parking Area. In addition, the General Manager recommends amending the Master Plan at this time to include the opening of a one-mile ranch road to hiking and equestrian to provide a loop trail off the main ranch road in the former Folger Ranch area.

MEASURE AA

As part of the Fiscal Year (FY) 2015-16 Action Plan and Budget, the Board directed the General Manager to proceed with implementation of the Sears Ranch Loop Trail and Interim Parking Area to open the Lower La Honda Creek Area of La Honda Creek Open Space Preserve to public access. These projects are part of Measure AA Portfolio #7, La Honda Creek: Driscoll Ranch Public Access, Endangered Wildlife Protection and Conservation Grazing, with a total funding allocation of \$14.825 Million.

BACKGROUND

The La Honda Creek Open Space Preserve Master Plan was approved by the Board in 2012 following an extensive public input process, which included newsletters, public workshops,

focus group meetings, stakeholder interviews, and tours of the Preserve. The Board-approved Master Plan prioritizes natural resource stewardship actions, a number of which have been implemented, including a conservation grazing program for the former Driscoll Ranch, pond enhancements to support California red-legged frog, road improvements to reduce erosion, and riparian habitat protection. The Master Plan also includes upgrades to existing ranch roads and construction of new trails to open new Preserve areas to hiking, equestrian, and limited mountain biking, which will be implemented in phases over the next 25 years through Measure AA and other funding.

DISCUSSION

La Honda Creek Master Plan Phase I public access projects (Attachment 1) include the Sears Ranch Road Interim Parking Area and road and trail improvements to allow approximately five miles of the main ranch road to open to hiking and equestrian use. Public access projects are described below and will be presented at an informational neighborhood meeting on April 20. Demolition of unsafe and remnant structures and other clean-up actions for public safety are under evaluation and are expected to be brought to the PNR Committee for review and confirmation in late Spring 2016.

Sears Ranch Road Interim Parking Area

Per the Board-approved Master Plan, a small, gravel parking area will be installed at the Sears Ranch Road Preserve entrance in Lower La Honda Creek. A larger permanent parking area will be constructed as needed in a later phase. Conceptual designs for the interim parking area include:

- Capacity for 9-12 vehicles (no horse trailers; equestrian parking is currently provided by permit at the event center property)
- A standard single vault toilet
- Drainage improvements to control stormwater runoff
- District wayfinding and grazing signage
- Replacement of current entrance gate with an automatic gate
- Additional gates and fencing to integrate the parking lot and trailhead into the grazing operation

Phase I Trails

Master Plan Phase I Trails implementation includes the following actions:

- Open approximately 5 miles of the main ranch road to hiking and equestrian use. The last, 1-mile segment of road would remain closed except via permit, to minimize the potential for illegal or unsafe parking on Highway 84 (see Attachment 1).
- Continue use of the event center property for permit-only equestrian parking. The ranch road segment connecting the event center would be available to permit holders to access the open trail.
- Restrict off-trail use for an interim period (3-5 years) to allow for additional access improvements to be implemented and facilitate integration of public access and the active cattle grazing operation.
- Do not allow bike access at this time, pending completion of the “La Honda Creek Loop Trail”, or a through-connection to the Red Barn area in a future phase, per the Master Plan.

- Do not allow dog access at this time, pending identification, Board approval, and construction of a suitable trail loop off Sears Ranch Road, working in close coordination with the existing grazing tenant to avoid potential issues with the active grazing operation, also per the Master Plan.
- **PROPOSED MASTER PLAN AMENDMENT:** In addition to the opening of Master Plan Phase I trails, the General Manager recommends opening approximately one mile of an existing ranch road as a trail to hiking and equestrian use to provide a loop opportunity in the former Folger Ranch area. This road segment was not originally included in the Master Plan given its condition at that time, but since then has been substantially improved to correct sedimentation problems, and with minimal additional work can be included to create an initial loop as part of the Phase I trail experience. Staff has coordinated with the grazing tenant regarding this additional trail to ensure that trail use would not adversely impact the grazing operation.

The Sears Ranch Road Interim Parking Lot and Phase I Trail Improvements are scheduled to be completed within approximately 18 months, allowing the Lower La Honda Creek area to be opened to hiking and equestrian use in the fall of 2017.

FISCAL IMPACT

For the Sears Ranch Road Interim Lot, \$104,000 is included in the Fiscal Year (FY) 2015-16 Budget for design and engineering, and an additional \$179,900 is being requested in the proposed FY2016-17 Budget to complete construction of the Interim Parking Area during the summer of 2017. For improvements to the main ranch road, \$265,000 is being requested in the proposed FY2016-17 Budget for construction beginning in Fall 2016.

PUBLIC NOTICE

Public notice of this Agenda Item was provided consistent with the Brown Act. Additional notice was provided to parties interested in the Master Plan including Coastside and neighbors living adjacent to La Honda Creek Open Space Preserve.

CEQA COMPLIANCE

The Sears Ranch Road Interim Parking Area, road and trail projects, and associated public use were included as part of the La Honda Creek Master Plan Initial Study and Mitigated Negative Declaration. If recommended by the Committee, the additional trail segment in the former Folger Ranch Area will be subject to CEQA as part of the Board approval process. To avoid delays to the proposed implementation schedule and the 2017 Preserve opening, implementation of the interim parking area and the improvements along the main ranch road would proceed independent of the Board approval process for the new proposed trail loop.

NEXT STEPS

Following confirmation of the General Manager's recommendations and any additional Committee direction, staff and the consultant team will complete design development for the interim parking area and trails. A tentative schedule is provided below.

La Honda Creek Phase I Public Access schedule:

Task	Date
PNR Committee and Open House – Phase I Public Access Plan	April 20, 2016
PNR Committee – Lower La Honda Creek Area demolition and cleanup projects	May/June 2016
LFPAC Committee – Trail names	July 2016
Board Meeting – Trail names, approval of new additional trail	October 2016
Road and Trail Improvements	Summer 2016
Board Meeting – Construction Contract	Spring 2016
Interim Parking Area Construction, Road and Trail Improvements	Summer 2017
Lower La Honda Creek Area Opens to Public	Fall 2017

Attachments

1. La Honda Creek Phase I Public Access Projects

Responsible Department Head:

Jane Mark, AICP, Planning Manager

Prepared by:





Lisa Bankosh, Planner III

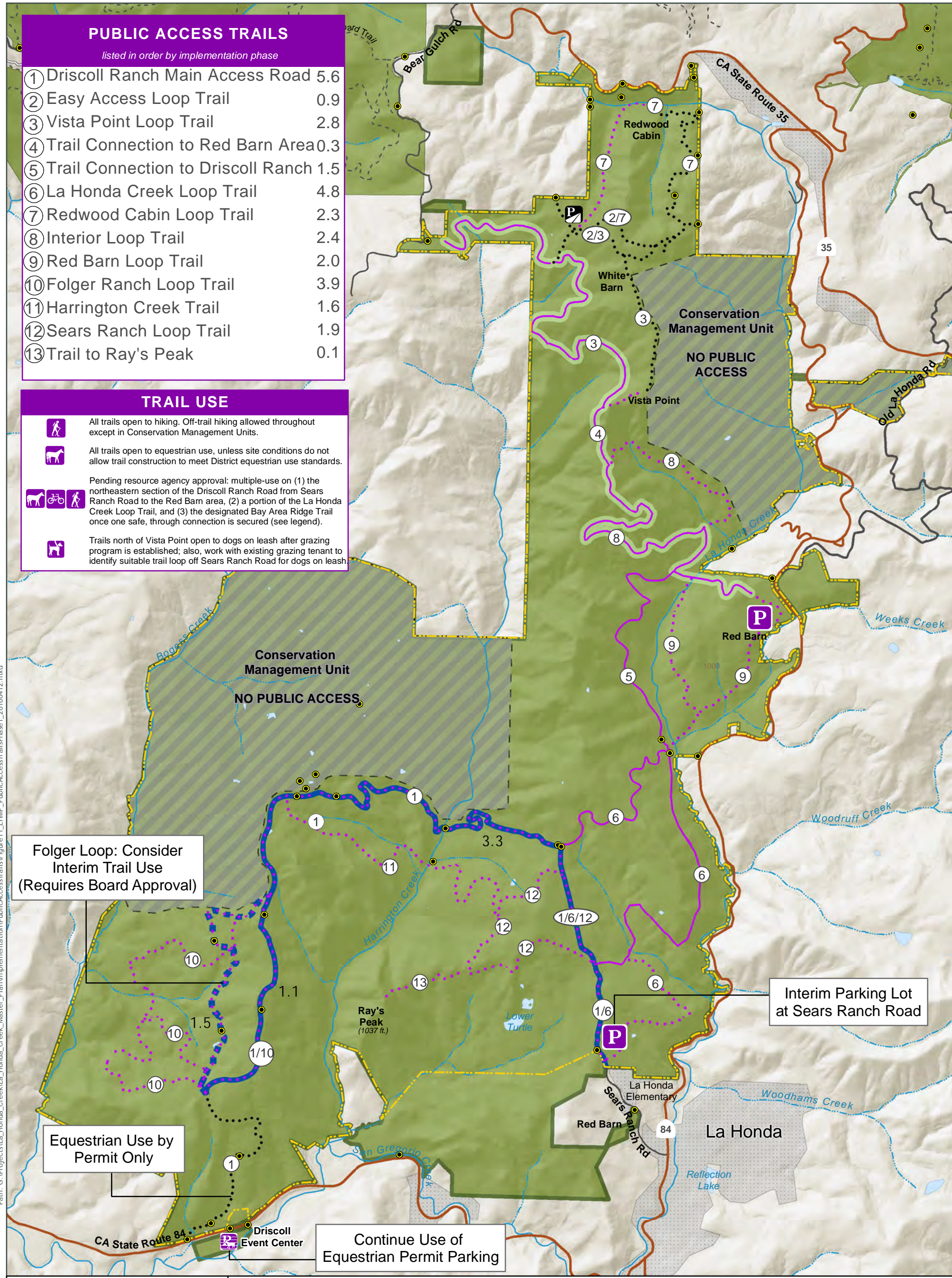
PUBLIC ACCESS TRAILS

listed in order by implementation phase

- | | | |
|---|------------------------------------|-----|
| ① | Driscoll Ranch Main Access Road | 5.6 |
| ② | Easy Access Loop Trail | 0.9 |
| ③ | Vista Point Loop Trail | 2.8 |
| ④ | Trail Connection to Red Barn Area | 0.3 |
| ⑤ | Trail Connection to Driscoll Ranch | 1.5 |
| ⑥ | La Honda Creek Loop Trail | 4.8 |
| ⑦ | Redwood Cabin Loop Trail | 2.3 |
| ⑧ | Interior Loop Trail | 2.4 |
| ⑨ | Red Barn Loop Trail | 2.0 |
| ⑩ | Folger Ranch Loop Trail | 3.9 |
| ⑪ | Harrington Creek Trail | 1.6 |
| ⑫ | Sears Ranch Loop Trail | 1.9 |
| ⑬ | Trail to Ray's Peak | 0.1 |

TRAIL USE

-  All trails open to hiking. Off-trail hiking allowed throughout except in Conservation Management Units.
-  All trails open to equestrian use, unless site conditions do not allow trail construction to meet District equestrian use standards.
-  Pending resource agency approval: multiple-use on (1) the northeastern section of the Driscoll Ranch Road from Sears Ranch Road to the Red Barn area, (2) a portion of the La Honda Creek Loop Trail, and (3) the designated Bay Area Ridge Trail once one safe, through connection is secured (see legend).
-  Trails north of Vista Point open to dogs on leash after grazing program is established; also, work with existing grazing tenant to identify suitable trail loop off Sears Ranch Road for dogs on leash.



Folger Loop: Consider Interim Trail Use (Requires Board Approval)

Interim Parking Lot at Sears Ranch Road

Equestrian Use by Permit Only

Continue Use of Equestrian Permit Parking

La Honda Creek Open Space Preserve

Map Projection: UTM Zone 10N, NAD 1927
Data Sources: USGS, County of San Mateo, and MROSD

April, 2016

Feet 0 1,500 3,000

Public Access Phase I

Trails	Facilities	Land Use
●●●● Existing Public Trails (Permit Only, Hiking, Equestrian)	 Existing Parking Area	 Conservation Management Unit (No Public Access)
●●●● Proposed Public Trails (Hiking, Equestrian)	 New Parking Area	 La Honda Creek Master Plan Boundary
— Proposed Multiple-Use Public Trails (Hiking, Equestrian, Bicycling)	 Permit Only Equestrian Parking Area	 Preserve Boundary
— Phase I Trails: Main Ranch Road (Hiking, Equestrian)	 Gate	
— Phase I Trails: Folger Loop		
— Proposed New Segment of the Bay Area Ridge Trail (Hiking, Equestrian, Bicycling)		

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

Path: G:\Projects\La_Honda_Creek_Master_Plan\Implementation\PublicAccessTrails\Figure 11_LHP_PublicAccessTrailsPhase1_20160412.mxd
Created By: jhanvik



Midpeninsula Regional
Open Space District

R-17-02
Meeting 17-03
January 25, 2016

AGENDA ITEM 4

AGENDA ITEM

Contract Amendment with PGA Design, Inc., for Additional Design, Engineering, and Permitting Services for the Sears Ranch Parking Area at La Honda Creek Open Space Preserve

GENERAL MANAGER'S RECOMMENDATIONS

Authorize the General Manager to execute a contract amendment with PGA Design, Inc., for additional services related to the Sears Ranch Parking Area Project at La Honda Creek Open Space Preserve (Preserve) in the amount of \$42,626, for a total not-to-exceed contract amount of \$123,821.

SUMMARY

The contract with PGA Design requires an amendment to ensure that sufficient funds remain in the contract to complete design plans, secure permits, and administer the construction work for the new Sears Ranch Road Parking Area. In an effort to keep the project on schedule and meet the fall 2017 grand opening date, the District utilized the Board-approved 5% contingency and shifted contracts funds that were allocated for future phases of work to direct PGA Design to address new permitting requirements from San Mateo County related to the parking area entrance. The additional work required geotechnical services and greater design and engineering work to incorporate new pull-outs, additional signage, and a paved and widened surface to a segment of the Sears Ranch Road Preserve entrance. The amendment also includes a 15% contingency to address other permitting requirements, if any. The project remains on schedule for construction in Summer 2017.

MEASURE AA

This project is part of Measure AA Expenditure Plan (MAA) Portfolio #7, La Honda Creek: Driscoll Ranch Public Access Endangered Wildlife Protection, and Conservation Grazing, with a total funding allocation of \$14.825 Million to, in part, “provide biking/hiking/equestrian trails, limited dog access, parking areas, and interpretive displays.”

DISCUSSION

In March 2016, the General Manager executed a contract with PGA Design Inc., (PGA) in the amount of \$49,880 for design, engineering, and construction administration and oversight of a gravel parking area at the Sears Ranch Road entrance to La Honda Creek Open Space Preserve. In May 2016, the Board approved an amendment to the contract to expand the scope of the design and engineering services to modify the parking area layout from the original small, 9

vehicle space, gravel parking lot to a larger, 20 vehicle space, paved parking lot, bringing the total contract amount to \$81,195. The amendment also included widening a portion of the Sears Ranch Road entrance between the Preserve gate and the new parking lot.

Additional Services: Additional widening and resurfacing, pull-outs, signage, and paving

In June 2016, staff consulted with County Planning, Public Works, Fire, Environmental Health, and Cal Fire on the conceptual parking area design. During consultation, County officials expressed concerns regarding the 1000-foot long, narrow, gravel segment of the Sears Ranch Road entrance that extends from outside of Preserve gate to the La Honda Elementary School; this segment of the road entrance was not previously planned for widening and paving, but will experience increased use with Preserve opening. This section of road is currently used only by District vehicles and the grazing tenant. Based on a comparative analysis with the Mindego Gateway parking area, use is projected to increase by up to 172 vehicle trips per day. The current road width does not accommodate two vehicles passing, nor is there adequate space to allow emergency vehicles to maneuver around traffic.

In response to County concerns, engineering and geotechnical studies were completed to determine the feasibility of widening the road, given the topography. These studies concluded that widening the southernmost section (a 250-foot segment just north of the school) would be cost prohibitive due to steep, unstable road banks on either side of the driveway. The remaining 750-foot segment can be feasibly widened to 16 feet, and minimally one fire truck pullout will need to be installed since the road cannot be widened to meet typical fire requirements of 22 feet. Finally, to ensure that the driveway surface withstands the additional Preserve visitor use, the entire stretch of driveway will be paved. These added improvements are anticipated to cost \$220,000 (a third-party cost estimator will be retained to confirm the engineer's estimate, once finalized). The District is proposing to install traffic-control signs along the road segment that cannot feasibly be widened. Early consultation with the County indicates that these improvements should be sufficient to meet requirements; however, it is possible that additional requirements may be imposed before the process is complete and the permit is issued.

Replenish Contingency and Funds for Future Phases

Because the Sears Ranch Parking Area was originally planned as a small, gravel lot with little design and engineering necessary, a very small 5% contingency was added to the contract, instead of the typical 10-15% contingency. To avoid project delays and promptly respond to recent County permitting requirements, both the 5% contingency and the contract funds allocated for future phases of work were redirected to authorize the additional permitting consultation, geotechnical studies, and engineering work. The General Manager is therefore requesting a contract amendment in the amount of \$42,626 to provide an additional 15% contingency and contract funds to complete the remaining phases of work, including final construction documents, potential permit resubmittals, the bidding process, and construction administration. The additional contingency of 15%, which amounts to \$16,151, would be used to address additional permitting requirements which may be imposed as the permit process continues, or for additional construction administration services that may be required due to the expanded project scope.

Upcoming Measures Improve Contract and Expenditure Tracking

Although in this case there was a deliberate action to reallocate funds from later phases to complete newly required project tasks, the General Manager would like to inform the Board of upcoming improvements to better track expenditures against the approved contract amounts.

The District's new Procurement and Contracting Agent/Specialist has identified an immediate interim measure to ensure that as part of invoice approvals, new invoices include the total approved contract amount and total expensed amount, along with the new invoice charges, to compare the percent of work completed to date against the percent of contract expensed to date. At the present time, not all invoices received and routed for approvals contain this amount of information on the invoice itself. The required information will provide another quick and reliable "check" for project managers during invoice review to confirm that the work completed and billed is tracking as expected, and whether funding issues are potentially arising that need a discussion with the vendor and/or a potential new contract amendment. More permanent solutions are expected in the coming months as we identify additional New World capabilities and unroll our formal project tracking system. These and other new procurement and contracting improvements will be presented at a later date to the full Board as part of an informational presentation.

FISCAL IMPACT

The FY2016-17 Planning budget includes \$137,900 for the Sears Ranch Parking Area project (MAA 07-009). There are sufficient funds in the project budget to cover the recommended action and expenditures.

	FY 2016-17
MAA 07-009 Planning Budget	\$137,900
Spent to Date (as of 1/10/17):	\$83,094
Encumbered:	\$3,441
PGA Design Contract Amendment:	\$42,626
Budget Remaining (Proposed):	\$8,739

The following table outlines the Measure AA 07 Portfolio appropriation, budgets, costs to date, and the fiscal implications related to the recommended PGA contract amendment:

MAA 07 Portfolio Appropriation	\$14,825,000
Life-to-Date Spent (as of 1/10/2017):	\$10,449,407
Encumbered:	\$45,551
Fisheries Restoration Apple Orchard (07-003) Remaining Budget:	\$1,098
La Honda Creek Grazing Infrastructure (07-005) Remaining Budget:	\$69,878
Driscoll Ranch Remediation and Demolitions (07-007) Remaining Budget:	\$319,810
Sears Ranch Parking and Trail Connections (07-009) Remaining Budget*	\$233,359
Sears Ranch Road Drainage Upgrade (07-010) Remaining Budget:	\$39,552
Balance Remaining (Proposed):	\$3,666,345

*Includes fiscal impact of proposed PGA Design Contract Amendment.

BOARD COMMITTEE REVIEW

The Planning and Natural Resources Committee reviewed the location and conceptual design for the Sears Ranch Parking Area at their April 20, 2016 meeting, which was held at the La Honda Elementary School (see Report R-16-48). Approximately 30 members of the public attended the meeting. The proposed expanded size and paved surfacing of the new parking area was presented to the full Board at their May 25, 2016 meeting (see Report R-16-65).

PUBLIC NOTICE

Public notice was provided as required by the Brown Act.

CEQA COMPLIANCE

Execution of a contract amendment does not constitute a project under CEQA. Construction of the Sears Ranch Parking Area was included in the La Honda Creek Master Plan Initial Study and Mitigated Negative Declaration, which the Board approved in August 2012. The proposed parking area remains consistent with the Master Plan project description.

NEXT STEPS

Pending Board approval, the General Manager will direct staff to execute a contract amendment with PGA Design for the additional services rendered for the design of new driveway improvements and complete the permitting and construction-phase tasks. A construction contract is anticipated to be brought to the Board in Summer 2017.

Responsible Department Head:

Jane Mark, AICP, Planning Manager, Planning Department

Prepared by:

Lisa Bankosh, Planner III, Planning Department



Midpeninsula Regional
Open Space District

Red Barn Planning Process Information

The below reports provide information on the Red Barn planning and environmental review process.

- Board of Directors Meeting – June 12, 2018
- Planning and Natural Resources Committee Meeting – May 9, 2017



Midpeninsula Regional
Open Space District

R-18-64
Meeting 18-23
June 12, 2018

AGENDA ITEM 1

AGENDA ITEM

Red Barn Public Access Site Plan

ACTING GENERAL MANAGER'S RECOMMENDATION

Accept the Red Barn Public Access Site Plan Alternative 3 and optional Phase II as the proposed Project Description to initiate the environmental review process required by the California Environmental Quality Act ("CEQA"). NOTE: This action does not constitute project approval; it only directs the environmental review to begin under CEQA to evaluate the project further.

OR

Direct the Acting General Manager to hold off further work on the Red Barn Public Access Site Plan Alternative 3 and optional Phase II in order to evaluate the following parking options for consistency with the project goals and objectives:

- a) Relocation of the proposed parking area to the pasture located west of the Red Barn area
- b) Expansion of the Sears Ranch Road Parking Area
- c) Development of a new parking area at the former Driscoll Ranch Event Center

SUMMARY

On May 9, 2018, the Board of Directors (Board) received an informational presentation on the Red Barn Public Access Area Site Plan Project, including the project goals and objectives, project history and timeline, public participation process, and the various iterations to the site plan with Alternative 3 as the most recent (R-18-47, Attachment 1). On June 12, 2018, the Board will receive and consider additional public comments on the project. The Acting General Manager recommends either (1) Board acceptance of the Red Barn Public Access Site Plan Alternative 3 and optional Phase II as the proposed Project Description to begin the environmental review process required under the California Environmental Quality Act ("CEQA"), or (2) Board direction to place further work on Alternative 3 on hold to evaluate other project suggestions raised during the public participation process to determine their level of consistency with the project goals and objectives. Either action taken by the Board merely constitutes a subsequent project analysis step to inform a future final decision; either action will not decide the final project outcome or final project design.

The Red Barn public access improvements would be part of the La Honda Creek: Upper Area Recreation, Habitat Restoration and Conservation Grazing Projects, which ranked as one of the top 25 priority actions in the Board-approved 2014 Open Space Vision Plan. The Red Barn project will enable the Midpeninsula Regional Open Space District (District) to provide public access to the upper half of La Honda Creek Open Space Preserve, which received support from

the voters with the passage of Measure AA. As such, this project is eligible for Measure AA funding. Sufficient funding remains in the Fiscal Year (FY) 2017-18 budget and additional funds are included in the proposed FY2018-19 Capital Improvement and Action Plan to proceed with the Project.

BACKGROUND

The Red Barn Public Access Area Site Plan Project (Project) opens the central portion of La Honda Creek Open Space Preserve (Preserve) to the public and offers opportunities to connect visitors to the upper and lower reaches of the Preserve. This Project implements Phase I of the Board-approved 2012 La Honda Creek Open Space Preserve Master Plan (Master Plan, R-12-83). The La Honda Creek Master Plan Ad Hoc Committee met on ten (10) occasions between 2004 and 2009 to guide the planning process and development of final trail use recommendations. The District also conducted an extensive public engagement process which included three public workshops, stakeholder focus groups (equestrians, bicyclists, neighbors, San Mateo County Farm Bureau), and hiking tours of the Red Barn area and former Driscoll Ranch from 2004 through 2007. In addition, the District held multiple public meetings with the Use and Management Committee, public open houses, and three Board hearings. The Board approved the Master Plan and adopted the Initial Study / Mitigated Negative Declaration, which includes the proposed Red Barn public access area as part of Phase I & II implementation, at the August 22, 2012 meeting (R-12-83).

The Master Plan included the following key implementation actions related to public access for the Red Barn Area:

Goals and Objectives	Plan Element	Action Description
Cultural Resource Objective CR-1.3: Protect historically significant structures	Red Barn	1.3.b. Prepare site plan for the Red Barn area that includes a parking area, potential reuse of the Red Barn garage & corrals, picnic areas, and interpretive opportunities.
Public Access Objective PA-2.2: Provide additional parking elsewhere in the Preserve where feasible	Red Barn Parking Area	2.2.a. Construct a new parking area for 15-25 vehicles, 3-6 horse trailers, with a restroom; work with a transportation engineer to design new driveway entry; make additional improvements to increase line of sight; design improvements to reflect and enhance the rural character of the Red Barn
Public Access Objective PA-4.1: Provide trails with a wide variety of mileages, elevation changes, and levels of difficulty that reflect a diverse population	Red Barn Area Easy Access Trails	4.1.b. Design and construct trails and paths leading to key destination sites within the Red Barn area as easy access trails that can support wheelchairs and strollers, as feasible; incorporate the easy access trails and paths into the Red Barn site plan

The Master Plan also identified the following program elements for the site, with all elements designed to reflect the rural character of the adjacent Red Barn:

- New driveway from Highway 84 (a San Mateo County-designated scenic corridor)
- Parking for passenger vehicles and equestrian trailers
- Picnic area(s)
- Accessible pathways
- Double-vault toilet restrooms
- Interpretive signage
- Fencing
- Gates
- Trailhead

Based on the Master Plan and the project planning process, the following goals and objectives have been established for the project:

- Establish new public access in the central portion of La Honda Open Space Preserve
- Design elements to reflect the rural character of the site and the Red Barn
- Provide safe public access
- Balance public access with grazing activities
- Include amenities that facilitate environmental education
- Protect scenic views of and from the site

DISCUSSION

Based on a review of all the design alternatives and public feedback received at the March 20, 2018 Committee meeting (R-18-25), the Committee unanimously voted to recommend Alternative 3 with optional Phase II to the full Board (refer to section on Board Committee Review for project chronology of key milestones). This Alternative was determined to best balance the Master Plan goals and objectives for protecting resources while expanding public access to the Red Barn area. This design highlights the prominence of the Red Barn as a cultural and landscape feature and establishes a “visitor space” adjacent to the barn and outside of the bat habitat buffer, that enhances the visitor experience by evoking the ranching history of the site.

Alternative 3 also protects the scenic view to the maximum extent while increasing total vehicle and motorcycle parking capacity, which will likely be needed based on the popularity of this local icon, anticipated visitation to this Preserve, and Midpen’s recent experiences related to parking demands at other newly opened preserve locations. To better respond to public concerns regarding the aesthetics of the Red Barn from Highway 84, additional visual simulations of the Alternative 3 parking lot were prepared and will be presented on June 12.

The public input received since the May 9, 2018 is included in Attachment 2. During Committee, Board, and public review of the project, the following three main themes emerged as major considerations moving forward:

1. Protection of scenic qualities, especially views of the Red Barn.
2. Sufficient parking capacity to accommodate the anticipated volume of visitor use and avoid potential overflow parking and traffic impacts on Highway 84.
3. Minimizing potential traffic conflicts along Highway 84 due to visitor ingress and egress to the new parking lot (i.e. slow approach and exit from parking lot).

Alternative 3 responds to public concerns and feedback by redirecting intensive uses (parking, restrooms, trailhead, and corrals) away from the Red Barn viewshed; continuing to offer equestrian trailer parking for the Preserve via the Event Center, a site located further west on Highway 84; and avoiding potential driveway ingress/egress conflicts related to horse trailer movements. As a future phase, Phase II of Alternative 3 offers the ability for the Board to consider adding 25 more parking spaces at a later date if parking demands are high.

OTHER PROJECT SUGGESTIONS RAISED BY THE PUBLIC

Recent public comment has included the following suggestions to develop parking for the Preserve at other locations:

- a. Relocation of the proposed parking area to the pasture located west of the Red Barn area
- b. Expansion of the Sears Ranch Road Parking Area
- c. Development of a new parking area at the former Driscoll Ranch Event Center

If the Board would like to explore these suggestions, the Board may choose to place Alternative 3 on hold and direct the Acting General Manager to first evaluate these suggested options for consistency with project goals and objectives. The Acting General Manager would then bring the findings of this evaluation to the full Board for review at a future meeting. Based on the findings, the Acting General Manager would recommend, and the Board would consider, whether to develop a high-level conceptual plan and a technical feasibility analysis for any of the options to determine the constructability, potential constraints/impacts, and order of magnitude cost. This technical analysis would include a biological assessment, wetland delineation, geologic study, traffic and line-of-sight studies, and an evaluation of potential cultural/historic and/or grazing conflicts. Work to evaluate other options would extend the overall project schedule and total project cost.

FISCAL IMPACT

This project facilitates the implementation of Measure AA Portfolio #5, which states: “Open upper half of the preserve to public; provide biking/hiking/equestrian trails, dog access, and staging areas. Provide loop & connector trails. Restore habitat for rare species. Improve fencing, corrals, and water systems to reintroduce conservation grazing.”

The FY2017-18 Board-approved Amended Budget for the Red Barn Public Access Site Plan Project (MAA05-005) is \$120,000. This amount is sufficient for the site investigations, technical reports, visual simulations, pre-permitting consultation, and conceptual design development for work through the end of June. Funds to continue the project in the new fiscal year and proceed with subsequent project phases, including design development, environmental review, permitting, and construction documentation are included as part of the FY2018-19 three-year Capital Improvement and Action Plan.

Either recommended action (e.g. accept Alternative 3 and optional Phase II as the CEQA Project Description or evaluate the project goals consistency of recent suggested project options) has no direct fiscal impact. Future implementation activities will have fiscal impacts. Project implementation costs are eligible for Measure AA reimbursement. The conceptual-level construction cost estimate for Alternative 3 ranges between \$4 and \$5 million. If other project options were pursued, conceptual-level costs estimates for these options would be prepared and presented at a future date.

MAA 05-005	Prior Years Actuals	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	Future Years	Total
LHC - Red Barn Parking Area	\$216,955	\$120,000	\$358,738	\$363,600	\$230,000	\$5,000,000	\$6,289,293
Spent-to-Date (as of 6/5/2018):		\$48,848					\$48,848
Encumbrances:		\$21,152					\$21,152
Budget Remaining:	\$216,955	\$50,000	\$358,738	\$363,600	\$230,000	\$5,000,000	\$6,219,293

The remaining portfolio fund balance contains over \$9 million in available funds. The following table outlines the Measure AA Portfolio #05 allocation, expenses to date, and remaining portfolio fund balance.

MAA 05 Allocation - La Honda Creek - Upper Recreation Area:	\$11,733,000
Life-to-Date Spent (as of 6/5/2018):	\$2,171,143
Encumbrances:	\$21,453
Portfolio Balance Remaining:	\$9,540,404

BOARD COMMITTEE REVIEW

As noted above, the La Honda Creek Master Plan Ad Hoc Committee met on ten (10) occasions between 2004 and 2009 to guide the planning process and development of final trail use recommendations. The Board approved the Master Plan and adopted the Initial Study / Mitigated Negative Declaration, which includes the proposed Red Barn public access area as part of Phase I & II implementation, at the August 22, 2012 meeting (R-12-83). On April 20, 2016, the Planning and Natural Resources Committee received a brief update on the status and design schedule of the Sears Ranch Road Parking Area and Phase I trails in Lower La Honda Creek Open Space Preserve (R-16-48). On May 9, 2017, the Committee received a presentation of two conceptual design alternatives for the Red Barn (R-17-56). On March 20, 2018, the Committee received a presentation of the new Conceptual Design Alternative 3 and recommended Alternative 3 with optional Phase II to the full Board (R-18-25).

PUBLIC NOTICE

Public notice was provided as required by the Brown Act. Additional notice was provided to the grazing tenant, neighbors living adjacent to the Preserve, and parties interested in Coastal projects, the La Honda Creek Open Space Preserve, the Red Barn, and Master Plan.

CEQA COMPLIANCE

Neither the selection of a preferred alternative for CEQA purposes nor the preliminary review of additional project options are projects subject to CEQA. As stated in the 2012 Master Plan and Initial Study/Mitigated Negative Declaration, additional environmental review will be conducted for this project at the appropriate time. As part of the CEQA process, residents and members of the community will have additional opportunities to comment on the proposed project's potential environmental impacts for the District to evaluate as part of the preparation of an Environmental

Impact Report. Environmental review would begin once the Board accepts a preliminary preferred alternative as the CEQA project description.

NEXT STEPS

Below are two next steps scenarios, depending on the Board action taken.

Acceptance of Alternative 3 with optional Phase II as the CEQA Project Description

If the Board selects Alternative 3 with optional Phase II as the preliminary preferred site plan alternative, this alternative would be the project description to begin environmental review. Efforts are ongoing to arrange a pre-application meeting with Caltrans to coordinate on the access driveway design and improvements. A subsequent Board meeting would be scheduled for a Scoping Session to receive public input on environmental concerns that should be addressed as part of the environmental review process.

Milestones	Tentative Schedule
CEQA Scoping Session	July/August 2018
Board review and adoption of CEQA document and project approval	Summer/Fall 2019
Construction documentation	2019 to 2021
Permitting	2019 to 2021
Construction bidding process	2021
Construction (narrow work window to avoid bat disturbance)	Fall 2021 to Fall 2022
Open to the public	Fall 2022

Direction to Evaluate Suggested Parking Options for Consistency with Project Goals/Objectives

If the Board directs the Acting General Manager to evaluate the suggested parking options for consistency with the project goals and objectives, additional work related to Alternative 3 would be put on hold. The Board would receive the findings of this high-level evaluation at a future meeting in the fall. At that time, the Board could then direct the Acting General Manager to either analyze one or more of the other parking options further, or proceed with environmental review of the Red Barn Public Access Site Plan Alternative 3 and optional Phase II.

Milestones	Tentative Schedule
Evaluation of how well the three suggested parking options fulfill the Project Goals and Objectives	Summer 2018
Board considers the findings of the Goals and Objectives Evaluation Process and recommended next steps at a public meeting	Fall 2018

Attachments:

1. May 9, 2018 Board report and attachments (R-18-47)
 - a. Site location map
 - b. Conceptual Design Alternatives
 - c. Public Feedback Summary from May 2017 to December 2017

- d. Public input summary through March 20, 2018 Planning and Natural Resources Committee meeting
 - e. Public comments received March 21, 2018 as of 1:00 p.m. May 4, 2018
 - f. Conceptual Design Alternatives Comparison Table
2. Comments received since May 9, 2018 Board meeting

Responsible Department Head:

Jane Mark, AICP, Planning Manager

Prepared by/Contact person:

Leslie Chan, Planner III, Planning Department



Midpeninsula Regional
Open Space District

PLANNING AND NATURAL RESOURCES COMMITTEE

R-17-56
May 9, 2017

AGENDA ITEM 2

AGENDA ITEM

Public Access Conceptual Design Alternatives for the Red Barn Area of La Honda Creek Open Space Preserve

GENERAL MANAGER'S RECOMMENDATION

Review and provide input on the Red Barn Area Public Access Conceptual Design Alternatives.

SUMMARY

The Red Barn Public Access Area (Project) will provide parking, trailhead, and picnic facilities adjacent to the iconic Red Barn just off Highway 84 in La Honda Creek Open Space Preserve (Preserve) (Attachment 1). The improvements will facilitate the public opening of the central portion of the Preserve. Development of a site-specific plan is a high priority Phase I Action identified in the 2012 Board-approved Preserve Master Plan (Master Plan). The project landscape architect, Moore, Iacofano, Goltsman (MIG), Inc., will present two conceptual design alternatives for the public access area to solicit input from the Planning and Natural Resources Committee (Committee). Following Committee review, the conceptual design alternatives will be presented at a community meeting on May 16 in the Town of La Honda. Committee input received at this meeting will be shared at the May 16 meeting.

DISCUSSION

The Board has long identified the opening of the Red Barn area to the public as high priority. In August of 2012, the Board adopted the Preserve Master Plan and Mitigated Negative Declaration (R-12-83), which provides stewardship and public access prescriptions for the entire Preserve over a thirty-year period ending in 2042. On August 24, 2016, the Board awarded a contract (R-16-103) to MIG, Inc., for site planning, CEQA review, design, engineering, construction documents, and permitting assistance to implement the Project.

Master Plan Priority

The Project will establish new public access in the central portion of the Preserve. Visitor access facilities will include a new driveway from the rural two-lane Highway 84, parking for passenger vehicles and equestrian trailers, picnic area(s), accessible pathways, a double vault restroom, interpretive signage, fencing, gates, and trailhead amenities such as signboards. All elements will be designed to reflect the rural character of the adjacent Red Barn and Highway 84, a San Mateo County-designated Scenic Corridor. The scenic designation of this area will require additional Project review and approval by the County's Planning Commission. The proposed

site layout and circulation under the two proposed conceptual design alternatives accommodate various operations, including the onsite conservation grazing program.

Site Planning Analysis

The conceptual design alternatives have been informed by an analysis of opportunities and constraints, which included topography, existing tree species and health, biological resources, jurisdictional waters and wetlands, historic significance of the Red Barn, traffic study findings, and Phase I & II environmental site assessments to account for the past uses of the site. Two meetings were held with the grazing tenants to inform the proposed location, size, and configuration of the livestock corrals. The conceptual design alternatives also take into consideration ongoing maintenance activities, patrol, and emergency access. Given the focus and concentration of visitor-serving amenities at this location, the Project will necessitate the relocation of an existing informal emergency landing zone that is currently located near the livestock corral to avoid potential conflicts between future public use and emergency response. A list of key site analysis findings are provided below:

Site Opportunities

- Convenient access to the site from Highway 84 - a popular bicycle, motorcycle, and vehicle route to the coast.
- Central parking area location will enable access for hikers, bicyclists, and equestrians to the Preserve.
- Expansive Preserve views and the historic Red Barn will enhance the visitor experience.
- Variety of educational opportunities include ecological resources, agricultural history, and the conservation grazing program.
- Opportunity to “daylight” or open an existing culvert that drains to Weeks Creek to restore the creek to a more natural state.

Site Constraints

- Relocation of the entrance driveway 150 feet to the south due to inadequate line of sight.
- Added driveway construction complexity due to steep hillside along Highway 84.
- Need for facilities to continue supporting the cattle grazing operation.
- Contaminated soils within the historic livestock corral.
- Consultation may be required with Army Corps of Engineers for a potentially jurisdictional drainage.
- Proximity of Weeks Creek, located southeast of the Red Barn.
- Potential impacts to existing ranger residence.
- Relocation of the existing emergency landing zone.
- County Scenic Corridor designation increases design restrictions.
- Potential hazard due to many large, non-native trees that are in poor health.

Conceptual Design Alternatives (Attachment 2)

The two conceptual design alternatives (“Alt 1” and “Alt 2”) present various design options that allow for a combination of elements from each alternative to arrive at a preferred conceptual design.

Public Access, Grazing and Circulation Elements

- **Driveway:** To achieve safe sight distance and grade, a new driveway and retaining wall would be required from Highway 84.

- **Livestock Corrals:** The livestock corrals would be moved closer to the Red Barn, within the former pond area. White corral fencing would be used to maintain the familiar rustic character of the site. The internal corral configuration would be designed to meet District needs for current and future conservation grazing operations.
- **Parking and Circulation:** Agricultural and equestrian traffic would be separated from the passenger vehicle traffic via one- and two-way loop roads. The two design options for a 3-stall equestrian parking layout include a traditional side-by-side pull-through configuration (Alt 1) and a variation on a pull-through parking layout (Alt 2). Each of these allows equestrian drivers to pull forward into and out of the parking space. Passenger vehicle parking would include ADA parking spaces, bus parking, loading zone, and motorcycle parking. The capacity varies slightly between the alternatives due to the hillside topography and the variation in the equestrian parking arrangement. The proposed range is between 25 and 30 vehicle spaces. Parking capacity would be maximized during design development.
- **Pathways and Trails:** Internal pathways would lead visitors between the parking area, restroom, Red Barn, picnic areas, and trailhead. The trailhead would lead visitors to the interior trail system that would ultimately connect to the lower and upper Preserve areas.
- **Environmental Elements:** Bioswales are proposed to manage stormwater runoff and water quality requirements for the new parking area and livestock corral. Required vegetative screening would be provided by new plantings and through the preservation of some existing trees. Vegetative plantings are proposed for the retaining walls alongside the driveway to minimize the visual impact of the wall near the entrance to the Preserve.

Table 1. Conceptual Design Alternatives Comparison

Design Element	Alternative 1	Alternative 2
Vehicle Parking	22 regular spaces + 3 ADA spaces	26 regular spaces + 4 ADA spaces
Equestrian Parking	Side-by-side pull-through	Pull to the side (forward driving only)
Restroom location	Adjacent to parking area loop road	Adjacent to trailhead and ADA spaces
Picnic Area	Dispersed picnic areas	Centralized picnic area

FISCAL IMPACT

The Planning Department's FY2016-17 Budget for the Red Barn Public Access Area (MAA05-005) includes \$225,000 for site investigations, technical reports, and conceptual design development. Funds for subsequent project phases, including design development, environmental review, permitting, and construction documentation will be included as part of the three-year Capital Improvement Program, which the Board will consider in May 2017.

The recommended action has no direct fiscal impact, but future implementation activities will have fiscal impacts. Project implementation costs would be eligible for Measure AA

reimbursement. The preliminary cost estimate for project construction ranges between \$3 and \$4 Million.

The following table outlines the Measure AA Portfolio 05 allocation, expenses to date, and remaining portfolio fund balance.

MAA 05 Portfolio Allocation:	\$11,733,000
Life-to-Date Spent (as of 3/14/17):	\$2,041,395
Total Encumbrances:	\$80,367
Balance Remaining:	\$9,611,238

BOARD COMMITTEE REVIEW

The La Honda Creek Master Plan Ad Hoc Committee met on ten (10) occasions between 2004 and 2009 to guide the planning process and development of final trail use recommendations. The Board approved the Master Plan and adopted the IS/MND, which includes the proposed Red Barn public access area as part of Phase I & II implementation, at the August 22, 2012 meeting (R-12-83). On April 20, 2016, the Planning and Natural Resources (PNR) Committee received a brief update on the project status and design schedule (R-16-48).

PUBLIC NOTICE

Public notice was provided as required by the Brown Act. Additional notice was provided to the grazing tenant, neighbors living adjacent to the Preserve, and parties interested in Coastal projects, the La Honda Creek Preserve, and Master Plan.

CEQA COMPLIANCE

This item is not a project subject to the California Environmental Quality Act (CEQA). As stated in the 2012 Master Plan and IS/MND, additional environmental review will be conducted for this project as needed. Additional environmental review would begin once the Board approves the complete CEQA project description in Fall 2017.

NEXT STEPS

Milestones	Tentative Schedule
Community meeting in the Town of La Honda to review Design Alternatives and receive additional public input	May 16, 2017
Present preferred conceptual design to PNR Committee	Summer 2017
Present preferred conceptual design to the Board as the CEQA Project Description to initiate CEQA review	Fall 2017
Board adoption of the Initial Study/Mitigated Negative Declaration and project approval	Winter 2018
Construction documentation and Permitting	Winter 2018 to Spring 2019
Construction Bidding Process	Fall 2019

Construction	Summer 2020
In Service	Fall 2020

Attachment(s)

1. Site location map
2. Conceptual Design Alternatives 1 and 2.

Responsible Department Head:

Jane Mark, AICP, Planning Manager

Prepared by/Contact person:

Leslie Chan, Planner II



La Honda Creek 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
- Other Public Land - Restricted Access
- Private or Leased Land - No Public Access
- No Public Entry in Midpen Water Areas
- Road
- Vehicle Driveway
- Equestrian Only
- Hiking, Equestrian
- Hiking, Bicycling, Equestrian
- Trail Junction
- Numbered Trail Junction
- Gate (#)
- Parking Lot
- Equestrian Parking
- Restroom
- Point of Interest
- Notable Flora
- Tunnel
- Other Public or Private Building
- Residence

- Dogs on Leash Permitted on Designated Trails
- Bicycles not permitted in this Preserve

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

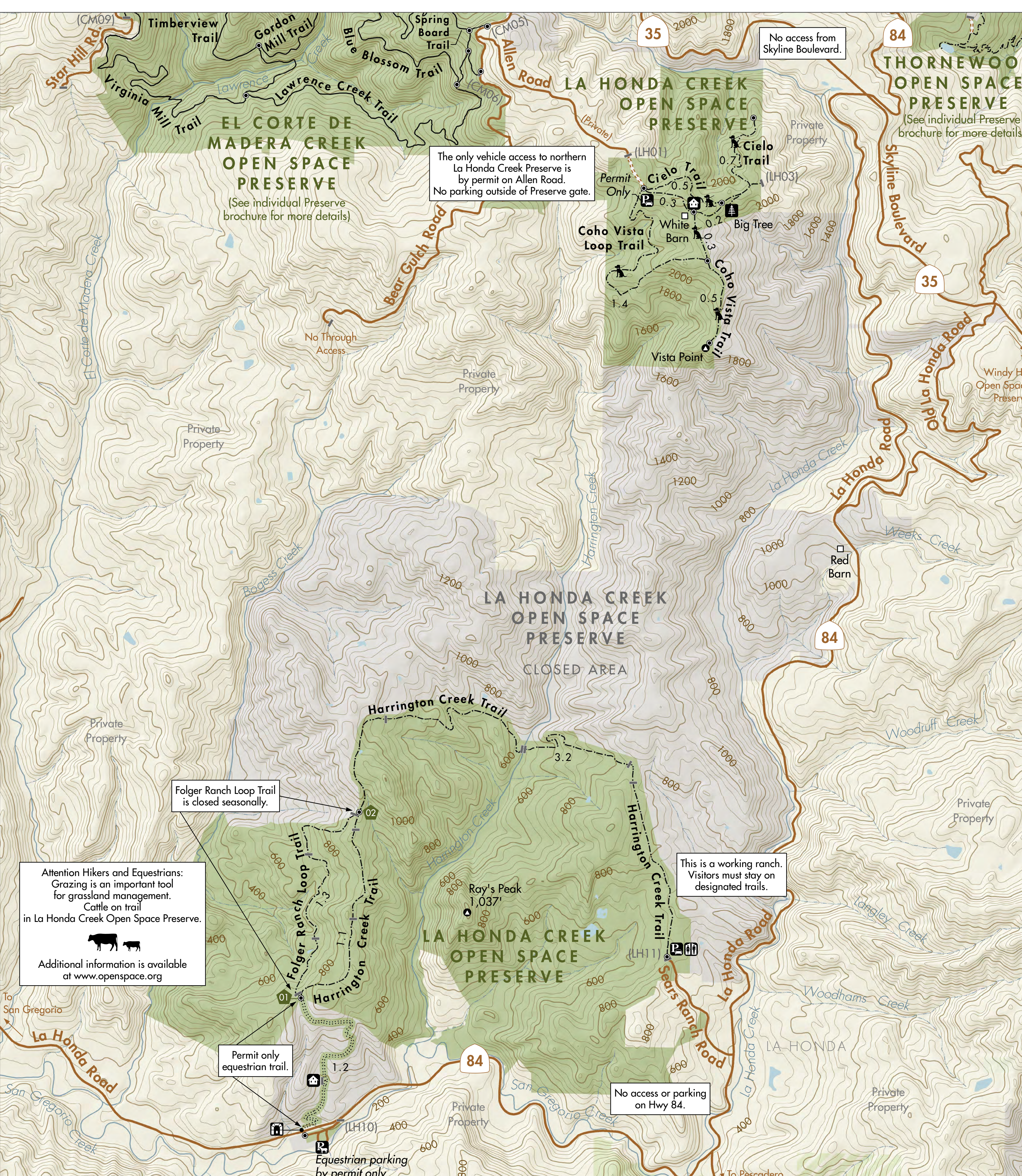
For your safety, and the protection of the preserves:

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.



The only vehicle access to northern La Honda Creek Preserve is by permit on Allen Road. No parking outside of Preserve gate.

No access from Skyline Boulevard.

Folger Ranch Loop Trail is closed seasonally.

Attention Hikers and Equestrians: Grazing is an important tool for grassland management. Cattle on trail in La Honda Creek Open Space Preserve.



Additional information is available at www.openspace.org

This is a working ranch. Visitors must stay on designated trails.

Permit only equestrian trail.

No access or parking on Hwy 84.

Equestrian parking by permit only.





Midpen Background



Midpeninsula Regional
Open Space District

Midpen Background Information Links

The below links may be useful to learn more about the District's mission, plans, and work. Other links are available on the District's website www.openspace.org.

Vision Plan

Articulates the core values of the region about open space — the results of an extensive process that provided a current look at the values and opinions of community stakeholders, combined with the results of extensive scientific study.

https://www.openspace.org/sites/default/files/Vision_Plan_Summary.pdf

Land Use Regulations

https://www.openspace.org/sites/default/files/District_Regulations.pdf

Coastal Service Plan and Final Environmental Impact Report

In 2004, as part of the San Mateo Coastal Annexation, the District worked with multiple stakeholders to develop the Coastside Protection Area Service Plan (Service Plan).

https://www.openspace.org/sites/default/files/Coastal_Service_Plan.pdf

https://www.openspace.org/sites/default/files/FIER_Coastal_Annexation.pdf

Good Neighbor Policy

Establishes guidelines and principles for ensuring good relationships between the District and its neighbors.

https://www.openspace.org/sites/default/files/Good_Neighbor_Brochure.pdf

Resource Management Policies

Used to manage and protect plants, animals, water, soil, terrain, geologic formations, historic resources, scenic features, and cultural resources on District owned and/or managed lands.

https://www.openspace.org/sites/default/files/Resource_Management_Policies.pdf

Midpeninsula Regional Open Space District



- Legend**
- Hiking
 - Equestrian
 - Cycling
 - Dog Walking
 - Easy Access Trails
 - All Trails
 - Designated Trails Only

www.openspace.org

#	Preserves	Acres					
1	Bear Creek Redwoods Opening in 2019	1,437	●	○			○
2	Coal Creek	508	●	●	●		
3	El Corte de Madera Creek	2,906	●	●	○		○
4	El Sereno	1,430	●	○	●	●	
5	Foothills	212	●	●	●		
6	Fremont Older	739	●	○	○	●	
7	La Honda Creek	6,144	○	●		○	
8	Long Ridge	2,226	●	○	○	○	
9	Los Trancos	274	●	○			
10	Miramontes Ridge	1,716					
11	Monte Bello	3,537	●	○	○	○	○
12	Picchetti Ranch	308	●	○			○
13	Pulgas Ridge	366	●				○

#	Preserves	Acres					
14	Purisima Creek Redwoods	4,798	●	○	○		○
15	Rancho San Antonio	3,988	●	○	○		○
16	Ravenswood	374	●	●	●		●
17	Russian Ridge	3,491	●	○	○		○
18	Saratoga Gap	1,613	●	○			
19	Sierra Azul	18,939	●	○	○	○	○
20	Skyline Ridge	2,143	●	○	○		○
21	St. Joseph's Hill	270	●	○	○	●	
22	Stevens Creek Shoreline Nature Study Area	55	●		●		
23	Teague Hill	626	●	●			
24	Thornewood	167	●	●		●	
25	Tunitas Creek	1,660					○
26	Windy Hill	1,414	●	○	○	○	○

Welcome to the Midpeninsula Regional Open Space District



Russian Ridge Open Space Preserve

Deanne Little

The Midpeninsula Regional Open Space District (Midpen) is a regional greenbelt system in the San Francisco Bay Area. It is comprised of over 63,000 acres of land in 26 open space preserves protected for public enjoyment making a preserve system of diverse and unparalleled beauty in one of the largest metropolitan areas in the country. Preserves include redwood, oak, and fir forests, chaparral-covered hillsides, riparian corridors, grasslands, and wetlands along the San Francisco Bay.

Preserves, ranging from 55 to over 18,000 acres, are open to the public free of charge, 365 days a year. Visitors will find over 245 miles of trails, ranging from easy to challenging terrain.

History

Midpen was founded in 1972 to preserve the regional greenbelt in northwestern Santa Clara County. The voters expanded Midpen in 1976 to include southern San Mateo County and again in 1992, to add a small portion of Santa Cruz County. In 2004, through the Coastsides Protection Program, Midpen's boundary was extended to the Pacific Ocean in San Mateo County.



Jack Gescheidt

Mission

To acquire and preserve a regional greenbelt of open space land in perpetuity, protect and restore the natural environment, and provide opportunities for ecologically sensitive public enjoyment and education.

Board of Directors

Midpen is governed by a seven-member elected board of directors. Each board member is elected to serve a four-year term and represents a geographic ward of approximately equal populations. The Board holds its regular public meetings on the second and fourth Wednesdays of each month at 7:00 p.m., at Midpen's administrative office: 330 Distel Circle, Los Altos, CA.

Staffing

The staff currently includes over 175 employees in 11 departments: Budget and Analysis, Engineering and Construction, Finance, Human Resources, Information Systems and Technology, Land and Facilities Services, Natural Resources, Planning, Public Affairs, Real Property, and Visitor Services.

Funding

General funding is provided by a small share of the annual total property tax revenues collected within Midpen boundaries, except on the San Mateo County Coastsides.

The FY2018-19 Midpen revenue estimate totals \$58.8 million with 92% coming from property tax receipts. Other revenue sources may include federal and state grants, interest and rental income, donations, land gifts, and note issues.

Measure AA

In June 2014, voters passed Measure AA, which authorized Midpen to issue up to \$300 million in bonds over the next 20-30 years for specific capital projects. The increase in tax rate will not exceed \$3.18 per \$100,000 of assessed property value within Midpen's entire jurisdiction.

Volunteer Opportunities

Over 500 volunteers assist the Midpen each year ranging from one-day projects to ongoing natural history education, trail patrol, maintenance, and restoration programs. Programs are described online at www.openspace.org/volunteer.



Karl Gohl



Midpeninsula Regional Open Space District

330 Distel Circle

Los Altos, California 94022-1404

Phone: 650-691-1200 • Fax: 650-691-0485

E-mail: info@openspace.org

Website: www.openspace.org





Ravenswood Open Space Preserve

John Green



Monte Bello Open Space Preserve

Karl Gohl



Russian Ridge Open Space Preserve

Samantha Tan

FY2019-20 Strategic Plan Goals and Objectives

Goal 1 – Promote, establish, and implement a regional environmental protection vision with partners

- Objective 1 – Continue implementation of the District’s Vision Plan and communicate progress on projects through reporting results and building partner relationships
- Objective 2 – Build and strengthen diverse partnerships to implement a collaborative and science-based approach to environmental protection on the Peninsula, South Bay and San Mateo Coast
- Objective 3 – Build and strengthen relationships with legislators to advocate environmental protection goals
- Objective 4 – Take a regional leadership role in promoting the benefits of open space and sustainable agriculture
- Objective 5 – Expand regional climate change resiliency and adaptation to preserve healthy natural systems
- Objective 6 – Work with fire agencies and surrounding communities to strengthen the prevention of, preparation for, and response to wildland fires

Goal 2 – Connect people to open space and a regional environmental protection vision

- Objective 1 – Communicate the purpose of the regional environmental protection vision
- Objective 2 – Refine and implement a comprehensive public outreach strategy, including the engagement of diverse communities and enhanced public education programs
- Objective 3 – Expand opportunities to connect people to their public open space preserves consistent with an environmental protection vision

Goal 3 – Strengthen organizational capacity to fulfill the mission

- Objective 1 – Provide the necessary resources, tools, and infrastructure, including technology upgrades and capacity building
- Objective 2 – Continuously improve recent process and business model changes to effectively and efficiently deliver Vision Plan projects and the District’s ongoing functions
- Objective 3 – Reflect the changing community we serve in the District’s visitors, staff, volunteers, and partners
- Objective 4 – Build state of readiness for potential disruptions by completing a risk assessment and creating a business continuity plan

Goal 4 – Position the District for long-term financial sustainability to fulfill the District’s mission on behalf of the public

- Objective 1 – Continue to engage constituents for bond sales and via the work of the Bond Oversight Committee – “Promises made, promises kept.”
- Objective 2 – Pursue discretionary funding opportunities and partnerships to augment operating, capital, and bond funding sources
- Objective 3 – Ensure discretionary funding opportunities are available and successful through advocacy and education
- Objective 4 – Ensure large capital expenses are evaluated within the long-term financial model and remain financially sustainable
- Objective 5 – Ensure land acquisitions, including associated public access and land management costs, are evaluated within the long-term financial model and remain financially sustainable



Russian Ridge Open Space Preserve

NOTE: The public may obtain policy documents by contacting the District office during regular business hours Monday through Friday 8:30 am to 5:00 pm.

These policies are intended solely for the guidance of the Board in the exercise of its discretion and are not intended to give rise to private rights or causes of action in individuals or other persons. The Board shall be the final arbiter as to any question of interpretation of these policies. It is not the purpose of these policies to adopt any legal requirements. Failure to comply with these policies shall not affect the validity of any action taken by the District.

BASIC POLICY OF THE MIDPENINSULA REGIONAL OPEN SPACE DISTRICT

**Adopted by the Board of
Directors on March 10, 1999**



MIDPENINSULA REGIONAL OPEN SPACE DISTRICT
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Revised and reprinted 7-2008



**Midpeninsula Regional
Open Space District**

INTRODUCTION

"...to try to save for everyone, for the hostile and indifferent as well as the committed, some of the health that flows down across the green ridges from the Skyline, and some of the beauty and refreshment of spirit that are still available to any resident of the valley who has a moment, and the wit, to lift up his eyes unto the hills."

-Wallace Stegner

OPEN SPACE:

- Is land area that is allowed to remain in or return to its natural state. Open space lands may include compatible agricultural uses.
- Protects areas of scenic beauty and preserves natural habitats necessary to sustain plant and animal life, especially native and endangered species.
- Offers opportunities to the public for education, recreation, and renewal of spirit.
- Enhances public safety by preventing development of areas prone to landslides, earthquake damage, flooding, and wildland fires.
- Establishes boundaries for urban growth, provides a respite from urban living, and enhances regional quality of life.

In short, open space is "room to breathe."¹

MISSION STATEMENT

The District's mission is:

To acquire and preserve a regional greenbelt of open space land in perpetuity; protect and restore the natural environment; and provide opportunities for ecologically sensitive public enjoyment and education.

OBJECTIVES

1. Open Space Land Preservation: The District seeks to purchase or otherwise acquire interest in the maximum feasible area of strategic² open space land within the District, including baylands and foothills. The District seeks to link its open space lands with federal, state, county, and city parklands and watershed lands.

Policies

District Purpose

- a. As an open space agency, the District's primary purpose is to preserve open space. Development of traditional park and recreation facilities is the responsibility of the cities and counties.³

Strategic Emphasis

- b. The District uses its available resources primarily to acquire or otherwise preserve land outside the Urban Service Area boundaries of cities that has regionally significant open space value and that might be lost to development if the District fails to act.⁴

The District's goal is to acquire lands within its own boundaries and Sphere of Influence. Acquisitions outside the District's boundaries will be considered only if exceptional purchase opportunities arise that clearly support the District's mission.⁵

Open Space Acquisition

- c. The District acquires land most often through fee simple interest (outright ownership). Options and installment purchases may be employed to this end. To conserve funding for preservation, the District may seek to preserve open space without outright ownership of the land. The District may act as a land bank through acquisition of less than fee interest to accomplish the same results with less immediate expenditure of the District's funds. Examples include acquisition of a remainder interest following a life tenancy; open space, conservation, or scenic easements; and purchase and leaseback arrangements. The District actively strives to acquire open space through gifts and matching grants. Gifts of land with life tenancy are encouraged. Other creative open space preservation techniques are explored and utilized when possible.⁶

The District desires to acquire open space from willing sellers. Eminent domain will be used only in strict compliance with the District's eminent domain policies:

"The District does not want to use eminent domain as a means of purchasing land unless the property concerned is an open space parcel of critical importance or is under some dire emergency, such as immediate destruction of natural resources, or clearing for development purposes. Even under such urgent circumstances, however, eminent domain would still be used only as a last resort. The District would continue to use negotiations as its objective in purchasing the land."⁷

Master Plan, Regional Open Space Study

- d. To guide the District's open space preservation efforts, the District produces a master plan and a regional open space study. The master plan sets forth guidelines for District acquisitions and shows the relative desirability of potential open space land acquisitions. The regional open space study shows the general extent of lands and public access

improvements existing and under consideration to complete the District's greenbelt mission.

Both documents are subject to periodic review and modification by the Board of Directors after public hearings. The regional open space study is subject to periodic technical updates. Both documents are submitted to the counties, cities, and other conservation-oriented local, state, and federal agencies and organizations for review and comment in order to encourage coordination with their planning and policies.

2. Open Space Management: The District follows management policies that ensure proper care of the land, that provide public access appropriate to the nature of the land, and that are consistent with ecological values and public safety.⁸

Policies

Resource Management

- a. The District protects and restores the natural diversity and integrity of its resources for their value to the environment, and the public, and provides for the use of the preserves consistent with resource protection.⁹

Public Access and Constraints

- b. The District provides public access to the open space lands for low-intensity recreational uses. The District's highest priority is acquiring land to complete the greenbelt and to protect natural resources on open space land. Public access will be provided gradually to ensure that the higher priorities of acquisition and resource protection are maintained.

Developing facilities and managing public use activities while protecting natural resources and providing for public safety may require limits on access to some open space lands. Areas found to be vital wildlife or plant habitats are designated as refuge areas, and in these areas access will be severely restricted. In addition to protection of sensitive natural resources, factors that may delay or limit access include the carrying capacity of the land, geologic features, restoration efforts, the ability to plan and implement trails, parking, restrooms, mapboards and signs, and identification and mitigation of potential safety hazards.¹⁰

Because of the District's commitment to maximum open space preservation efforts, expenditure guidelines will be established for the amount of funding available for recreational improvement projects and restoration activities.¹¹

Agricultural, residential, and other limited revenue producing uses of the land may limit public access in certain areas. Where appropriate, access may be provided on a permit basis.

The District strives to provide public access to its lands to everyone, regardless of place of residence, physical abilities, or economic status. (See Access Plan for Persons with Disabilities).

Recreational Use and Improvements

c. Improvements on District lands are generally limited to facilities (i.e. parking areas, trails and patrol roads, restrooms, mapboards, and signs) for low-intensity recreational uses. Low-intensity recreation avoids concentration of use, significant alteration of the land, and significant impact on the natural resources or on the appreciation of nature.^{12, 13}

The timing and level of access for low intensity public recreational use of District open space land will be evaluated for each type of use in terms of four basic criteria:

1. Protection of natural resources;
2. Preservation of the opportunity for tranquil nature study and observation;
3. Avoidance of significant user conflicts;
4. Availability of Board and staff time, funding, and/or other means, to plan and manage the use.

The District will plan for low intensity public access to ensure that these criteria will be met before use is provided, and will control use that does not meet the criteria, as interpreted by the Board. To protect open space qualities, the District will use a high standard in applying the criteria.

Access for hiking is typically unrestricted on District trails and lands. Wheelchair accessible trails and other reasonable accommodations for people with disabilities are provided to ensure access to a range of open space settings with wide geographic distribution. Safe and enjoyable access for hiking and for persons with disabilities may be given priority over other types of uses where significant conflicts are evident.¹⁴

The District is committed to working with different trail user groups to find practical solutions to recreational use issues with the understanding that some trails or preserves may not be open to all uses.

Special Use facilities, (i.e. nature centers, historic structures, picnic tables, or backpack camps), and Special Use activities (i.e. large recreation events, hang gliding, or off-leash dog areas), are considered on a case by case basis. In some cases Special Use activities may require a permit. These types of uses may be allowed when they do not monopolize significant areas of natural land, do not significantly impact natural or aesthetic resources, and provide benefits such as environmental education, heritage resource protection, or public enjoyment and appreciation of

nature. The cost of management and exposure to liability of these types of facilities and activities may be a factor in deciding whether to permit them on District lands.

Public Safety

d. The District monitors and manages its preserves to provide a safe environment for visitors and neighbors.¹⁵

Cultural Resources

e. Historic structures and sites will be considered for protection by the District where they are associated with lands acquired for overall open space values. Due to the high cost of evaluating, managing, and restoring such facilities, the District depends on grant assistance, public-private partnerships, and outside assistance to support these activities. Sites are evaluated for archaeological resources prior to any new use or improvement which might impact the site. Archaeological resources are evaluated, protected, and made known to the public as appropriate to ensure their preservation.¹⁶

Agriculture and Revenue-Producing Use

f. The District supports the continued agricultural use of land acquired for open space as an economic and cultural resource, including, but not limited to, grazing, orchards, row crops, and vineyards. The District does not consider commercial logging as agriculture. The District requires sound agricultural management practices on land it manages or monitors, in accordance with its Resource Management Policies.¹⁷

g. Revenue-producing use of District land, such as rental residences, communications antennas, or special commercial use such as filming, may be allowed when it does not utilize significant areas of natural land, does not unduly impact natural or aesthetic resources, does not unreasonably restrict public access, and provides benefits or income to the District.

3. Inter-Agency Relationships: The District works with and encourages private and other public agencies to preserve, maintain, and enhance open space.

Policies

Cooperation

a. The District cooperates with and encourages cooperation between governmental agencies, community organizations, and individuals to preserve open space.¹⁸

The District works cooperatively with other governmental agencies and community organizations to facilitate development and management of recreation facilities and of public use. The District ensures that such development is consistent with protection of important natural values of the open space.

Participation

b. The District participates in the public review processes of land use plans of other agencies and development proposals that affect the District's mission.

Joint Projects

c. The District explores and engages in joint projects to maximize the opportunities for preservation of open space. Examples include inter-agency land management agreements, joint planning or research studies, and joint acquisition, improvement, or resource management projects.

Research

d. The District supports the development of scientific knowledge about natural and cultural resources and management techniques through cooperative arrangements with educational and scientific institutions, and by supporting research on which to base its management and improvement decisions. Such studies shall not unreasonably restrict public access or significantly impact the environment.

Advocacy

e. In order to better plan, acquire, and operate a regional greenbelt of open space preserves and trails, and to further cooperate in this effort with other jurisdictions, the District may encourage and advocate preservation of open space by other governmental agencies. The District may support and encourage community groups, non-profits, and other conservation-oriented groups in their efforts to urge other agencies to take actions which will help accomplish the purposes and goals of the District.

4. Public Involvement: The District educates and makes clearly visible to the public the purposes and actions of the District, and actively encourages public input and involvement in the District's decision-making process and other activities.

Policies

Public Information

a. The District works through a variety of means and media to inform the public of the District's goals and objectives, its short and long-term plans, the critical need for open space preservation, and the appropriate use of District lands. This information is disseminated as widely as possible throughout the District. Land-owners and potential donors are adequately informed of the District's purpose and goals, and of the possible methods of preserving land as open space.

Meeting Procedures

b. The District diligently follows the provisions of the Ralph M. Brown Act regarding open meeting procedures, and will be guided by its enabling legislation under the state Public Resources Code, Article 3, Division 5, Chapter 3, Section 5500. The District encourages and welcomes public participation at its meetings and make its actions, intents, and decisions clearly visible to the public.

Public Input

c. The District encourages and welcomes communication from the public by being as accessible to the public as possible and by regularly soliciting public comments about what the District should be accomplishing and how it should proceed.²⁰

Neighbor Relations

d. In both the day-to-day conduct of its business and in the long-range planning for public open space preserves, the District makes every effort to cooperate with preserve neighbors, to take into account their perspectives, to fully address their concerns, and to engage and involve them in the process of making decisions regarding the preserves of which they are neighbors. Active management, patrol, maintenance, and public education are provided to minimize threats to public safety, fire hazards, litter, noise, erosion, unsound use of the land, disturbance of wildlife and vegetation, and trespassing.²¹

Participation

e. The District seeks to involve the public in the operation and decision-making of the District and in general planning for acquisition and future use of open space lands through special workshops, committees and task forces, and public outreach activities. Through staff and volunteer programs, the District provides ecological and environmental education and fosters public appreciation of open space values.

Volunteerism

f. Through its volunteer programs, the District encourages active public participation in the maintenance, restoration, and protection of its natural resources. In addition, volunteers assist the District in scientific research, and providing cultural, historical, and environmental education opportunities to the public.

5. Administration: The staff administers the affairs of the District on behalf of the public so as to maximize accomplishment of the goals and objectives of the District within existing financial constraints.

Policies

Cost Constraints

a. Because the District is committed to maximum preservation efforts, administrative expense growth is limited by following an average annual operating expenses growth guideline, and by utilizing the help of other governmental agencies, private entities, contractual services, and volunteers.²²

Professional Organization

b. The District employs a highly capable and professional staff and provides them with the facilities and resources needed to run an efficient and responsible organization.

Board of Directors

c. The Board of Directors is the governing body of the District and determines all questions of policy. The District is divided into seven geographic wards of approximately equal populations, each represented by an elected Board member.²³

FOOTNOTES:

1. Open Space Acquisition Policies, Pg. 3
2. Open Space Acquisition Policies, Pgs. 2-6
3. Master Plan/Open Space Acquisition Policies, Pg. 3; Land Acquisition Policies, Pg. 3, Par. F
4. Master Plan/Open Space Acquisition Policies, Pg. 6
5. Land Acquisition Policies, Pg. 3
6. Land Acquisition Policies, Pgs. 5 - 10
7. Polices Regarding Use of Eminent Domain, Ordinance No. 86-1
8. Resource Management Policies
9. Resource Management Mission Statement
10. Resource Management Policies
11. Average Seven Percent Growth Guideline for District Operating Expenses and Annual Budget
12. Resource Management Policies
13. Land Acquisition Policies, Pg. 3, Par. F
14. Trail Use Policies
15. Good Neighbor Policy, District Land Use Regulations
16. Resource Management Policies
17. Resource Management Policies, Goals 10 and 11
18. Open Space Acquisition Policies, Pgs. 9, 10
19. Rules of Procedure, Notification Policies, Land Acquisition Policies, Pgs. 15, 16
20. Public Notification and Good Neighbor Policies
21. Good Neighbor Policy, Public Notification Policies, District Land Use Regulations
22. Average Seven Percent Growth Guideline for District Operating Expenses and Annual Budget
23. Public Resources Code, Section 5537

MIDPENINSULA REGIONAL OPEN SPACE DISTRICT



Measure AA Regional Open Space | Access, Preservation and Restoration Bond



On June 3, 2014, the voters approved Measure AA, a \$300 million general obligation bond for the Midpeninsula Regional Open Space District. Measure AA bonds will be sold in a series over a 20-30 year time span and used for specific capital improvement projects to expand, enhance, and connect regional trails and open space areas, to preserve open space, and to complete restoration projects. Status of projects will be highlighted on Midpen's website at www.openspace.org/MeasureAA.

These project areas, which are highlighted in this brochure, were the result of an extensive public vision planning process throughout the District's jurisdiction in San Mateo and Santa Clara counties and a portion of unincorporated Santa Cruz County.

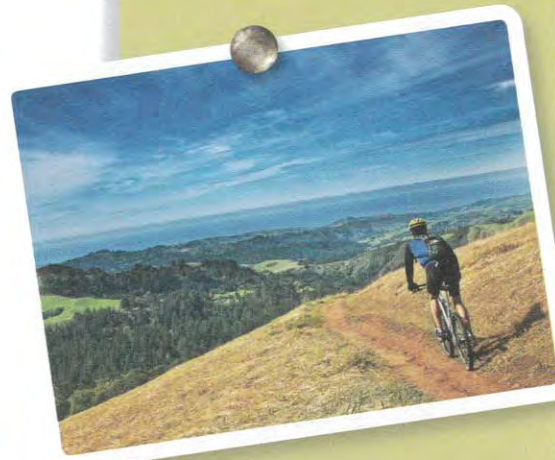
HIGHLIGHTS

Based on public input and feedback, future bond money will:

- Expand public access to protected land
- Save local redwood forests
- Provide clean air and water by restoring land that feeds our lakes, streams, ponds and waterways
- Preserve agriculture along the San Mateo Coast
- Restore native vegetation to create a healthy habitat for wildlife and preserve biodiversity

OVERSIGHT

An independent citizen oversight committee will review that funds are spent as promised.



TO LEARN MORE

Midpeninsula Regional
Open Space District
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Los Altos, CA 94022
650-691-1200
www.openspace.org
info@openspace.org

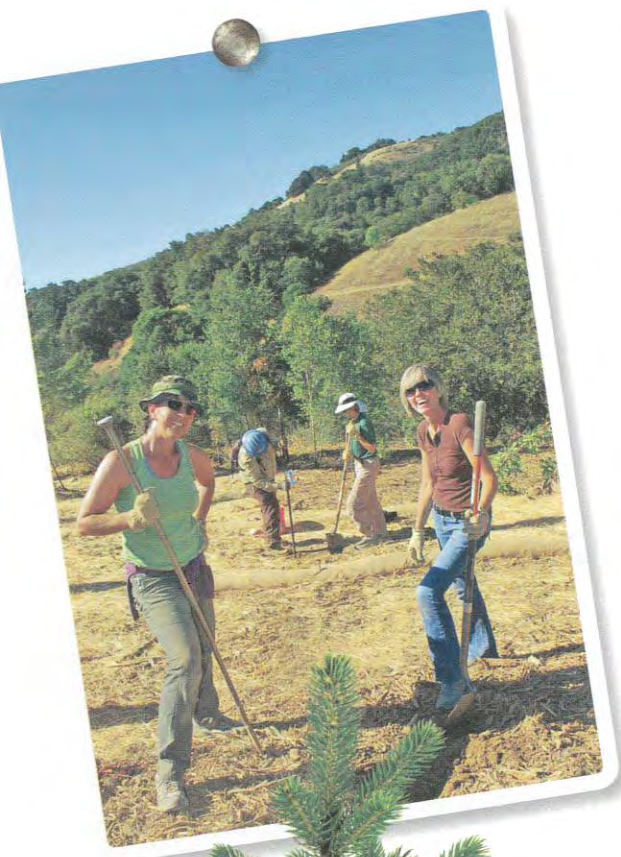


AMOUNT & COST

The voters approved authorizing the Midpeninsula Regional Open Space District to issue up to \$300 million in bonds, at an additional tax rate not to exceed \$3.18 per \$100,000 of assessed value. Bond money would be used to improve access to hiking and biking opportunities, protect and preserve redwood forests, natural open spaces, the scenic beauty of our region and coastline, critical wildlife habitat, restore creeks to protect water quality, and reduce forest fire risk.

ABOUT THE DISTRICT

Founded by voters in 1972, the Midpeninsula Regional Open Space District has protected 62,000 acres of open space in 26 preserves offering places for hiking, biking, horseback riding, or simply connecting with nature close to home and free of charge. Within its jurisdiction, Midpen includes 17 cities along with unincorporated areas in San Mateo, Santa Clara and a small portion of Santa Cruz counties.



THE 17 CITIES THAT COMPRISE MIDPENINSULA REGIONAL OPEN SPACE DISTRICT

SAN MATEO COUNTY

Atherton
East Palo Alto
Half Moon Bay
Menlo Park
Portola Valley
Redwood City
San Carlos
Woodside

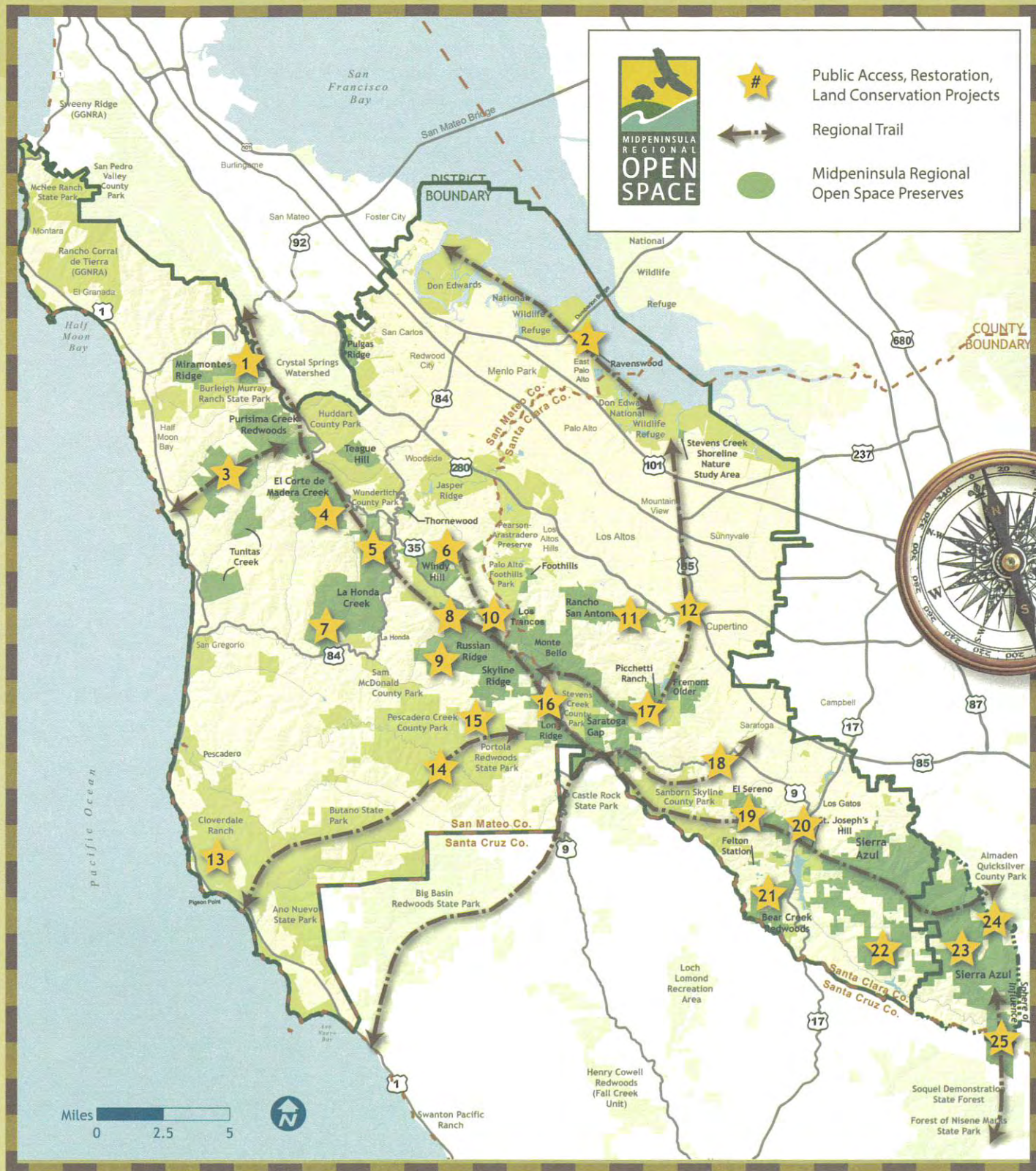
SANTA CLARA COUNTY

Cupertino
Los Altos
Los Altos Hills
Los Gatos
Monte Sereno
Mountain View
Palo Alto
Saratoga
Sunnyvale



Projects to be Funded by Measure AA

Through a public visioning process, Midpen staff and its Community Advisory Committee identified current and future project areas of high priority. These include adding trails and trail connections, opening new preserves, protecting redwood forests, preserving farmland, restoring wetlands and streams, providing habitat connectivity and reducing fire risk. The funding for this bond measure will be used toward the 25 highest priority projects. A complete list with more details can be found at www.openspace.org/MeasureAA.



Projects to be Funded by Measure AA



1. Miramontes Ridge: San Mateo Coast public access, stream restoration and agricultural enhancement projects
2. Regional: Bayfront habitat protection and public access partnerships
3. Purisima Creek Redwoods: Purisima-to-the-Sea Trail completion, watershed protection, and conservation grazing projects
4. El Corte de Madera Creek: Bike trail and water quality project
5. La Honda Creek: Upper area recreation, habitat restoration, and conservation grazing projects
6. Windy Hill: Trail improvements, preservation and partnership of Hawthorn Area historic area

7. La Honda Creek: Driscoll Ranch access, endangered wildlife protection and conservation grazing projects
8. La Honda Creek/Russian Ridge: Preservation of Upper San Gregorio Watershed and Ridge Trail completion
9. Russian Ridge: Public recreation, grazing and wildlife protection projects
10. Coal Creek: Reopening Alpine Road for trail use
11. Rancho San Antonio: Interpretive improvements, refurbishing and transit solutions
12. Peninsula/South Bay Cities: Partnering to complete Middle Stevens Creek Trail
13. Cloverdale Coastal Ranch: Wildlife protection, grazing, and trail connections
14. Regional: Trail connections between regional, county and state parks
15. Regional: Redwood protection and salmon fishery conservation
16. Long Ridge: Trail, conservation and habitat restoration projects
17. Regional: Completion of Upper Stevens Creek Trail
18. South Bay Foothills: Saratoga-to-Sea Trail and wildlife corridor
19. El Sereno: Dog trails and connection to Skyline, Sanborn County Park, and Lexington Reservoir
20. South Bay Foothills: Safe wildlife corridors across Hwy. 17; new Bay Area Ridge Trail crossing
21. Bear Creek Redwoods: Public recreation and interpretive projects
22. Sierra Azul: Cathedral Oaks public access and conservation projects
23. Sierra Azul: Mt. Umunhum public access and interpretation projects
24. Sierra Azul: Rancho de Guadalupe family recreation and interpretive projects
25. Sierra Azul: Loma Prieta area public access, regional trails and habitat protection

www.openspace.org/MeasureAA



330 Distel Circle
 Los Altos, CA 94022
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www.openspace.org

Board of Directors



Pete Siemens President

Karen Holman Vice President

Zoe Kersteen-Tucker Secretary

Yoriko Kishimoto Treasurer

Jed Cyr, Larry Hassett, Curt Riffle

Executive Management



General Manager
Ana Maria Ruiz

General Counsel
Hilary Stevenson

Controller
Mike Foster

Chief Financial Officer
Stefan Jaskulak

Assistant General Manager
Brian Malone

Assistant General Manager
Susanna Chan

For more budget information, including the complete FY2019-20 Budget and Action Plan, please visit www.openspace.org/budget.



Midpeninsula Regional Open Space District
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Email: info@openspace.org
Website: www.openspace.org

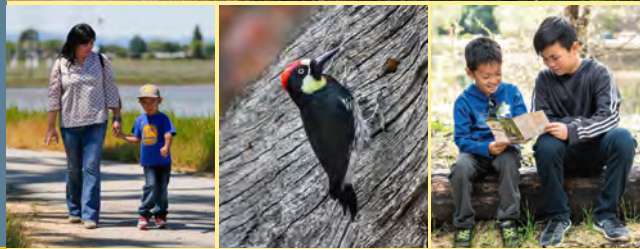


Cover photos: top—Carol Daniels;
bottom, left to right—John Green, Donna Eck, Alisha Laborico

Midpeninsula Regional Open Space District

Budget in Brief

FY2019-20



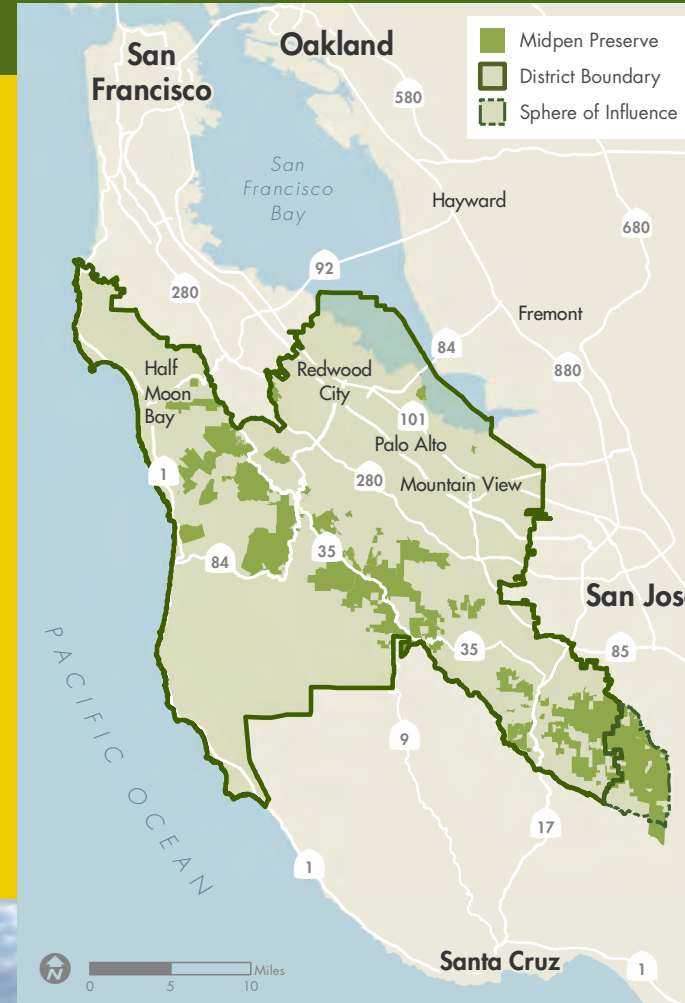
Adopted June 26, 2019



About Midpen

Created in 1972, Midpen is an independent special district that has preserved nearly 64,000 acres of public land and manages 26 open space preserves.

Regional Map



Our Mission

To acquire and preserve a regional greenbelt of open space land in perpetuity, protect and restore the natural environment, and provide opportunities for ecologically sensitive public enjoyment and education.

Midpen At-A-Glance



Founded in 1972



63,927 Acres
(as of June 2019)



243 Miles of Trails



26 Preserves



183 Full-Time Employees



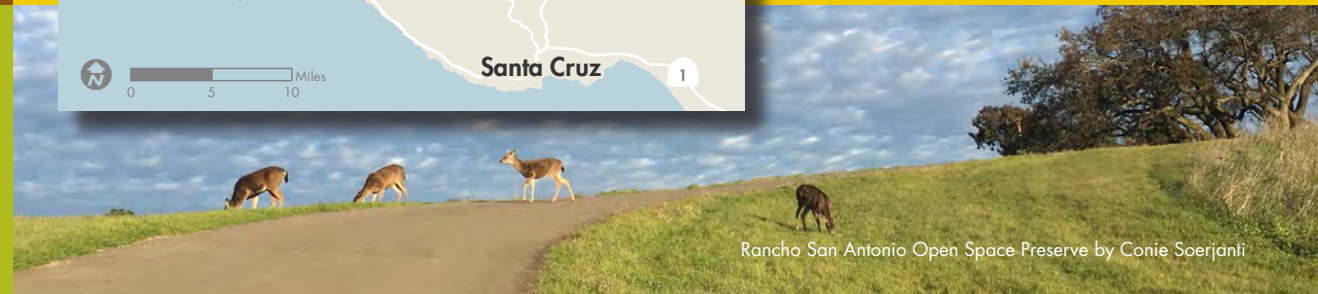
Over 2 Million Visitors Per Year



\$74.8 Million Budget



760,000 Residents



Rancho San Antonio Open Space Preserve by Conie Soerjanti

FY2018-19 Major Accomplishments

Preserved 433 acres of open space lands valued at \$2.925 million.

Opened Bear Creek Redwoods Open Space Preserve to public access with a new 52-car parking area, 6 miles of trail, 0.2 miles of ADA accessible pathway encircling Upper Lake, and new interpretive signage.



Completed habitat improvements along Hendrys Creek in Sierra Azul, including 1 acre of revegetation work.

Completed Oljon Trail in El-Corte de Madera Preserve, opening 1.3 miles of multiuse trail scheduled for fall 2019.

Constructed two new pedestrian bridges on the Stevens Creek Nature Trail.

Implemented 1st year of Climate Action Plan, reducing Midpen's administrative greenhouse gas emissions by 14% from 2016 to 2018.

Bear Creek Redwoods Open Space Preserve by Paulo Vescia

Capital Improvement and Action Plan (CIAP)

Connect diverse communities to their public open space preserves

Continue work on Bear Creek Redwoods Preserve Phase II public access

Expand regional trail connections and wildlife corridors

Demonstrate further progress on other Measure AA projects

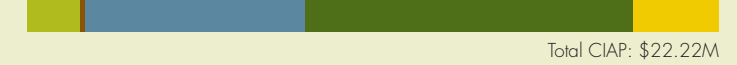
Continue improvements to staff facilities, technology and information systems, and organizational practices and processes

Enhance wildland fire preparedness and responsiveness

Continue to support conservation agriculture

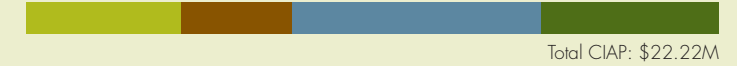
FY2019-20 Adopted Budget: CIAP Funding Source Summary

(in millions)



FY2019-20 Adopted Budget: CIAP Program Summary

(in millions)



FY2019-20 Strategic Plan Goals

Promote, establish, and implement a regional environmental protection vision with partners

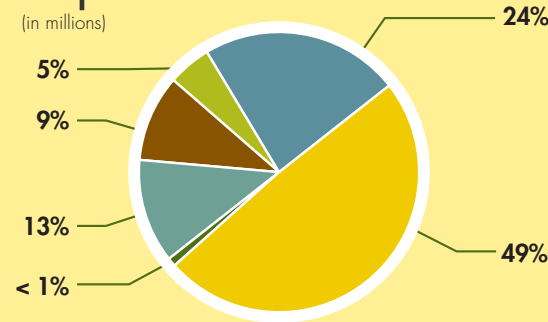
Connect people to open space and a regional environmental protection vision

Strengthen organizational capacity to fulfill the mission

Position the District for long-term financial sustainability to fulfill the District's mission on behalf of the public

Expenses

(in millions)

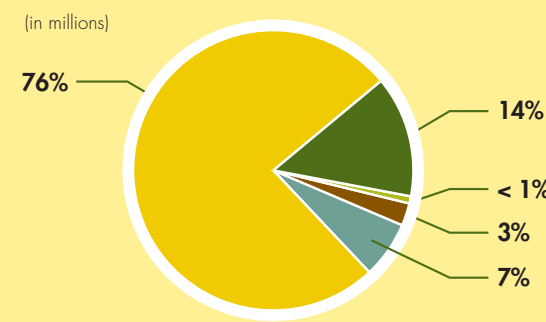


\$37.00	Fund 10—General Fund Operating
\$ 0.14	Fund 20—Hawthorns Fund
\$ 9.45	Fund 30—Measure AA Capital
\$ 6.75	Fund 40—General Fund Capital
\$ 3.80	Fund 40—General Fund One-Time Expenses
\$17.67	Fund 50—Debt Service

\$74.81 Total

Revenues

(in millions)



\$57.49	Property Tax Revenues
\$10.52	Bond Funds
\$ 0.10	Hawthorns Funds
\$ 1.99	Interest Income
\$ 5.44	Grants, Rental and Other Income

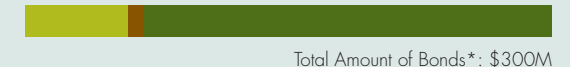
\$75.54 Total

Measure AA Projects



In June 2014, voters approved Measure AA, a \$300 million general obligation bond to be used to protect, enhance and improve public access to open space land. Projects are grouped in 25 key portfolios, organized by geographic area within the District's boundaries.

Total Measure AA Bond Funds Spent Life-To-Date (in millions)



*Net of grant income

Budget Process

Fiscal Year July 1-June 30



Monte Bello Open Space Preserve by R. Goldthwaite



Midpeninsula Regional
Open Space District
330 Distel Circle
Los Altos, CA 94022

Photography: Painter at Picochetti Ranch Open Space Preserve (Doris Livezey); Equestrian at Russian Ridge Open Space Preserve (David Footie); Stream at Purisima Creek
Redwoods Open Space Preserve (Randy Weber); Cyclist at Monte Ballo Open Space Preserve (Deane Little); Hikers on Trail at Fremont Older Open Space Preserve (Jack
Geschmidt); Hikers in forest at Purisima Creek Redwoods (Karl Gohl); Hiker with Dog at Fremont Older (Jack Geschmidt); Ranger with Kids at Rancho San Antonio Open Space
Preserve (Jack Geschmidt); Hikers on Shady Trail at Fremont Older (Jack Geschmidt); View Towards Ocean at Windy Hill Open Space Preserve; (Karl Gohl); Scenic landscape at
Sierra Azul Open Space Preserve (Brian Thayer); Design donated by Alexander Atkins Design, Inc.



**Explore
Your
Backyard**





Sharing the Trails

Each week, thousands of visitors, including hikers, runners, bicyclists, equestrians, people with disabilities, and people walking their dogs, use District trails. Our website, www.openspace.org, is the first place to visit for maps, directions, suggested activities, trail conditions, safety tips, and more.



Free Nature Activities

Midpeninsula Regional Open Space District offers free docent-led activities nearly every day of the week, ranging from easy nature walks to challenging hikes and mountain bike rides. Activity listings are posted at preserve bulletin boards, online, and in our quarterly newsletter. We are proud partners in the Bay Area Healthy Parks Healthy People initiative, encouraging a lifestyle of healthy outdoor recreation.



The Midpeninsula Regional Open Space District is a regional greenbelt system near busy Silicon Valley in the San Francisco Bay Area. Founded in 1972, the District comprises over 60,000 acres of land in 26 open space

preserves protected for public enjoyment, making a system of diverse and unparalleled beauty in one of the country's most populated areas. District preserves cover the spectrum from redwood forests and chaparral-covered hillsides to sensitive wetlands along the San Francisco Bay. Ranging from 55 to over 18,000 acres, they are open to the public free of charge, 365 days a year. Visitors will find over 220 miles of trails for hiking, mountain biking, nature study, dog walking, and more. Please refer to the map inside this brochure to find preserves and activities permitted at each. Enjoy your regional open space preserves!



Volunteer

Over 500 volunteers assist the District each year in one-day projects, ongoing natural history education, trail patrol, and maintenance and restoration programs. Find out more at www.openspace.org.

MISSION

To acquire and preserve a regional greenbelt of open space land in perpetuity, protect and restore the natural environment, and provide opportunities for ecologically sensitive public enjoyment and education.

David C. Daniels Nature Center

Overlooking Alpine Pond at Skyline Ridge Open Space Preserve, the District's nature center offers educational displays and exhibits. A docent-led school field trip program is offered during the fall and spring. The Nature Center was partially funded through the generosity of Peninsula Open Space Trust and the David C. Daniels family.



Backpack Camp

A hike-in backpack camp is located at Black Mountain in Monte Bello Open Space Preserve. More information is available online. Reservations are required.

CONTACT US

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www.openspace.org



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MONTHLY E-NEWSLETTER
July 2019

Summer is a great time to get outside. Join a docent-led activity or volunteer project, trek on a new trail, or track a turtle. You can also connect with your open space at a public workshop to learn about regional trail connections, or even explore a new preserve online at home!

[openspace.org](https://www.openspace.org)



Mount Umunhum Summit Trail Reopens!



Mount Umunhum summit visitors can once again access the east summit area and the hiking-only portion of the Mt. Umunhum Trail using a new temporary covered walkway installed at the base of the tower. For safety concerns, the other walkways surrounding the base of the tower are still closed until further notice. Certain weather conditions may close the walkway without warning.

Plan your visit to Mount Umunhum



Explore Bear Creek Redwoods at Home



The newly opened Bear Creek Redwoods Open Space Preserve is quickly becoming a must-see destination and the parking lot fills up early on the weekends. If you're waiting to visit this preserve until the crowds die down, you can still discover the rich layers of Bear Creek Redwoods history right from the comfort of your own home, or on the go, via our online storymap. This interactive experience tells the story of land through history, including maps and and blast-from-the-past photos. Bear Creek Redwoods isn't just any preserve. It has been shaped by the Ohlone, gold rush era lumber mills, elaborate estates, major earthquakes and the West Coast's first Jesuit school of theology.

See the storymap at openspace.org/bcrstory



Turtle Tracking



Many Midpen preserves provide important habitat for California's only native freshwater turtle, the western pond turtle. Unfortunately, these slow-moving creatures are threatened by non-native species such as red-eared sliders who are "set free" by their owners. Unwanted turtles and other animals should never be released into the wild.

You can help us monitor and protect the turtles in our preserves as part of an ongoing citizen science project. No special training is necessary, simply download iNaturalist onto your smart phone and add your observations to the **Midpen Biodiversity Index**.

Learn more about turtles in Midpen preserves



Regional Trail Connections Across Highway 17



Highways connect us, but also divide the land and create barriers to safe passage for both outdoor enthusiasts and wildlife. Midpen is developing plans for wildlife and trail crossings across Highway 17 to connect over 30,000 acres of protected public lands on both sides of Highway 17. For humans, these crossings will link over 50 miles of existing trails and provide regional trail connections for the Bay Area Ridge Trail and the Juan Bautista de Anza Trail near the Town of Los Gatos and the Lexington Reservoir.

Building the crossings is just one part of the solution. We must also build new trails to connect the crossing to existing trails and we want to hear your thoughts.

Regional Trail Connections - Public Workshop

Join us to learn more and provide feedback on our draft regional trails study. You can also review the study and provide feedback on our website following the meeting.

Tuesday, July 9 from 6:30 to 8:30 p.m.

Los Gatos United Methodist Church
111 Church Street, Los Gatos, CA 95030

RSVP to let us know you'll be there!

Find out more about regional trail connections



Midpen Board Approves Budget and Action Plan



Midpeninsula Regional Open Space District

Budget and Action Plan 2019-20

The Midpen Board of Directors has approved the operating Budget and Action Plan for the fiscal year running July 1, 2019, through June 30, 2020. The \$74.8 million balanced budget allows Midpen to fulfill our mission to acquire and preserve a regional greenbelt of open space, protect and restore the natural environment and provide opportunities for ecologically sensitive public enjoyment and education.

View the complete Budget and Action Plan Report

or

Check out the Budget in Brief for a high-level budget overview



Join Us to Hike



Each month volunteer docents lead FREE activities throughout Midpen preserves. This is a great way to learn about open space, explore a new trail or find a hiking group. Whether you are an early bird or like to sleep in, you can find an activity that fits your schedule, interests and abilities.

See all July activities at Midpen



Join Us to Help



Would you like to help restore and protect your open space lands? Joining an outdoor service project is a great way to start. We have several projects each month with varying degrees of difficulty. No previous experience or long-term commitment is required. Advance registration is required and slots fill quickly. Registration for August projects begins July 1 online. Come prepared to get a little dirty and sweaty!

Register for August projects



Upcoming Meetings and Events

July 1 – Registration opens for August **Outdoor Service Projects**

July 9 – **Public Workshop: Hwy 17 Trail Connections**

July 10 – **Board of Directors Meeting**

July 24 – **Board of Directors Meeting**

For a complete list of Midpen events and meetings visit
openspace.org/calendar



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